Application

17063 - 2022 Roadway Modernization

17514 - a. CSAH 11 (Northdale Blvd) Reconstruction as a Super-2 from Hanson to Foley

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	04/14/2022 11:01 AM

Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: 1440 BUNKER LAKE BLVD

*	ANDOVER	Minnesota	55304
	City	State/Province	Postal Code/Zip

County: Anoka

Phone:* 763-324-3100 Ext.

Fax: 763-324-3020

PeopleSoft Vendor Number 0000003633A15

Project Information

Project Name Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project

Primary County where the Project is Located Anoka

Cities or Townships where the Project is Located: Coon Rapids

Jurisdictional Agency (If Different than the Applicant):

The project will reconstruct a 1.9-mile section of CSAH 11 (Northdale Boulevard NW) from CSAH 78 (Hanson Boulevard) to CSAH 11 (Foley Boulevard) as a two-lane divided roadway with turn lane improvements in the City of Coon Rapids. CSAH 11, an A Minor Arterial Expander, is mostly a two-lane undivided roadway. The corridor experiences long AM and PM peak hour queues. This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes due to turning vehicles. Lengthening turn lanes will also reduce queues lengths and increase safety by removing vehicles waiting to turn from through lanes. Access modifications will primarily be in the form of converting a select number of full access intersections to right-in/right-out access only with the construction of raised center medians.

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

Non-motorized accommodations in the project area are mostly non-existent. The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 11 and a continuous 10-foot ADA-compliant multi-use trail on the south side. Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade all signalized intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA pedestrian ramps will also be included at non-signalized intersections.

The Coon Creek Regional Trail (an important RBTN Tier 2 corridor) currently intersects CSAH 11 at-grade near Xeon Boulevard. This project will address the regional trail's unsafe mid-block crossing. Motorists currently do not have any

advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon Street and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.

(Limit 2,800 characters; approximately 400 words)

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

CSAH 11 (NORTHDALE BLVD NW) FROM CSAH 78 (HANSON BLVD) TO CSAH 11 (FOLEY BLVD) IN COON RAPIDS; RECONSTRUCT ROADWAY, CURB AND GUTTER, CHANNELIZATION, STORM SEWER, TURN LANES, TRAIL, SIDEWALK AND LIGHTING.

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

Project Length (Miles) 1.9

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount $6,193,600.00

Match Amount $1,548,400.00

Minimum of 20% of project total

Project Total $7,742,000.00

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

Match Percentage 20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Anoka County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2026

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

Additional Program Years: 2025

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

Project Information-Roadways

County, City, or Lead Agency	Anoka County
Functional Class of Road	A Minor Arterial Expander
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Road/Route No. *i.e., 53 for CSAH 53*	11
Name of Road *Example; 1st ST., MAIN AVE*	Northdale Boulevard NW
Zip Code where Majority of Work is Being Performed	55448
(Approximate) Begin Construction Date	03/01/2025
(Approximate) End Construction Date	11/30/2025

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

From: **(Intersection or Address)**	CSAH 78 (Hanson Boulevard)
To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	CSAH 11 (Foley Boulevard)
Or At	
Miles of Sidewalk (nearest 0.1 miles)	1.9
Miles of Trail (nearest 0.1 miles)	1.9
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0.3
Primary Types of Work *Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*	ROADWAY RECONSTRUCTION INCLUDING GRADING, AGGREGATE BASE, BITUMINOUS BASE, BITUMINOUS SURFACE, CURB AND GUTTER, STORM SEWER, LIGHTING, TRAIL, SIDEWALK

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	02553
New Bridge/Culvert No.:	Not Applicable
Structure is Over/Under **(Bridge or culvert name):**	CSAH 11 over Coon Creek

Requirements - All Projects

All Projects

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

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

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

Briefly list the goals, objectives, strategies, and associated pages:

- Goal A - Transportation System Stewardship, Objectives A & B, Strategies A1 & A2 (pages 2.2 & 2.3)

- Goal B - Safety and Security, Objectives A & B, Strategies B1 & B6 (pages 2.5 & 2.8)

- Goal C - Access to Destinations, Objectives A, B, D & E, Strategies C1, C2, C9, C15, C16 & C17 (pages 2.10, 2.11, 2.17, 2.18, 2.22, 2.23 & 2.24)

- Goal D - Competitive Economy, Objectives A, B & C, Strategies D3 & D5 (pages 2.27, 2.28 & 2.29)

- Goal E - Healthy and Equitable Communities, Objectives A, B, C & D, Strategies E1, E2, E3, E4, E5, E6 & E7 (pages 2.30, 2.31, 2.32, 2.33 & 2.34)

Limit 2,800 characters, approximately 400 words

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

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

- Anoka County 2040 Transportation Plan Update (November 2019) - Pages 54, 63, 64, 90, 119, "F-8," "F-27," "F-28" and "I-4" (See Attachment)

- Anoka County Highway System ADA Transition Plan (March 2018) - Appendix B (See Attachment)

- Coon Creek Regional Trail Master Plan (May 2015) - Pages 3, 4, 7, 8, 12, 16, 18, 21, 22 and Appendix (See Attachment)

- Coon Rapids 2040 Comprehensive Plan - Pages "3-15," "6-8," "9-10" and "9-15" (See Attachment)

Limit 2,800 characters, approximately 400 words

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

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

5.Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6.Applicants must not submit an application for the same project elements in more than one funding application category.

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2022 funding cycle).
Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Traffic Management Technologies (Roadway System Management): *$500,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
Bridges Rehabilitation/Replacement: *$1,000,000 to $7,000,000*

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

8.The project must comply with the Americans with Disabilities Act (ADA).

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

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

Date plan completed: 03/01/2018

Link to plan: http://anokacountyada.com/wp-content/uploads/2018/05/ACHD-Transition-Plan2018.pdf

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10.The project must be accessible and open to the general public.

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

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

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

1.All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only:

2.The project must be designed to meet 10-ton load limit standards.

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3.Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

Bridge Rehabilitation/Replacement projects only:

5.The length of the bridge clear span must exceed 20 feet.

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

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$380,000.00
Removals (approx. 5% of total cost)	$400,000.00
Roadway (grading, borrow, etc.)	$600,000.00
Roadway (aggregates and paving)	$2,200,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$1,100,000.00
Ponds	$320,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$1,450,000.00
Traffic Control	$100,000.00
Striping	$85,000.00

Signing	$40,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$295,000.00
Bridge	$0.00
Retaining Walls	$55,000.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$440,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$50,000.00
Other Roadway Elements	$17,000.00
Totals	**$7,532,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$120,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$80,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$10,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$210,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00

Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$7,742,000.00
Construction Cost Total	$7,742,000.00
Transit Operating Cost Total	$0.00

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	4355
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	629
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1649873539950_Anoka CSAH 11_RegnlEconomyMap_April 2022.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the updated 2021 Regional Truck Corridor Study:

Along Tier 1:

Miles:	0

(to the nearest 0.1 miles)

Along Tier 2:	Yes
Miles:	1.0
(to the nearest 0.1 miles)	
Along Tier 3:	
Miles:	0
(to the nearest 0.1 miles)	
The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:	
None of the tiers:	

Measure A: Current Daily Person Throughput

Location	West of Xeon Street NW
Current AADT Volume	11100
Existing Transit Routes on the Project	Other
For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).	
Upload Transit Connections Map	1649874656806_Anoka CSAH 11_TransitConnectnsMap_April 2022.pdf
Please upload attachment in PDF form.	

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	14430.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	Metropolitan Council ABM (refined by SEH/Haifeng Xiao for use on the Anoka County 2040 Transportation Plan)
Forecast (2040) ADT volume	12400

Measure A: Engagement

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

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

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

The CSAH 11 project corridor connects to federally subsidized affordable housing (30% AMI), naturally occurring affordable housing, multiple assisted/senior living centers, two educational centers, and multiple places of worship. The corridor also abuts a Regional Environmental Justice Area. With all major projects, Anoka County employs robust public engagement strategies, with an emphasis on reaching underrepresented populations, including black, indigenous, people of color (BIPoC), low-income individuals, persons with disabilities, youth, older adults, and residents in affordable housing. The County collaborates with city staff, policymakers and directly with residents, business owners, and commuters through accessible public meetings and online engagement efforts.

Response:

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity for the CSAH 11 Reconstruction/Modernization Project from March 24 ? April 8, 2022. This opportunity included live chat sessions with the project team on 3/30/22, 3/31/22, and 4/1/22. Residents were invited to visit the event website, www.anokastpprojects.com (see attached website project summary), to ask questions and offer feedback to the project team. While on the website, residents were also invited to fill out a project survey. This open-ended survey asked participants to comment on how the project aligns with their vision of Anoka County's community.

Anoka County advertised this event through an email listserv, county social media pages, the Anoka County website, and the Coon Rapids website. County staff also posted flyers for the event at government buildings, licensing centers, and subsidized multifamily apartments near the

project area ? including Grasslands Housing, Osage Place Association, Villas by Mary T, and Margaret Place Senior Apartment. As of April 8th, over 300 people had visited the site to view the project and offer feedback.

The CSAH 11 Reconstruction/Modernization project is mentioned in and supported by the Coon Rapids Comprehensive Plan (see qualifying requirements). Public comments were considered as part of the 2040 plan which were gathered through online surveys and meetings. Coon Rapids invited residents to take the Comprehensive Plan Survey, an online survey about the future of the city as it relates to the 2040 Comprehensive Plan. Residents who participated in the surveys identified transportation related issues as serious challenges facing the city. Respondents overwhelmingly stressed a need to alleviate congestion on Highway 10. The back-ups and delays on Highway 10 contribute to increased congestion on local streets. This includes CSAH 11, the nearest A Minor Expander parallel to Highway 10 between CSAH 78 (Hanson Blvd) and CSAH 11 (Foley Blvd).

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:
This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.
Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.
Below is a list of potential negative impacts. This is not an exhaustive list.

Response:

The proposed project will directly benefit equity and environmental justice populations, including black, Indigenous, and people of color (BIPoC), low-income, persons with disabilities, youth, and older adults. All trail and sidewalk updates will be ADA-compliant to serve limited mobility populations who heavily rely on these facilities. The project will upgrade CSAH 11 intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. These improvements will improve the visibility of the most vulnerable travelers.

The existing non-motorized connections along CSAH 11 are discontinuous, making travel difficult and unsafe. Upon project completion, the project corridor will have a continuous 6-ft sidewalk on the north side and 10-ft multi-use trail on the south side. Providing facilities separated by buffer and curb will improve the safety for all users and expand opportunities for low-cost, active modes of transportation, equating to economic and health benefits. The County's practice of constructing non-motorized connections on reconstructed roadways has its origins in active community engagement with all populations.

The Coon Creek Regional Trail currently intersects CSAH 11 at-grade near Xeon Blvd. This 7-mile RBTN Tier 2 corridor provides connections to regional job concentrations, the regional transit system, and two regional parks. RBTN designations denote strong demand for bicycle travel and represent opportunities to enhance local economic development and business retention. Addressing the regional trail's unsafe mid-block crossing of CSAH 11 is strongly reflected in the attached plans. Motorists do not have advanced

notice of the unmarked trail crossing due to curvatures in the roadway, dense foliage in the area, and high traffic speeds. This project will relocate the trail crossing to the signalized intersection of Xeon St and close the 0.3-mile gap between the planned north and south regional trail alignment.

The project area contains one of two industrial areas in Coon Rapids. The Coon Rapid Industrial Park, south of CSAH 11, has a high concentration of employment opportunities in light manufacturing, warehousing, office, and research businesses and provides important employment opportunities for equity populations living in the area. Improving access to this area via vehicle and non-motorized travel will directly benefits residents and workers in the region.

The project will not impose adverse health or environmental effects on equity populations. Project construction will incorporate proper noise, dust, and traffic mitigation as well as planned detour routes consistent with adopted County policies. The project requires no relocations of residences or businesses.

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

Measure C: Affordable Housing Access

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

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

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

The CSAH 11 project corridor is within 0.5 miles of multiple federally subsidized affordable housing developments that contain 60 units of housing affordable at 30% AMI and 168 units affordable at 60% and 80% AMI. The corridor is also the location of multiple naturally occurring affordable housing developments and two assisted/senior living centers and abuts a Regional Environmental Justice Area. Anoka County is keenly aware that residents in each of these developments are more likely to live in vehicle free or single vehicle households. For this reason, the County is committed to including ADA-compliant facilities such as intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings to create a safer and more accessible environment for those walking along the corridor.

Response:

In 2016, Coon Rapids' Affordable Housing Performance Score was 98/100 solidifying the city's position as an upper tier of performer in the region. The high score reflects the City's commitment to meeting affordable housing goals, especially in preserving and rehabbing existing housing stock, providing other housing-related services, and approving and contributing to housing development and redevelopment efforts. In the past decade, the City has provided assistance to housing developments, keeping the rental costs of 169 units below normal market rates. In particular, the City's 2040 Comprehensive Plan identifies Grasslands Housing Inc. (11740 Xeon Blvd. NW) as having 24 publicly subsidized affordable units. The project will not negatively impact access for residents of this affordable housing location, which is located within 400 feet of CSAH 11. The project will improve non-motorized access conditions along CSAH 11, which will provide benefits to this community and other nearby residential areas.

The pedestrian improvements implemented as part of the CSAH 11 project will provide direct access to one of two industrial areas in Coon Rapids. The Coon Rapid Industrial Park, south of CSAH 11 on the western part of the corridor, has a high concentration of employment opportunities ranging from light manufacturing, warehousing, office, and research businesses and provides important employment opportunities for city and regional residents. CSAH 11, on the east part of the corridor, is also home to Jensen's Food, Northdale Shopping Center, seven restaurants, and nine other commercial retailers. The intersection of Foley and Northdale Boulevards, centered around the Northdale Shopping Center is defined as a Community Commercial Area in the Coon Rapid Comprehensive Plan. Improving non-motorized access to both areas will directly benefit residents of the 228 affordable housing units within 0.5 miles of the project area.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the Socio-Economic Conditions map used for this measure.	1649876350903_Anoka CSAH 11_SocioEconomicMap_April 2022.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2

1961	1.9	3725.9	1961.0
	2	**3726**	**1961**

Total Project Length

Total Project Length (as entered in "Project Information" form) 1.9

Average Construction Year

Weighted Year 1961

Total Segment Length (Miles)

Total Segment Length 1.9

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

The divided roadway will improve freight traffic flows along this important Tier 2 corridor by separating directional traffic with a raised median and providing dedicated turn lanes and paved shoulders. This will enhance safety and provide delineation between travel lanes which benefits heavy truck operations. Driveway aprons that are poorly designed or exhibit deterioration will be replaced to better accommodate local delivery trucks. The project also preserves the structural integrity (10-ton rated) and smoothness of the pavement. Continuous non-motorized facilities will also improve the mobility and safety of all users by removing pedestrians and bicyclists from the roadway.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Response:

The project will improve clear zones and sight lines by introducing designated turn lanes on CSAH 11 and installing raised center medians. This provides more explicit guidance to drivers about safe and expected vehicle movements. Side streets will be adjusted at the intersections as needed to improve sight lines. All obstacles will be removed to meet clear zone requirements. The design provides continuous sidewalks and trails separated from the road by landscaped boulevards to provide safe separation of vehicles and other modes. All access points will be evaluated for possible closure/consolidation to ensure adequate visibility for vehicles entering/exiting CSAH 11 and to reduce conflict.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

Response:

The proposed two-lane divided section will provide designated turn lanes at CSAH 11 intersections to remove turning traffic from through lanes and eliminate weaving movements around turning vehicles. The existing geometry, and horizontal and vertical alignments, results in tight turns and traffic queues along CSAH 11. The raised center median will better separate opposing vehicles, manage local access and improve pedestrian crossings. Improvements to side street curb radii will better accommodate truck turning movements along this important Tier 2 freight corridor and the new non-motorized connections will provide a pedestrian buffer from motorized traffic.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Response:

The proposed two-lane divided roadway will implement access management practices by converting direct driveways to right-in/right-outs. This will reduce conflict points at these locations. Drivers will be able to make left turn movements by making U-turns at the nearest local road intersection. This will reduce impact to property owners and increase roadway capacity and safety on CSAH 11. Anoka County has also identified a number of existing driveways and curb cut openings that do not appear to be needed. Removal of unnecessary accesses can result in improved safety through the reduction of conflict points. Potential access changes will be determined during the project development process.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

Response:

As part of the project, vertical and horizontal alignment will be improved to help enhance sight lines and road visibility. The design will explore opportunities to minimize grade change while tying into existing intersections. The proposed divided two-lane roadway will be adjusted to meet current State Aid roadway design standards to improve safety, accessibility, and mobility in the area. Improving sightlines will improve safety measures for pedestrians and bicyclists travelling along the corridor.

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

Response:

The project includes storm sewer and curb and gutter installation to properly manage stormwater runoff and drainage. The project will improve water quality by meeting all required stormwater standards, which is an improvement over the existing rural typical section areas and several of the other areas along CSAH 11 with outdated infrastructure. Additionally, the project will require an NPDES permit and the contractor will be required to follow the Stormwater Pollution Prevention Plan and associated best management practices to ensure proper sediment and erosion control during and post construction.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

Response:

Signals at Xeon St and Redwood St will be upgraded or replaced to a new system with full pedestrian accommodations (APS, countdown timers, etc.). Intersection street lighting will be enhanced at the local road intersections to improve visibility and safety for turning vehicles. The lighting will also be upgraded to LED for longer life and improved energy usage. The project design also preserves the train activated warning devices (flashing light signals & roadway warning gates) that are present at the CSAH 11 at-grade railroad crossing east of Xeon St.

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

Response:

The project will provide continuous ADA-compliant bicycle and pedestrian facilities along CSAH 11. This project will also address the Coon Creek Regional Trail?s unsafe mid-block crossing of CSAH 11 near Xeon Blvd. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon St and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.

(Limit 700 characters; approximately 100 words)

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/ Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
2.8	2.6	0.2	1009	1009	201.8	201.8	Peak hour traffic delays under both no build and build conditions were estimated using the Synchro analysis software.	1649876971544_Anoka CSAH 11 at Olive_CombinedSynchroReport_April 2022.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	201.8
Total Peak Hour Delay Reduced	201.8

Measure B:Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
1.38	1.35	0.03
1	**1**	**0**

Total

Total Emissions Reduced:	0.03
Upload Synchro Report	1649877221669_Anoka CSAH 11 at Olive_CombinedSynchroReport_April 2022.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	**0**	**0**

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0

Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

Measure B:Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used: *(Limit 700 Characters; approximately 100 words)*	Median Construction from HSIP CMF Guide ? CMF = 0.74 for all severities and manners of collision
Rationale for Crash Modification Selected: *(Limit 1400 Characters; approximately 200 words)*	The project will add a raised median on CSAH 11 between Foley Blvd and Hanson Blvd.
Project Benefit ($) from B/C Ratio	$5,900,983.00
Total Fatal (K) Crashes:	0

Total Serious Injury (A) Crashes:	1
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	25
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	2
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	54
Worksheet Attachment	1649877408924_Anoka CSAH 11_BCworksheet_April 2022.pdf

Please upload attachment in PDF form.

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Pedestrian Safety

Determine if these measures do not apply to your project. *Does the project match either of the following descriptions?*
If either of the items are checked yes, then ***score for entire pedestrian safety measure is zero****. Applicant does not need to respond to the sub-measures and can proceed to the next section.*

Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings.	No
Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesnt also add pedestrian crossings and sidewalk or sidepath on one or both sides).	No

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements
To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.
Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.
1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.
Treatments and countermeasures should be well-matched to the roadways context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

Response:

According to city data, CSAH 11, within the project area, experienced a 46% increase in daily traffic volumes from 2003 to 2016. This increase made the roadway one of the fastest growing corridors in Coon Rapids during this time. Unfortunately, non-motorized accommodations are mostly non-existent in the project area, creating dire concern about pedestrian safety as vehicle counts continue to rise.

The CSAH 11 (Northdale Boulevard NW) Reconstruction/Modernization project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 11 and a continuous 10-foot ADA-compliant multi-use trail on the south side. Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. These pedestrian best practice improvements will allow easy access for vulnerable travelers with mobility limitations.

Intersection street lighting will be enhanced at the local road intersections to improve visibility and safety for turning vehicles. The lighting will also be upgraded to LED for longer life and improved energy usage. The project design also preserves the train activated warning devices (flashing light signals & roadway warning gates) that are present at the CSAH 11 at-grade railroad crossing east of Xeon St.

Modernization of the roadway ? implementing raised center medians, turn lanes and access management ? will provide critical safety improvements to reduce crash risk exposure for pedestrians and bicyclists and improve safety and

comfort for all users. These roadway improvements will create more predictable movements for all modes and provide a higher level of visibility ? increasing mutual awareness between motorized and non-motorized users. If funded, Coon Rapids and Anoka County will work together to limit impacts to existing homes along the corridor by decreasing lane widths to improve sightlines near Redwood Street.

The Coon Creek Regional Trail (an important RBTN Tier 2 corridor) currently intersects CSAH 11 at-grade near Xeon Boulevard. This project will also address the regional trail's unsafe mid-block crossing. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon Street and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.

(Limit 2,800 characters; approximately 400 words)

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

Select one: Yes

If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).

Response:

The project will remove a signal at the entrance to Sorteberg Early Childhood Center (ECC), and the access will be converted to a right-in/right-out only intersection. A center median with curb will be added at this location to prevent left turns out of the school entrance. This will decrease the number of vehicle-vehicle and vehicle-pedestrian conflicts points. The addition of the median will also eliminate weaving movements around turning vehicles at the ECC entrance.

To accommodate pedestrian traffic, ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings will be added at the Kumquat Street intersection with CSAH 11, located approximately 500 feet from the entrance to Sorteberg ECC. Each of these measures will help fill the gap between protected crossing opportunities for pedestrians.

Coon Rapids has previously studied the feasibility of constructing a pedestrian underpass at Xeon Blvd. Construction of the underpass would be done in conjunction with the reconstruction of CSAH 11 and would provide additional trail and pedestrian connections in the area.

If funded, Coon Rapids and Anoka County will work together to limit impacts to existing homes along the corridor by decreasing lane widths to improve sightlines near Redwood Street.

