3.0 Existing Transportation System

This section inventories the existing transportation facilities in Anoka County. This initial step in transportation planning provides an understanding of the components and performance of the existing transportation system and existing planned improvements to the system.

3.1 Roadway System

3.1.1 Existing Network

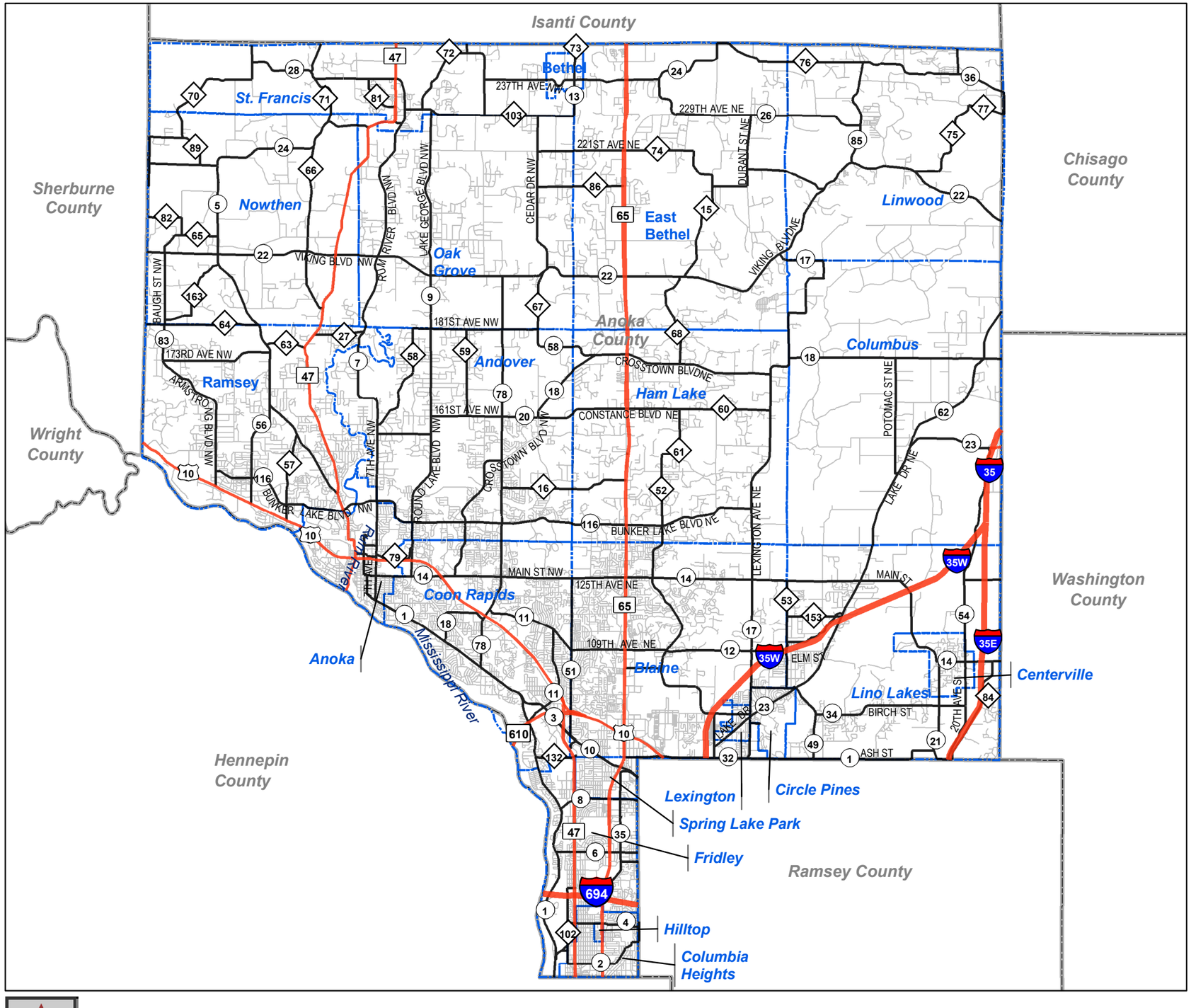
The existing roadway transportation system in Anoka County is shown in Figure 3-1. This system includes roadways under the jurisdiction of Mn/DOT, Anoka County, and local communities. The southern, more urbanized, portions of the county have a dense roadway system with higher concentration of arterial streets, which primarily function to provide mobility (see Section 3.1.2). The rural northern portions of the county are less dense, dominated by two-lane roadways. Anoka County's many lakes, wetlands, parks, the Rum River and the Mississippi River, and other sensitive environmental resources have, in many cases, precluded roads from being built on a continuous alignment. The result is that Anoka County has few direct north-south, or east-west continuous roadways that offer cross-county access.

Major freeways serving Anoka County include interstate highways I-35W, I-35E, I-35, and I-694. Traffic service is also provided by US Highways (US) 169 and 10, and State Trunk Highways (TH) 47 and 65. There are roughly 790 route miles of highway (excluding township and local roads) in Anoka County, 423 of which are on the county highway system [County State Aid Highways (CSAHs) and County Roads (CRs)]. Table 3-1 summarizes the mileage of existing highways by jurisdictional classification. All interstates, US Highways and State Trunk Highways are under Mn/DOT jurisdiction. CSAHs and CRs are under Anoka County jurisdiction, while Municipal State Aid Streets (MSAS) are under local entity jurisdiction and township roads under the jurisdiction of Linwood Township.

TABLE 3-1
Mileage of Highways in Anoka County by Jurisdictional Classification—2007

Jurisdictional Classification	Route Miles	Lane Miles
Interstate (Mn/DOT)	23.2	103.3
U.S. Highway (Mn/DOT)	18.8	85.9
State Trunk Highway (Mn/DOT)	57.8	191.9
County State Aid Highway (CSAH) (Anoka County)	314.96	695.9
County Roadway (Anoka County)	108.01	233.7
Municipal State Aid Streets (MSAS) (Local Jurisdictions)	273.5	610.8
Total	**790.9**	**1921.5**

Source: Mn/DOT Statewide Mileage and Lane Miles by Route System within Each County Report, June 1, 2007.



Legend

- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

Figure 3-1

Existing Roadway Network

Last Updated: 05/27/2009

3.1.2 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 3-2. 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.

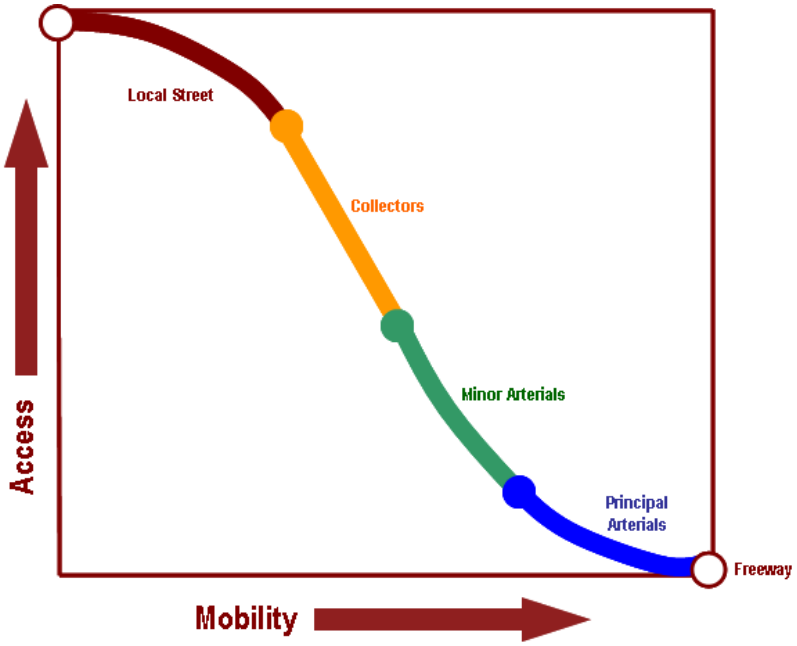
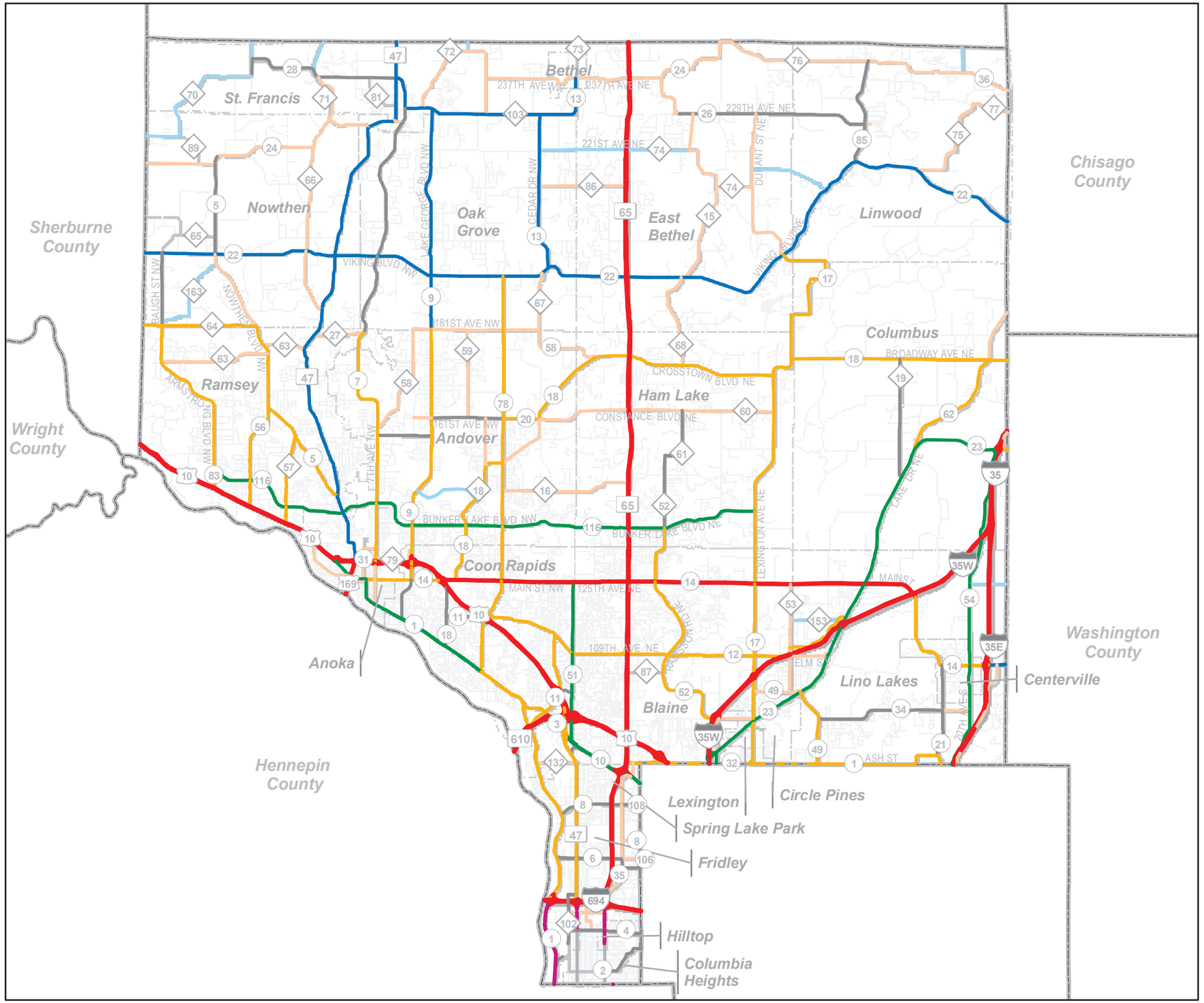


Figure 3-2
Access vs. Mobility

Figure 3-3 shows the existing functional classification for all roadways in Anoka County as recognized by the county, Mn/DOT, and the Metropolitan Council. The current distribution of functional classification for Anoka County highways is shown in Table 3-2. Most of the county system is classified as either minor arterials (15 percent) or collectors (13 percent) with local roadways making up the majority of mileage (68 percent).

[1] Source: 2030 Transportation Policy Plan, Appendix F, Functional Classification Criteria, adopted December 15, 2004



Legend

- Principal Arterial
- A Minor Arterial: Augmentor
- A Minor Arterial: Reliever
- A Minor Arterial: Expander
- A Minor Arterial: Connector
- B Minor
- Major Collector
- Minor Collector
- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

Figure 3-3

Functionally Classified Roadways

Last Updated: 09/08/09

3.1.3 Typical Roadway Sections

The general criteria for the design of a road depend in part on its functional classification and its location, either urban/suburban or rural. The typical cross-section describes requirements for width of traveled way, median type and width, curb, or shoulder treatment, sidewalks/trails, bicycle lanes, and clear zones. The county's recommendations for these designs are to ensure a safe and efficient highway system for the motoring public.

TABLE 3-2
Mileage of Highways in Anoka County by Functional Classification—2007

Functional Class	Miles	Percent of Roadways
Principal Arterials	82	4%
Minor Arterials	309	15%
Collectors	268	13%
Local	1,434	68%

Source: Mn/DOT Statewide Mileage and Lane Miles by Route System within Each County Report, June 1, 2007.

Urban/Suburban Arterial and Collectors

The county's recommended roadway cross-section for an urban/suburban four-lane divided arterial is shown at the top of Figure 3-4. The typical right-of-way requirement for the four-lane divided is approximately 120 feet and includes two travel lanes in each direction, outside shoulders, enough width to accommodate turn lanes within the median at intersections, runoff and drainage, and a sidewalk and trail system on one or both sides of the road.