(Limit 1,400 characters; approximately 200 words)

Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

Select one: No

If yes,
How many intersections will likely be affected?

Response: 5

Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)

Response:

Crossing distances will increase at five intersections. Right turn lanes will be added to Eagle St and Xeon Blvd. Right and left turn lanes will be added to Olive St and Kumquat St. The westbound turn lanes at Kumquat St will increase the crossing distance at Juniper St.

Added turn lanes will decrease congestion, improve sightlines, and eliminate weaving movements around turning vehicles. The benefits of the added turn lanes will improve pedestrian safety at each intersection. The absence of right turn lanes contributes to unsafe weaving movements by drivers. These movements decrease the ability of drivers and pedestrians to assess a situation and safely cross the street. Turn lanes will eliminate this risk at many of the intersections in the project area, including intersections that connect to a Tier 2 regional trail, multiple parks, apartment buildings, the Sorteberg Early Childhood Center, Jenson's Foods, and the Northdale Shopping Center.

The project will also upgrade each intersection with ADA-compliant pedestrian ramps, countdown timers, APS push buttons, high visibility durable pavement markings, and advanced notice signage to alert vehicles of the pedestrian crossing. These improvements will allow easy access for persons with mobility limitations, improve safety for all users, and reduce exposure and delay for pedestrians.

(Limit 1,400 characters; approximately 200 words)

If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesnt require much elevation change instead of pedestrian bridge with numerous switchbacks).

Response: Not Applicable

(Limit 1,400 characters; approximately 200 words)

If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).

Response:

CSAH 11 is currently a two-lane undivided highway for much of the project corridor. The proposed project will add curb and a center median to the entirety of the corridor outside of major intersections ? Xeon St, Redwood St, Olive St, and Kumquat St. This will eliminate left turns from Xeon Blvd, Utility St, Quince St, Ilex St, and the entrance to Sorteberg Early Childhood Center. These intersections will function as right-in/right-out access only. The proposed raised center median will not be designed to encourage mid-block crossings and will restrict mid-block crossings for limited mobility pedestrians. To increase pedestrian safety while crossing CSAH 11, the project will instead upgrade intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. These roadway improvements will create conditions that lead to more predictable movements of pedestrians and bicyclists, increasing safety and eliminating conflict points throughout the corridor.

(Limit 1,400 characters; approximately 200 words)

2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements. *Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).*

Response:

The project will introduce designated turn lanes at four intersections to decrease congestion, improve sightlines, and eliminate weaving movements around turning vehicles. The absence of right turn lanes contributes to unsafe weaving movements by drivers on CSAH 11. The addition of turn lanes will eliminate this risk at many of the intersections throughout the project area, including intersection that connect to a Tier 2 regional trail, multiple parks, apartment buildings, the Sorteberg Early Childhood Center, Jenson's Foods, and the Northdale Shopping Center.

The project will add curb and a raised center median to the entirety of the corridor outside of major intersections ? Xeon St, Redwood St, Olive St, and Kumquat St. Separating directional traffic with a raised median will improve freight traffic flows and eliminate left turns into mid-block driveways and access points. Restricting this access will improve safety by reducing speeds and substantially protect against the potential for head-on collisions.

The project design provides continuous sidewalks and trails separated from the road by landscaped boulevards to provide safe separation of vehicles and other modes. Dedicated pedestrian and bicycle facilities on the north and south side of the project corridor will remove nonmotorized users from the highway shoulders.

The proposed two-lane divided roadway will implement access management practices by converting direct driveways to right-in/right-out access only. This will reduce conflict points at these locations. Drivers will be able to make left turn movements by making U-turns at the nearest local road intersection. This will reduce impact to

property owners and increase roadway capacity and safety on CSAH 11. Anoka County will also address potential access changes during the project development process.

As part of the project, vertical and horizontal alignment will be improved to help enhance sight lines and road visibility. The design will explore opportunities to minimize grade change while tying in- to existing intersections. The proposed divided two-lane roadway will be adjusted to meet current State Aid roadway design standards to improve safety, accessibility, and mobility in the area. Finally, the narrowing of the lane-width to 11' should result in lower travel speeds through the corridor.

(Limit 2,800 characters; approximately 400 words)

If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?

Response:

The existing and proposed design, operation, and posted speeds are 45 mph on the western part of the corridor from Hanson Blvd to the railroad tracks, east Xeon Street. The posted speeds decrease to 35 mph at the railroad tracks. This speed is maintained through the eastern extent of the project area at Foley Blvd. The design, operations, and posted speeds along CSAH 11 are not going to be changed as a result of this project.

(Limit 1,400 characters; approximately 200 words)

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

Existing road configuration is a One-way, 3+ through lanes or	
Existing road configuration is a Two-way, 4+ through lanes	
Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more	Yes
Existing road has AADT of greater than 15,000 vehicles per day	
List the AADT	

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)	
Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)	
Existing road is within 500 of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)	Yes

If checked, please describe:

CSAH 11(Northdale Blvd), is home to over twenty (20) businesses, including Jensen's Food, Northdale Shopping Center, seven restaurants, and numerous other commercial retailers. The intersection of Foley and Northdale Boulevards, centered around the Northdale Shopping Center is defined as a Community Commercial Area in the Coon Rapid Comprehensive Plan. This area is defined as a moderate-intensity shopping centers and peripheral businesses serving wide areas of the city. It is the intent of the city to provide pedestrian accessibility to all Community Commercial Areas, including the Northdale Blvd area, to promote non-motorized safety and accessibility.

The Northdale Shopping Center and peripheral commercial and office uses near the intersection of CSAH 11 and Foley Boulevard are planned for redevelopment in the near future. Anoka County and the City of Coon Rapids intend to maintain some commercial development while promoting mixed use and residential development as well. This area will have a neighborhood focus that will promote non-motorized travel along and across the project area. The proposed pedestrian improvements that are a part of the CSAH 11 (Northdale Boulevard NW) Reconstruction/Modernization are vital to the success of future redevelopment in this area.

(Limit 1,400 characters; approximately 200 words)

Existing road is within 500 of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

Yes

If checked, please describe:

A list of known pedestrian generators directly connected to the project corridor is included below:

- Grasslands Housing ? Federally subsidized affordable housing (30% AMI)

- Mary T Townhomes

- Creekside Cottage Assisted Living

- Margaret Place Senior Apartments

- Villa Rosa Apartments

- Creekside Townhomes

- Lofts at Sand Creek

- Sorteberg Early Childhood Center

- Compass Programs at Bell Center

- First Hmong Baptist Church

- Corner Fringe Ministries

- Sand Creek Trail

- Woodview Park

- Mallery Park

- Lions Coon Creek Park

- Sand Creek Park and Athletic Complex

The CSAH 11 project corridor is within 0.5 miles of 228 publicly subsidized rental housing units. The corridor is also the location of multiple naturally

occurring affordable housing developments and two assisted or senior living centers. Anoka County is keenly aware that residents living in affordable housing developments are more likely to live in vehicle free or single vehicle households than their counterparts. Affordable housing tenants rely on non-motorized forms of transportation to reach daily service destinations and public transportation routes. Having a high concentration of affordable housing development and senior living centers increases the need for the pedestrian and bicycle facilities proposed as part of this project.

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

The project will provide facilities for safe and secure walking and bicycling where they do not exist today. Upon project completion, the project corridor will have a continuous 6-ft sidewalk on the north side and a continuous 10-ft multi-use trail on the south side. The trail will safely accommodate two-way directional traffic. Non-motorized users will no longer be forced to travel in the roadway (11,100 vpd w/ posted speeds of 35/45 mph). Facilities separated by buffer & curb will enhance CSAH 11's multimodal function, safety, security, and person-throughput.

Response:

Safe non-motorized connections will be added to the existing bridge over Coon Creek. The project design preserves the raised center medians and train activated warning devices (flashing light signals & roadway warning gates) while improving the non-motorized crossing pads at the CSAH 11 at-grade railroad crossing east of Xeon St., an existing MRBBC.

Coon Creek Regional Trail, a 7-mile north-south RBTN Tier 2 corridor that connects Bunker Hills and Coon Rapids Dam Regional Parks, currently intersects CSAH 11 at-grade near Xeon Blvd. Coon Rapid's Comprehensive Plan identifies the crossing of CSAH 11 as the only remaining segment of Coon Creek Regional Trail that needs to be constructed. Addressing the regional trail's unsafe mid-block crossing of CSAH 11 is strongly reflected in the attached plans. Motorists do not have advanced notice of the unmarked trail crossing due to curvatures in the roadway, dense foliage in the area, and high traffic speeds. This project will relocate the trail crossing to the signalized intersection of Xeon St and close the 0.3-mile gap between the planned north and south regional trail alignment, providing a safer crossing for all users.

Upon project completion, non-motorized users will be able to make seamless connections between regional and local destinations, including five nearby parks (see plan excerpt).

The project will address locations identified as deficient in the County's ADA Transition Plan, by upgrading CSAH 11 signalized intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA pedestrian ramps will also be included at non-signalized intersections.

The project would not preclude the implementation of the North-Central transitway, if desired by the region in the future. Raised center medians, new and lengthened turn lanes and access management improvements will benefit all users including the region's dial-a-ride service. These roadway improvements will reduce crashes, create more predictable movements for all modes and provide a higher level of visibility.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1.Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

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

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

Response:

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity for the CSAH 11 Reconstruction/Modernization Project from March 24 ? April 8, 2022. This opportunity included live chat sessions with the project team on 3/30/22, 3/31/22, and 4/1/22. Residents were invited to visit the event website, www.anokastpprojects.com (see attached website project summary), to ask questions and offer feedback to the project team. While on the website, residents were also invited to fill out a project survey. This open-ended survey asked participants to comment on how the project aligns with their vision of Anoka County's community.

Anoka County advertised this event through an email listserv, county social media pages, the Anoka County website, and the Oak Grove website. County staff also posted flyers for the event at government buildings, licensing centers, and subsidized multifamily apartments near the project area ? including Grasslands Housing, Osage Place Association, Villas by Mary T, and Margaret Place Senior Apartment. As of April 8th, over 300 people had visited the site to view the project and offer feedback.

The project was highlighted as a priority in many plans, each with their own community input (see attached plan excerpts). The public input process for the 2040 Transportation Plan updated included meetings with Coon Rapids staff, a public meeting, and a public hearing. A webpage devoted to the Plan was developed and updated periodically, which included an opportunity to provide feedback. Based on feedback, additional coordination occurred and revisions to the plan were made, as deemed appropriate. All meeting notices were published in the Anoka County Union Herald and posted on the County's website.

An open house meeting for the County's ADA Transition Plan was held on October 30, 2017. Details of the condition assessment of the traffic signals and pedestrian facilities adjacent to CSAH 11 are also available on the County's ADA Transition Plan webpage.

Public outreach for the Coon Creek Regional Trail master plan included an open house to receive public comment. The event was advertised through post card mailings and in the newspaper. Open house invitations were also sent to a mosque and Hmong church as well. The draft master plan was posted on the County website as well as the City's website requesting input. One of the public comments received was in regard to the mid-block RBTN crossing of CSAH 11 and associated concern due to sight distances and speed of vehicular travel. The proposed project addresses this concern.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

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

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. *100%*	Yes
A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us. *100%*	
For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.	

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout	1649878108233_Anoka CSAH 11_ConceptLayout_April 2022.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge	Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

5.Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$7,742,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$7,742,000.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Anoka CSAH 11 at Olive_CombinedSynchroReport_April 2022.pdf	Synchro Emission Reduction Reports	65 KB
Anoka CSAH 11_1PgProjectSumm_April 2022.pdf	One-page Project Summary	254 KB
Anoka CSAH 11_ACHD2040TransPlanUpdateExcerpt_April 2022.pdf	Anoka County Transportation Plan Update	964 KB
Anoka CSAH 11_ACHDTransitionPlanExcerpt_April 2022.pdf	ADA Transition Plan	1.7 MB
Anoka CSAH 11_AffordableHousingDocumentation_April 2022.pdf	Affordable Housing Documentation	6.1 MB
Anoka CSAH 11_BCworksheet_April 2022.pdf	Benefit/Cost Worksheet	537 KB
Anoka CSAH 11_ConceptLayout_April 2022.pdf	Concept Drawing of Proposed Improvements	6.2 MB
Anoka CSAH 11_CoonCreekRegionalTrailMasterPlanExcerpt_April 2022.pdf	Coon Creek Regional Trail Master Plan	2.4 MB
Anoka CSAH 11_CoonRapids2040CompPlanExcerpt_April 2022.pdf	Coon Rapids Comprehensive Plan	525 KB
Anoka CSAH 11_CoonRapidsSupportLtr_April 2022.pdf	Coon Rapids Letter of Support	163 KB
Anoka CSAH 11_CrashModificationFactors_April 2022.pdf	Crash Modification Factors	472 KB
Anoka CSAH 11_CrashSummary_April 2022.pdf	Crash Summary Document	384 KB
Anoka CSAH 11_EngagementSummary_April 2022.pdf	CSAH 11 Online Engagement Summary	585 KB
Anoka CSAH 11_ExistingPhotos_April 2022.pdf	Existing Conditions Photographs	2.1 MB
Anoka CSAH 11_ListingOfCrashes_April 2022.pdf	Listing of Crashes	3.5 MB
Anoka CSAH 11_MetCouncilMaps_April 2022.pdf	Metropolitan Council Generated Maps	10.3 MB
Anoka CSAH 11_Resolution_April 2022.pdf	County Resolution	411 KB

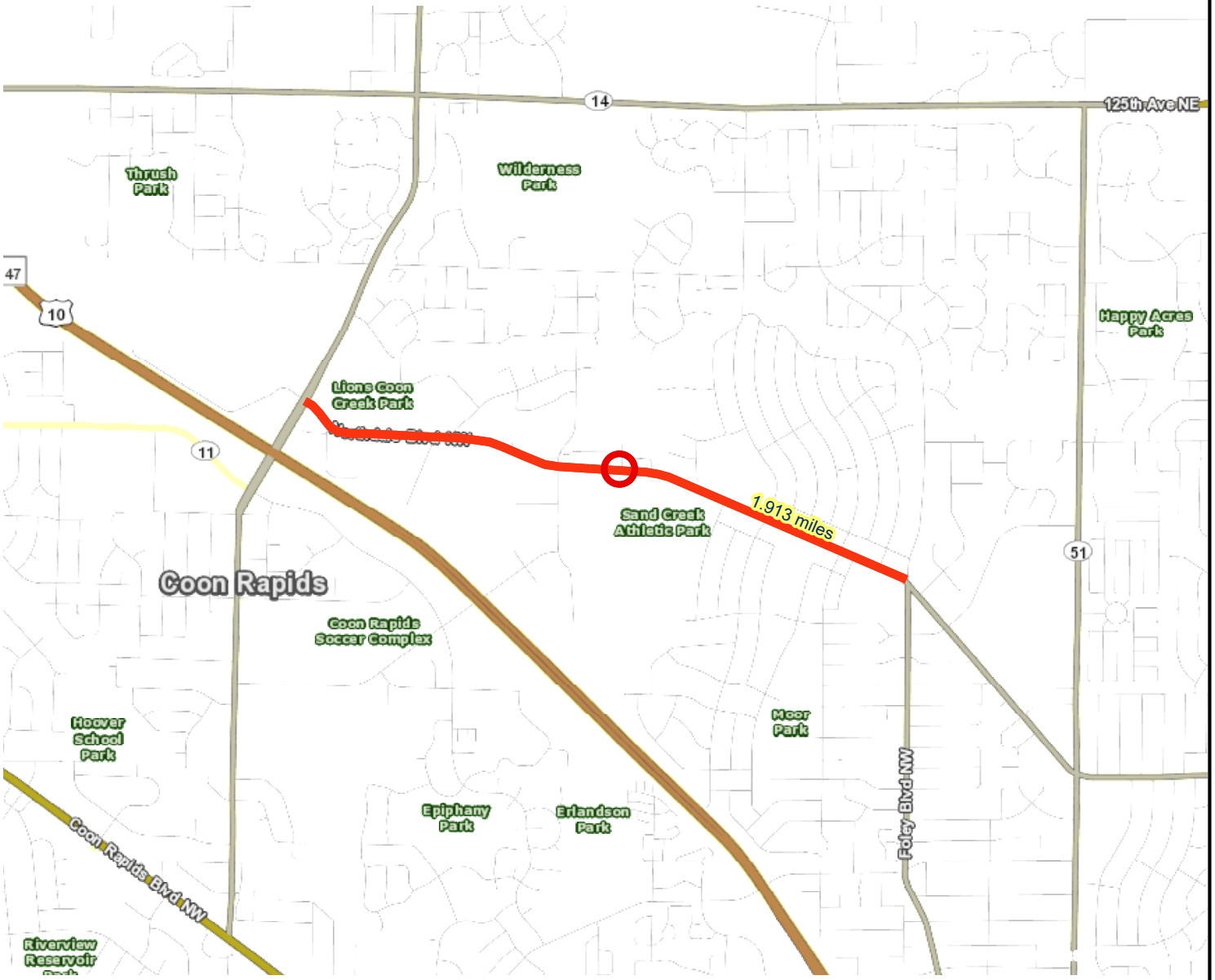
Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard NW) Reconstruction Project | Map ID

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Coon Rapids
Population: 23106
Employment: 4355
Mfg and Dist Employment: 629



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 3/11/2022
LandscapeRSA5

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Transit Connections

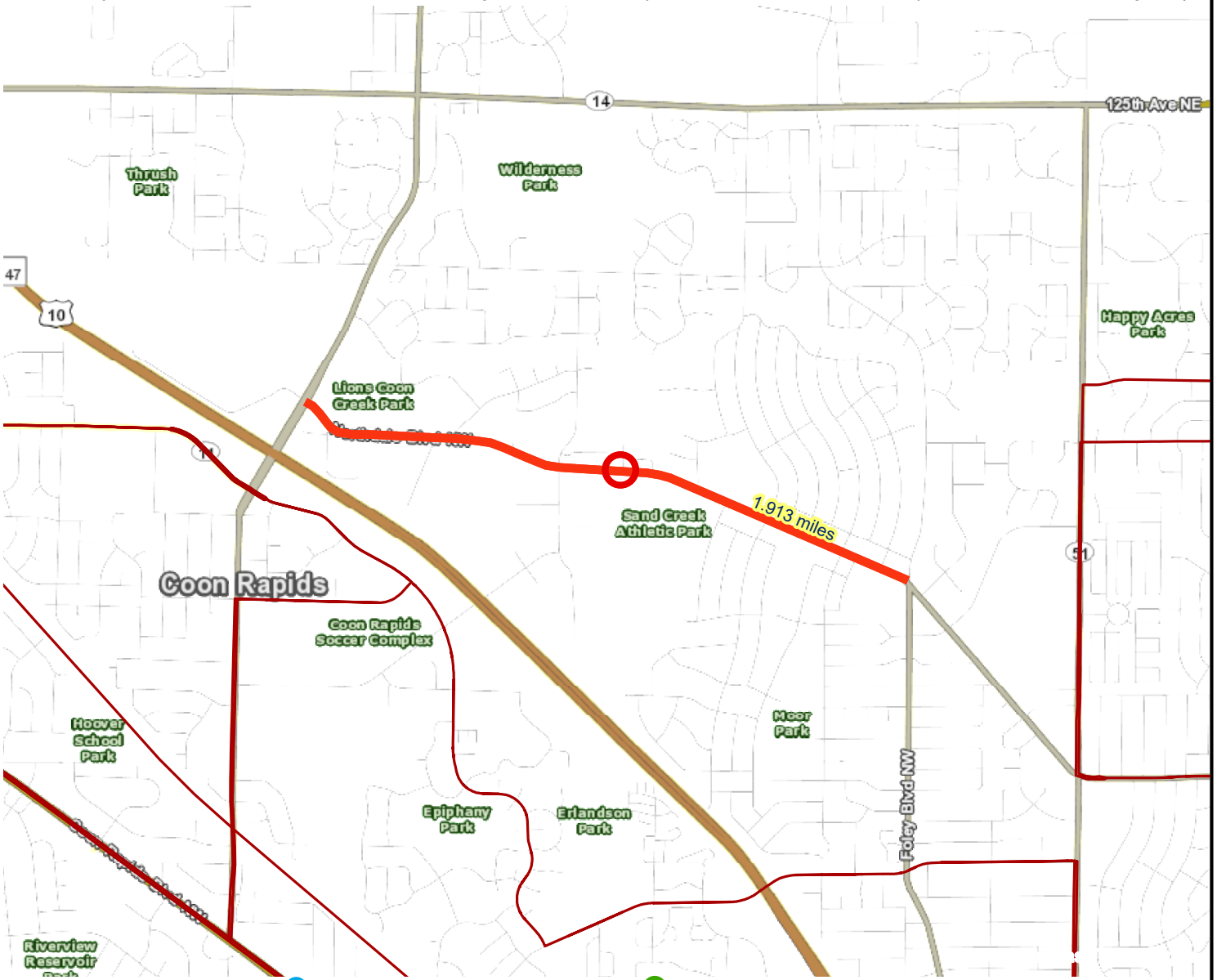
Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard NW) Reconstruction Project | Map I

Results

Transit with a Direct Connection to project:
*North Central

**indicates Planned Alignments*

Transit Market areas: 3



- Project Points
- Project
- Project Area
- Arterial Bus Rapid Transit
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Light Rail
- Arterial Bus Rapid Transit
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Light Rail
- Transit Routes

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 3/11/2022
LandscapeRSA3

METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard NW) Reconstruction Project | Map ID: 164701

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 228

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

Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 3/11/2022
LandscapeRSA2

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Future Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	321	38	22	511	65	43	5	11	22	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	359	0	0	998	1014	340	990	1001	544
Stage 1	-	-	-	-	-	-	394	394	-	588	588	-
Stage 2	-	-	-	-	-	-	604	620	-	402	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	997	-	-	1200	-	-	223	239	702	225	243	539
Stage 1	-	-	-	-	-	-	631	605	-	495	496	-
Stage 2	-	-	-	-	-	-	485	480	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1200	-	-	198	225	702	207	228	539
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	225	-	207	228	-
Stage 1	-	-	-	-	-	-	610	584	-	478	483	-
Stage 2	-	-	-	-	-	-	443	467	-	589	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	25.9	19.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	997	-	-	1200	-	-	303
HCM Lane V/C Ratio	0.259	0.027	-	-	0.018	-	-	0.179
HCM Control Delay (s)	25.9	8.7	0	-	8.1	0	-	19.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

3:

Direction	EB	WB	NB	SB	All
Future Volume (vph)	355	550	54	50	1009
CO Emissions (kg)	0.26	0.61	0.05	0.05	0.97
NOx Emissions (kg)	0.05	0.12	0.01	0.01	0.19
VOC Emissions (kg)	0.06	0.14	0.01	0.01	0.22

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Future Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	321	38	22	511	65	43	5	11	22	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	359	0	0	979	995	321	957	968	511
Stage 1	-	-	-	-	-	-	375	375	-	555	555	-
Stage 2	-	-	-	-	-	-	604	620	-	402	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	997	-	-	1200	-	-	229	245	720	237	254	563
Stage 1	-	-	-	-	-	-	646	617	-	516	513	-
Stage 2	-	-	-	-	-	-	485	480	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1200	-	-	207	234	720	221	243	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	234	-	221	243	-
Stage 1	-	-	-	-	-	-	629	600	-	502	504	-
Stage 2	-	-	-	-	-	-	448	471	-	593	578	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	24.8	18.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	997	-	-	1200	-	-	322
HCM Lane V/C Ratio	0.248	0.027	-	-	0.018	-	-	0.169
HCM Control Delay (s)	24.8	8.7	-	-	8.1	-	-	18.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

3:

Direction	EB	WB	NB	SB	All
Future Volume (vph)	355	550	54	50	1009
CO Emissions (kg)	0.25	0.60	0.05	0.05	0.95
NOx Emissions (kg)	0.05	0.12	0.01	0.01	0.18
VOC Emissions (kg)	0.06	0.14	0.01	0.01	0.22

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Future Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	321	38	22	511	65	43	5	11	22	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	359	0	0	998	1014	340	990	1001	544
Stage 1	-	-	-	-	-	-	394	394	-	588	588	-
Stage 2	-	-	-	-	-	-	604	620	-	402	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	997	-	-	1200	-	-	223	239	702	225	243	539
Stage 1	-	-	-	-	-	-	631	605	-	495	496	-
Stage 2	-	-	-	-	-	-	485	480	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1200	-	-	198	225	702	207	228	539
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	225	-	207	228	-
Stage 1	-	-	-	-	-	-	610	584	-	478	483	-
Stage 2	-	-	-	-	-	-	443	467	-	589	574	-

Approach	EB	WB	NB	SB
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HCM Control Delay (s)	25.9	8.7	0	-	8.1	0	-	19.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

3:

Direction	EB	WB	NB	SB	All
Future Volume (vph)	355	550	54	50	1009
CO Emissions (kg)	0.26	0.61	0.05	0.05	0.97
NOx Emissions (kg)	0.05	0.12	0.01	0.01	0.19
VOC Emissions (kg)	0.06	0.14	0.01	0.01	0.22

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Future Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
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Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
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Mvmt Flow	27	321	38	22	511	65	43	5	11	22	5	27

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Stage 2	-	-	-	-	-	-	604	620	-	402	413	-
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Stage 1	-	-	-	-	-	-	646	617	-	516	513	-
Stage 2	-	-	-	-	-	-	485	480	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1200	-	-	207	234	720	221	243	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	234	-	221	243	-
Stage 1	-	-	-	-	-	-	629	600	-	502	504	-
Stage 2	-	-	-	-	-	-	448	471	-	593	578	-

Approach	EB	WB	NB	SB
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HCM LOS			C	C

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HCM Control Delay (s)	24.8	8.7	-	-	8.1	-	-	18.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

3:

Direction	EB	WB	NB	SB	All
Future Volume (vph)	355	550	54	50	1009
CO Emissions (kg)	0.25	0.60	0.05	0.05	0.95
NOx Emissions (kg)	0.05	0.12	0.01	0.01	0.18
VOC Emissions (kg)	0.06	0.14	0.01	0.01	0.22

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 11	**District**		**County**	
Begin RP		**End RP**		**Miles**	
Location	CSAH 11 - Hanson Blvd to Foley Blvd - Coon Rapids				

B. Project Description

Proposed Work	Add raised median		
Project Cost*	$7,742,000	**Installation Year**	2026
Project Service Life	25 years	**Traffic Growth Factor**	

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.74	**Fatal (K) Crashes**	**Reference**	MnDOT HSIP CMF Guide - Median Construction
0.74	**Serious Injury (A) Crashes**		
0.74	**Moderate Injury (B) Crashes**	**Crash Type**	All types and severities
0.74	**Possible Injury (C) Crashes**		
0.74	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT 2			

Crash Severity	All types and severities	< optional 2nd CMF >
K crashes	0	
A crashes	1	
B crashes	5	
C crashes	6	
PDO crashes	13	

F. Benefit-Cost Calculation

$5,900,983	**Benefit (present value)**	**B/C Ratio = 0.77**
$7,742,000	**Cost**	

Proposed project expected to reduce 3 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate	0.7%
Traffic Growth Rate	0.5%
Project Service Life	25 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.26	0.09	$65,000
B crashes	1.30	0.43	$99,667
C crashes	1.56	0.52	$62,400
PDO crashes	3.38	1.13	$14,647
			$241,713

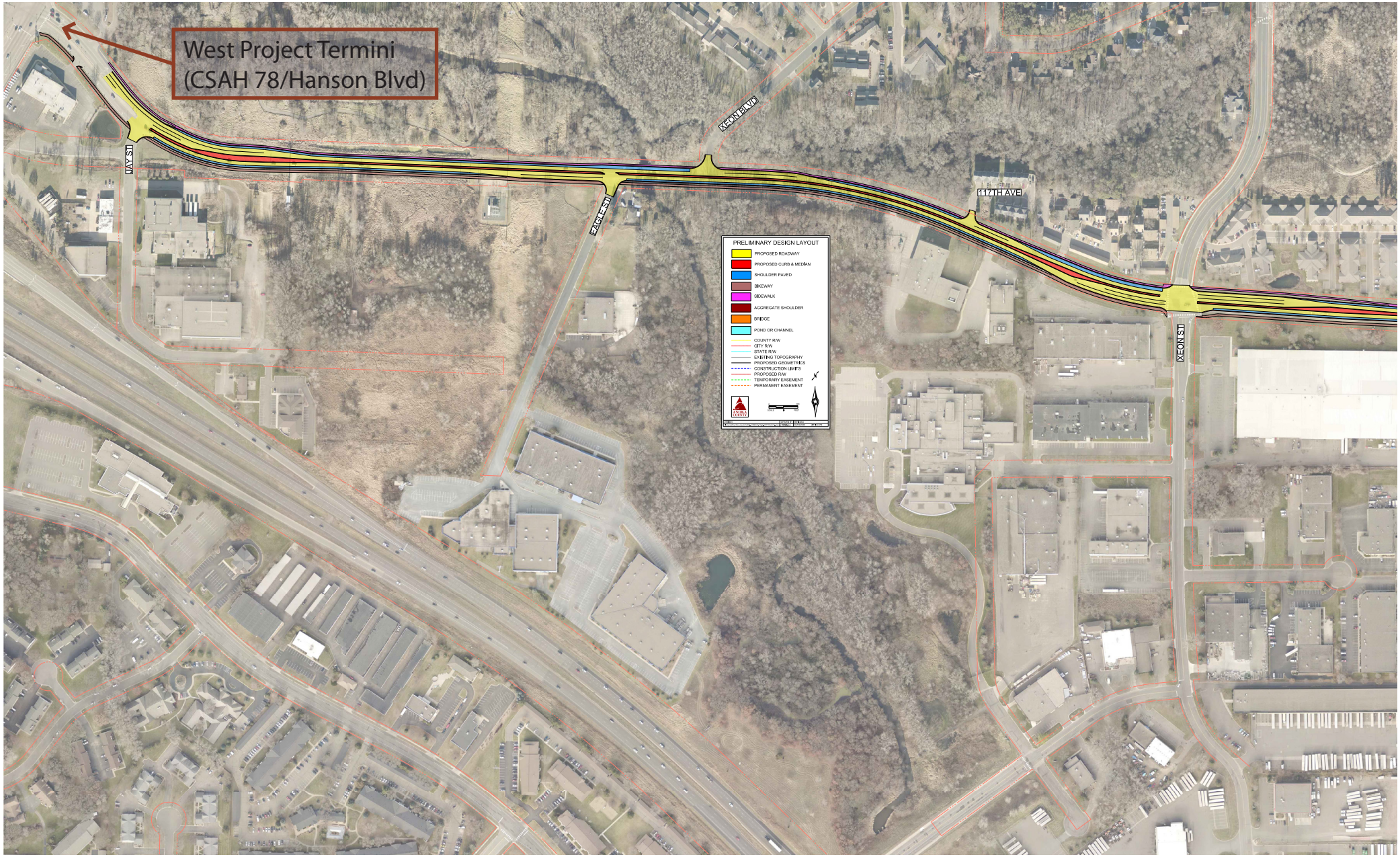
H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$241,713	$241,713
2027	$242,922	$241,233
2028	$244,137	$240,754
2029	$245,357	$240,276
2030	$246,584	$239,799
2031	$247,817	$239,323
2032	$249,056	$238,847
2033	$250,301	$238,373
2034	$251,553	$237,899
2035	$252,811	$237,427
2036	$254,075	$236,955
2037	$255,345	$236,485
2038	$256,622	$236,015
2039	$257,905	$235,546
2040	$259,194	$235,078
2041	$260,490	$234,612
2042	$261,793	$234,146
2043	$263,102	$233,681
2044	$264,417	$233,216
2045	$265,739	$232,753
2046	$267,068	$232,291
2047	$268,403	$231,830
2048	$269,745	$231,369
2049	$271,094	$230,910
2050	$272,450	$230,451
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $5,900,983

CSAH 11 (Northdale Boulevard NW) Reconstruction Project - *Western Extent*

Anoka County, Minnesota



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CSAH 11 (Northdale Boulevard NW) Reconstruction Project - *Eastern Extent*

Anoka County, Minnesota

Anoka County
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Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Future Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	321	38	22	511	65	43	5	11	22	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	359	0	0	998	1014	340	990	1001	544
Stage 1	-	-	-	-	-	-	394	394	-	588	588	-
Stage 2	-	-	-	-	-	-	604	620	-	402	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	997	-	-	1200	-	-	223	239	702	225	243	539
Stage 1	-	-	-	-	-	-	631	605	-	495	496	-
Stage 2	-	-	-	-	-	-	485	480	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1200	-	-	198	225	702	207	228	539
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	225	-	207	228	-
Stage 1	-	-	-	-	-	-	610	584	-	478	483	-
Stage 2	-	-	-	-	-	-	443	467	-	589	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	25.9	19.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	997	-	-	1200	-	-	303
HCM Lane V/C Ratio	0.259	0.027	-	-	0.018	-	-	0.179
HCM Control Delay (s)	25.9	8.7	0	-	8.1	0	-	19.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

3:

Direction	EB	WB	NB	SB	All
Future Volume (vph)	355	550	54	50	1009
CO Emissions (kg)	0.26	0.61	0.05	0.05	0.97
NOx Emissions (kg)	0.05	0.12	0.01	0.01	0.19
VOC Emissions (kg)	0.06	0.14	0.01	0.01	0.22

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Future Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	321	38	22	511	65	43	5	11	22	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	359	0	0	979	995	321	957	968	511
Stage 1	-	-	-	-	-	-	375	375	-	555	555	-
Stage 2	-	-	-	-	-	-	604	620	-	402	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	997	-	-	1200	-	-	229	245	720	237	254	563
Stage 1	-	-	-	-	-	-	646	617	-	516	513	-
Stage 2	-	-	-	-	-	-	485	480	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1200	-	-	207	234	720	221	243	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	234	-	221	243	-
Stage 1	-	-	-	-	-	-	629	600	-	502	504	-
Stage 2	-	-	-	-	-	-	448	471	-	593	578	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	24.8	18.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	997	-	-	1200	-	-	322
HCM Lane V/C Ratio	0.248	0.027	-	-	0.018	-	-	0.169
HCM Control Delay (s)	24.8	8.7	-	-	8.1	-	-	18.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

3:

Direction	EB	WB	NB	SB	All
Future Volume (vph)	355	550	54	50	1009
CO Emissions (kg)	0.25	0.60	0.05	0.05	0.95
NOx Emissions (kg)	0.05	0.12	0.01	0.01	0.18
VOC Emissions (kg)	0.06	0.14	0.01	0.01	0.22

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CSAH 11 (Northdale Boulevard NW) Reconstruction/Modernization

GEOGRAPHIC LIMITS: 1.9 miles. From CSAH 78 (Hanson Boulevard) to CSAH 11 (Foley Boulevard)
PROJECT LOCATION: City of Coon Rapids, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $6,193,600
TOTAL PROJECT COST: $7,742,000

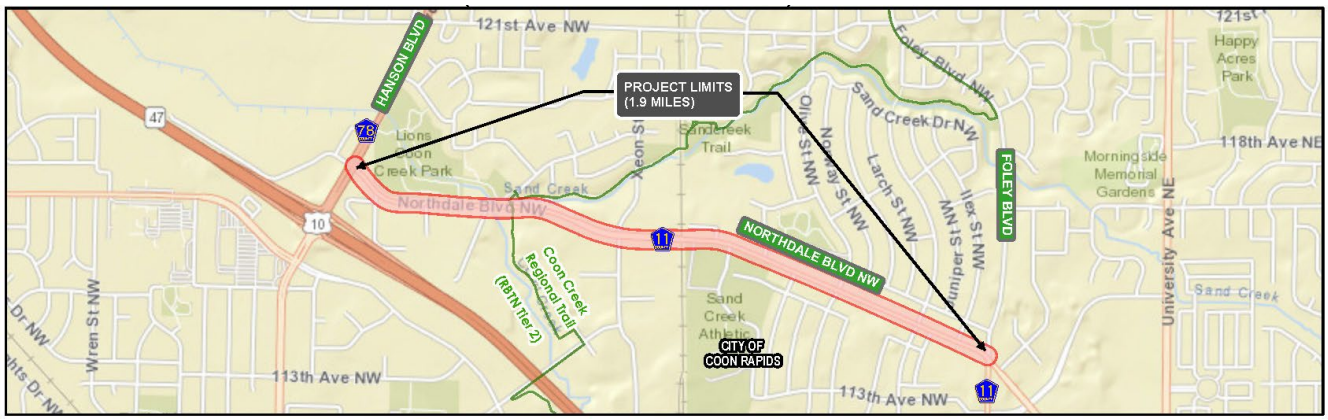
PROJECT DESCRIPTION

CSAH 11, an A Minor Arterial Expander that provides an important east-west transportation connection in Anoka County, is mostly a two-lane undivided roadway today. Traffic volumes on CSAH 11 have been increasing and are expected to continue to increase in the future as the area continues to grow (11,100 Current AADT, 12,400 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

This project will reconstruct a 1.9-mile section of CSAH 11 as a two-lane divided roadway with turn lane improvements. This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes due to turning vehicles. Lengthening turn lanes will also reduce queues lengths and increase safety by removing vehicles waiting to turn from through lanes. Access modifications will primarily be in the form of converting a select number of full access intersections to right-in/right-out access only with the construction of raised center medians. These improvements will also improve freight traffic flows along this important Tier 3 freight corridor.

Non-motorized accommodations in the project area are mostly non-existent. The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 11 and a continuous 10-foot ADA-compliant multi-use trail on the south side. Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings.

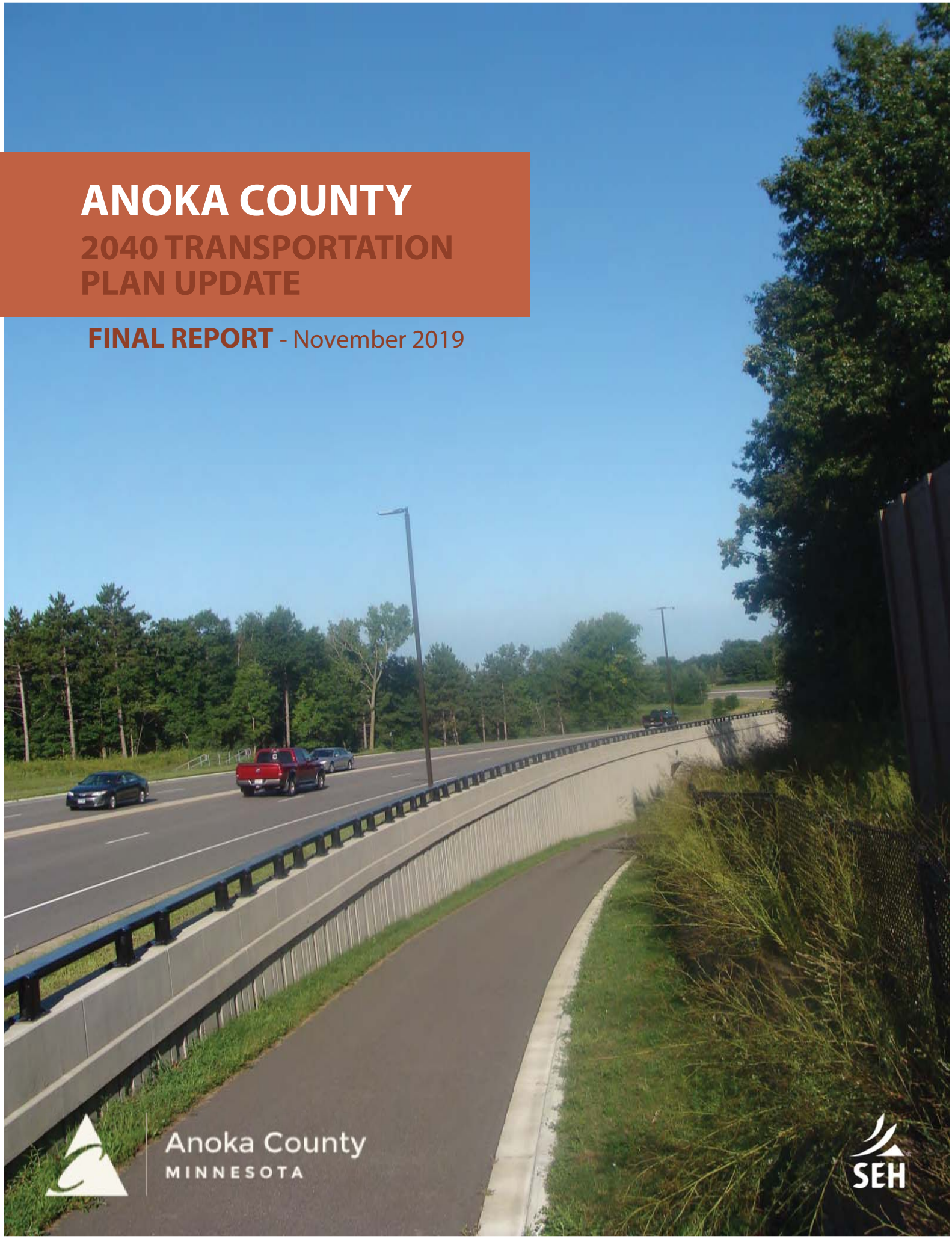
The Coon Creek Regional Trail (an important RBTN Tier 2 corridor) currently intersects CSAH 11 at-grade near Xeon Boulevard. This project will address the regional trail's unsafe mid-block crossing. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon Street and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.



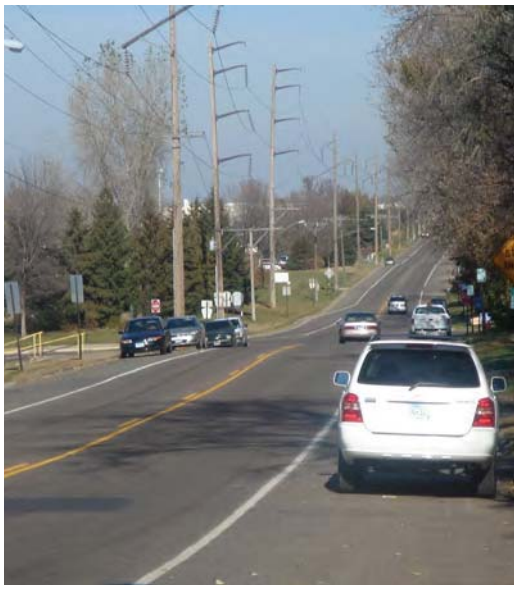
ANOKA COUNTY

2040 TRANSPORTATION PLAN UPDATE

FINAL REPORT - November 2019



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.

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 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)

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)

System Deficiencies Audit

A priority of this transportation plan update is to provide the County a manageable document that can be continually referenced in the coming years to facilitate the annual process of updating the County's Five Year Highway Improvement Program. To that end, a comprehensive audit of the County's highway system deficiencies was prepared (see Table 39). The audit is structured to include the following information for each Anoka County roadway:

Roadway in Anoka County (Source: Anoka County)

- » 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

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 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

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.

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
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.