Rural Arterials and Collectors

The county's typical roadway cross-section for a rural two-lane roadway is shown at the bottom of Figure 3-4. This typical cross-section requires approximately 120 feet of right-of-way and includes one travel lane in each direction, outside shoulders, drainage area, and trail on one or both sides of the road. The typical cross-sections identified in Figure 3-4 are two examples of several the county has for a variety of roadway configurations.

3.1.4 County Roadway Spacing

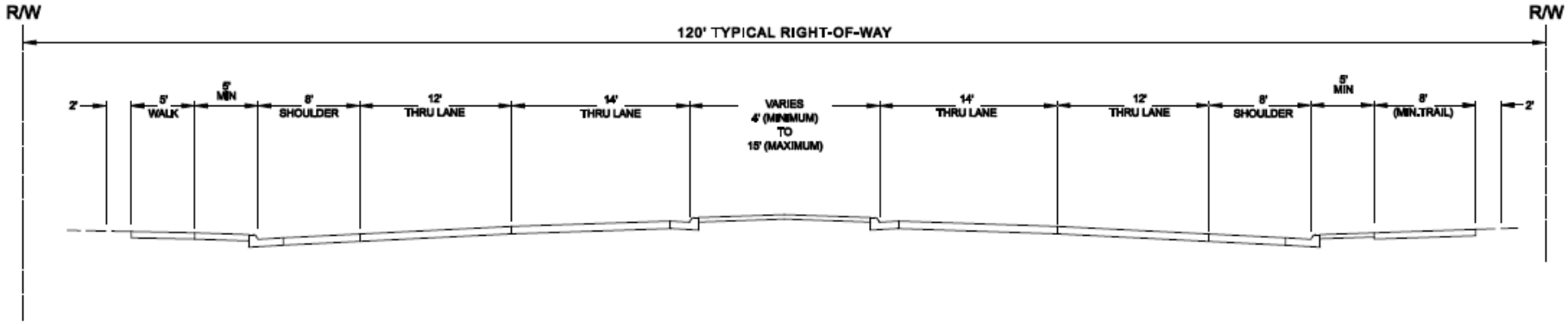
Table 3-3 provides spacing guidelines developed by the Metropolitan Council and Federal Highway Administration that aid in the planning of future transportation systems within developed and developing areas.

TABLE 3-3
Spacing Guidelines for Functionally Classified Roads

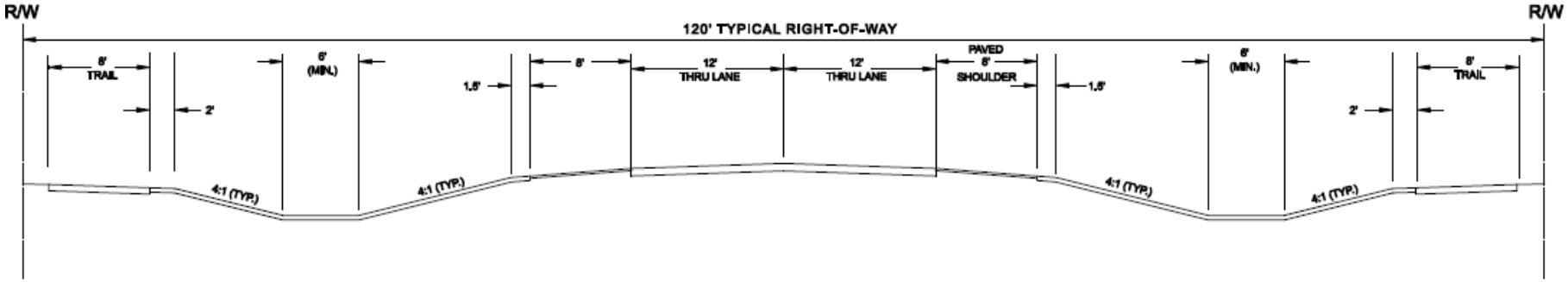
Land Use Characteristics	Principal Arterials	Minor Arterials	Collectors	Local Streets
Developed Areas	2 to 3 Miles	1/4 to 1/2 Mile	1/8 to 1/2 Mile	As Needed to Access Land Uses
Developing Areas	3 to 6 Miles	1 to 2 Miles	1/2 to 1 Mile	As Needed to Access Land Uses

Source: Metropolitan Council, 2030 Transportation Policy Plan, Appendix D: Functional Classification Criteria, 2009 and Federal Highway Administration, Highway Functional Classification Guidelines, 1989.

TYPICAL URBAN DIVIDED 4-LANE SECTION



TYPICAL RURAL UNDIVIDED 2-LANE SECTION



Source: Anoka County Highway Department

Figure 3-4
Typical Anoka County Roadway Cross-Sections

A review of the spacing of north-south minor arterials along two roadways, CSAH 14/Main Street in the south and CSAH 22/Viking Boulevard in the northern part of the county, provided a general understanding of the current spacing in the county. Along CSAH 14/Main Street, the average spacing of minor arterials was over one and one half miles, more than the recommended spacing of one-quarter to one-half mile for developed areas. The average spacing for minor arterials along CSAH 22/Viking Boulevard, in the northern developing area of the county, was a little over three miles. Again, this is more than the recommended one to two miles spacing for developing areas based on Table 3-2.

Review of the spacing of functionally classified roadways in the study area demonstrates that the lack of arterials causes:

- a concentration of traffic (and thus higher traffic volumes) on the few arterials that do have continuity across the county such as TH 65, CSAH 9/Round Lake Boulevard, and CSAH 17/Lexington Avenue, and
- higher than expected volumes on much of the local street system.

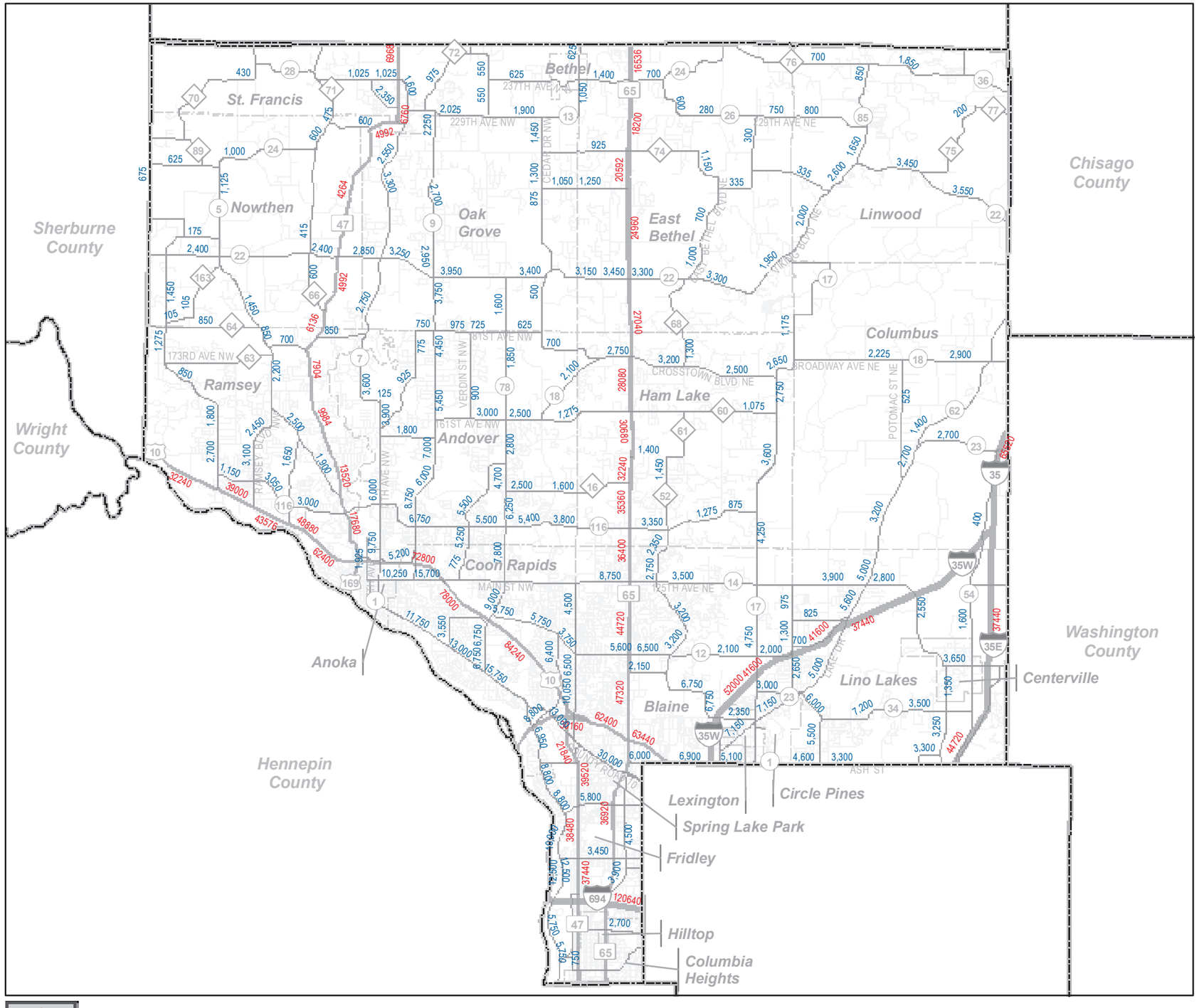
3.1.5 Traffic Volumes

The existing traffic volumes for the county system are shown in Figure 3-5. The existing volumes are based on year 2000 traffic counts for state and county jurisdictional roadways, the last year for which consistent volumes are available. These volumes were also used as the baseline for Anoka County's Travel Demand Model that was used to develop forecast 2030 traffic volumes (see Section 5.0).

3.1.6 Traffic Operations

Congestion is usually measured in terms of level of service (LOS). For roadway segments, average delay and speed enter into the LOS determination along with other factors. LOS measures the quality of traffic service, and may be determined for each roadway segment on the basis of delay, congested speed, volume to capacity (v/c) ratio, or vehicle density by functional class. The various LOSs for roadway segments are defined below and shown on Figure 3-6:

- LOS A describes primarily free-flow operation at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification.
- LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for arterial classification.
- LOS C represents stable operations; however, ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speed of about 50 percent of the average free-flow speed for the arterial classification.
- LOS D borders on a range in which small increases in flow may cause substantial increases in delay, and hence, decreases in arterial speed. LOS D is often used as a limiting criterion for design purposes.



Legend

Year 2000 Average Daily Traffic Volumes

12,345 State System

12,345 County System

- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

- LOS E is characterized by significant delays and average travel speeds of one-third of the free-flow speed or less. LOS E is sometimes accepted as limiting for design criterion when restricted conditions make it impractical to consider a higher LOS.
- LOS F characterizes arterial flow at extremely low speeds. Intersection congestion is likely at critical signalized locations with high delays and extensive queuing. LOS F is never used as a design standard. It represents a condition that is intolerable to most motorists.

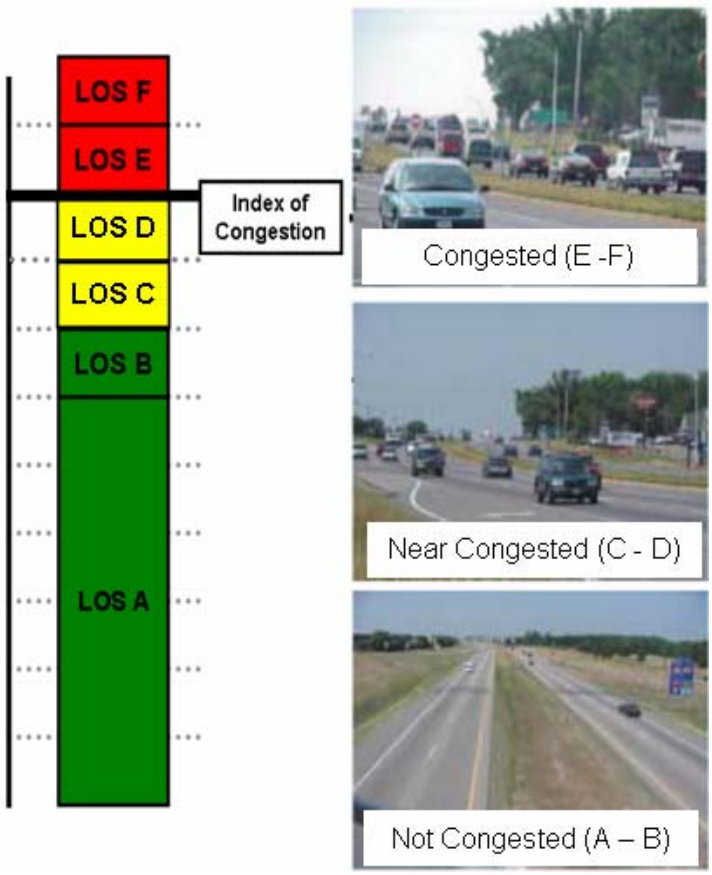


Figure 3-6
Level of Service

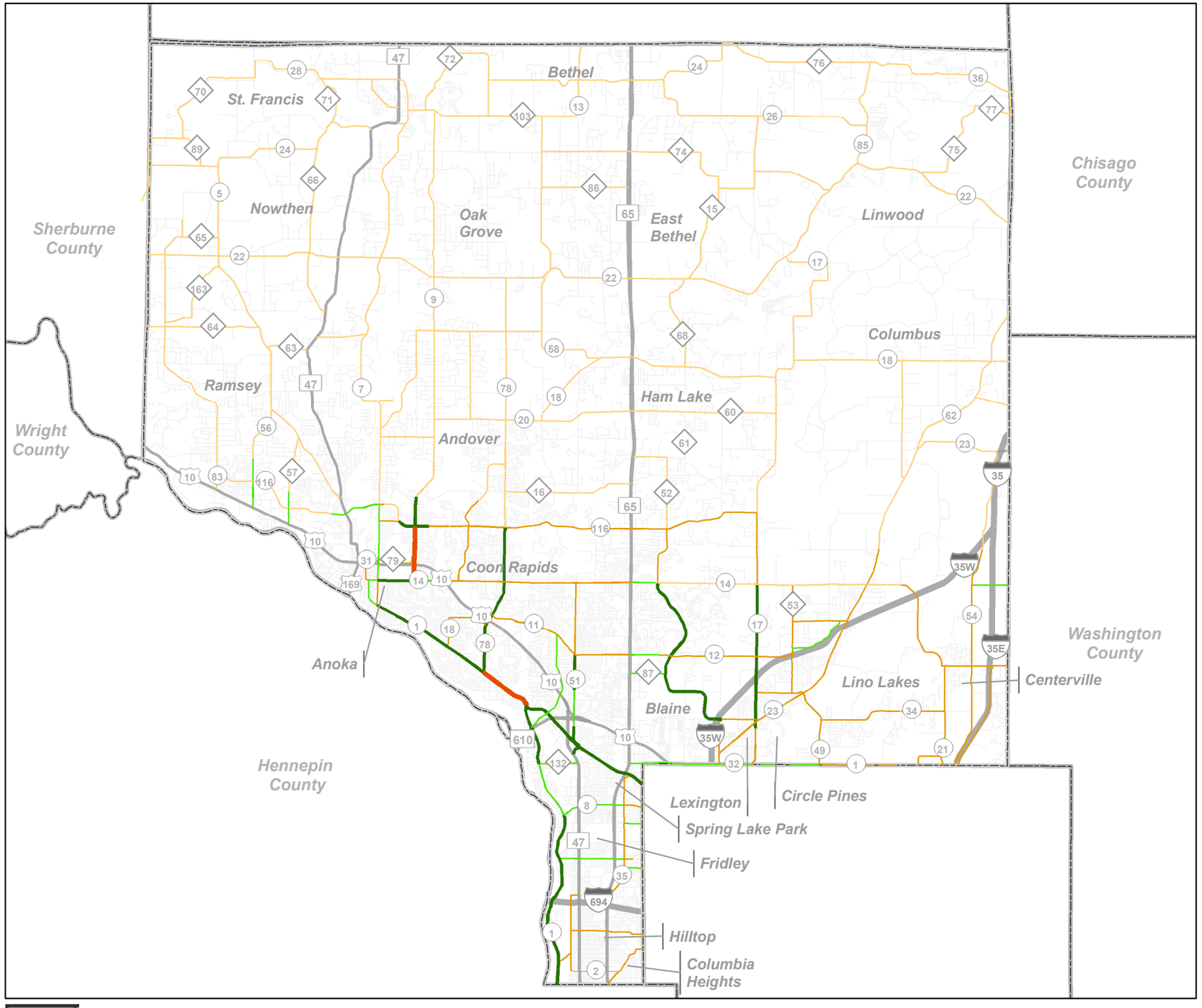
3.1.7 Existing System Deficiencies

For this Plan, capacity deficiencies on the Anoka County system were determined by comparing existing volume to capacity (v/c) ratios. The v/c ratio is based on the traffic volumes on the roadway divided by the actual capacity of the segment. The capacity of the segment is a function of the type of roadway and the cross-section, i.e., the number of lanes. Figure 3-7 documents the current number of lanes for all county highways. Table 3-4 shows the relationship between LOS and v/c.

Consistent with the Metropolitan Council, the county has established the LOS D/E boundary (approaching congestion to congested) as the performance measure for identifying locations that merit attention. Figure 3-8 shows road segments on the county system that currently experience these conditions during peak conditions (v/c greater than 0.95 in the peak hour, which correlates to a LOS E).

TABLE 3-4
Relationship between v/c and LOS

LOS	v/c
A	< 0.65
B	0.65 – 0.75
C	0.75 – 0.85
D	0.85 – 0.95
E	0.95 – 1.05
F	> 1.05



Legend

- 2-lane Urban
- 2-lane Rural
- 4-lane Undivided
- 4-lane Divided
- 6-lane Divided
- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

Figure 3-7

Number of Lanes on County Roads

Last Updated: 05/27/2009

Legend

Level of Service (LOS)

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

Source: Anoka County's Travel Demand Model (Parsons Brinkerhoff, March 2008)

Figure 3-8
Year 2000 Congested Roadway Segments (PM Peak Hour)

Last Updated: 08/06/2009

3.2 Anoka County Transit System

Anoka County provides its own county transit system, actively participates in ongoing transit planning at the regional level, and leads transit development outside the Twin Cities Metropolitan Area. This section outlines the county's transit planning activities, services, and facilities.

Within the county, public transit serves a variety of travel markets, including commuters going to downtown Minneapolis and other major employment centers; on-demand trips required by elderly, disabled, and other transit-dependent individuals; and local transit trips. Multiple transit operators provide service ranging from express bus routes to specialized access to social services. Anoka County's Transportation Management Office (TMO) assists employers by coordinating transit service for employees to major job locations. At the regional level, Anoka County participated as a stakeholder in the Metropolitan Council Transportation Policy Plan 2030 Transit Master Plan Study. The county, through its Regional Railroad Authority, is also an active member on the Counties Transit Improvement Board (CTIB).

At the regional and collar-county level, Anoka County Regional Railroad Authority has maintained a leadership role on the Northstar Corridor Development Authority (NCDA) since the 1990s, developing the state's first commuter rail line which is scheduled to begin service in late 2009. The county continues its leadership role in statewide transit planning through membership in the Northern Lights Express (NLX) Joint Powers Board, working with other counties between Minneapolis and Duluth to restore intercity passenger rail service between the two port cities.

3.2.1 Coordination with Other County and Regional Transit Plans

The Anoka County Transit System Plan (October 2004) provides an inventory, analysis, and future vision for transit services within Anoka County. Section 3.2.2 summarizes the key elements of the Transit System Plan. Section 3.2.3 documents the existing transit service in the county, which reflects changes to the transit system that have occurred since completion of the Transit System Plan. Finally, Section 3.7.4 provides a summary of the county's transit vision, as documented in the Transit System Plan.

The Metropolitan Council prepared the 2030 Transit Master Plan, a component of the Transportation Policy Plan (TPP), during the timeframe that this Plan was developed. The regional transit plan is intended to guide future transit investment and implementation decisions for the Metropolitan Council's seven-county planning area. Nearly all of the mobility-impaired corridors identified in this Plan appear as proposed transitways in the Metropolitan Council TPP 2030 transit system plan, reinforcing the need for multimodal solutions within these congested corridors. Preliminary recommendations made in the Council's 2030 Transit Master Plan that potentially affect the Anoka County's transportation system are summarized in Section 3.7.4.

As part of the TPP Transit Chapter, the Metropolitan Council has determined that it will respond to five distinct transit market areas defined by population and employment density and the number of transit-dependent people. The county includes parts of Market Areas 2, 3 and 4.

3.2.2 Key Conclusions from the Anoka County Transit System Plan

Transit Travel Trends

The majority of current transit travel within Anoka County is focused on the southern portions of the county—particularly the communities of Anoka, Coon Rapids, Blaine, Spring Lake Park, Fridley, and Columbia Heights. Limited express transit service is also available in Circle Pines, Hilltop, Lexington, Lino Lakes, Centerville, and Columbus. The Anoka County Transit System Plan documents that approximately three percent of home-based (commuter) trips choose transit—a relatively small share of the travel market. The largest travel market destinations for trips leaving Anoka County are northern Hennepin County and northern Ramsey County.[2]

Transit Coverage

The southernmost portion of Anoka County is well-served by transit, as reflected in Figure 3-9. Generally, the county's fixed route transit system serves most areas with densities exceeding five persons per acre, with some exceptions in northwestern Blaine and southeastern Andover.[3]

Intermodal Connectivity

The Anoka County Transit System Plan rated the level of intermodal connectivity among transit, bicycle, and pedestrian systems within the county as low to moderate (when the plan was completed in 2004). The Transit System Plan also noted that many existing park-and-ride facilities are only realistically accessed by automobile, with the exception of some of the facilities in Coon Rapids. Since that plan was completed, intermodal connections have increased. Section 3.4 provides an updated assessment of intermodal connectivity, reflecting 2008 conditions, and a future assessment based on known transit and trail plans.

Service to Traditionally Transit-Dependent Populations

The least wealthy households are generally concentrated in the south and southwestern portions of the county, which are the areas currently best served by transit. The disabled population in Anoka County is generally concentrated in the southern half of the county with pockets of high concentrations (greater than three persons per acre) in Anoka, Coon Rapids, Blaine, Fridley, and Columbia Heights.[4]

3.2.3 Existing Transit System Inventory

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 Metropolitan Council Metro Transit. Interim express bus service prior to the initiation of Northstar commuter rail service is provided by the NCDA's Northstar Commuter Coach and the Ramsey Star Express. Existing fixed routes that are operated by each agency are shown in Figure 3-9 and described in Table 3-5; this figure and table also illustrate the concentration of fixed route transit service in the southern part of the county.

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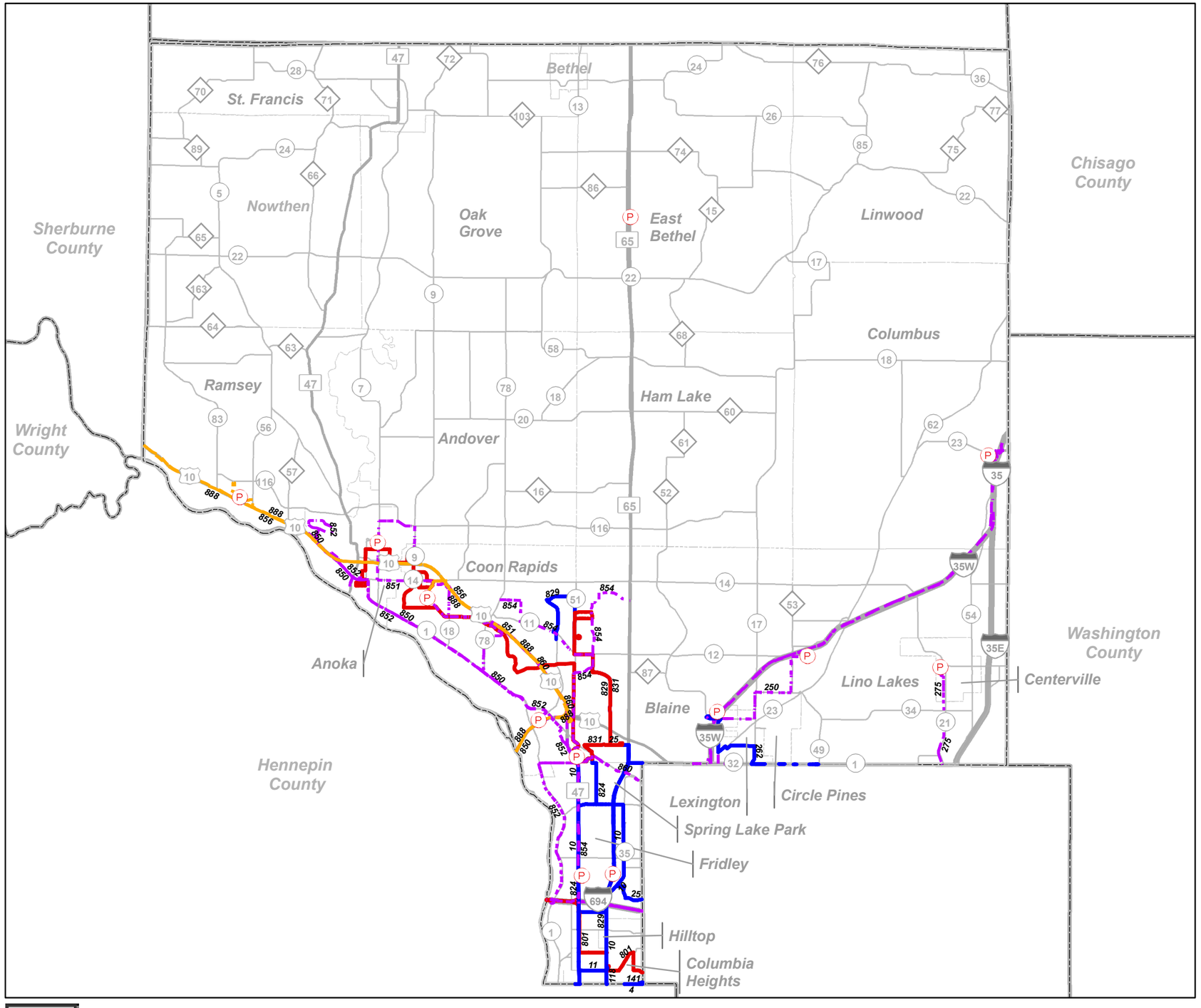
[2] Source: Anoka County Transit System Plan, October 2004, p. 26.