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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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

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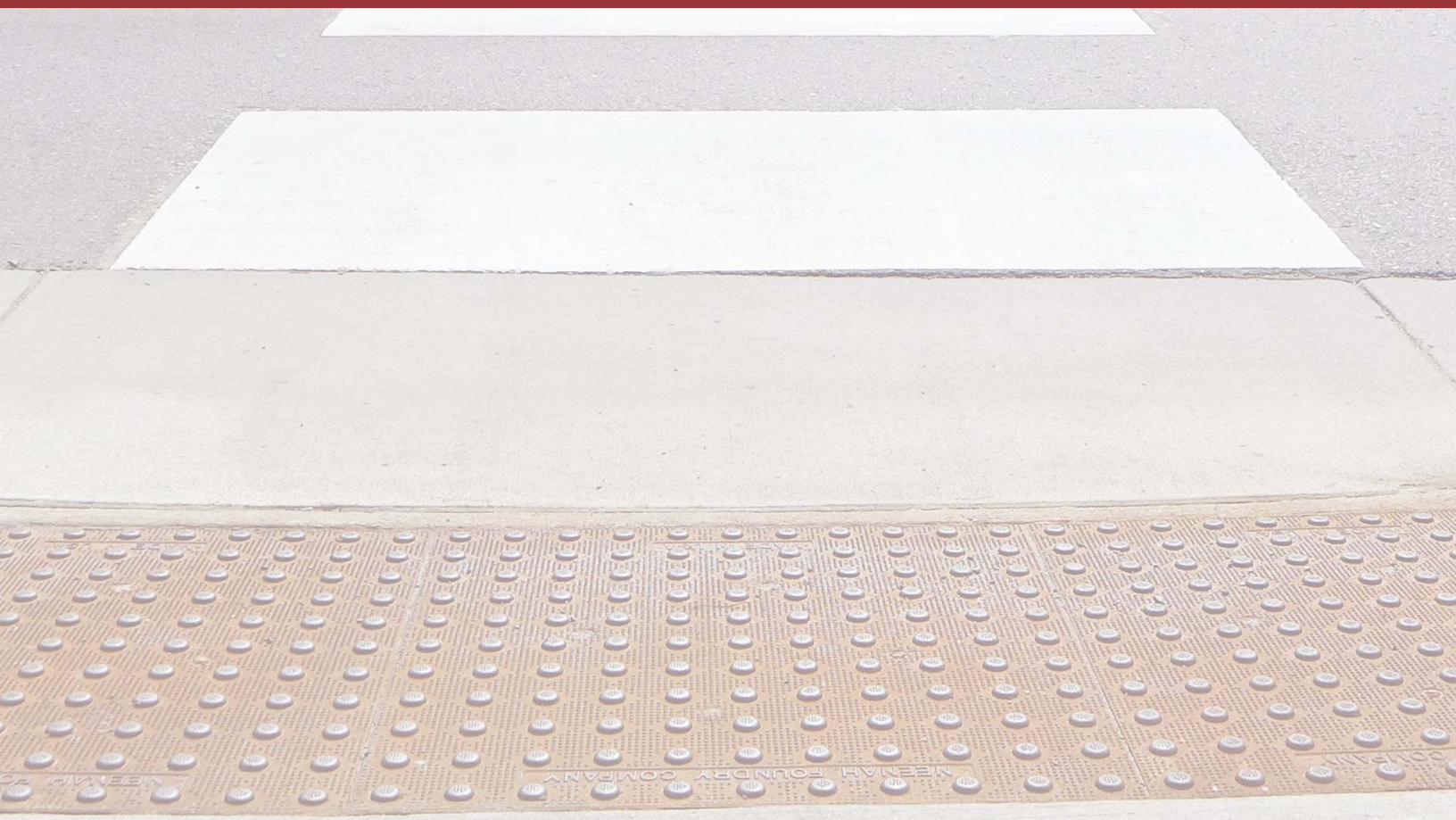
Anoka County Highway System ADA Transition Plan



March 2018

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

SELF-EVALUATION CONDITION ASSESSMENT

Overview

The Anoka County Highway Department is required, under Title II of the Americans with Disabilities Act (ADA) and 28 CFR 35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies.

The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the County's highway department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the County's Pedestrian Circulation Route/Pedestrian Access Route (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This includes consideration of the curb ramps, traffic control signals, and transit facilities that are located within the County rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

Summary

In 2017, the Anoka County Highway Department conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- Pedestrian Ramps at street crossings that include trail or sidewalk facilities
- Traffic Control Signal Systems

Pedestrian ramps were assessed and categorized into three condition rating tiers:

Tier 1: largely or fully compliant - Good
Tier 2: substantially compliant and working well - Fair
Tier 3: several elements are not compliant - Poor

Traffic Control Signal Systems were assessed and categorized into three condition rating tiers by ramp corners and for the entire intersection.

Condition Rating for Traffic Signal System Elements by Ramps at Intersection Corners:

Tier 1: all signal elements are largely or fully compliant - Good
Tier 2: no more than one signal element is non-compliant - Fair
Tier 3: two or more signal elements are non-compliant - Poor

Condition Rating for Signalized Intersections:

Tier 1: all signal elements for intersection are largely or fully compliant - Good
Tier 2: no more than one signal element for intersection is non-compliant - Fair
Tier 3: two or more signal elements for intersection are non-compliant - Poor

A detailed evaluation on how these facilities relate to ADA standards can be found on the County's website (http://www.anokacountyada.com), and/or detailed in Appendix B and will be updated periodically.

POLICIES AND PRACTICES

Previous Practices

Since the adoption of the ADA, the Anoka County Highway Department has striven to provide accessible pedestrian features as part of its highway improvement projects. As additional information was made available as to the methods of providing accessible pedestrian features, the ACHD has updated their procedures to accommodate these methods. Recently, more standardized design and construction methods have evolved. This has resulted in the ability of local agencies to receive additional exposure and training on accessible features. This has improved the ACHD's ability to understand available options and to explore the feasibility of implementing accessibility improvements. This information also assists in providing guidance for developing transition plans.

Policy

The ACHD will inspect, inventory and plan for any required improvements to facilities located in the public right-of-way, to ensure compliance with the ADA. The County's goal is to continue to provide accessible pedestrian design features as part of the County highway improvement plan projects. The ACHD has established ADA design standards and procedures as detailed in **Appendix C**. These standards and procedures will be kept up to date with nationwide and local best management practices.

The ACHD will consider and respond to all accessibility improvement requests. Requests should be sent to the ADA Coordinator as specified in **Appendix D**. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The ACHD will coordinate with external agencies as necessary to ensure that all new or altered pedestrian facilities within the ACHD jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the County. In general, the cities are responsible for snow removal operations for pedestrian facilities on county highways within each city.

The Anoka County Highway department will maintain and update the facility database to reflect improvements to inventoried facilities.

ADA COORDINATOR

In accordance with 28 CFR 35.107(a), the ACHD has identified an ADA Title II Coordinator to oversee the ACHD policies and procedures. It is the responsibility of the ADA Coordinator to implement this policy. Contact information for this individual is listed in **Appendix D**.

IMPROVEMENT SCHEDULE

Priority Areas

A tier system which categorizes the level of compliance for pedestrian ramps and signal systems was developed to assist the ACHD with prioritizing limited funds for improvements of its pedestrian facilities.

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of Anoka County, including Minnesota Department of Transportation (MNDOT), multiple Cities and townships, and transit providers such as Metro Transit. The ACHD will coordinate with those agencies to assist in the facilitation of the elimination of accessibility barriers along their routes and/or associated with their services.

Schedule Goals

The ACHD has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

- Traffic signal pedestrian features will be addressed through the Highway Improvement Plan (HIP)
- Facilities with condition ratings in Tier 2. These facilities are considered serviceable and are not in need of immediate action. Improvements for these facilities will be addressed in conjunction with adjacent highway improvement projects. ACHD staff will use the HIP to coordinate these improvements.
- Facilities with condition ratings in Tier 3. Any of these facilities identified as an existing hazard or compliance issue that ACHD staff believes needs to be addressed by a set date shall have a work order initiated or be incorporated into a project in the HIP.

IMPLEMENTATION SCHEDULE

Methodology

The ACHD will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled Highway Improvement Plan projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method includes standalone sidewalk and ADA accessibility improvement projects. These projects will be incorporated into the Highway Improvement Plan on a case by case basis as determined by ACHD staff, or may be completed by internal County forces or cities who maintain the facilities. The Highway Improvement Plan includes a detailed schedule and budget for specific improvements.

PUBLIC OUTREACH

The ACHD recognizes that public participation is an important component in the development of this plan. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of Anoka County. Materials from public outreach activities are included in **Appendix F**.

Public outreach for the creation of this document consisted of the following activities:

- ADA Transition Plan Open House October 30, 2017
- ADA Transition Plan Website
- No formal comments were submitted via the website or at the public open house.
- The County's ADA Title II Coordinator will continue to be available for questions or discussion.

GRIEVANCE PROCEDURE

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regard to the ADA. This public notice is provided in **Appendix G** and is available at Anoka ADA Legal Notice. If users of Anoka County Highway department facilities and services believe the County has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the ACHD has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in **Appendix H**, with a Complaint Form

APPENDICES

A. Glossary of Terms
B. Self-Evaluation
C. Agency ADA Design Standards and Procedures
D. ADA Coordinator
E. Prioritization Summary
F. Public Outreach Materials
G. ADA Public Notice
H. Grievance Procedure
I. Complaint Form

Appendix B – Self-Evaluation

Details of the condition assessment of the traffic signals and pedestrian facilities adjacent to roadway corridors can be found at the County's ADA Transition Plan webpage:

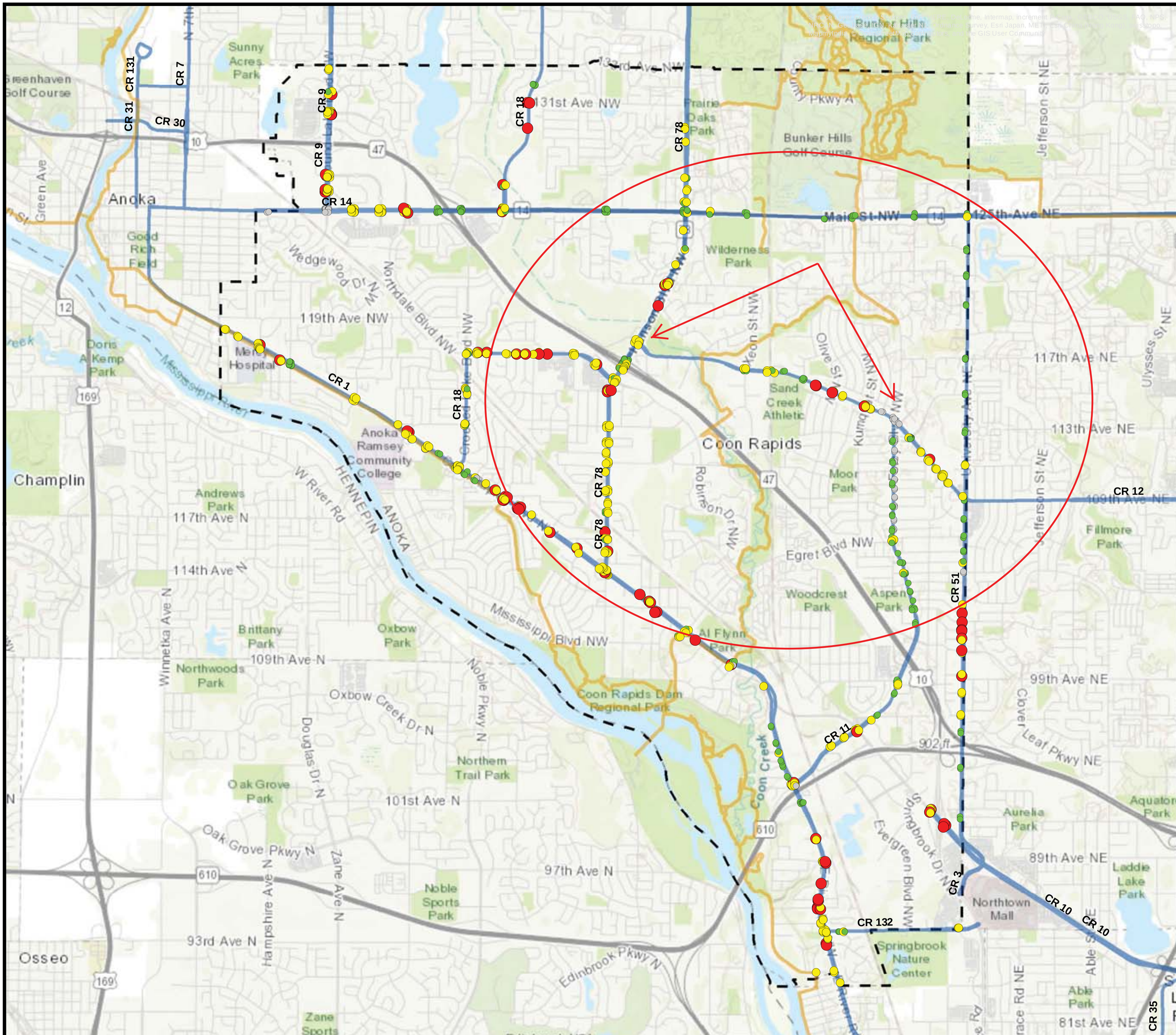
http://www.anokacountyada.com

A summary of the condition assessment is also included on the following pages.

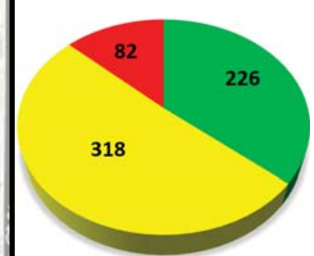
Anoka County

ADA Transition Plan

Pedestrian Curb Ramps



Source: MnDOT,Anoka County,ESRI



0 1 Mi

Anoka County MINNESOTA
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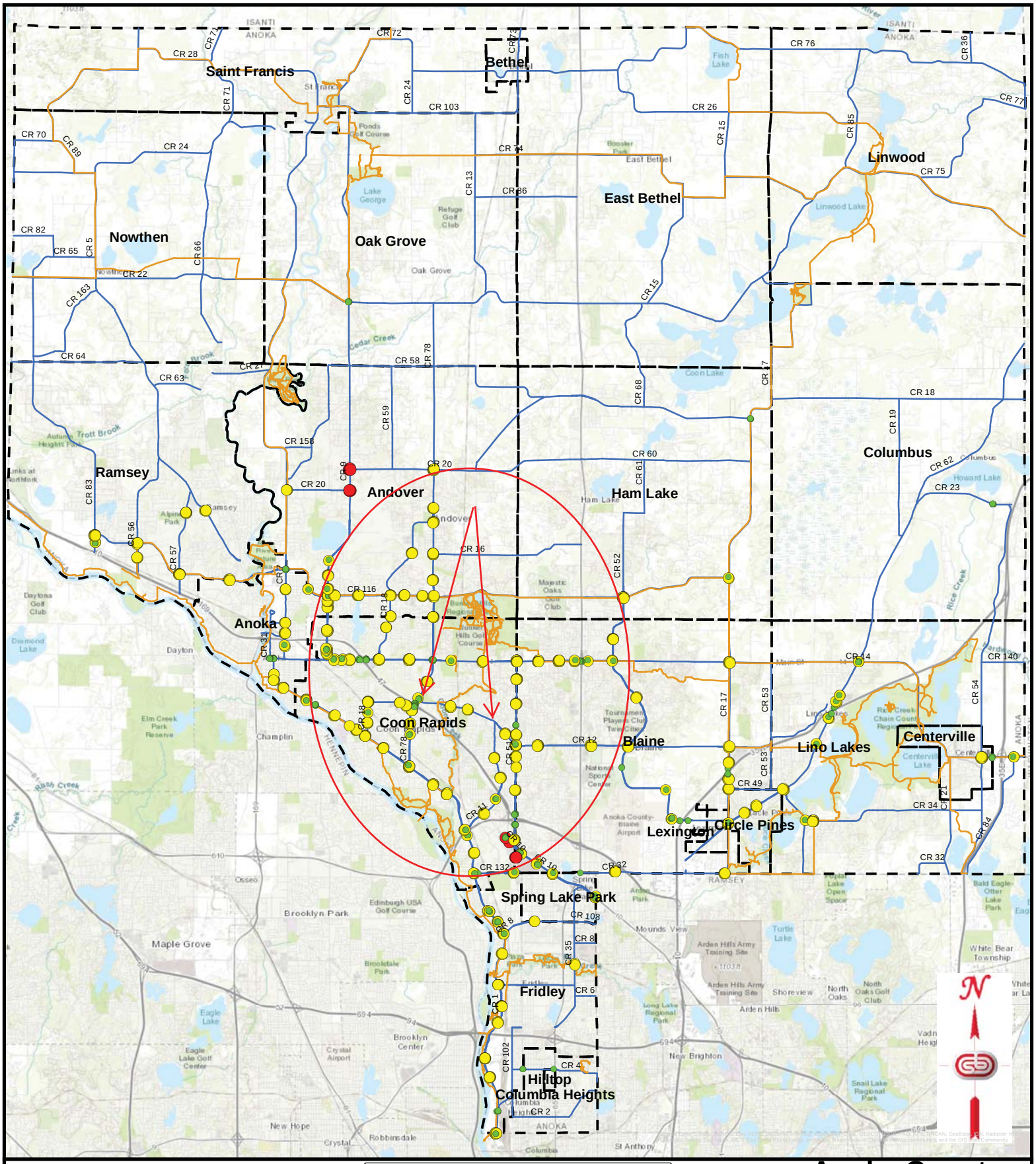
Stonebrooke
Engineering Responsible Solutions

City of Coon Rapids

Figure 08

Mar, 2018


Saint Francis
Bethel
Linwood
East Bethel
Nowthen
Oak Grove
Ramsey
Andover
Ham Lake
Columbus
Anoka
Coon Rapids
Blaine
Lino Lakes
Centerville
Lexington
Circle Pines
Spring Lake Park
Fridley
Hilltop
Columbia Heights
CR 28
CR 72
CR 76
CR 103
CR 26
CR 24
CR 74
CR 70
CR 82
CR 65
CR 22
CR 36
CR 75
CR 64
CR 63
CR 58
CR 18
CR 20
CR 158
CR 60
CR 23
CR 16
CR 116
CR 14
CR 140
CR 12
CR 49
CR 34
CR 32
CR 132
CR 108
CR 6
CR 4
CR 2
0
1.5
3 Miles
Legend
Signalized Intersection
Corner Tiers :
1 - Good
2 - Fair
3 - Poor
Trails
County Roads
Boundary
Source: MnDOT, Anoka County, ESRI
Anoka County
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Stonebrooke
Engineering Responsible Solutions
Anoka County
ADA Transition Plan
Signalized Intersection Corner Tiers
Figure 19
Mar, 2018

Appendix F – Public Outreach Material

The following pages include poster boards, maps, and other materials that were used at public meetings or as part of other outreach activities.

What is an ADA Transition Plan?

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability.

As a provider of public transportation services and programs, the Anoka County Highway Department must comply with this Act, and has developed a Transition Plan detailing how the County will ensure that all facilities are accessible to all individuals.

The Anoka County Highway Department must meet these general requirements for individuals with disabilities:

- Access to all public programs and places
- Modification of policies that deny equal access
- Effective communication procedures
- An ADA Coordinator that coordinates ADA compliance
- Public notice of ADA requirements
- Grievance procedure for resolution of complaints

The Anoka County Highway Department's goal is to provide ADA-accessible pedestrian design features as part of the County's capital improvement projects (CIP). These standards and procedures will be kept up to date with nationwide and local best management practices.

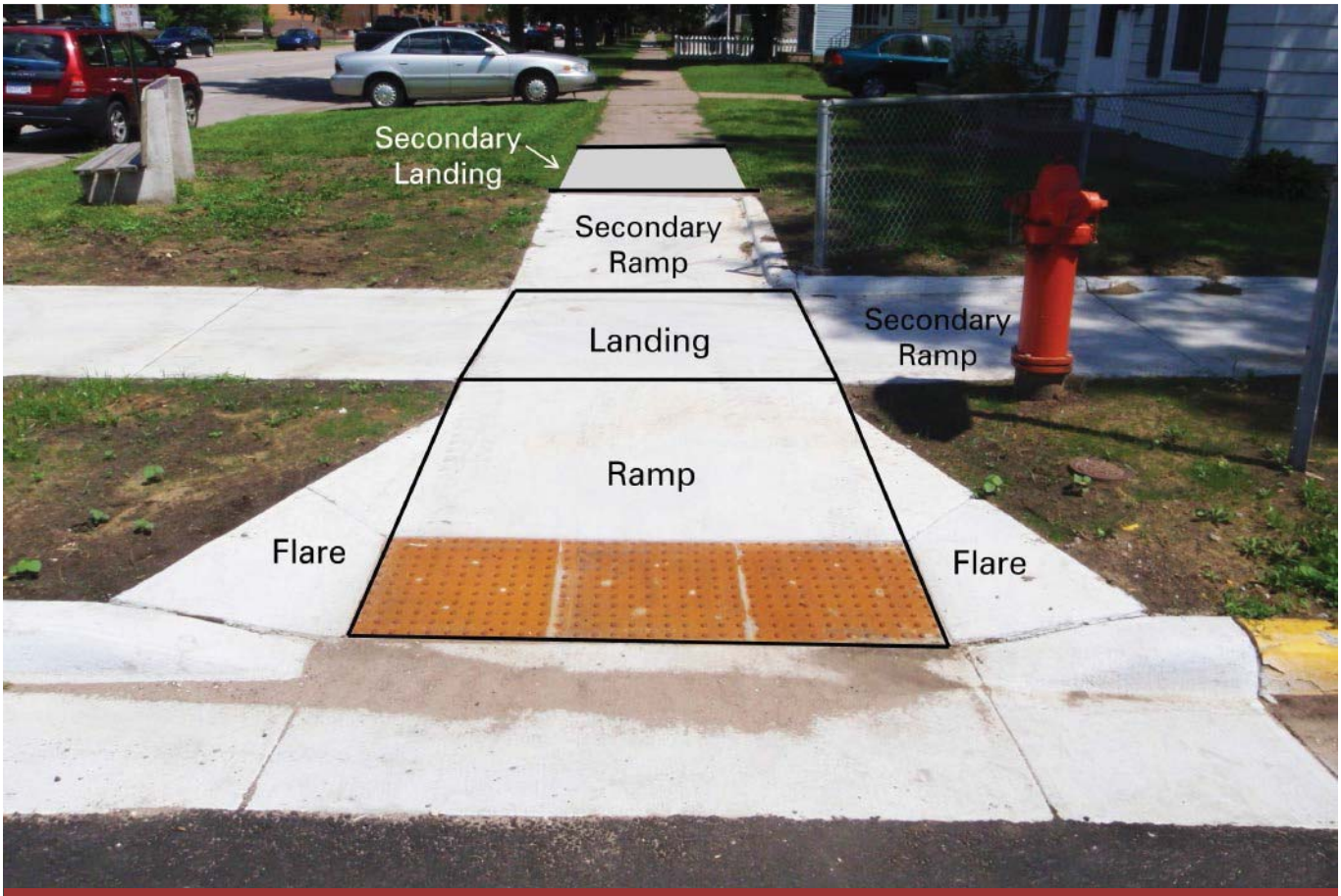
ADA Improvement Plan

The Anoka County Highway Department's ADA improvements are based on projects identified in the County capital improvement projects (CIP) 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 to the extent feasible.
- ADA improvements on county rehabilitation or resurfacing projects will be addressed on a case-by-case basis.
- ADA improvements requested by the public will be evaluated by Anoka County Highway Department staff. Evaluation criteria will include pedestrian volumes, traffic volumes, condition of existing infrastructure and public safety.