[3] Source: Anoka County Transit System Plan, October 2004, p. 56.

[4] Source: Anoka County Transit System Plan, October 2004, p. 56.



Legend

Transit Routes

- Express, Metro Transit
- Express, NStar Corridor Dev. Auth.
- Local, Anoka County Traveler
- Local, Metro Transit
- Park and Ride

- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

Figure 3-9
Existing Transit System by Route Type and Service Provider

The county's transit system is largely oriented to express commuter service for workers destined for the downtown Minneapolis, downtown St. Paul, and the University of Minnesota. These express routes are not operated on weekends.

Publicly-provided, demand response service is provided also 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.

TABLE 3-5
Existing Transit Routes Serving Anoka County by Provider and Route Type

Route Number	Provider[1]	Route Type	Service Area	Weekday Trips	Saturday Trips	Sunday Trips
801	ACT	Local	N/A	29	0	0
805	ACT	Local	N/A	27	21	0
831	ACT	Local	N/A	25	0	0
250	MT	Express	Minneapolis	65	0	0
255	MT	Express	St. Paul	6	0	0
275	MT	Express	St. Paul	6	0	0
288	MTS[2]	Express	Minneapolis	11	0	0
766	MT	Express	Minneapolis	67	0	0
850	MT	Express	Minneapolis	51	0	0
851	MT	Express	Minneapolis	16	0	0
852	MT	Express	Minneapolis	37	17	0
854	MT	Express	Minneapolis	21	0	0
860	MT	Express	St. Paul	9	0	0
10	MT	Local	Minneapolis	191	121	67
11	MT	Local	Minneapolis	102	78	72
118	MT	Local	Univ. of MN	4	0	0
141	MT	Local	Minneapolis	12	0	0
25	MT	Local	Minneapolis	69	14	0
262	MTS	Local	St. Paul	6	0	0
4	MT	Local	Minneapolis	151	125	74
824	MT	Local	Minneapolis	6	0	0
829	MT	Local	Minneapolis	12	0	0
856—Ramsey Star Express	NCDA	Express	Minneapolis	8	0	0
888—Northstar Commuter Coach	NCDA	Express	Minneapolis	16	0	0

1-ACT=Anoka County Traveler; MT=Metro Transit; and NCDA=Northstar Corridor Development Authority, MTS=Metropolitan Transportation Services

2-Funding provided through the Metropolitan Council's Metropolitan Transportation Services (MTS) Department; the route is operated by Metro Transit

Source: Metropolitan Council's "Bus Routes - Twin Cities Metropolitan Area GIS Data Layer," last updated June 10, 2008.

Counties Transit Improvement Board (CTIB)

In 2008, the Counties Transit Improvement Board (CTIB) was formed by five Twin Cities Metropolitan Area Counties—Anoka, Dakota, Hennepin, Ramsey, and Washington. CTIB, which evolved from the former Metropolitan Transit Development Board (MTDB), is a joint powers authority composed of the counties through their regional railroad authorities.

This organization has authorization to plan and implement transit within the counties participating in the ¼ cent sales tax passed in 2008. While CTIB does not own or manage any specific transit services, the Board is responsible for distributing the sales tax funds that enable or enhance high-capacity transit services within the participating counties.

Anoka County Traveler (ACT)

The ACT—the county's own transit provider—provides both fixed route and dial-a-ride service in the southern portion of the county. Three fixed routes are operated throughout portions of Anoka, Blaine, Columbia Heights, Coon Rapids, and Fridley, shown on Figure 3-9 and described in Table 3-5. ACT's dial-a-ride service provides curb-to-curb transportation service in coordination with existing ACT fixed routes. Metro Mobility, a service of Metro Council, contracts with ACT to provide dial-a-ride service within the communities of Fridley, Columbia Heights, Hilltop, and Spring Lake Park.

In the northern part of the county, dial-a-ride is the only transit service option available. The ACT primarily focuses on providing mobility within the county and does not provide service beyond county borders. This agency's service does provide connectivity to other services, including Metro Transit and other regional services (e.g., Northstar Commuter Coach and Ramsey Star Express), for those traveling outside the county.

Northstar Corridor Development Authority (NCDA)

In preparation for the planned initiation of commuter rail service, the NCDA operates two commuter coach lines in Anoka County, both offering peak hour service during weekdays to downtown Minneapolis. More information about the Northstar Commuter Rail Service, scheduled to open in late 2009, is provided in Section 3.7. The Northstar Commuter Coach provides weekday service through Anoka County via Elk River to downtown Minneapolis (shown as Route 888 on Figure 3-9). The Northstar stops at park-and-ride lots in Elk River and Coon Rapids (at the Riverdale shopping development) and travels from the 5th Street Transit Station in downtown Minneapolis during peak hours.

The Ramsey Star Express Commuter coach service originates from the municipal parking facility located in the Ramsey Town Center (shown as Route 856 on Figure 3-9). This route also terminates at the 5th Street Transit Station in downtown Minneapolis. Buses for both the Northstar Commuter Coach and the Ramsey Star Express offer amenities, including comfortable seating, power outlets for laptops, overhead reading lights, and storage compartments. This route may also be replaced in the future by Northstar Commuter Rail.

Northern Lights Express Joint Powers Authority

The Northern Lights Joint Powers Authority is leading the planning effort to provide transit service between Minneapolis and Duluth on the existing Burlington Northern Santa Fe (BNSF) Railway Cambridge line. When completed, this intercity passenger rail service would intersect the Northstar Commuter Rail service at Coon Rapids Junction in Coon Rapids, completing the route into downtown Minneapolis on the Northstar line. The Northstar line, planned to begin service in late 2009, terminates at the Minneapolis multimodal station, with connections to the existing Hiawatha Light Rail Transit (LRT) line, Central Corridor LRT line (under development), and planned Southwest Corridor LRT line.

One of the issues to be addressed in planning for Northern Lights Express service is the number of at-grade rail crossings with Anoka County roadways. The BNSF line crosses every Anoka County road north of US 10 at grade. Only one grade separation on US 10 at CSAH 14/Main Street is currently programmed. As planning progresses, the need to grade-separate some or all of the crossings will need to be evaluated, particularly if high-speed operation is specified. At meetings with individual community staff, the county also recommended that local jurisdictions take steps to buffer sensitive land uses such as new residential developments adjacent to the now lightly-used rail line in preparation for its planned intercity passenger rail use.

Metro Transit

Metro Transit operates several routes within Anoka County, including fixed route express and local service. These routes, shown on Figure 3-9 and described in Table 3-5, primarily provide linkages outside the county while also providing limited service within the county.

Express Route 288 is a noteworthy service separately funded by the Metropolitan Council's Metropolitan Transportation Services (MTS) department, operated by Metro Transit. The route operates between Forest Lake and downtown Minneapolis, with a pick-up in Columbus, via the I-35W corridor. Started in January 2008, this one year demonstration route was developed to provide relief at the crowded 95th Avenue park-and-ride lot in Blaine, and as a response to the August 2007 collapse of the I-35W bridge in Minneapolis. Ridership demand and available funding during 2008 will factor into decisions about the long-term future of the route. This route is anticipated to be a precursor to future Rush Line bus rapid transit (BRT) or rail service.

Human Services

Human service providers are also assisted by transportation services that respond to the needs identified by social service agencies. Through the Anoka County Traveler, these agencies provide door-to-door, dial-a-ride services primarily for medical-related trips focused on meeting the needs of elderly and disabled individuals. Agency supporters and participants include the county's Community Social Services and Mental Health programs, Anoka County Community Action Program, Minnesota Department of Human Services, Greater Twin Cities United Way, American Red Cross, and local advocacy groups Rise Inc. and Achieve Services. The county also supports a Volunteer Transportation Program that provides rides to and from medical, dental, and appointments with social services for seniors (60+) and clients receiving services from Anoka County

3.2.4 Transit Support Infrastructure

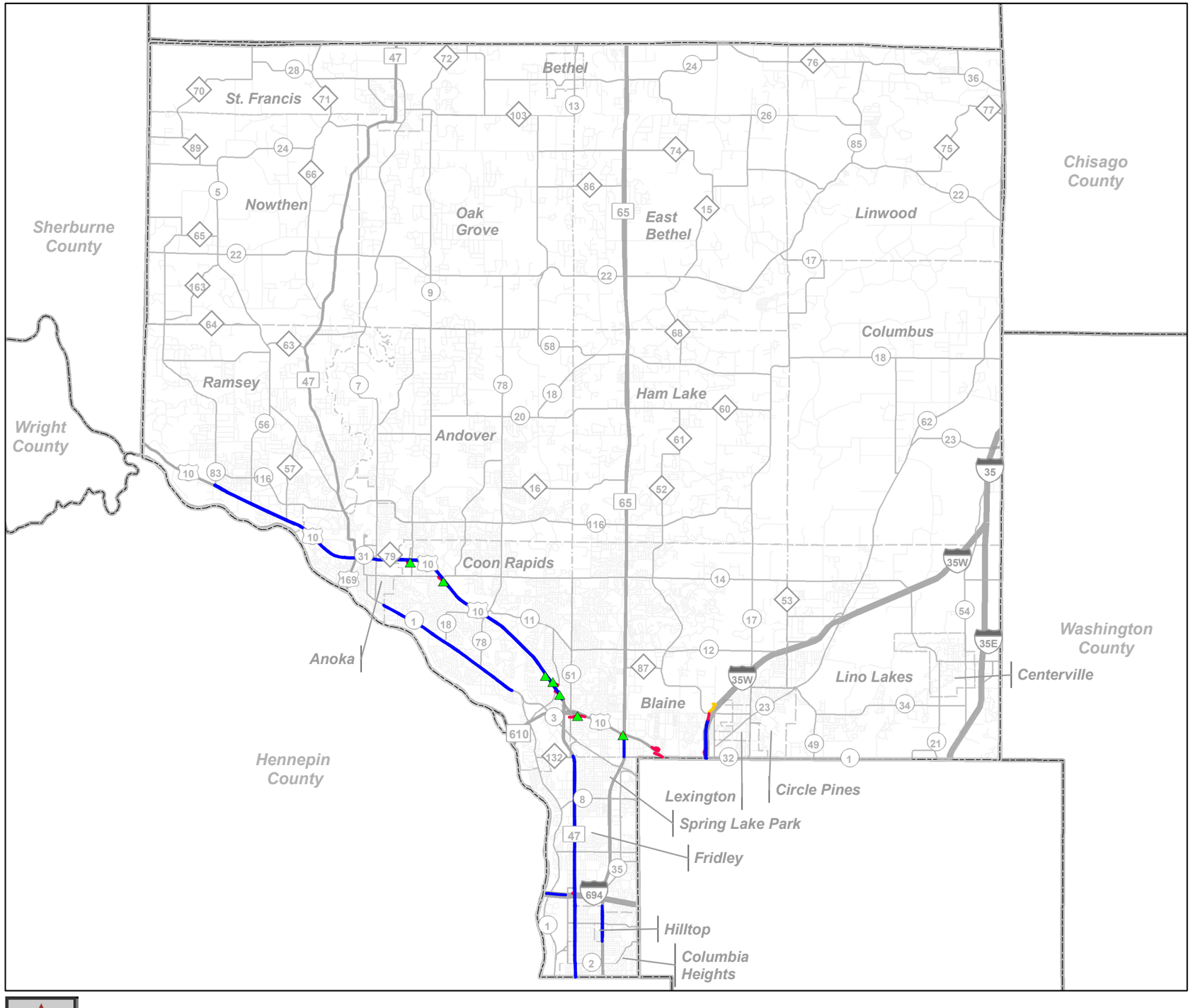
Transit Advantages

Transit service—both fixed route and demand response—is supported by a variety of transit facilities and advantages. There are approximately 51 miles of bus-only shoulder lanes and two miles of ramp meter bypasses. In total, there are twelve high-occupancy vehicle (HOV) ramp meter bypasses located in Anoka County. As shown on Figure 3-10, most of the existing shoulder lanes are located along US 10, TH 47/University Avenue, and CSAH 1/Coon Rapids Boulevard.

Team Transit, an informal collaboration between Mn/DOT, the Metropolitan Council, and transit operators, continuously expands the region's network of transit advantages over state-jurisdiction roadways throughout the Metropolitan Area. Team Transit facilities include segments of shoulder bus lanes, HOV bypass ramps at congested freeway interchanges, intelligent transportation system elements including extended green time for buses at traffic signals, and park-and-ride/park-and-pool lots at strategic locations on the regional roadway network. The county and local communities have also collaborated to develop shoulder bus lanes in cooperation with transit operators on the county road network. Segments of CSAH 1/Coon Rapids Boulevard are an example of such facilities developed by Anoka County, the City of Coon Rapids, and Metro Transit.

Park-and-Ride System

Within Anoka County, transit support facilities include park-and-ride locations throughout the south, southwest, and southeast areas of the county, intermittent segments of bus shoulder lanes, HOV bypass ramps, traffic signals with transit priority features, and basic amenities including shelters, benches, and signed bus stops. Twelve official park-and-ride sites are located in Anoka County (one of which is a park-and-pool lot without transit service—in East Bethel). This includes the region's largest park-and-ride station—the Foley station in Coon Rapids—which features an exclusive bus on-ramp to the TH 610 bridge. Transit hubs are located at Town Center in Ramsey, Northtown shopping center in Blaine, and University Avenue at 40th Street in Columbia Heights. New Northstar commuter rail stations are also under construction in Anoka, Coon Rapids, and Fridley in preparation for the initiation of rail service in late 2009.These locations are shown on Figure 3-9. Table 3-6 provides details about each lot, including the number of available parking spaces.



Legend

Transit Advantages

- Busway
- Meter Bypass
- Shoulder Lane
- Ramp Meter Bypasses
- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

Figure 3-10
Transit Advantages

Last Updated: 05/27/2009

TABLE 3-6

Existing and Future Park-and-Ride Lots in Anoka County

#	Name	Address	City	Capacity
1)	7th Avenue & Garfield	7th Avenue & Garfield	Anoka	80
2)	Northtown Transit Center	85th Avenue & Jefferson	Blaine	366
3)	95th Avenue & I-35W	95th Avenue NE & I-35W	Blaine	1,011
4)	St. Genevieve Church	7087 Goiffon Rd.	Centerville	50
5)	Running Aces Harness Park	I-35 & CSAH 23	Columbus	300
6)	Foley Boulevard	Foley Boulevard between Coon Rapids Boulevard and East River Road	Coon Rapids	1,243
7)	Riverdale	Northdale Boulevard & 123rd Avenue NW	Coon Rapids	455
8)	Church of St. William	TH 47 and 61st Avenue NE	Fridley	50
9)	St. Phillip's Lutheran Church	TH 65 & W. Moore Lake Drive	Fridley	20
10)	St. Joseph's Church	Elm Street & Rice Lake Drive	Lino Lakes	12
11)	Ramsey Town Center	US 10 between Ramsey Boulevard. and Armstrong Boulevard	Ramsey	603
12)	East Bethel Ice Arena (not served by transit)	TH 65, between 205th Avenue and 209th Avenue	East Bethel	53
13)	Anoka Northstar Station North & South Lots[1]	2718 4th Ave.	Anoka	377
14)	Fridley Northstar Station[1]	Main Street NE and 60th Avenue NE	Fridley	621

1-Construction for the Anoka and Fridley Northstar stations began in 2008.

Source: Metropolitan Council's Park-and-Ride Lots GIS Data Layer, last updated May 8, 2008.

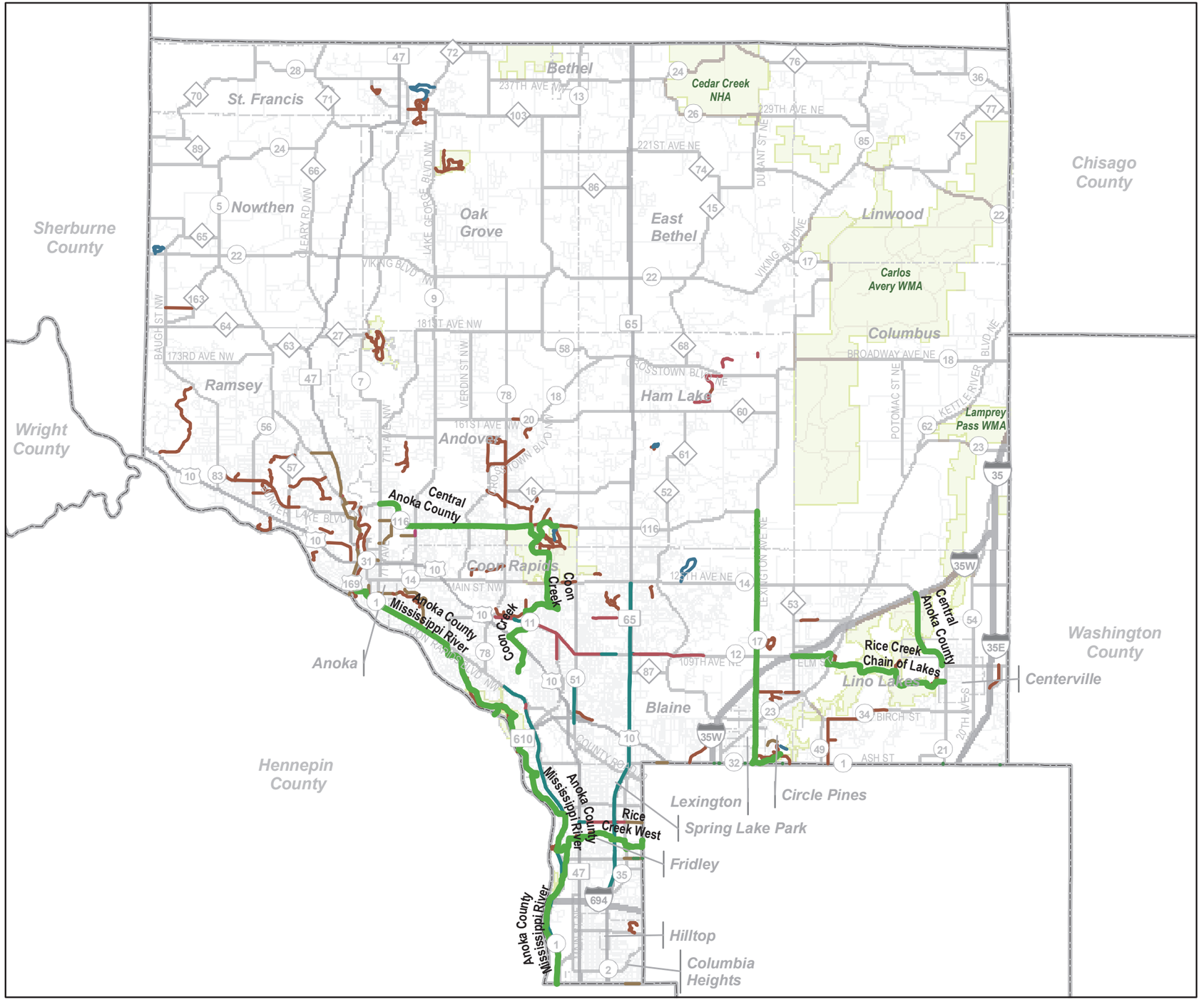
3.3 Parks and Trails/Natural Resource Areas

Information for this section was obtained from Anoka County Parks and Recreation Comprehensive System Plan.

3.3.1 Existing Regional Trail Network

Many bicycle and pedestrian trails located within Anoka County are purely recreational, 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. (Figure 3-11 shows existing recreational and regional trails). These regional trails, owned and managed by the Anoka County Parks and Recreation Department are listed below:

1. Rice Creek West & North Regional Trails
2. Mississippi River Regional Trail
3. East Anoka County Regional Trail
4. Central Anoka County Regional Trail
5. Rum River Regional Trail
6. Coon Creek Regional Trail



Legend

- Regional Trails, Existing

Bikeways in Anoka Co. (Reg., County, Muni.)

- Paved Trail
- Non-paved Trail
- Bike Lane
- One-way Bike Lane
- One-way Shoulder >= 5'
- Shoulder >= 5'
- Other
- Regional Parks

- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

Exhibit 3-11

Existing Trails & Bikeways

Last Updated: 07/20/2009

As shown in Figure 3-11, all existing regional trails are located in the southern half of the county—the area that is most developed and serves the majority of the population. Most regional trails were developed within the past ten to fifteen years[5]. Recent improvements to the system include a tunnel under TH 65 and a pedestrian bridge over Mississippi Street, both on the Rice Creek West Regional Trail. The county also has implemented an inspection program to maintain the integrity of the trails. Some regional trail corridors need rehabilitation—including the lowland areas of the Rice Creek North Regional Trail that have experienced damage from invasion of plant and tree roots.

3.3.2 Planned Regional Trail Network

The Anoka County Parks and Recreation Comprehensive System Plan documents plans for the addition of 85 miles of regional trails. The county's planned trails, shown in Figure 3-12 are intended to provide critical links between the regional parks, and local connections to city trails and neighborhoods. The regional trail system will continue to be a high priority for the county park and recreation capital investment program.

At this time, it appears that collaboration amongst the county, local communities, and outside funding agencies is the most promising way for planned and proposed trails to get built. By partnering with local communities, the county has already been able to increase development and construction of trails corridors. The Central Anoka County Regional Trail Corridor was built in coordination with the City of Andover, the Anoka County Highway Department, and the Parks Department. Improvements to the trail were made in conjunction with improvements made to CSAH 116/Bunker Lake Boulevard. The City of Andover and the Anoka County Highway Department funded the trail. The Highway Department and the Parks Department installed the trail and provided reimbursement funds when available[6].

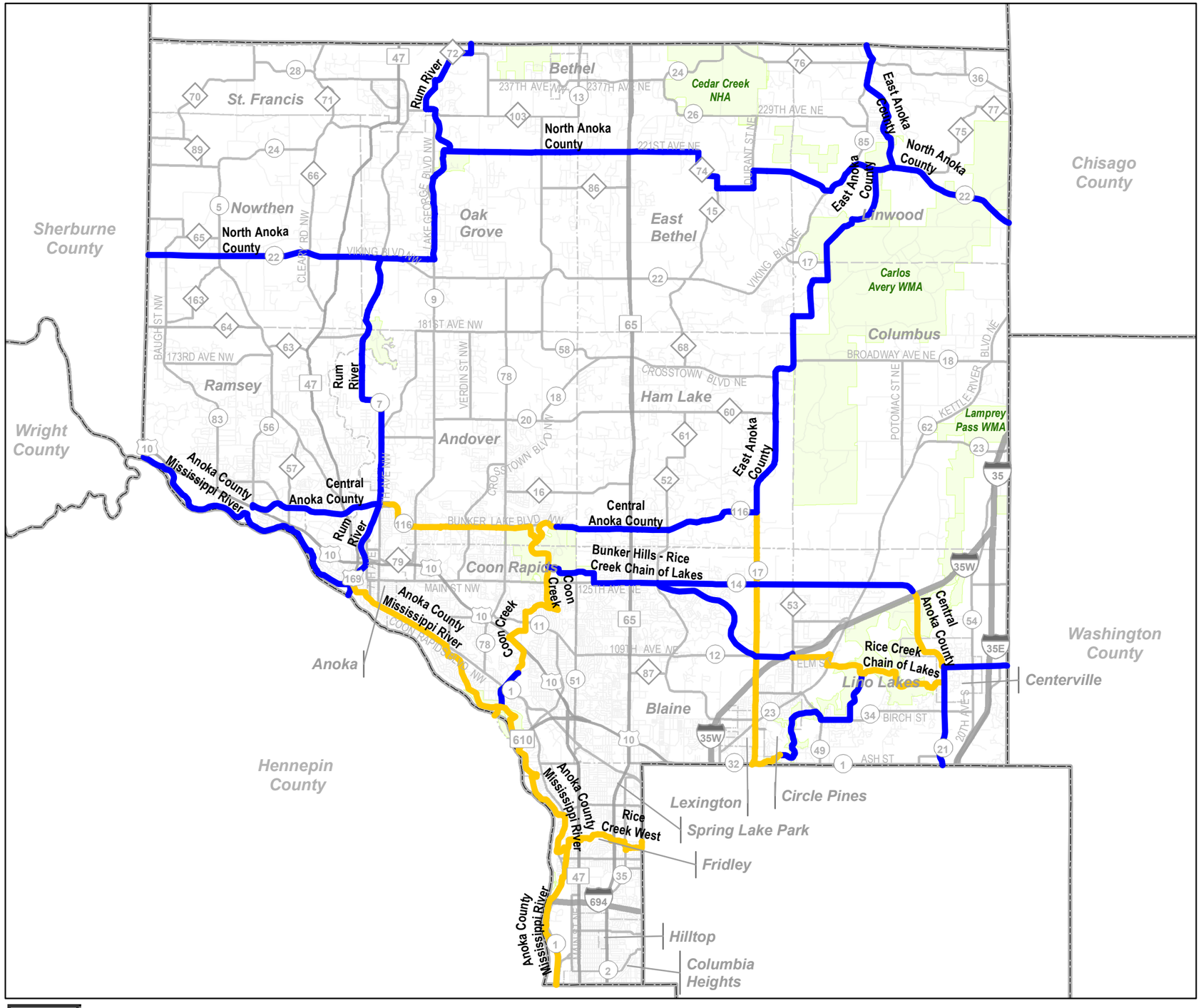
The Anoka County Highway Department's practice is to construct trail and/or sidewalk on all newly constructed or reconstructed roadways. The result is that approximately two to three miles of new trail or sidewalk are constructed by the Highway Department every year.

3.3.3 County Stormwater Pollution Program

Environmental stewardship is a regular component of the county's roadway construction and reconstruction program. The county implements the provisions of its Stormwater Pollution Program, adopted in March 2003, in compliance with the National Pollution Discharge Elimination System (NPDES) Phase II regulations. The NPDES regulations are part of the federal Clean Water Act, a comprehensive national program for addressing polluted runoff. While the U.S. Environmental Protection Agency (USEPA) is ultimately responsible for the quality of the nation's water, Anoka and other Minnesota counties coordinate with Minnesota's Pollution Control Agency (MPCA), which administers the program in the state. Recommendations for physical improvements to the county's roadway network include implementing the runoff and drainage requirements of the county's policy.

[5] Source: Anoka County Parks and Recreation Comprehensive System Plan, 2006, p. 5-23.

[6] Source: Anoka County Parks and Recreation Comprehensive System Plan, 2006, p. 5-23.