Anoka County Goals:

- After 5 years, items identified in the County Improvement Plan will be ADA-Compliant.
- After 20 years, 80 percent of accessibility features within the jurisdiction of the County will be ADA compliant.



Curb Ramp Elements

Without these basic ramp elements, sidewalk travel can be dangerous, difficult, and in some cases impossible for people who use wheelchairs, scooters and other mobility aids.

Curb ramps allow people with mobility impairments to gain access to the sidewalks and to pass through center islands in streets. Without accessible ramps, these individuals are forced to travel in streets and roadways, are put in danger, and/or are prevented from reaching their destination.

ADA Coordinator

Anoka County has identified an ADA Title II Coordinator to oversee County Highway Department policies and procedures:

Jack Forslund
Anoka County Transportation Division
1440 Bunker Lake Boulevard, NW
Andover, MN 55304

Phone: 763-324-3179
Fax: 763-324-3020
E-mail: jack.forslund@co.anoka.mn.us

More information is available at:
www.AnokaCountyADA.com

Grasslands Housing Inc. (11740 Xeon Blvd NW, Coon Rapids))

May 14, 2020

1:19,200

0 875 1,750 3,500 ft

0 262.5 525 1,050 m

Grasslands Housing Inc. (11740 Xeon Blvd NW, Coon Rapids))

May 14, 2020

1:2,400

0 112.5 225 450 ft

0 30 60 120 m

HousingLink

Streams

Return to main site

Property Detail

About Streams

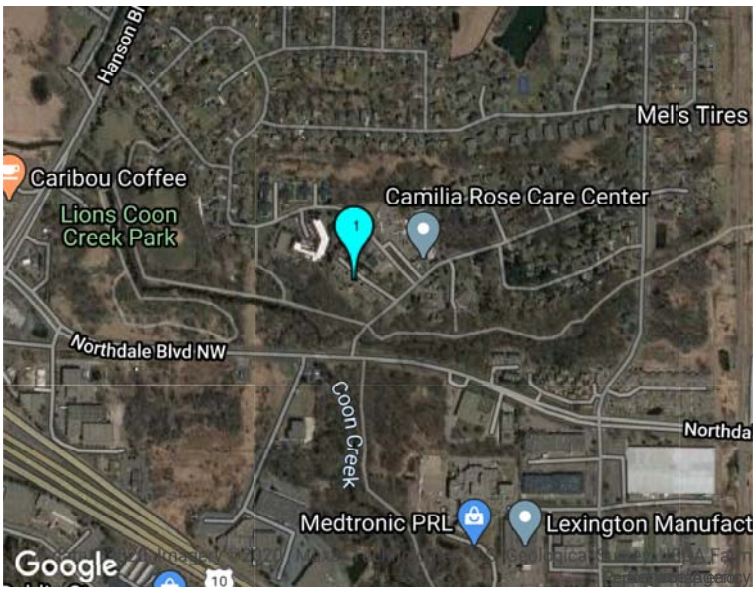
Grasslands Housing Inc.
11740 Xeon Blvd NW
Coon Rapids, MN 55448

Funding Categories
Project-Based Subsidy

Property Information
Year Built: 1982
Building Type: Apartment
Groups Served: Disabled
Total Units: 24
Affordable Units: 24

Affordable Units by Bedroom
1 BR: 16
2 BR: 8

Units by Area Median Income
30%: 24



Housing+Transit Cost Walk Score®: 27 Send us feedback

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
1	09/01/2013	09/01/2013	Subsidized	Subsidized	Subsidized
2	06/15/2013	06/15/2013	Subsidized	Subsidized	Subsidized

Known Property Addresses

1	11740 Xeon Blvd NW	Coon Rapids

Funding Dates & Programs
First known closing:
Most recent closing:
Earliest expiration: 12/31/2017
Last Activity: Preservation

HUD: Section 202

Expiration: 12/31/2017

Known Property Identifiers
HousingLink: 3565
HUD: 800010922

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 11	**District**		**County**	
Begin RP		**End RP**		**Miles**	
Location	CSAH 11 - Hanson Blvd to Foley Blvd - Coon Rapids				

B. Project Description

Proposed Work	Add raised median		
Project Cost*	$7,742,000	**Installation Year**	2026
Project Service Life	25 years	**Traffic Growth Factor**	

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.74	**Fatal (K) Crashes**	**Reference**	MnDOT HSIP CMF Guide - Median Construction
0.74	**Serious Injury (A) Crashes**		
0.74	**Moderate Injury (B) Crashes**	**Crash Type**	All types and severities
0.74	**Possible Injury (C) Crashes**		
0.74	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT 2			

Crash Severity	All types and severities	< optional 2nd CMF >
K crashes	0	
A crashes	1	
B crashes	5	
C crashes	6	
PDO crashes	13	

F. Benefit-Cost Calculation

$5,900,983	**Benefit (present value)**	**B/C Ratio = 0.77**
$7,742,000	**Cost**	

Proposed project expected to reduce 3 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate	0.7%
Traffic Growth Rate	0.5%
Project Service Life	25 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.26	0.09	$65,000
B crashes	1.30	0.43	$99,667
C crashes	1.56	0.52	$62,400
PDO crashes	3.38	1.13	$14,647
			$241,713

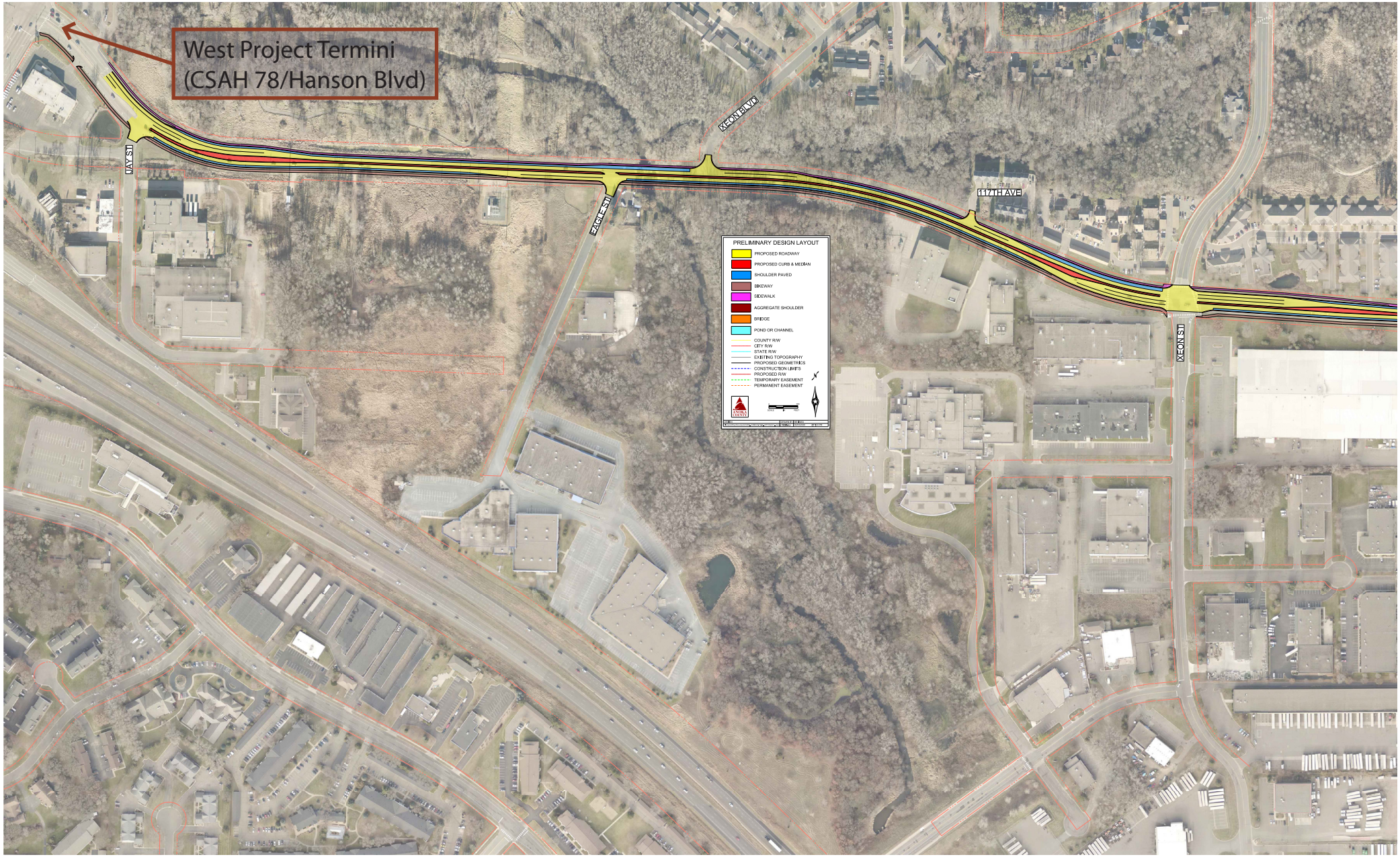
H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$241,713	$241,713
2027	$242,922	$241,233
2028	$244,137	$240,754
2029	$245,357	$240,276
2030	$246,584	$239,799
2031	$247,817	$239,323
2032	$249,056	$238,847
2033	$250,301	$238,373
2034	$251,553	$237,899
2035	$252,811	$237,427
2036	$254,075	$236,955
2037	$255,345	$236,485
2038	$256,622	$236,015
2039	$257,905	$235,546
2040	$259,194	$235,078
2041	$260,490	$234,612
2042	$261,793	$234,146
2043	$263,102	$233,681
2044	$264,417	$233,216
2045	$265,739	$232,753
2046	$267,068	$232,291
2047	$268,403	$231,830
2048	$269,745	$231,369
2049	$271,094	$230,910
2050	$272,450	$230,451
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $5,900,983

CSAH 11 (Northdale Boulevard NW) Reconstruction Project - *Western Extent*

Anoka County, Minnesota



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CSAH 11 (Northdale Boulevard NW) Reconstruction Project - *Eastern Extent*

Anoka County, Minnesota

Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible

Coon Creek Regional Trail Master Plan

May 2015

Approved by Met Council August 12, 2015

Anoka County Parks and Recreation
550 Bunker Lake Blvd
Andover, MN 55304
www.anokacountyparks.com

Anoka County
PARKS & RECREATION

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Appendix 25

EXECUTIVE SUMMARY

As shown in Figure 1, the proposed Coon Creek Regional Trail is an 7 mile paved trail that follows Sand Creek and Coon Creek, and connects Bunker Hills Regional Park with Coon Rapids Dam Regional Park and the Mississippi River through the City of Coon Rapids. Of the seven miles of trail, approximately six miles of the trail already exists. It is strategically located within regional and local park land and connects residential, commercial and industrial areas to outdoor recreation opportunities and the natural resources in the area.

The City of Coon Rapids has taken the lead and been instrumental in the development and construction of this regional trail.

The Coon Creek Regional Trail alignment, along its entire length and as proposed in this master plan, has been designated in the Met Council's 2040 Transportation Policy Plan as a Tier 2 alignment on the Regional Bicycle Transportation Network. This designation gives it a regional level of importance to serve regional transportation travel by bicycle and will be appropriately emphasized in regional planning and investment decisions for transportation.

FIGURE 1

The development concept for the trail corridor is to provide a regional linking trail between regional and local destinations in Anoka County. The regional destinations include the Mississippi River, Sand and Coon Creeks, Bunker Hills and Coon Rapids Dam regional parks, Central Anoka County and Bunker/Chain of Lakes regional trails. Local destinations include Sand Creek Trail, Erlandson, Robinson and Al Flynn Parks, Coon Rapids City Hall and several other city trails.

The majority of the trail corridor follows the Sand and Coon creeks through heavily wooded areas and provides an aesthetically pleasing and relaxing trail experience, as shown in Figure 6, 7, and 8 of this document.

The development costs to built the two remaining trail segments, along Northdale Boulevard and along Coon Rapids Boulevard and Egret Boulevard, are estimated to be approximately $1,165,000, which includes right of way and easement acquisitions. It is anticipated that the remaining segment of trail will be built as redevelopment and road reconstruction occurs in the area.

Figure 4, shows the proposed trail following the existing trail along Sand Creek to an existing pedestrian tunnel to allow trail users safe passage under the Burlington Northern Rail Road tracks. At Xeon Street, the trail crosses to the west and travels south via sidewalk to Northdale Boulevard (CR 11), where the current existing trail ends.

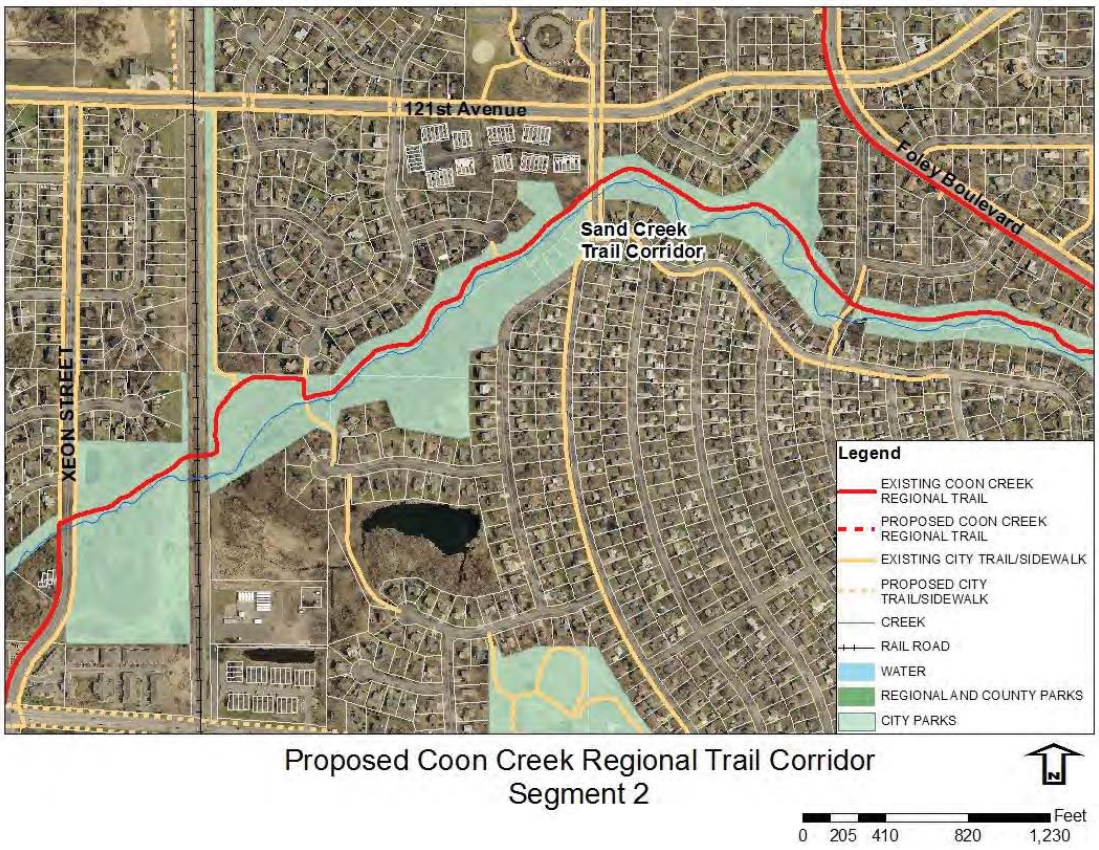

FIGURE 4

At this point the trail is proposed to continue west on the south side of Northdale Boulevard (CR 11) and connects to an existing city trail near Xeon Boulevard. This segment is approximately .3 miles long. The trail then follows the existing trail south along the creek to Yellow Pine Street and Creek Meadow Drive, as shown in Figure 5. There are four parcels along this section of trail that may be impacted.

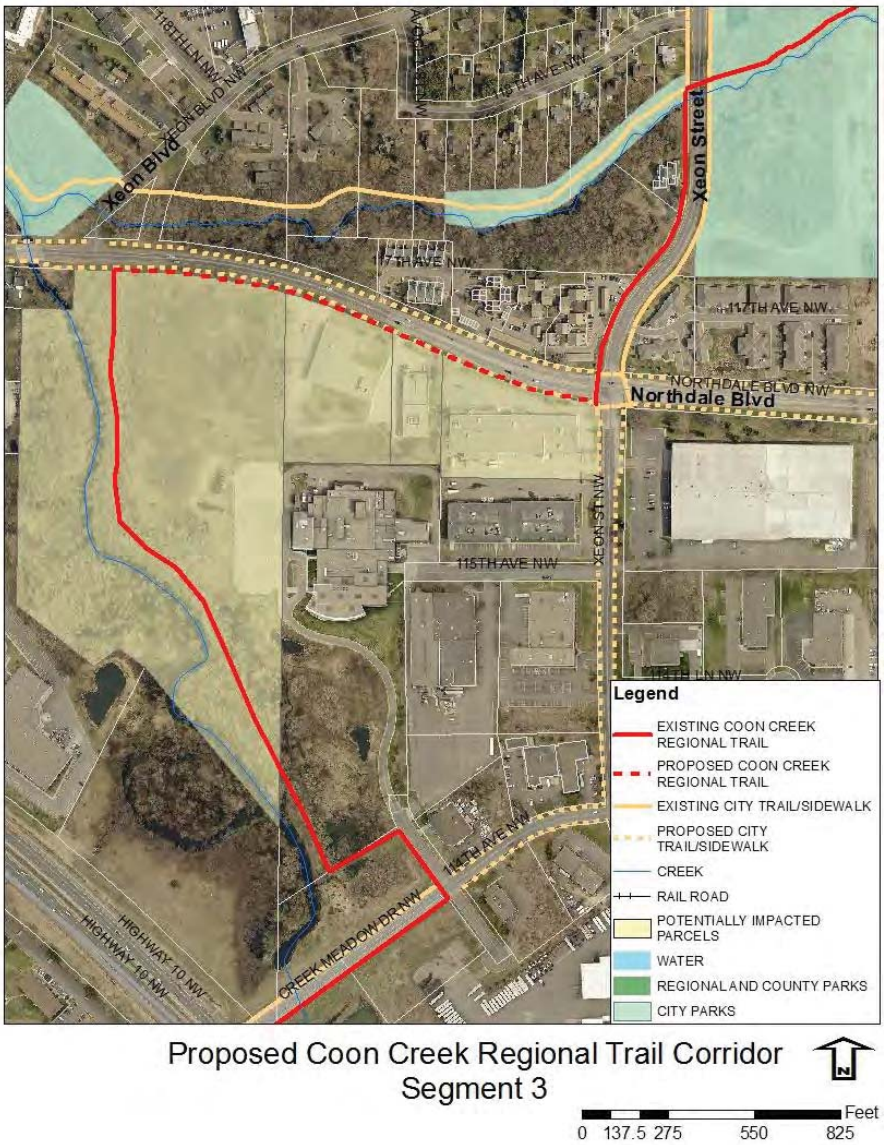

FIGURE 5

At Yellow Pine Street, the trail follows the existing trail along Creek Meadow Drive over Highway 10. Just after the Highway 10 overpass, the trail continues along the existing trail which travels south behind Coon Rapids City Hall, as shown in Figure 6.

Boulevard will be within the existing right of way and no further right of way needs are anticipated. The list of the parcels is located in the Appendix.

Right of way acquisition is based on an estimated 5'-20' additional right of way for the trail on Northdale and 20' – 30' along the Avocet portion and is estimated to be around $245,000 based on the 2015 assessed valuation. Once this Master Plan is approved, the County will work closely with the County Highway Department and the City of Coon Rapids to ensure that the City's future Port Riverwalk redevelopment area and any street reconstruction projects in these areas include dedicated right of way for the trail or trail easements to keep acquisition costs to a minimum. The City's proposed Port Riverwalk redevelopment area includes a variety of housing types, including senior and assisted living facilities, open space and recreational facilities and a variety of retail opportunities. Market rate appraisals have not been conducted to date, but will be conducted prior to any acquisition or funding request to the Metropolitan Council.

As shown in the Appendix, there are a few MPCA monitored sites located along the trail corridor, but these are not anticipated to impact the acquisition or construction of the remaining portions of the trail. In addition, general findings show there are a few vertebrate and invertebrate animals of threatened or special concern status located within 500 feet of the existing trail alignment, although none are located near the sections of trail to be constructed. Therefore no impacts to rare plants or animals are anticipated and no additional costs for mitigation or avoidance are anticipated.

Demand Forecast

Regional parks and trails have been increasing in popularity and as the population grows the need for additional recreation resources and amenities grow as well. The population in the communities surrounding the corridor is anticipated to grow steadily, as shown in the Population Forecast table.

Population Forecast[1]

Year	Andover	Blaine	Coon Rapids	Ham Lake	Anoka County
2010	30,598	57,186	61,476	15,296	330,844
2040	40,700	86,000	72,500	17,300	426,080

[1] Metropolitan Council, Thrive MSP 2040 Forecasts, Adopted May 28, 2014

Proposed Coon Creek Regional Trail Corridor Development Concept

FIGURE 14

It is anticipated that the southernmost proposed trail, as shown in Figure 8, will be constructed within the next five years, if funding becomes available. The County will work with the City of Coon Rapids on the implementation of this trail. There is no definitive schedule for the acquisition or construction of the remaining proposed trail, as shown in Figure 5, but it is anticipated to occur within the next ten to fifteen years, depending on funding availability.

Conflicts

Conflicts related to park or trail redevelopment will be kept to a minimum through proper planning and community involvement. With any new development or redevelopment in existing residential areas, there are common concerns among the area residents that are adjacent to the park or trail.