Legend

Regional Trails

- Regional Existing
- Regional Proposed
- Regional Parks

- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

ANOKA COUNTY 2030 TRANSPORTATION PLAN

Exhibit 3-12

Existing & Proposed Regional Trails

Last Updated: 05/27/2009

3.4 Existing and Planned Intermodal Connectivity—Roadways, Transit, and Bicycle / Pedestrian Facilities

An intermodal trip involves more than one type of transportation, such as walking and transit, bicycling and transit, or driving and transit (see Figure 3-13). Intermodal connections within Anoka County include twelve park-and-ride lots, four transit centers, and multiple parking facilities located along six regional trails. New Northstar commuter rail stations under construction in Anoka, Coon Rapids, and Fridley will expand intermodal travel options. In addition, intermodal connections are supported with bike lockers at the Riverdale park-and-ride Lot in Coon Rapids; bike racks on buses, transit shelters, and short- and long-range parking facilities at the Anoka County Airport; and taxi service. Currently, one regional trail connects to an existing park-and-ride lot (Bunker Hills—Rice Creek Chain of Lakes Regional Trail connects to St. Joseph Church), with the future Central Anoka Regional Trail connecting to two more park-and-ride locations (St. Genevieve Church and Ramsey Town Center).

Anoka County, through their Transportation Management Organization (TMO), also provides assistance to local employers and commuters to explore different choices for transportation, such as carpooling, vanpooling, telecommuting, transit, biking, walking, or flexible work hours. It is the TMO's goal to help make commuting easier, healthier, and more enjoyable. The TMO's Bicycle Guide provides information on intermodal transportation alternatives, such as bike-n-riding by bus and train, including details on how to load bikes onto the bus or train, safety reminders, and information on the Guaranteed Ride Home (GRH) program.

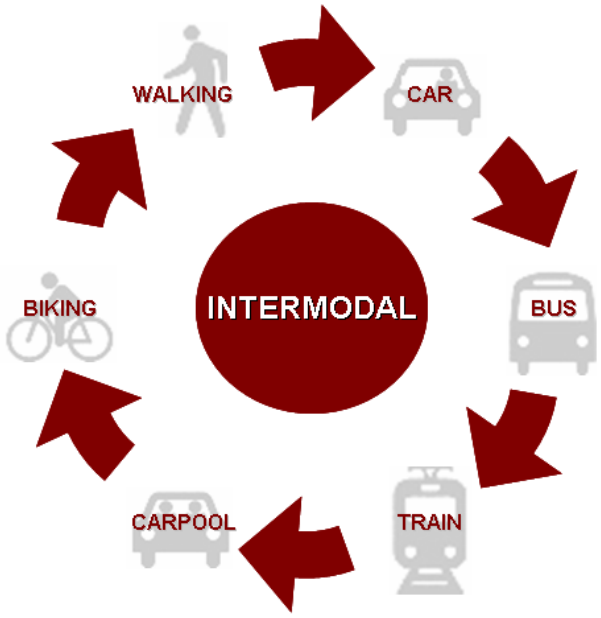


Figure 3-13
Possible Intermodal Connections

The availability of intermodal choices will continue to be reviewed to support growth within the county This includes ensuring the Anoka County transportation system has intermodal facilities of adequate size and number of locations to accommodate potential users at an acceptable level of service and planning for connections to facilities for non-motorized modes of transportation to encourage intermodal use.

3.5 Aviation

Anoka County's general aviation airport is a reliever for the Metropolitan Airport Commission's (MAC) regional airport system. The Anoka County Blaine Airport (Janes Field) is the largest reliever airport in the MAC 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.

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

- Centerville Lake
- Coon Lake
- George Watch Lake
- Lake George
- Ham Lake
- Howard Lake
- Linwood Lake
- Martin Lake
- Mississippi River
- Mud Lake
- Otter Lake
- Peltier Lake
- Pickerel Lake
- Reshenau Lake
- Rice Lake
- Round Lake

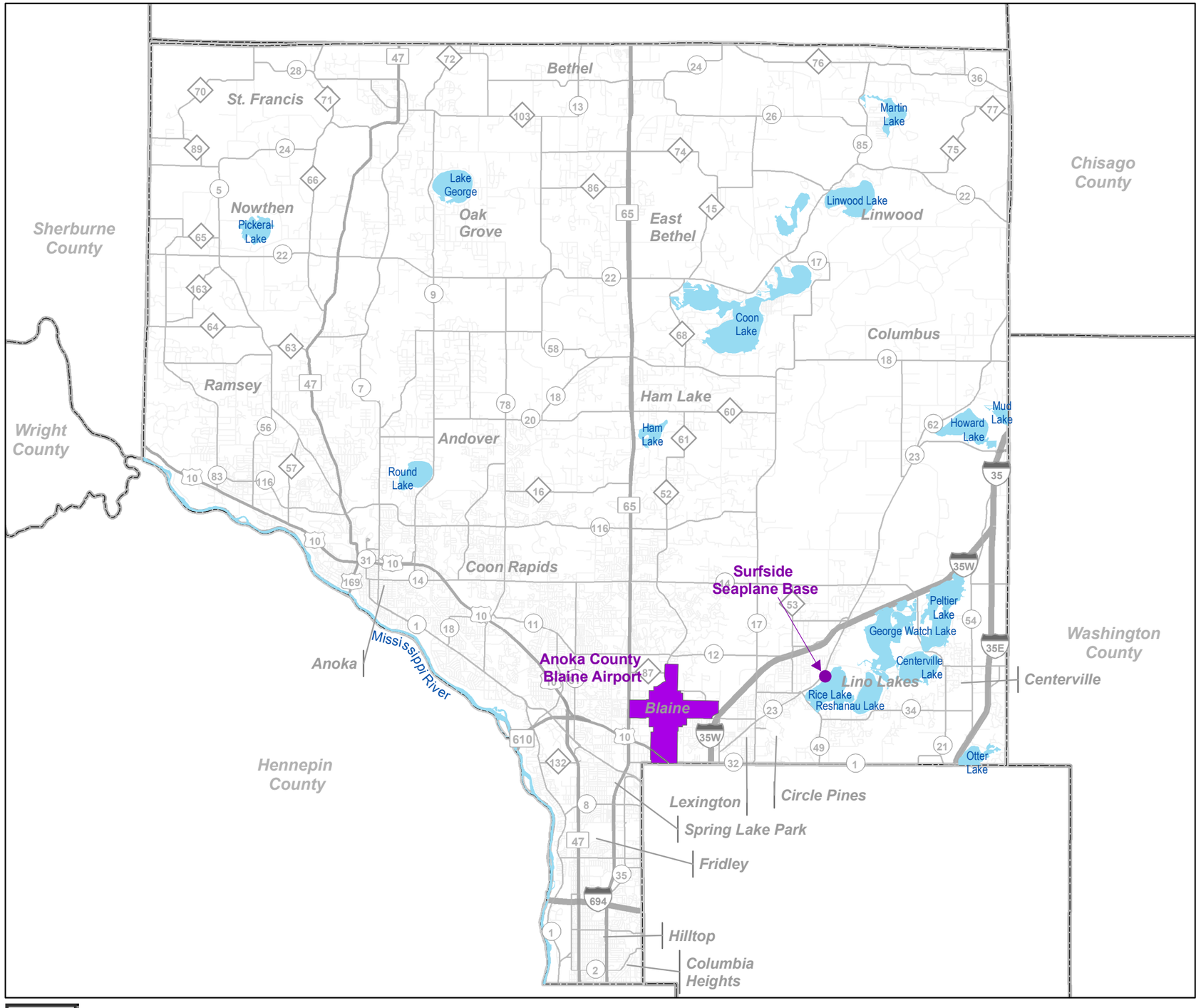
The location of the Anoka County Blaine Airport and all designated seaplane locations are shown in Figure 3-14.

3.6 Freight

This section provides an overview of freight activity within Anoka County. A detailed Technical Memo addressing county freight elements and issues is included in Appendix B.

3.6.1 Anoka County Freight System

Figure 3-15 provides the locations of freight facilities within Anoka County, as well as the type of facility. The figure also identifies freight facility clusters, which denote concentrations of freight activity in the county and surrounding areas. As shown in Figure 3-15, a portion of the Twin Cities regional freight system lies within the county. The 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.



Legend

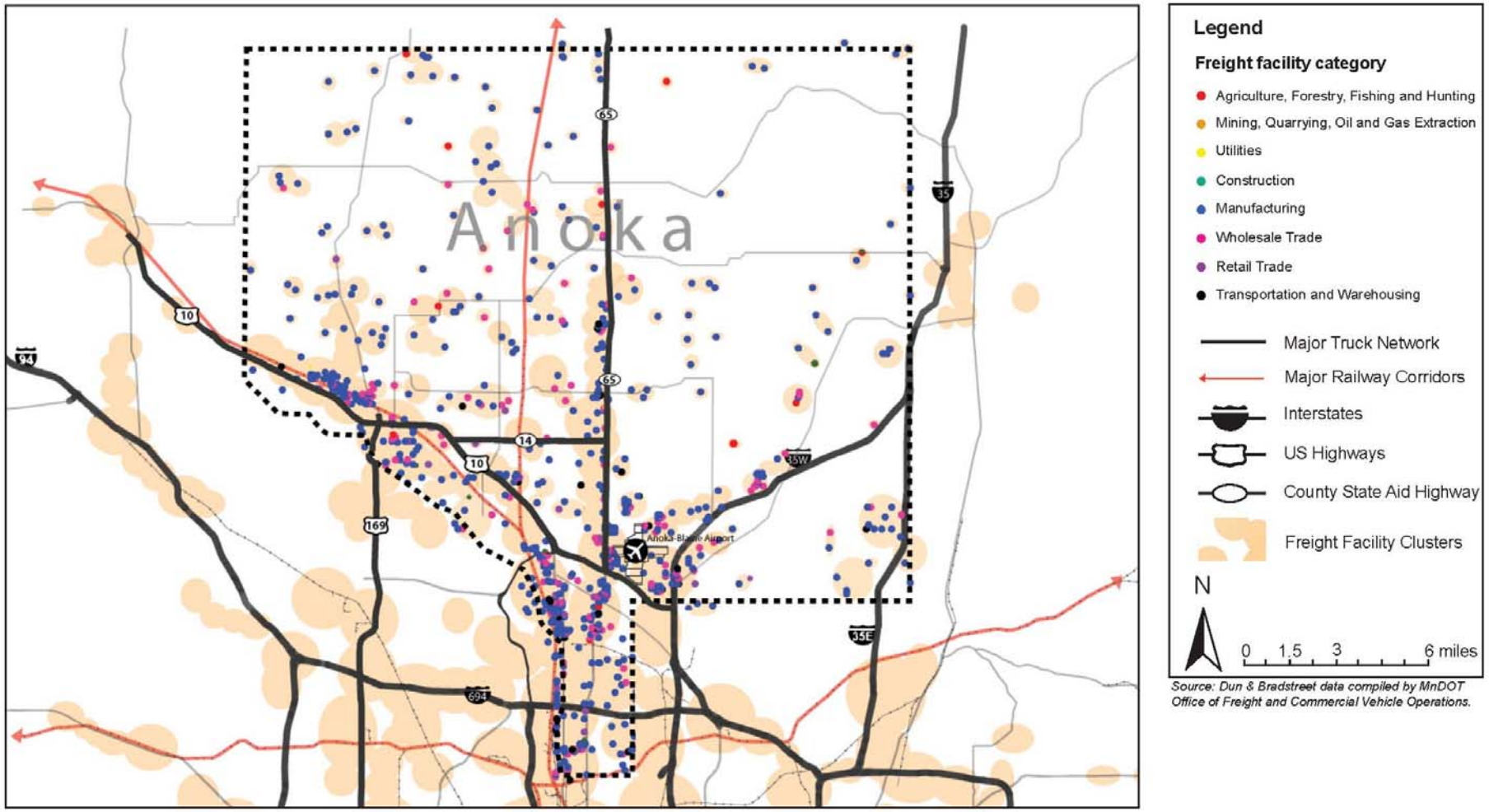
- Authorized Landing Sites for Seaplane Operations
- Airports
- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

Figure 3-14
Anoka County Aviation Locations



Source: Anoka County's Freight Analysis (Barton Consulting, October 2008)

Figure 3-15
Anoka County Freight Facilities

The BNSF mainline on which Northstar commuter rail service will operate 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, on which Northern Lights Express passenger rail service is planned. This line provides a direct rail linkage between the Twin Cities and the Port of Duluth.

As shown on Figure 3-16 the rail freight system is linked by highway "freight connectors" to freight handling facilities located in adjoining counties. A freight handling facility moves freight from one mode to another, typically from rail to truck, air, or barge. Intermodal containers and trailers shipped by Class I railroads are handled at three facilities: the CP Rail Shoreham Yard, the Triple Crown/Union Pacific loading yard in Minneapolis, and the BNSF Intermodal Hub in St. Paul. Access to the Mississippi River waterway system is at the Upper Harbor in Minneapolis. Terminals at the MSP Airport handle air freight and parcels for delivery and pick up services to the county. Figure 3-16 shows the location of the intermodal hubs, the port of Minneapolis, and airports.

A major intermodal freight corridor has evolved along US 10 in the county (see Figure 3-16). 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 corridor. The principal arterial highways form the freight connectors.[7]

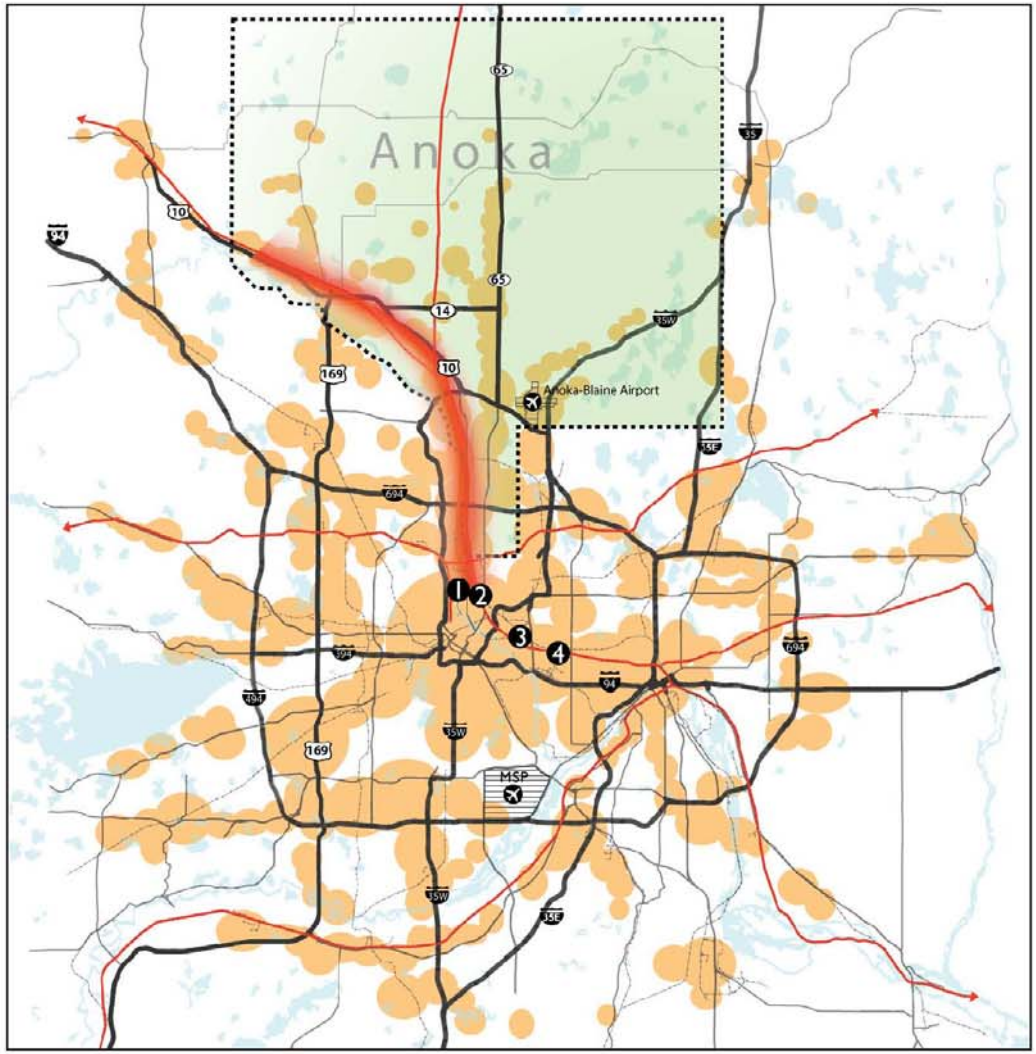
3.6.2 Highway

Trucks move goods on the network of national, state, and county roadways. Goods movement in Anoka County occurs on major arteries: US 10, US 169, TH 47, TH 65, TH 610, I-35 East and West, and I-694.

3.6.3 Rail

All 42 at-grade highway rail crossings in the county are ranked in terms of crash prediction by Mn/DOT, as required by federal regulation. The ranking of each crossing is based on a numerical score derived from a formula to calculate a degree of risk. The formula is mandated by the Federal Railroad Administration and considers average annual daily traffic at the crossing, the number of daily trains, their average speed, posted vehicle speed limits, the number of tracks, and the total number of accidents. The top (worst case) rankings are listed in Table 3-7. A program to improve BNSF (and Northstar) railroad crossings on Sunfish Lake, Ramsey, and Armstrong Boulevards is under consideration.

[7] Freight connectors are defined as: "roadways that tie together elements of an intermodal freight transportation system. Connectors link major freight activity nodes to arterial highway systems, and enable efficient networks serving ports, rail intermodal yards, airports and other freight intensive nodes" (Source: Mn/DOT Twin Cities Metro Area Freight Connectors Study, 2006).



Source: Anoka County's Freight Analysis (Barton Consulting, October 2008)

Figure 3-16
Anoka County Freight Connectors

TABLE 3-7
Mn/DOT Top Ten At-Grade RR Crossings Crash Prediction Ranking for Anoka County

RR	Location	City	AADT	# of Trains	Train Speed	Vehicle Speed	# of Tracks	Total Crashes	Rank
BNSF	TH 47 & TH 169/Ferry St. N.	Anoka	19,699	49	75	30	2	5	1
BNSF	CSAH 132/85th Ave. NW	Coon Rapids	8,240	63	79	40	2	2	2
BNSF	CSAH 83/Armstrong Blvd. NW	Ramsey	6,230	49	79	55	2	5	3
BNSF	CR 74/221st Ave. NW	Oak Grove	2,662	14	50	55	1	4	4
BNSF	CSAH 4/4th Ave.	Anoka	4,170	49	75	30	2	2	5
BNSF	MSAS 119	Coon Rapids	3,366	49	75	30	2	1	6
CP	Stinson Blvd.	Columbia Heights	9,647	8	30	35	1	2	7
BNSF	CSAH 22/Viking Blvd. NW	Anoka	7,838	14	50	50	1	3	8
BNSF	CSAH 78/Hanson Blvd. NW	Coon Rapids	6,129	49	75	40	2	2	9
BNSF	CSAH 56/Ramsey Blvd.	Ramsey	6,933	49	79	55	2	2	10

Source: Mn/DOT Office of Freight and Commercial Vehicle Operations

3.6.4 Air

Although MSP International Airport handles freight and parcel delivery outside Anoka County, a major manufacturer of medical devices with corporate offices in Fridley relies heavily on overnight delivery of their products, often for next day surgery. Timely highway access to MSP by its freight carrier is critical to meeting customer delivery deadlines. The expansion of operations at the Anoka County Blaine Airport may create the potential for future specialized air freight service to this and other niche markets.

3.6.5 Freight Mobility Issues

1. Emerging changes to the global and national supply chains resulting from continuing high energy costs and increased congestion on national highway and railway systems will affect the long-term operations of the regional freight system and businesses. The Metropolitan Council's 2030 Transportation Plan includes a recommendation for a regional freight system study, which will provide direction for strategic public investments. This study would provide an opportunity to incorporate county-specific data on freight flows, goods movement by truck on the county highway system, demand for additional freight handling facilities, and identify freight-related investment needs.

2. The I-35 East corridor is adjacent to large tracts of land available for development for industrial uses. This corridor, which experiences congestion during peak periods of traffic, is not programmed for substantial capacity improvements. As these tracts of land are developed in the future, inclusion of an adequate internal roadway system for truck circulation and access management for truck access should be coordinated through the county, local communities, and Mn/DOT. This Plan identifies CR 84/Otter Lake Road for expansion to CSAH 23/Lake Drive in Lino Lakes and Columbus to assist in this effort.

3. The Federal Highway Administration (FHWA) funds a program for improving designated intermodal freight connectors, the roadway linkages between a freight terminal and the nearest connection to the National Highway System. An opportunity for such a designation exists for CSAH 1/East River Road, and/or TH 47/University Avenue south of I-694. These two routes connect the cluster of freight facilities in Fridley, south of I-694, with the CP Rail Shoreham Yard just south of the Anoka County line in Minneapolis. Trucks use both routes from the two freight clusters to access I-694 and the National Highway System. Mn/DOT has requested FHWA funds for a route between the Shoreham Yard and I-94 in Minneapolis.

   The Plan recommends a corridor study in the short term. TH 47 is planned for turnback from Mn/DOT to the county, also in the short term. Designation of both CSAH 1/East River Road and TH 47 as intermodal freight connectors in conjunction with the corridor study would present an additional funding source to improve roadway connections handling increasing truck traffic moving goods between the intermodal terminals and I-694, along with I-94, also a major link in the National Highway System and one used extensively for goods movement within Anoka County.

3.7 Regional Transportation Improvements

The Transportation Policy Plan (TPP) incorporates the transportation policies and plans that support the Metropolitan Council's Regional Development Framework and describes the Council's approach to investments through the year 2030. The plan focuses on the needs of the metropolitan highway system of freeways and expressways that are classified as principal arterials or A minor arterials. The TPP includes one project within Anoka County: preservation of right-of-way for a new Mississippi River crossing in the City of Ramsey.

3.7.1 Metropolitan Council Adopted Studies

In addition, the TPP includes a listing of corridor plans that have been adopted by the Metropolitan Council. The corridor plans for transportation facilities within Anoka County include:

- ***TH 65 Traffic Operations Study***—"The Council reviewed the study in August 1999 and found the construction of an additional mixed-use through lane with the urban area to be consistent with regional policy, but *inconsistent* with regional policy for the section within the Permanent Rural Area." [8]

[8] Source: 2030 Transportation Policy Plan, Appendix G, Functional Classification Criteria, adopted December 15, 2004.

- ***Northstar Commuter Rail Corridor Advanced Corridor Plan***—"The Northstar Corridor is an 80-mile rail corridor, between downtown Minneapolis and St. Cloud. The planned commuter rail line would operate on the existing BSNF rail line and includes twelve stations and a maintenance facility. The Northstar Corridor Development Authority (NCDA), a joint powers board, was formed in 1997 to develop the service. The NCDA is comprised of local elected officials from three counties, county regional rail authorities, cities, and towns along the corridor. A commuter rail feasibility study and a major investment study (MIS) have been completed. Adopted by the Council in January 2001."[9]

3.7.2 State Transportation Improvements

In February 1999, Mn/DOT began identifying key state transportation corridors and ultimately adopted the interregional corridor (IRC) system in January 2000. As part of the State Transportation Plan, the goal of the IRC system is to enhance the economic vitality of the state by providing safe, timely, and efficient movement of goods and people between and among regional trade centers. There are two high priority IRC corridors in Anoka County: US 10 and I-35 (I-35W and I-35E). Below is a brief summary of the corridor studies completed for the high priority corridors and their recommendations.

- ***TH 10 Corridor Management Plan***—Mn/DOT completed the US 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, MN, 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

[9] Source: 2030 Transportation Policy Plan, Appendix G, Functional Classification Criteria, adopted December 15, 2004.

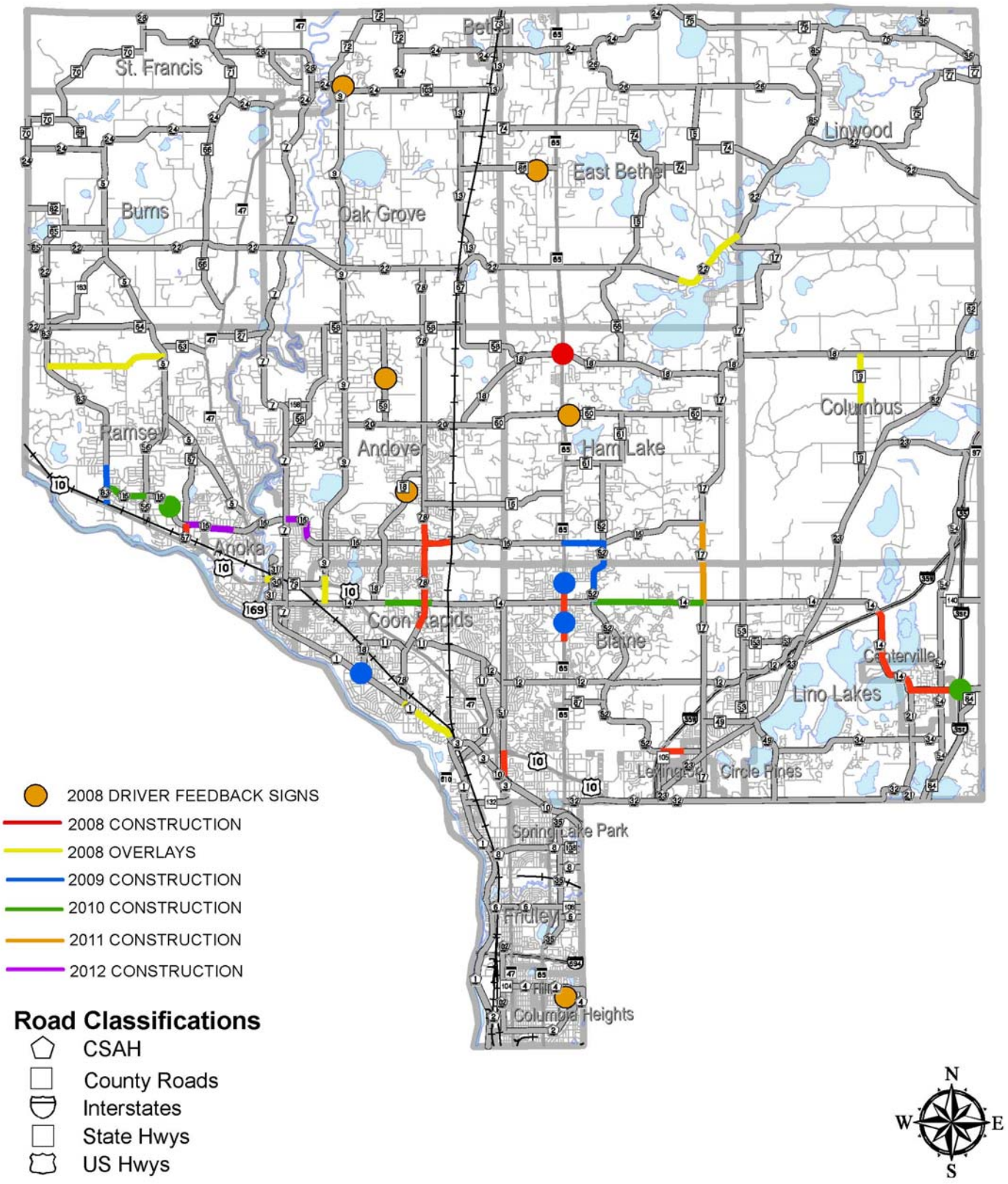
- ***I-35 Corridor Management Plan***—Mn/DOT completed the I-35 Corridor Management Plan in 2005. The plan includes recommendations for improvements for the I-35 corridor from the I-494/I-694 Twin Cities Beltway to TH 48 in Hinckley. The plan recommended the following improvements within Anoka County: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

3.7.3 County Transportation Improvements

The Anoka County Five-Year Highway Improvement Plan provides a tentative schedule for roadway projects for the years 2008 through 2012 (pending annual County Board budget approvals). Types of projects included in the plan are:

- 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 Five-Year Plan includes over eighteen corridor reconstruction projects, ten spot location improvements, an annual budget of $2.5 million for rehabilitation, and many miscellaneous studies and right-of-way acquisition activities. The location of the proposed construction projects and their corresponding years of construction are shown in Figure 3-17.