One of these concerns is the effect the increased usage of the park or trail will have on their safety, security and privacy. Generally, regional parks and trails in the metropolitan area do not have a higher number of criminal activities related to use. A typical concern is vandalism and damage to vehicles. The County provides Park Ranger patrols and works with the local police and the Anoka County Sheriff's Office to ensure the parks and trails are safe and secure. Since the majority of the trail already exists and the proposed sections are in commercial/industrial and redevelopment areas, this is not anticipated to be an issue.

Conflicts between pedestrians and vehicular traffic will be kept to a minimum by working with the City of Coon Rapids and the County Highway Department to ensure safe crossings at road intersections and driveways for pedestrians and bicyclists. In addition, signing along the trail will alert users of potential conflict areas, i.e. street crossings, driveway crossings, pedestrian cross-traffic, etc., and will provide way-finding and interpretive information.

There is concern from the City of Coon Rapids, regarding the Coon Rapids Boulevard section of trail, that the trail and transit improvements in those areas do not conflict with their future development plans for the area. Anoka County is confident that the County and City can work together to ensure a satisfactory solution for all parties.

Since the majority of the trail already exists within the current land uses, the majority of which is parkland, as shown in Figure 17, issues between the the trail and current land uses are not anticipated. In the areas where the trail has yet to be constructed, conflicts between the uses are anticipated to be minimal as the current designations are commercial/industrial, undeveloped and multi-family housing. By working closely with the City of Coon Rapids, businesses and residents during the design phase of the proposed trail, the County is confident any conflicts that arise will be addressd to all party's satisfaction.

Public Engagement & Participation

Anoka County worked with local units of government and regulatory agencies, as well as the Anoka County Transportation Division, which includes the Highway Department and the Transit Department, in the planning process of this trail master plan. Once a tentative alignment was determined, a draft master plan was developed and Anoka County reached out to the public for comment. An open house to receive public comment was held March 25, 2015. Post card invitations were sent to residents within 200 feet of the trail corridor and a notice advertising the open house was published in the legal newspaper of Anoka County as well as another local weekly newspaper. Open house invitations were also sent to a mosque and Hmong church as well. Figure 19, illustrates the population racial density by census tract for the service area of the trail.

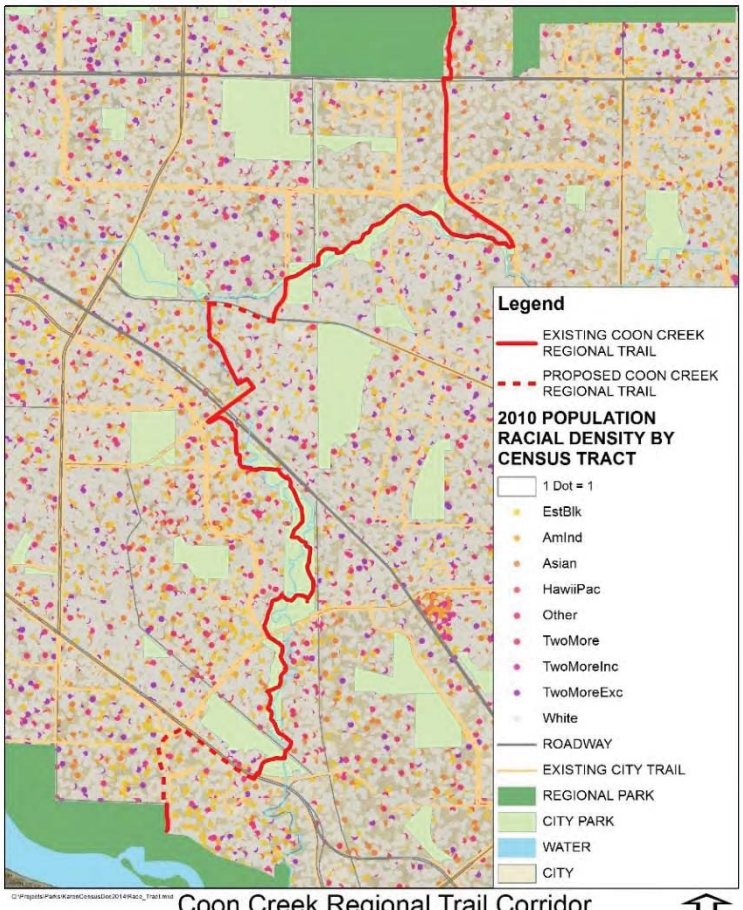

FIGURE 19

The draft master plan was posted on the Anoka County website as well as the City of Coon Rapids website requesting input.

Few comments were received and comments ranged from traffic signal timing for pedestrians to lighting along the trail. These issues have been addressed in the development concept of the plan.

The City of Coon Rapids adopted a resolution of support for the trail plan at their April 21, 2015 City Council meeting. Coon Creek Watershed District did not provide any comments.

Refer to Appendix for the public notices, letters requesting comments, and a summary of comments and responses.

Public Awareness

Public awareness is an important component to regional park and trail systems. The County will provide public education efforts through the Metropolitan Council's regional-wide awareness program, as well as, public information maps, websites (www.anokacountyparks.com & www.anokacounty.us), social media, publications and brochures provided by Anoka County Parks and Recreation Department and Commute Solutions, the County's Transportation Management Organization.

Anoka County's parks and trails system provides outdoor recreation opportunities in the northern metropolitan area and the Coon Creek Regional Trail trail has been identified in the County's 1996 20/20 Vision Plan and the 2006 Comprehensive System Plan for the Parks and Recreation Department. To increase access to parks and trails and increase education regarding health, wellness and outdoor recreation, Anoka County has installed wayfinding maps throughout the regional parks and trails system. Refer to Figure 20 for an example of this project.

FIGURE 20

In addition, the County created and maintains the Go Anoka County website (goanokacounty.org). This site was created to provide information related to parks and recreation facilities throughout the County and promote access to those facilities to make it easier to recreate outdoors.

Accessibility

Anoka County continually strives to provide equal access to all residents of Anoka County and the region. Park and trail use is open to any and all citizens. While there is a nominal parking fee in some of the regional parks, there is not a fee for trail use. This eliminates any economic barriers for trail users.

Public Informational Open House

Coon Creek Regional Trail
Master Plan

Wednesday, March 25, 2015 **4:00 PM-6:00 PM**

Anoka County Parks & Recreation Department
550 Bunker Lake Blvd NW
Andover, MN 55304
763-757-3920

The County of Anoka will hold an informational open house on March 25, 2015 from 4:00pm to 6:00pm at the Coon Rapids City Council Chambers, 11155 Robinson Drive, Coon Rapids, MN 55433 to receive public comments on the proposed master plan for Coon Creek Regional Trail.

The majority of this regional trail already exists. When completed, the Coon Creek Regional Trail will connect Bunker Hills Regional Park with Coon Rapids Dam Regional Park through the City of Coon Rapids. The trail will generally run north/south from Bunker Hills Regional Park, along Coon Creek and the city parks of Sand Creek, Erlandson, Robinson, and Al Flynn. There are no current plans to complete construction of the trail at this time.

Copies of the master plan can be obtained by contacting the project manager or visiting www.anokacountyparks.com. Those who have questions or comments may contact the Project Manager: Karen Blaska, Park Planner, Anoka County Parks and Recreation Department, 550 Bunker Lake Blvd. NW, Andover, MN 55304 or via telephone at 763-767-2865 or e-mail at karen.blaska@co.anoka.mn.us. Written comments on the master plan are preferred and may be submitted to the project manager listed above.

Anoka County
PARKS & RECREATION
Open Spaces in Nearby Places

Coon Creek Regional Trail

Comments Received:

1. Concern regarding the intersection of Avocet and Coon Rapids Boulevard. The light signal is set up so the light will change to Red on CRD Blvd to allow you to cross, but it doesn't go green for Avocet. It just goes back to green for Coon Rapids Blvd. This traps bikers or walkers in the intersection. With lack of visibility cars coming down and over the curve don't see you if there are cars blocking you from their view.

   Response: This information was passed along to the Signal Technicians at the Highway Department. They reviewed the signal and found no discrepancy.

2. Concern regarding lighting along some of the isolated sections of trail, e.g. Erlandson Park.

   Response: It is not the current practice of the County or the City to light trails.

3. Concern regarding the mid-block crossing of Northdale Boulevard due to sight distances and speed of vehicular travel.

   Response: This was discussed at length. The County's current alignment removes the mid-block crossing and places it at the signalized intersection of Northdale Boulevard and Xeon Street, providing a much safer crossing.

INFORMATIONAL OPEN HOUSE COON CREEK REGIONAL TRAIL MASTER PLAN

The County of Anoka will hold an informational open house on March 25, 2015 from 4:00pm to 6:00pm at the Coon Rapids City Council Chambers, 11155 Robinson Drive, Coon Rapids, MN 55433 to receive public comments on the proposed master plan for Coon Creek Regional Trail.

The majority of this regional trail already exists. When completed, the Coon Creek Regional Trail will connect Bunker Hills Regional Park with Coon Rapids Dam Regional Park and the Mississippi River through the City of Coon Rapids. The proposed portion of trail will generally run north/south from Bunker Hills Regional Park, following along Coon Creek through heavily wooded areas, with connections to other trails and links to destinations such as the city parks of Sand Creek, Erlandson, Robinson, and Al Flynn. The proposed trail connects to the trail system within the Coon Rapids Dam Regional Park. There are no current plans to complete construction of the trail at this time.

Copies of the master plan can be obtained by contacting the project manager or visiting www.anokacountyparks.com. Those who have questions or comments may contact the Project Manager: Karen Blaska, Park Planner, Anoka County Parks and Recreation Department, 550 Bunker Lake Blvd. NW, Andover, MN 55304 or via telephone at 763-767-2865 or e-mail at karen.blaska@co.anoka.mn.us. Written comments on the master plan are preferred and may be submitted to the project manager listed above.

/s/ Christine V. Carney
Assistant County Attorney

(Published March. 6, 13, 2015 Anoka County Record) #161

AFFIDAVIT OF PUBLICATION

State of Minnesota, County of Anoka

John M. Kysylyczyn, being duly sworn on oath says that he is the owner and publisher of the newspaper known as the Anoka County Record, and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all the requirements constituting qualifications as a qualified newspaper, as provided by Minnesota Statutes 331A and other applicable laws.

(B) The printed statement(s) attached was(were) printed and published on the following day(s) and date(s):

Friday, March 6, 2015

Friday, March 13, 2015

John M. Kysylyczyn,
Owner & Publisher

Subscribed and sworn to before me on this 13th day of March, 2015

Kathleen Brekke
Notary Public

KATHLEEN ANN BREKKE
Notary Public
State of Minnesota
My Commission Expires
January 31, 2019

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AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

Charlene Vold being duly sworn on an oath, states or affirms that they are the Authorized Agent of the newspaper(s) known as:

Anoka County Union Herald

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, §331A.07, and other applicable laws as amended.

(B) This Public Notice was printed and published in said newspaper(s) for 1 successive issues; the first insertion being on 03/13/2015 and the last insertion being on 03/13/2015.

By: Charlene Vold
Authorized Agent

Subscribed and sworn to or affirmed before me on 03/13/2015.

Darlene M MacPherson
Notary Public

DARLENE MARIE MACPHERSON
Notary Public-Minnesota
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ANOKA COUNTY INFORMATIONAL OPEN HOUSE COON CREEK REGIONAL TRAIL MASTER PLAN

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The majority of this regional trail already exists. When completed, the Coon Creek Regional Trail will connect Bunker Hills Regional Park with Coon Rapids Dam Regional Park and the Mississippi River through the City of Coon Rapids. The proposed portion of trail will generally run north/south from Bunker Hills Regional Park, following along Coon Creek through heavily wooded areas, with connections to other trails and links to destinations such as the city parks of Sand Creek, Erlandson, Robinson, and Al Flynn. The proposed trail connects to the trail system within the Coon Rapids Dam Regional Park. There are no current plans to complete construction of the trail at this time.

Copies of the master plan can be obtained by contacting the project manager or visiting www.anokacountyparks.com. Those who have questions or comments may contact the Project Manager: Karen Blaska, Park Planner, Anoka County Parks and Recreation Department, 550 Bunker Lake Blvd. NW, Andover, MN 55304 or via telephone at 763-767-2865 or e-mail at karen.blaska@co.anoka.mn.us. Written comments on the master plan are preferred and may be submitted to the project manager listed above.

/s/ Christine V. Carney
Assistant County Attorney
Published in the
Anoka County UnionHerald
March 13, 2015
358715

2040 Coon Rapids comprehensive plan

future
vision
thrive

Goal #2

Promote efficient movement of traffic in a manner that respects neighborhood context.

Objectives:

2-1 To incorporate Anoka County and MnDOT access management guidelines for arterials and collectors where possible.

2-2 To support strategic improvements to principal and minor arterials that address congestion.

Policies:

2-1 Work with Anoka County and MnDot on implementing their access management goals and policies as appropriate.

2-2 Work with Anoka County to manage access to minor arterial roads from abutting properties.

2-3 Maintain minimum separation distances between driveways and intersections.

2-4 Require new plats to show continuity of street patterns and access to adjacent parcels and neighborhoods.

2-5 Work towards reducing curb-cuts and encourage shared driveways on arterial and collector streets.

2-6 Work with Anoka County, MnDOT, and member Cities of the Greater Minnesota Gateway Coalition to promote and advocate for improvements to Highway 10 through Anoka County.

2-7 Work with Anoka County on future improvements to the following minor arterials:

- Hanson Boulevard
- Coon Rapids Boulevard
- Northdale Boulevard
- East River Road
- Coon Creek Boulevard
- Round Lake Boulevard
- Main Street (Riverdale Area)

2-8 Work with Anoka County, the Met Council and MnDOT to design, fund, and construct a full access interchange at Highway 610 and Coon Rapids Boulevard.

Trails

The *Parks, Open Space, and Trail System Plan Update* contains an extensive discussion of trails and their design standards. Table 6-3 summarizes the major trail segments in Coon Rapids and their current development status.

TABLE 6-3: Development Status

Segment	Status
Coon Creek Regional Trail	Largely complete; remaining segment to be constructed involves signalized crossing of Northdale Blvd. at Xeon St.
Coon Creek West Municipal Trail	upcoming priorities include improving the trail crossing at Northdale Blvd., sections through Lions Park and across Hanson Blvd., and sections along Coon Creek Blvd. and 128th Ave.
Sand Creek Trail	Complete
Mississippi River Regional Trail	Significant progress has been made in recent years. Sections through Kennedy Park, near Adams School, and along 109th Lane are priorities for completion.
Coon Rapids Boulevard Trail	Complete
Main Street (Northern Municipal Trail)	Continuous trail is complete; construct additional linkages through Woodland Heights/Bison Creek Parks.
Middle Municipal Trail	Complete south of Peppermint Stick Park; improve Hwy. 10 crossing and link to Coon Creek Trail.

Goals, Objectives, and Policies

In order to address system needs, the City has adopted the following goals, objectives, and policies.

Goal #1: Park Functions

Establish, maintain, and promote parks and preserved natural areas for recreational uses that provide visual and physical diversions from the developed residential, commercial, and industrial environment, and as a means to maintain the character, ambiance, appearance, and history of the community.

Objectives:

1-1 Fulfill the present and future physical and psychological needs of residents and enhance the quality of life within the City with park land and natural resource areas.

1-2 Develop parks and natural resource areas and interconnected trail corridors that are significant factors in shaping future growth in Coon Rapids.

1-3 Emphasize orderly and sequential growth in a compact urban form that is in harmony with the natural environment.

Policies:

1-1 Use park land dedication policies and ordinances to require developers (of all land use categories) to contribute to park and trail acquisition and park redevelopment through land dedication and/or fees.

1-2 Acquire and develop parks, trails, natural resource areas, and related recreation facilities in accordance with the Parks and Trails Master Plan for the purpose of shaping the built form of the community and establishing a balance between urbanization parks, trail corridors, and natural areas.

Parks and Open Space

The City will make few additions to the parks system in the future except for the acquisition of land for trail expansion and the possible acquisition of natural areas. The Future Parks, Trails, and Open Space Map shows the envisioned parks and trail systems.

As such, the City will use a combination of regulations, routine maintenance, and capital improvements to implement the *Parks, Open Space, and Trail System Plan*.

Table 9-5: Parks and Open Space Implementation

	Tool	Description	Timeframe
47	Regulations	The City will use its subdivision regulations and zoning code to safeguard natural areas, protection areas, and the Mississippi River Critical Area. All regulations in place are intended to facilitate protection.	Ongoing
48	Maintenance	Annual maintenance and repair will be used to keep the City's parks in good, safe condition. Funds are available from the City's general fund, park dedication fees, and other sources to provide for maintenance and repair.	Ongoing
49	Capital Improvements	Large scale rehabilitation or development of park space, as well as acquisition of land for trail expansion, will be done through the City's capital improvement program. Major improvements envisioned include the following: Trail connection in the vicinity of Kennedy Park to link the 85th Avenue trail to the Mississippi Regional Trail providing connections to Coon Rapids Dam Regional Park. Construct a Coon Creek Regional Trail segment from Lions Coon Creek Park across Hanson Boulevard and extend to the west. Upgrade or redevelop neighborhood parks that have not been upgraded in recent years. Complete all remaining segments of the Coon Creek Regional Trail, including a grade separated crossing of Coon Rapids Boulevard and improved crossing of Northdale Boulevard.	Ongoing

Capital Improvement Program

The city of Coon Rapids does not have an adopted Capital Improvement Program (CIP). Therefore, a CIP cannot be provided as part of the 2040 Plan. While no formal CIP exists, this section lists capital improvements relevant to the 2040 Plan.

Transportation

» The City will undertake maintenance, including plowing and sweeping, of its part of the regional transportation system

» The City will construct trails and sidewalks where the plan calls for regional systems to be extended or gaps to be filled

Wastewater

» The City will use its capital budget, operations and maintenance budget, and City ordinances and regulations to implement its wastewater plan. The City will focus on lining RCP pipe, lift station upgrades, VCP service connections, inflow/infiltration mitigations, and televising and cleaning of existing sewer pipe in the long term.

Parks & Open Space

» Large scale rehabilitation or development of park space, as well as acquisition of land for trail expansion, will be done through the City's capital improvement program. Major improvements envisioned include the following:

1. Trail connection in the vicinity of Kennedy Park to link the 85th Avenue trail to the Mississippi Regional Trail providing connections to Coon Rapids Dam Regional Park
2. Construct a Coon Creek Regional Trail segment from Lions Coon Creek Park across Hanson Boulevard and extend to the west.
3. Upgrade or redevelop neighborhood parks that have not been upgraded in recent years.

» Complete all remaining segments of the Coon Creek Regional Trail, including a grade separated crossing of Coon Rapids Boulevard and improved crossing of Northdale Boulevard.

MRCCA Open Space & Recreational Facilities

» Anoka County will implement the renovations and upgrades it has planned for Coon Rapids Dam Regional Park

» The County will maintain the Park and the portion of the regional trail system within the Park

COON RAPIDS Minnesota
11155 Robinson Drive NW, Coon Rapids, MN 55433
Web: coonrapidsmn.gov Phone: 763-755-2880

March 3, 2022

Joe MacPherson, County Engineer
Anoka County Highway Department
1440 Bunker Lake Boulevard
Andover, MN 55304

Re: Letter of Support for Northdale Boulevard (CSAH 11) Improvements

Dear Mr. MacPherson,

The City of Coon Rapids is aware of Anoka County's efforts to submit a funding request to the Federal Highway Administration for the 2022 Surface Transportation Program for the County's proposed improvement project of CSAH 11 (Northdale Blvd.) from CSAH 78 (Hanson Blvd.) east to Foley Boulevard NW. As the proposed project falls within our City and as a community in Anoka County, we are in favor of this effort.

Northdale Boulevard is a high-volume, high-speed County road connecting residential, commercial, and industrial areas within the City of Coon Rapids. Sand Creek Park Athletic Complex, a regional draw, hosts several large events annually and is also located along this stretch of road.

Currently, limited sidewalk segments and no multi-purpose trails exist west of Sand Creek Park along Northdale Boulevard, which creates a barrier to access for pedestrians and cyclists and those wishing to access businesses along Hanson Boulevard. In addition, there is a high-use regional trail crossing west of Xeon Street that the City would like considered for improvements as the planning process advances. The City is working hard to connect existing sidewalk and trail gaps in the area and to improve the safety and efficiency of the non-motorized transportation network, and strongly supports Anoka County's efforts as well.

The City of Coon Rapids looks forward to a continued partnership with Anoka County as this project advances and feels the project will greatly help address current safety and mobility issues occurring in the project corridor.

Sincerely,

Tim Himmer
Public Works Director
763-767-6494
thimmer@coonrapidsmn.gov

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MEMORANDUM

Date: December 16th, 2020

To: Derek Leuer, P.E. -MnDOT

From: Ross Tillman, P.E.

Chloe Weber, EIT

Subject: Regional Solicitation Before and After Study Phase II: HSIP CMF Guide
Project No.: T41.121214

Depending on staffing at various agencies who may apply for HSIP funds, the level of expertise in terms of safety analysis widely varies. In addition, there are times when two applications for a similar project will utilize different CMFs with varying levels of anticipated crash reductions. Based on these factors, there is a desire to simplify the process as well as consolidate a list of CMFs for use to the extent possible. Certain projects will always require further research and analysis using the Highway Safety Manual or CMF Clearinghouse, but a simple guide could satisfy the needs for most other projects.

Our team began by collecting the 2016 and 2018 HSIP project information. Frequency of CMFs utilized was determined as a starting point to understand which CMFs to include in an overall guide. See **Table 1**.