Source of Map: Anoka County Highway Department

Figure 3-17
Anoka County 2008-2012 Planned Improvements

3.7.4 County Transit Improvements

Future Anoka County Traveler Service

Figure 3-18 shows planned transit service in Anoka County in 2030. This includes future and proposed commuter rail and LRT lines, as well as Anoka County Traveler routes. The proposed Anoka Traveler fixed route service expansion and implementation schedule is the County's initiative and is unfunded.

Future Northstar Corridor Development Authority Service

Figure 3-18 also includes the Northstar Commuter Rail line, which will begin service in the fall of 2009. Once the commuter rail service is operational, the Northstar Corridor Development Authority (NCDA) intends to move the existing commuter coach service operating along US 10 to other corridors.

Northern Lights Joint Powers Authority

The portion of the Northern Lights Express (NLX) intercity passenger rail service, between Minneapolis and Duluth, is shown in Figure 3-18. Early feasibility studies have been completed. The NLX Joint Powers Authority plans to continue evaluation of the corridor through more detailed conceptual engineering and the environmental process.

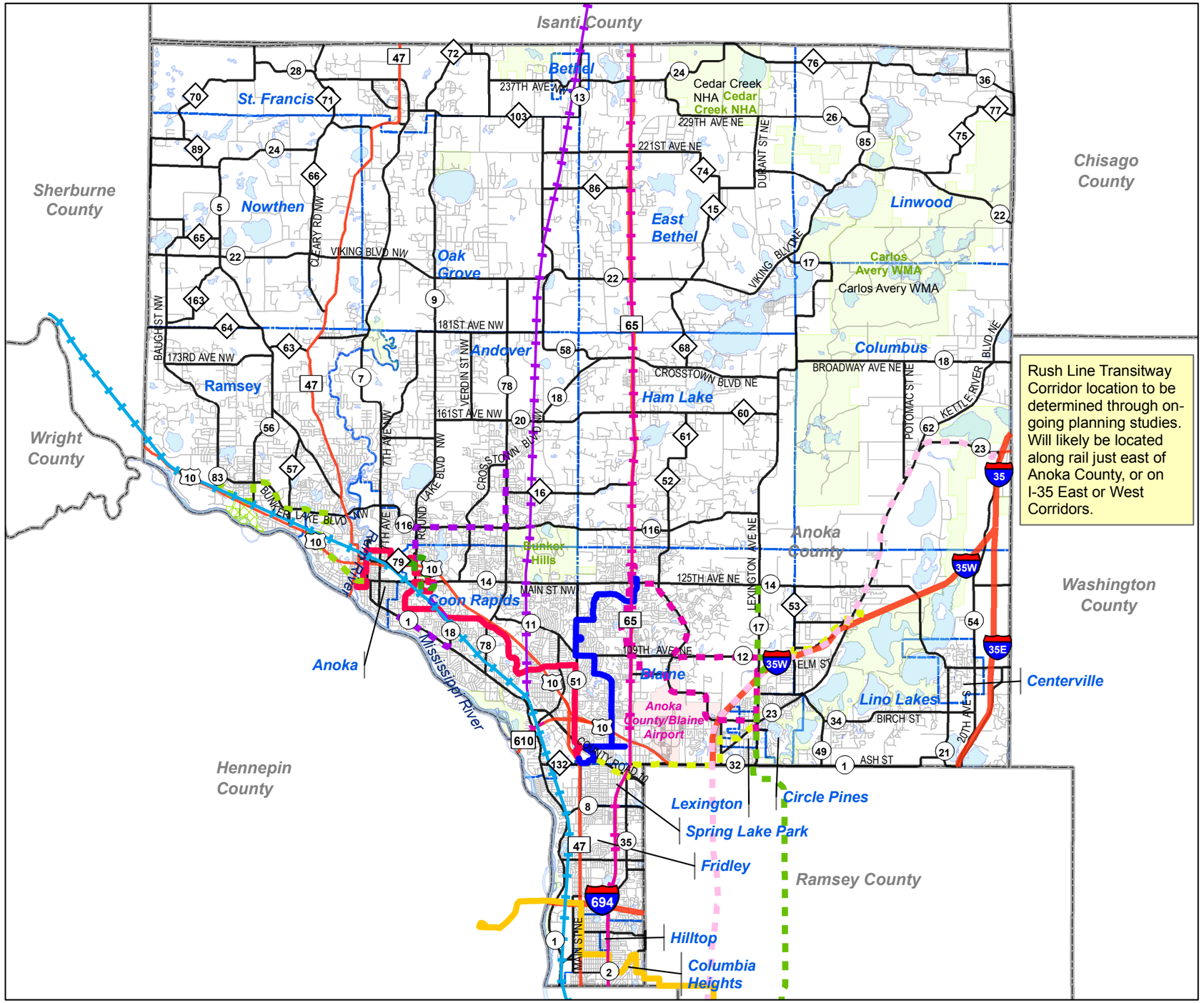
Future Metro Transit Service

The Draft 2030 Transit Master Plan Study recommends a comprehensive study of several arterial corridors for mode and alignment, including I-35W North, TH 65/Central Avenue, and Rush Line (see Figure 3-19). The TH 65/Central Avenue corridor encompasses potential intercity passenger rail service via the NLX on the BNSF rail line paralleling TH 65 to the west, LRT on TH 65, and express bus service on TH 65/Central Avenue, similar to that currently offered by the Northstar Commuter Coach on US 10. Central Avenue south of I-694 is one of several highly-developed corridors with limited right-of-way available. The 2030 Master Plan recommends bus rapid transit be evaluated on this segment of Central Avenue, scheduled for turnback to Anoka County, to increase ridership by providing limited-stop service, implementing technology improvements to provide a faster trip, and using branding to differentiate the service from regular bus routes.

New Transit Funds and Potential for Expanding Transit Services

As discussed in Section 3.2.3, the Counties Transit Improvement Board (CTIB) has authority to distribute a ¼-cent sales tax collected from five Metro Area counties, including Anoka, to fund transit projects. A distribution of this sales tax to Anoka County is being used to construct the Fridley Northstar Station (construction began in late 2008). Transit-related studies and activities are already underway or planned for the corridors described below:

- An Alternatives Analysis is being completed for the Rush Line Corridor. This corridor begins at Union Depot in downtown St. Paul, generally follows TH 61 and I-35 East and North for 80 miles to Hinckley. The Alternatives Analysis will consider the potential for commuter rail service and is a first step in securing Federal Transit Administration New Starts funding for transit improvements.



Legend

Future & Proposed Fixed Guideway Transit Lines

- Future Northstar Commuter Rail
- Proposed Northern Lights Express Rail Line
- Proposed Central Avenue/TH 65 LRT/BRT Corridor

Anoka County Traveler Routes - 2030

- Existing, 801
- Existing, 805
- Existing, 831
- Future, 809
- Future, 814
- Future, 816
- Future, 817
- Future, 823
- Future, 835
- Future, 878

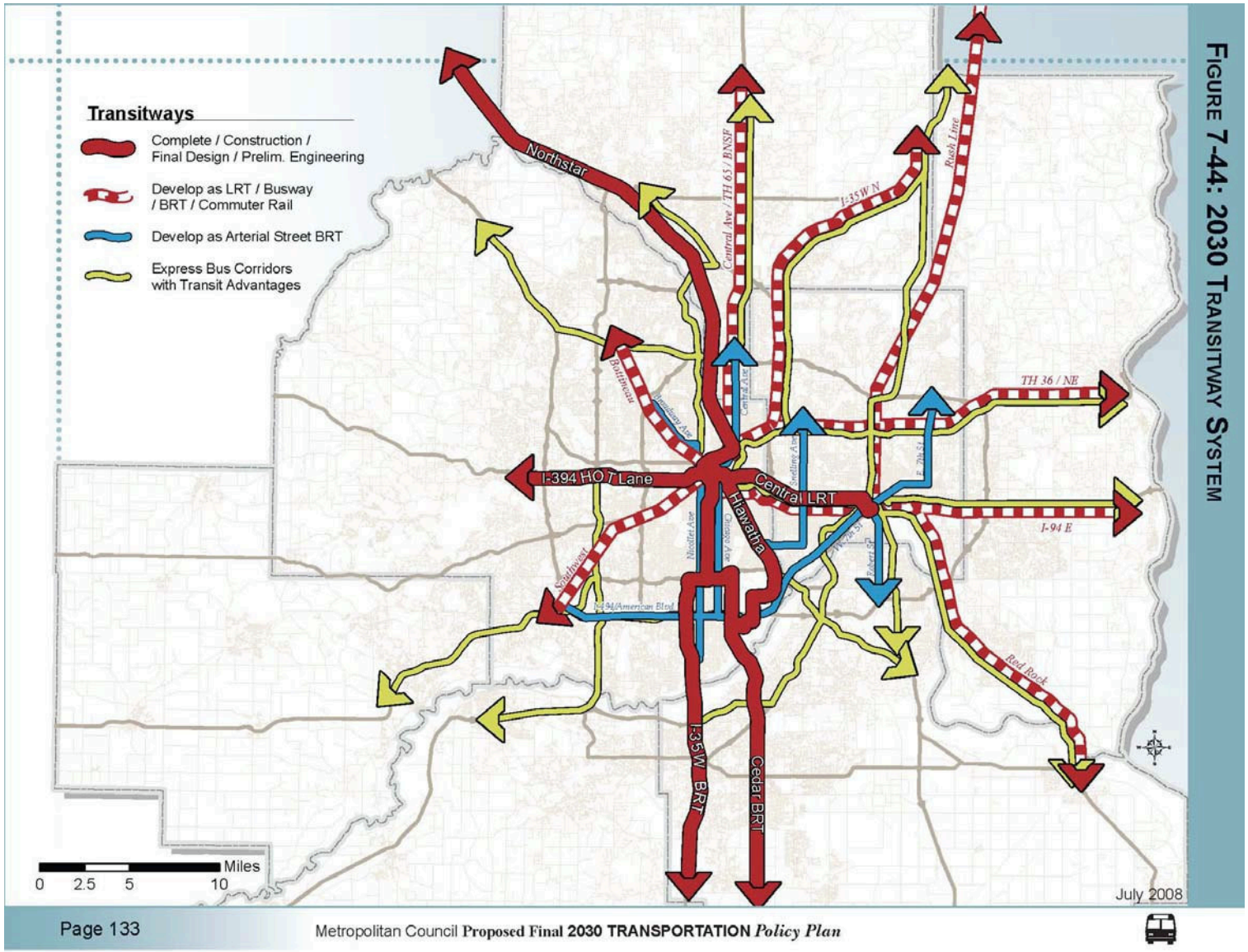
- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

N

0 1.5 3 6 Miles

1 inch = 3 miles

Figure 3-18
2030 Anoka County Transit Map



Source: Metropolitan Council Proposed Final 2030 Transportation Policy Plan (December 2008)

Figure 3-19
Metropolitan Council 2030 Transitway System

- Route 288, an express service from Forest Lake to downtown Minneapolis, via the I-35W corridor, began service in January 2008. This 1-year demonstration route was developed to provide relief at the crowded 95th Avenue park-and-ride lot in Blaine, and as a response to the August 2008 collapse of the I-35W Bridge in Minneapolis in August 2007. Ridership demand and available funding during 2008 will factor into decisions about the long-term future of the route.
- Anoka County will study the NLX rail corridor, which parallels TH 65 through the entire county, beginning in late 2008. While this rail corridor is not specifically included in the Metropolitan Council's recommendations for the agency's 2030 Transit Plan, it parallels TH 65 and may be considered as part of that general travel corridor.

The Metropolitan Council's Park-and-Ride Facility Site Location Plan (May 25, 2005) reflects four additional park-and-ride lots that are planned to be constructed by 2030. Construction on two Northstar Commuter Rail park-and-ride lots began in 2008—one in Anoka and one in Fridley. Both of these lots will be operational by the time the Northstar Commuter Rail service begins in late 2009.