Table 1: CMFs applied per category, from 2016 and 2018 application data

CMF Applied per Category											
Lighting Improvement or Installation	Frequency	Roundabout Improvement or Construction	Frequency	Signal Improvements or Construction	Frequency	Turn Lane Construction	Frequency	Pedestrian Improvements	Frequency	Roadway Construction	Frequency
578	5	227	3	1414	3	3948	2	175	3	8111	1
192	1	228	3	1419	1	3950	1	4123	3	1967	4
193	1	229	1	1420	6	253	1			6942	1
433	3	207	1	1428	4	255	3			2265	3
		211	1	1485	3	268	2			2276	3
		230	1	2334	2	272	2			2841	2
		206	4	1993	3	287	2			6703	2
		210	1	4140	1	583	1			1516	1
		225	1	4177	3	8431	1				
		4699	1	8790	1						
		4700	2	5272	6						
		4927	1	6858	2						
				7684	3						
				7690	3						
				3072	1						
				8824	2						

Ultimately, the team incorporated all the used CMFs into the guide based on relevancy and overall effort. This information was sorted by CMF to include and compare the details of the CMFs used in those years' HSIP applications. These details include the value of the CMF, the standard error, if it is listed in the HSM, the star rating, crash type, and crash severity. These details differentiate one CMF from the next and allow applicants to find the CMF that best fits the scenario of the project being applied for. From

there, counterpart CMFs (rural vs. urban, for example) were added from the CMF Clearinghouse to round out the options one might want to consider when choosing a CMF for an HSIP application. The guide was split into two parts to differentiate between CMFs that apply to all/property damage only crashes and those that are focused on injury crashes only.

Lastly, the team developed a simple step by step list for use of the guide and application of CMFs, intended to go along with the guides in future HSIP applications as an attachment. This list walks users through the categories in the guide, as well as highlights specific measures to be aware of when choosing a CMF for a project.

Steps for using the CMF guides and applying CMFs:

1. Look through the project types and sub-types that may be applicable to the project
2. Consider additional qualifiers that may help fit the CMF to the project (often, these are existing conditions of what is to be improved)
3. Choose which area type the project exists in (Urban, Rural, Suburban, etc.)
4. Consider the crash types and crash severities
5. Select a CMF for use that best fit the project as well as context of the area. Some projects may require the use of multiple CMFs to best represent the improvements, although the use of more than two is not recommended for most HSIP projects
6. Ensure you are applying the CMF to the correct crash severities and types. CMFs that cover all severities and types should be used with caution
7. Ensure that the crashes utilized match the timeframe/conditions of the application. Use whole calendar years

See the attached CMF guide information which could be appended to future HSIP solicitation packets.

CMF used for analysis

CMF Guide (All-Severity and Property Damage Only Crashes)

Project Type	Additional Qualifiers	Area Type	CMF	Value	Adjusted Standard Error	Star Rating	In HSM?	Crash type	Crash Severity
Pedestrian									
Median Construction	Marked, Uncontrolled Pedestrian Crossing	Urban/Suburban	175	0.54	0.48	3	No	Veh/Ped	All
Median Construction	Uncontrolled Pedestrian Crossing, Marked or Unmarked	Urban/Suburban	8800	0.742	NA	4	No	All	All
High Visibility Crosswalk	High Visibility Crosswalk	Urban	4123	0.6	NA	2	No	Veh/Ped	All
Install Shared Path	No Share Path Present	Urban	9250	0.75	NA	3	No	Veh/Bicycle	All
Install Bike Lanes	No Bike Facilities Present	Urban	2159	1.05	NA	3	No	All	All
Install Bike Lanes	No Bike Facilities Present	Urban	4658	0.855	NA	3	No	Veh/Ped	All
Reduced Conflict Intersections*									
RCUT	Previously Signalized or Stop Controlled	All	10382	0.8	NA	4	No	All	All
RCUT	Previously Two Way Stop Controlled	All	10384	0.42	NA	4	No	All	All
J-Turn	Previously Two Way Stop Controlled	Rural	5555	0.652	NA	4	No	All	All
Intersection									
Turn Lane	Install Left Turn Lane	Urban	3950	0.8	NA	3	No	All	PDO
Turn Lane	Install Left Turn Lane	Rural	7853	0.69	NA	2	No	All	All
Turn Lane	Left Turn Lane on One Major Approach	Rural	253	0.56	0.07	4	Yes	All	All
Turn Lane	Left Turn Lane on Both Major Approaches	Rural	268	0.52	0.04	5	Yes	All	All
Turn Lane	Two Way Left Turn Lanes	Rural	583	0.64	0.04	5	No	All	All
Turn Lane	Improve Angle of Channelized Right Turn Lane	Not Specified	8431	0.937	0.397	4	No	Right Turn, Other	All
Single Lane Roundabout	Originally Stop Controlled	All	227	0.56	0.05	5	Yes	All	All
Single Lane Roundabout	Originally Stop Controlled	Rural	229	0.29	0.05	5	Yes	All	All
Single Lane Roundabout	Originally Stop Controlled	Rural	207	0.42	0.13	4	No	All	All
Single Lane Roundabout	Originally Stop Controlled	Urban	206	0.28	0.11	4	No	All	All
Single Lane Roundabout	Originally Signalized, Stop Controlled, and Non-Controlled	Rural	9333	0.48	NA	3	No	Other	All
Single Lane Roundabout	Originally Signalized	All	225	0.52	0.06	4	Yes	All	All
Single Lane Roundabout	High Speed	Rural	4699	0.26	NA	4	No	All	All
Multi-Lane Roundabout	Originally No Control, Yield, TWSC, AWSC, or Signal Control	All	4926	1.062	NA	4	No	All	All
Signal Head	Add Signal (Additional Primary Head)	Urban	1414	0.72	NA	3	No	All	All
Signal Head	Add Signal (Additional Primary Head)	Urban	1419	0.65	NA	2	No	Angle	All
Signal Head	Add Signal (Additional Primary Head)	Urban	1416	0.69	NA	3	No	All	PDO
Signal Head	Convert Signal From Pedestal-Mounted to Mast Arm	Not Specified	1420	0.51	NA	3	No	All	All
Signal Head	Convert Signal From Pedestal-Mounted to Mast Arm	All	1428	0.26	NA	3	No	Angle	All
Signal Head	Add Signal (One Over Each Approach Lane)	Urban	1485	0.54	NA	2	No	Angle	All
Signal Head	Replace 8" Red with 12"	Not Specified	2334	0.97	NA	3	No	All	All
Signal Phasing	Leading Pedestrian Interval	Urban	1993	0.413	NA	3	No	Veh/Ped	All
Intersection Traffic Control	Change Permissive Left to Protected or Protected/Permissive	Urban	4140	0.58	NA	2	No	All	All
Intersection Traffic Control	Change Protected/Permissive to Flashing Yellow Arrow	Urban	4177	0.806	NA	4	No	Left Turn	All
Intersection Traffic Control	Install Pedestrian Countdown Timer	Not Specified	8790	0.912	NA	4	No	All	All
Intersection Traffic Control	Install Pedestrian Countdown Timer	Not Specified	5272	0.3	NA	4	No	Veh/Ped	All
Intersection Traffic Control	Install Adaptive Traffic Signal Control	Urban/Suburban	6858	0.79	NA	4	No	All	All
Intersection Traffic Control	Change from Permissive Only to Flashing Yellow Arrow	Not Specified	7684	0.598	NA	2	No	Left Turn	All
Intersection Traffic Control	Change from Protected Only to Flashing Yellow Arrow	Not Specified	7690	0.901**	NA	4	No	All	All
Intersection Traffic Control	Change Number of Traffic Signal Cycles Per Hour on Arterial with Signal Coordination From X to Y	Urban/Suburban	3072	e^-0.0444(Y-X)	NA	3	No	Rear End	All
Advanced Technology and ITS	Install Red-Light Indicator Lights	Not Specified	8824	0.713	NA	4	No	Other	All
Access Management	Create Directional Median Openings to Allow Left-Turns and U-Turns	Not Specified	1516	0.49	NA	2	No	All	All
Roadway									
Lighting	Illumination	Not Specified	496	0.69	0.36	3	No	All	PDO
Lighting	Highway Lighting	All	193	0.83	0.07	4	Yes	Nighttime	PDO
Wet-Reflective Pavement Markings	Previously Standard Markings	Not Specified	8111	0.538	NA	4	No	Run Off Road	All
Median	Install Cable Median Barrier (High Tension)	Not Specified	1967	0.04	0.06	3	No	Cross Median, Frontal and Opposing Direction Sideswipe, Head On	All
Install Centerline and Shoulder Rumble Strips	No Existing Rumble Strips	Rural	6942	0.653	NA	4	No	All	All
Improve Pavement Friction	Increase Skid Resistance	All	2265	0.589	0.216	3	No	All	All
Improve Pavement Friction	Increase Skid Resistance	All	2276	0.304	0.086	3	No	Rear End	All
Road Diet	Previously Four Lane Undivided	Suburban	2841	0.53	NA	4	No	All	All
Road Diet	Previously Four Lane Undivided	Urban	5553	0.748	NA	4	No	All	All
Shoulder Treatments									
Widen Shoulder	Previously Narrow Paved Shoulder	Rural	6703	0.67	NA	4	Yes***	Fixed Object, Head on, Run Off Road, Sideswipe	PDO

*Minnesota study underway

**Results in Minnesota have indicated an increase in crashes

***See section 13.4.2.4 in the HSM for additional shoulder CMF information

CMF Guide (Injury Crashes)

Project Type	Additional Qualifiers	Area Type	CMF	Value	Adjusted Standard Error	Star Rating	In HSM?	Crash type	Crash Severity
Pedestrian									
Median Treatment for Ped/Bike Safety	Install Various Treatments Such as Fencing, Planters, Pedestrian Islands	Urban	9121	0.91	NA	4	No	All	K, A, B
Install Sidewalk	No Exisitng Sidewalk	Urban	9240	0.41	NA	2	No	Veh/Bicycle	K, A
Install Bike Lanes	No Bike Facilities Present	Urban	4660	0.946	NA	3	No	All	K, A, B, C
Reduced Conflict Intersections*									
J-Turn	Previously Two Way Stop Controlled	Rural	5559	0.14	NA	2	No	All	A
Intersection									
Turn Lane	Install Left Turn Lane	Urban	3948	0.79	NA	3	No	All	K, A, B, C
Turn Lane	Install Left Turn Lane	Rural	7852	0.73	NA	3	No	All	K, A, B, C
Turn Lane	Left Turn Lane on One Major Approach	Rural	255	0.45	0.1	4	Yes	All	K, A, B, C
Turn Lane	Left Turn Lane on Both Major Approaches	Rural	272	0.42	0.04	5	Yes	All	K, A, B, C
Turn Lane	Right Turn Lane on One Major Approach	All	287	0.77	0.08	4	Yes	All	K, A, B, C
Lighting	Provide Intersection Illumination	Not Specified	433	0.62	0.13	4	Yes	Nighttime	A, B, C
Single Lane Roundabout	Originally Stop Controlled	All	228	0.18	0.04	5	Yes	All	A, B, C
Single Lane Roundabout	Originally Stop Controlled	Rural	211	0.18	0.16	4	No	All	A, B, C
Single Lane Roundabout	Originally Stop Controlled	Rural	230	0.13	0.04	5	Yes	All	A, B, C
Single Lane Roundabout	Originally Stop Controlled	Urban	210	0.12	0.14	4	No	All	A, B, C
Single Lane Roundabout	High Speed	Rural	4700	0.11	NA	4	No	All	A, B, C
Multi-Lane Roundabout	Originally No Control, Yield, TWSC, AWSC, or Signal Control	All	4927	0.367	NA	4	No	All	K, A, B, C
Single or Multi-Lane Roundabout	Originally TWSC	All	4931	0.65	NA	4	No	All	K, A, B, C
Roundabout	Originally AWSC	All	4933	0.544	NA	3	No	All	K, A, B, C
Low Speed Roundabout	Originally No Control, Yield, TWSC, AWSC, or Signal Control	All	5228	0.473	NA	4	No	All	K, A, B, C
Roadway									
Lighting	Illumination	Urban	578	0.69	0.07	4	No	All	A, B, C
Lighting	Illumination	All	571	0.31	0.36	3	No	All	K
Lighting	Highway Lighting	All	192	0.72	0.06	4	Yes	Nighttime	A, B, C
Median	Install Cable Median Barrier (High Tension)	Rural	8214	0.47	NA	3	No	Other	K, A
Shoulder Treatments									
Widen Shouler	Previously Narrow Paved Shoulder	Urban	6705	0.74	NA	3	No	Fixed Object, Head on, Run Off Road, Sideswipe	A, B, C

*Minnesota study underway

Crash Summary

Report Version 1.0
February 2020

Crash Severity/Crash Year

Crash Severity	Total	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
K - Fatal	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	1	0	0	0	0	0	0	0	0	1	0
B - Minor Injury	5	0	0	0	0	0	0	0	2	1	2
C - Possible Injury	6	0	0	0	0	0	0	0	4	0	2
N - Prop Dmg Only	15	0	0	0	0	0	0	0	6	4	5
U - Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	27	0	0	0	0	0	0	0	12	6	9

Crash Severity/Number of Vehicles

Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	1	0	1	0	0
B - Minor Injury	5	0	2	2	1
C - Possible Injury	6	0	0	4	2
N - Prop Dmg Only	15	0	6	9	0
U - Unknown	0	0	0	0	0
Total	27	0	9	15	3

Basic Type Summary

	Total	%
Pedestrian	1	3.7
Bike	0	0.0
Single Vehicle Run Off Road	3	11.1
Single Vehicle Other	5	18.5
Sideswipe Same Direction	0	0.0
Sideswipe Opposing	0	0.0
Rear End	10	37.0
Head On	0	0.0
Left Turn	2	7.4
Angle	5	18.5
Other	1	3.7
Total	27	100.0

First Harmful Event Summary

	Total	%
Pedestrian	1	3.7
Bicyclist	0	0.0
Motor Vehicle In Transport	18	66.7
Parked Motor Vehicle	0	0.0
Train	0	0.0
Deer/Animal	2	7.4
Other - Non Fixed Object	1	3.7
Collision Fixed Object	3	11.1
Non-Collision Harmful Events	2	7.4
Non-Harmful Events	0	0.0
Other/Unknown	0	0.0
Total	27	100.0

Relationship to Intersection Summary

	Total	%
Not at Intersection/Interchange	9	33.3
Four-Way Intersection	10	37.0
T or Y Intersection	6	22.2
Five-Way Intersection or More	0	0.0
Roundabout	0	0.0
Intersection Related	1	3.7
Driveway Access Related	1	3.7
At School Crossing	0	0.0
Railway Grade Crossing	0	0.0
Shared Use Path or Trail	0	0.0
Interchange or Ramp	0	0.0
Crossover Related	0	0.0
Acceleration/Deceleration Lane	0	0.0
Other/Unknown	0	0.0
Total	27	100.0

Weather 1 Summary

	Total	%
Clear	20	74.1
Cloudy	6	22.2
Rain	0	0.0
Snow	1	3.7
Sleet, Hail (Freezing Rain/Drizzle)	0	0.0
Fog/Smog/Smoke	0	0.0
Blowing Sand/Soil/Dirt/Snow	0	0.0
Severe Crosswinds	0	0.0
Other/Unknown	0	0.0
Total	27	100.0

Light Condition Summary

	Total	%
Daylight	18	66.7
Sunrise	1	3.7
Sunset	0	0.0
Dark (Str Lights On)	5	18.5
Dark (Str Lights Off)	0	0.0
Dark (No Str Lights)	1	3.7
Dark (Unknown Light)	2	7.4
Other/Unknown	0	0.0
Total	27	100.0

Crash Summary

Time of Day/Day of Week

From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	0	0	0	0	0	0	1	0	0	1	0	0	2	7.4
MON	0	0	0	0	0	0	0	1	0	0	0	0	1	3.7
TUE	0	0	0	0	1	0	0	2	0	0	0	0	3	11.1
WED	0	0	0	1	0	1	0	0	2	1	1	0	6	22.2
THU	0	0	1	1	0	0	1	3	1	0	1	0	8	29.6
FRI	0	0	0	0	0	0	0	1	2	0	0	1	4	14.8
SAT	0	0	0	0	1	0	1	0	0	1	0	0	3	11.1
Total	0	0	1	2	2	1	3	7	5	3	2	1	27	100.0
%	0.0	0.0	3.7	7.4	7.4	3.7	11.1	25.9	18.5	11.1	7.4	3.7	100.0	100.0

Driver & Non-Motorist Age/Gender Summary

Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	1	0	0	1	2.0
16	1	0	0	0	1	2.0
17	0	1	0	0	1	2.0
18	0	0	0	0	0	0.0
19	1	0	0	0	1	2.0
20	0	0	0	0	0	0.0
21-24	3	4	0	0	7	14.0
25-29	2	2	0	0	4	8.0
30-34	4	4	0	0	8	16.0
35-39	1	3	0	0	4	8.0
40-44	4	3	0	0	7	14.0
45-49	0	0	0	0	0	0.0
50-54	3	1	0	0	4	8.0
55-59	0	2	0	0	2	4.0
60-64	1	2	0	0	3	6.0
65-69	1	1	0	0	2	4.0
70-74	0	2	0	0	2	4.0
75-79	1	0	0	0	1	2.0
80-84	0	0	0	0	0	0.0
85-89	1	0	0	0	1	2.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	1	1	2.0
Total	23	26	0	1	50	100.0
%	46.0	52.0	0.0	2.0	100.0	100.0

Month Summary

Month Summary	Total	%
January	2	7.4
February	3	11.1
March	1	3.7
April	1	3.7
May	3	11.1
June	2	7.4
July	0	0.0
August	2	7.4
September	2	7.4
October	3	11.1
November	2	7.4
December	6	22.2
Total	27	100.0

Physical Condition Summary

Physical Condition Summary	Total	%
Apparently Normal (Including No Drugs/Alcohol)	47	95.9
Physical Disability (Short Term or Long Term)	0	0.0
Medical Issue (Ill, Sick or Fainted)	0	0.0
Emotional (Depression, Angry, Disturbed, etc.)	0	0.0
Asleep or Fatigued	0	0.0
Has Been Drinking Alcohol	2	4.1
Has Been Taking Illicit Drugs	0	0.0
Has Been Taking Medications	0	0.0
Other/Unknown	0	0.0
Not Applicable	0	0.0
Total	49	100.0

Selection Filter:

WORK AREA: County('659447') - FILTER: Date('01/01/2019','12/31/2021') - ROUTE FILTER APPLIED

Analyst:

Jacob Bongard

Notes:

Anoka County
MINNESOTA

Solicitation for Transportation Funding

Website Summary

Northdale Blvd NW (CSAH 11) between Hanson Blvd (CSAH 78) and Foley Blvd

A Unique Approach

Anoka County created an interactive website to share nine future projects that will be submitted for federal funding through the Metropolitan Council.

This mobile-friendly website provides transparency into the funding process and allows the community to explore and comment on future transportation and mobility improvements through an interactive map.

The website was launched on March 28, 2022 and will remain live past the application deadline. When the Met Council announces its awards this fall, the website will be updated and promoted to all those who participated.

The Anoka STP website tells a story about transportation funding and showcases each of the nine projects in a color-coded, interactive map. Explore the map by clicking on the image!

Promotions & Outreach

The projects will benefit residents, businesses, commuters, and visitors across the county. The interactive website was promoted via the following communication channels beginning March 28, 2022:

- **Website mentions** on Anoka County and Coon Rapids, Lino Lakes, Blaine, and Fridey websites.
- **Social Media posts** including NextDoor & Anoka County Twitter.
- **Email announcement** in Anoka County's Weekly Construction email.
- **Electronic announcements** at the Anoka County Health & Human Services and Job Training centers.

Public Feedback

The website included various opportunities for visitors to share their thoughts and provide comments:

A virtual live chat was available during select times from March 30-April 1. Visitors were able to chat with county staff in real-time. Live chat timeframes were included in site promotions.

Open-ended and demographic survey questions were embedded into each of the nine project pages. *See page 2.*

A general comment form could be accessed at any time on the site.

A contact email and phone number was also provide.

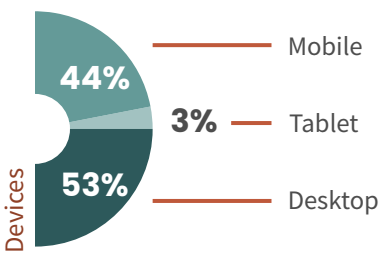
Website Performance: March 28 - April 8, 2022

312
Total Visitors

224
Total Visits*

* includes multiple visits by the same user

1m 11s
Average Visit Length



ACQUISITION

Referral sources: ▲ Facebook ▲ Twitter ▲ AnokaCounty.us

ACTIONS

File Downloads: ▲ 34

Anoka County
MINNESOTA

Solicitation for Transportation Funding

Survey Example

What are your thoughts?

How do you feel about this future project?

- [ ] Strongly opposed
- [ ] Opposed
- [ ] Neutral
- [ ] In favor
- [ ] Strongly in favor

We want to know what you think about this project. Does it align with your vision for our community?

Share your thoughts.

Our goal is to get input from a wide range of individuals and understand the needs and preferences of our community. In order to understand who is participating in this survey, we are collecting demographic information to identify who we're hearing from.

The next four questions are optional.

What is your zip code?

What is your age?

- [ ] Under 18
- [ ] 18-24
- [ ] 25-34
- [ ] 35-44
- [ ] 45-54
- [ ] 55-64
- [ ] 65-74
- [ ] 75+
- [ ] Prefer not to answer

Which of these describes your personal income?

- [ ] Under $10,000
- [ ] $10,000 - $24,999
- [ ] $25,000 - $49,999
- [ ] $50,000 - $74,999
- [ ] $75,000 - $99,999
- [ ] $100,00 - $149,999
- [ ] $150,000+
- [ ] Prefer not to answer

Please describe your race/ethnicity.

- [ ] American Indian or Alaska Native
- [ ] Asian
- [ ] Black or African American
- [ ] Hispanic or Latino
- [ ] Native Hawaiian or Pacific Islander
- [ ] White
- [ ] Other

Submit

Existing Conditions Photographs

CSAH 11 looking east from the western extent of the project area.

Intersection of Xeon St and CSAH 11 looking north.

Railroad Crossing at CSAH 11, looking east.

Pedestrian crossing of CSAH 11 into Sand Creek Park, looking east.

Unmarked mid-block crossing of Coon Creek Regional Trail, RBTN Tier 2 Corridor

Looking west along CSAH 11 from Avocet Ln/117th Ave NW

Intersection of Redwood St and CSAH 11 looking west.

Intersection of CSAH 11 and Sorteberg Early Childhood Center

Example of Driveway Access on CSAH 11, looking east

Northdale Shopping Center at Intersection of CSAH 11 and Foley Blvd

Crash Detail Report - Short Form

Report Version 1.0
February 2020

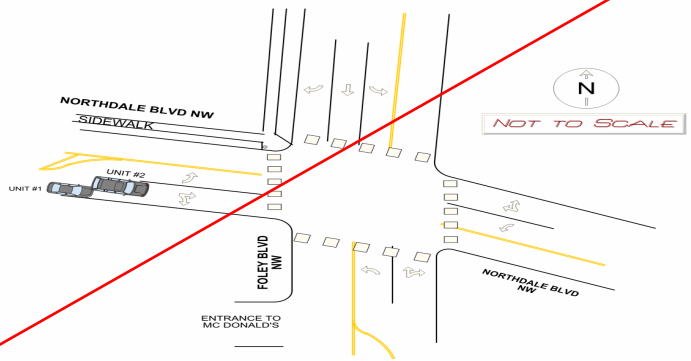
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00799536	04-CSAH	0011	3.033	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	02/20/20	07:47	Thu	45.176836	-93.277694	478181.5	5002631.5	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	N - Prop Damage Only	Motor Vehicle In Transport	Sunrise	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Sport Utility Vehicle		
Direction of Travel	Eastbound	Eastbound		
Manuever	Slowing	Vehicle Stopped or Stalled in		
Age/Sex	19 M	42 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Driver Distracted	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

LOCATION: NORTHDALE BLVD NW/FOLEY BLVD NW UNIT #2 STOPPED IN TRAFFIC EB NORTHDALE TO CROSS OVER FOLEY BLVD. UNIT #1 BEHIND UNIT #2. DRIVER OF UNIT #1 SAID THE SUNRISE BLINDED HIS VISION AND MISJUDGED THE DISTANCE TO STOP AND COLLIDED WITH UNIT #2.

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00972421	04-CSAH	0011	3.066	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
ILEX ST NW	2	0	11/09/21	08:21	Tue	45.176994	-93.278322	478131.6	5002650.1	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Westbound	Westbound		
Manuever	Turning Left	Moving Forward		
Age/Sex	39 F	42 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Driver Distracted		

OFFICER SKETCH

NARRATIVE

UNIT 1 WAS WAITING TO TURN LEFT INTO PARKING LOT UNIT 2 REAR ENDED UNIT 1 UNIT 2 SAID SHE WAS GRABBING HER COFFEE CUP WHEN SHE REAR ENDED UNIT 1

Crash Detail Report - Short Form

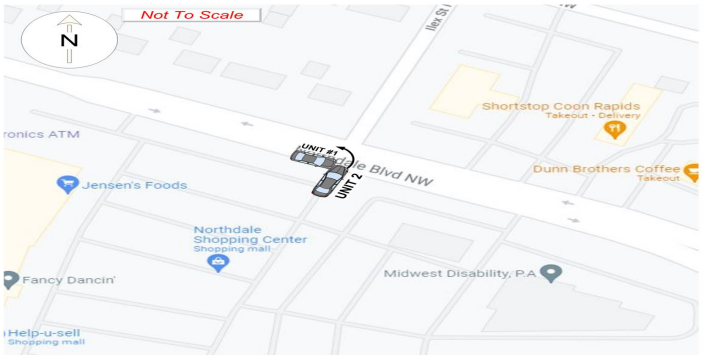
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00966834	04-CSAH	0011	3.075	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
ILEX ST NW	2	0	10/14/21	14:50	Thu	45.177051	-93.278500	478118.3	5002655.6	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Left Turn	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Cloudy

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Eastbound	Northbound		
Manuever	Moving Forward	Turning Left		
Age/Sex	16 M	31 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Unknown		

OFFICER SKETCH



NARRATIVE

UNIT #1 WAS TRAVELING EASTBOUND ON NORTHDALE BLVD NW APPROACHING ILEX ST NW. UNIT #2 WAS TRAVELING NORTHBOUND IN THE PARKING LOT AT THE INTERSECTION OF NORTHDALE BLVD NW AND ILEX ST NW. UNIT #2 ATTEMPTED TO TURN WESTBOUND ONTO NORTHDALE BLVD NW, BUT WAS STRUCK IN THE FRONT DRIVERS SIDE QUARTER PANEL BY UNIT #1 FRONT END. DRIVER #1 STATED HE WAS TRAVELING EASTBOUND ON NORTHDALE BLVD NW AT THE POSTED SPEED LIMIT WHEN HE OBSERVED UNIT #2 COME FROM THE PARKING LOT, BUT WAS UNABLE TO STOP BEFORE COLLISION. DRIVER #2 STATED HE WAS ATTEMPTING TO LEAVE THE PARKING LOT TO TRAVEL WESTBOUND ON NORTHDALE BLVD NW WHEN HE THOUGHT HE COULD MAKE THE TURN SAFELY, BUT WAS STRUCK BY UNIT #1.

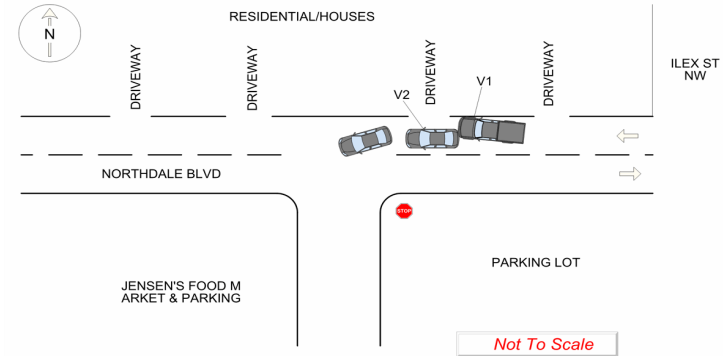
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00719201	04-CSAH	0011	3.082	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	05/11/19	08:55	Sat	45.177090	-93.278633	478107.8	5002660.1	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Car		
Direction of Travel	Westbound	Westbound		
Manuever	Moving Forward	Vehicle Stopped or Stalled in		
Age/Sex	31 M	61 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Following Too Closely	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

THIS ACCIDENT HAPPENED ON W/B NORTHDALE BLVD, JUST WEST OF ILEX ST, NEAR THE ENTRANCE OF JENSEN'S FOOD MARKET. BOTH V1 & V2 WERE ON W/B NORTHDALE BLVD JUST PASSED ILEX ST. THE DRIVER OF V2 STATED HE WAS STOPPED IN THE W/B TRAFFIC LANE WAITING FOR A VEHICLE IN FRONT OF HIM THAT WAS WAITING TO MAKE A LEFT HAND TURN INTO THE JENSEN'S MARKET LOT. THE DRIVER OF V1 STATED HE DID NOT NOTICE V2 STOPPED IN FRONT OF HIM UNTIL IT WAS TOO LATE. THE DRIVER OF V1 STATED HE TRIED TO PULL TO THE RIGHT TO AVOID V2 BUT STILL ENDED UP MAKING CONTACT WITH IT. NO INJURY WAS REPORTED AND BOTH VEHICLES WERE DRIVEN FROM THE SCENE. NO CITATION(S). THE DRIVER OF V1 ADMITTED THAT THE ACCIDENT WAS HIS FAULT AT THE SCENE.

Crash Detail Report - Short Form

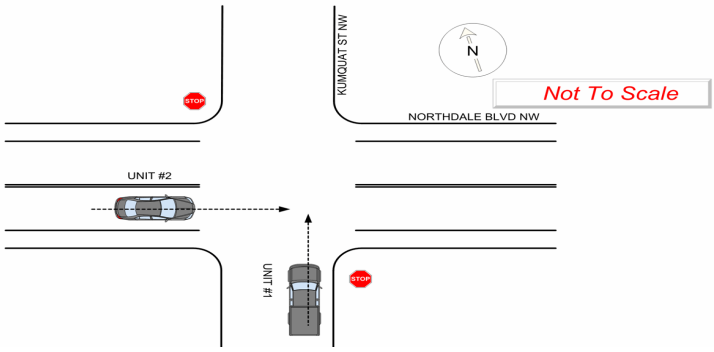
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00692767	04-CSAH	0011	3.194	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	02/27/19	20:20	Wed	45.177720	-93.280745	477942.1	5002730.6	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Angle	B - Minor Injury	Motor Vehicle In Transport	Dark (Str Lights On)	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Car		
Direction of Travel	Northbound	Eastbound		
Manuever	Moving Forward	Moving Forward		
Age/Sex	61 F	21 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

*** ACCIDENT OCCURRED ON NORTHDALE BLVD NW AND KUMQUAT ST NW*** UNIT #1 WAS STOPPED AT THE STOP SIGN, NB KUMQUAT ST WAITING FOR CROSS TRAFFIC ON NORTHDALE BLVD. UNIT #2 WAS EB ON NORTHDALE BLVD APPROACHING KUMQUAT ST WITH THE RIGHT AWAY. DRIVER #1 STATED SHE STOPPED AND AFTER WAITING FOR TRAFFIC, STARTED DRIVING FORWARD. DRIVER #1 STATED SHE NEVER SAW UNIT #2 UNTIL JUST BEFORE THE ACCIDENT. DRIVER #2 STATED SHE WAS EB ON NORTHDALE AND SAW UNIT #1 STOPPED AT THE STOP SIGN. DRIVER #2 STATED SHE CONTINUED ON WHEN UNIT #1 PULLED OUT IN FRONT OF HER. DRIVER #2 STATED SHE DID NOT HAVE TIME TO STOP AND HIT UNIT #1. DRIVER #2 COMPLAINED OF LEG AND KNEE PAIN. ALLINA AMBULANCE REPONDED AND DRIVER #2 REFUSED TRANSPORT TO HOSPITAL AT THE TIME. ALLINA RUN # 191-319-394. BOTH VEHICLES WERE NOT DRIVEABLE AND TOWED TO NORTHSTAR TOWING.

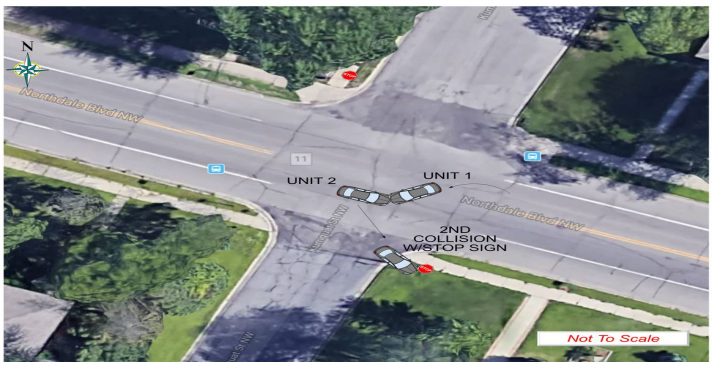
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00762346	04-CSAH	0011	3.213	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	11/13/19	17:02	Wed	45.177837	-93.281112	477913.4	5002743.6	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Angle	C - Possible Injury	Motor Vehicle In Transport	Dark (Str Lights On)	Cloudy

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Southbound	Eastbound		
Manuever	Turning Left	Moving Forward		
Age/Sex	68 M	51 M		
Physical Cond	Has Been Drinking Alcohol	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Other Contributing Action		

OFFICER SKETCH



NARRATIVE

NORTHDALE BLVD NW/KUMQUAT ST NW DRIVER 2 STATED HE WAS EASTBOUND NORTHDALE BLVD. DRIVER 2 SAID DRIVER 1 WAS WESTBOUND AND TURNED LEFT IN FRONT OF HIM, CAUSING DRIVER 2 TO COLLIDE WITH DRIVER 1. THE COLLISION FORCED DRIVER 2'S VEHICLE OFF THE ROADWAY TO THE RIGHT, COLLIDING WITH A UTILITY POST AND STOP SIGN POST. DRIVER 1 SAID HE DID NOT SEE DRIVER 2 UNTIL DRIVER 1 STARTED TO TURN. DRIVER 1 SAID DRIVER 2 DID NOT HAVE HIS HEADLIGHTS ON. OFFICER INSPECTED DRIVER 2'S VEHICLE, NOTED THE HEADLIGHT SWITCH WAS IN THE OFF/DRL OFF POSITION. DRIVER 2 SAID HE WAS UNSURE IF THE HEADLIGHTS WERE ON OR NOT AT THE TIME OF THE CRASH. WITNESS STATED HE CAME UPON THE CRASH JUST AFTER IT HAPPENED, STATED DRIVER 2'S VEHICLE DID NOT HAVE LIGHTS ON.

Crash Detail Report - Short Form

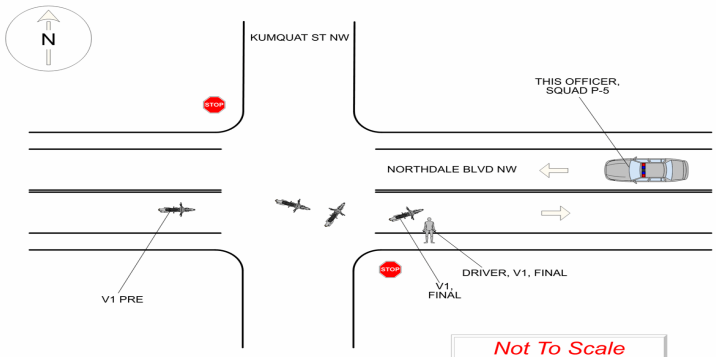
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00748716	04-CSAH	0011	3.224	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	0	09/19/19	15:19	Thu	45.177900	-93.281311	477897.7	5002750.7	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Other	B - Minor Injury	Other Non-Collision	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Motorcycle			
Direction of Travel	Eastbound			
Manuever	Moving Forward			
Age/Sex	33 M			
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action			

OFFICER SKETCH



NARRATIVE

THIS ACCIDENT HAPPENED ON E/B NORTHDALE BLVD AT KUMQUAT ST. V1, A MOTORCYCLE, WAS TRAVELING E/B ON NORTHDALE BLVD APPROACHING THE INTERSECTION OF KUMQUAT ST NW. (THIS OFFICER WAS W/B ON NORTHDALE BLVD APPROACHING THE SAME INTERSECTION. I OBSERVED V1 APPARENTLY LOOSE CONTROL AND V1 WAS LAID DOWN ONTO THE PAVEMENT, THROWING THE DRIVER OF V1 FROM V1.) I FOUND THE DRIVER OF V1 STATING MINOR INJURY (RIGHT ANKLE, LEFT ELBOW, LEFT RIBCAGE AREA); ALLINA WAS ORDERED ROUTINE. UPON INSPECTION OF V1, IT WAS FOUND THAT A BLANKET THAT THE DRIVER OF V1 HAD ON HIS BACK (WITH A BACKPACK AND A SWORD WRAPPED UP INSIDE OF IT) HAD GOTTEN CAUGHT IN THE CHAIN DRIVE OF V1, GATHERING UP AND ACTUALLY JAMBING THE CHAIN AND THEN THE CHAIN GUARD LOCKING UP THE REAR WHEEL AND SENDING V1 INTO AN UNCONTROLLABLE SKID. THE DRIVER OF V1 WAS UNABLE TO CONTROL V1, LAID IT DOWN ON THE

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00719405	04-CSAH	0011	3.435	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	05/12/19	13:30	Sun	45.179086	-93.285308	477584.1	5002883.6	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Cloudy

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Westbound	Westbound		
Manuever	Vehicle Stopped or Stalled in	Moving Forward		
Age/Sex	17 F	22 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Operated Motor Vehicle: Care		

OFFICER SKETCH

NARRATIVE

ACCIDENT LOCATION WAS ON WB NORTHDALE BLVD NW, AT THE INTERSECTION OF OLIVE ST NW. VEHICLE 1 WAS WB NORTHDALE BLVD NW, STOPPED WAITING FOR ONCOMING TRAFFIC TO CLEAR TO MAKE A LEFT TURN ONTO SB OLIVE ST NW. VEHICLE 2 WAS WB NORTHDALE BLVD NW, BEHIND VEHICLE 1. DRIVER 1 STATED SHE WAS STOPPED FOR APPROX 4-5 SECONDS BEFORE VEHICLE 2 REAR ENDED HER. DRIVER 2 STATED SHE WAS REACHING FOR HER WATER, AND WAS NOT PAYING ATTENTION TO THE ROAD. DRIVER 2 STATED WHEN SHE SAW VEHICLE 1 HAD STOPPED, IT WAS TOO LATE FOR HER TO STOP. DRIVER 2 ISSUED CITATION 020519101998 FOR DUTY TO DRIVE WITH DUE CARE. DRIVER 2 STATED THE ACCIDENT TOOK PLACE AT 1330 HOURS.

Crash Detail Report - Short Form

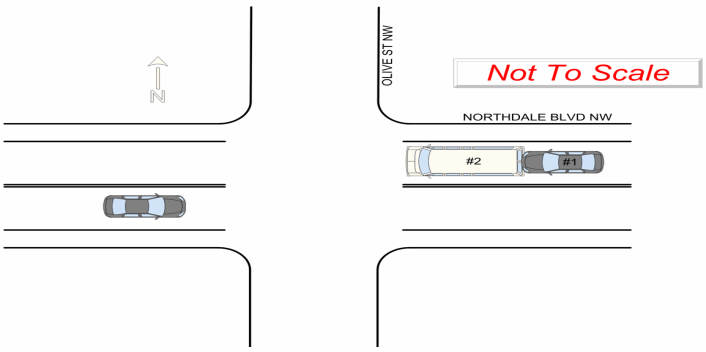
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00903081	04-CSAH	0011	3.438	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
OLIVE ST NW	2	0	04/28/21	07:58	Wed	45.179099	-93.285350	477580.8	5002885.0	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	C - Possible Injury	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Cargo Van 10,000lbs Less (N		
Direction of Travel	Westbound	Westbound		
Manuever	Moving Forward	Vehicle Stopped or Stalled in		
Age/Sex	22 M	38 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Following Too Closely	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

#2 WAS STOPPED WAITING TO TURN LEFT WHEN HE WAS HIT FROM BEHIND. #1 SAID THAT HE DID NOT REALIZE THAT #2 WAS TURNING LEFT AND HIT HIM FROM BEHIND.

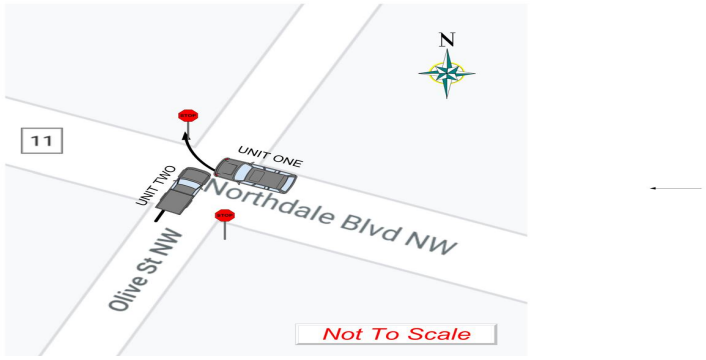
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00848197	04-CSAH	0011	3.444	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
OLIVE ST NW	2	0	10/20/20	14:35	Tue	45.179138	-93.285471	477571.4	5002889.4	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Angle	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Snow

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Pickup		
Direction of Travel	Westbound	Northbound		
Manuever	Moving Forward	Moving Forward		
Age/Sex	29 F	88 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH



NARRATIVE

DRIVER ONE OF UNIT ONE TOLD ME SHE WAS TRAVELING WESTBOUND ON NORTHDALE BLVD APPROACHING OLIVE ST WHEN UNIT TWO PULLED IN FRONT OF HER. SHE DID NOT HAVE TIME TO STOP AND THE COLLIDED. SHE SLID ONTO THE CORNER AND BENT A STOP SIGN. DRIVER ONE OF UNIT TWO TOLD ME HE WAS STOPPED AT THE STOP SIGN ON OLIVE AT NORTHDALE. HE BELIEVED HE HAD ENOUGH TIME TO CROSS NORTHDALE. HOWEVER, WHEN HE WAS HALF WAY THROUGH THE INTERSECTION HE REALIZED HE DID NOT HAVE ENOUGH TIME.

Crash Detail Report - Short Form

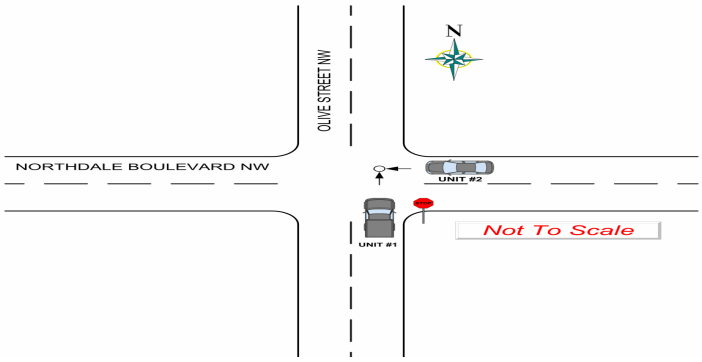
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00886934	04-CSAH	0011	3.445	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
OLIVE ST NW	2	0	01/28/21	05:55	Thu	45.179141	-93.285481	477570.6	5002889.8	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Angle	C - Possible Injury	Motor Vehicle In Transport	Dark (Str Lights On)	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Car		
Direction of Travel	Northbound	Westbound		
Manuever	Moving Forward	Moving Forward		
Age/Sex	54 M	40 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

UNIT #1 WAS CROSSING NORTHDALE, HEADED NORTHBOUND ON OLIVE STREET AND STATED HE DID NOT SEE UNIT #2 TRAVELING WESTBOUND ON NORTHDALE. UNIT #1 STATED HE BELIEVED HE LOOKED BOTH WAYS, BEFORE CROSSING BUT DID NOT SEE UNIT #2. UNIT #1 HAD MODERATE DAMAGE TO FRONT END, REQUIRING A TOW. UNIT #2 STATED HE WAS TRAVELING WESTBOUND ON NORTHDALE WHEN UNIT #1 PULLED OUT IN FRONT OF HIM AND THEY COLLIDED IN THE INTERSECTION. UNIT #2 STATED HE HAD HIT HIS HEAD BUT REFUSED AN AMBULANCE. UNIT #2 HAD MODERATE DRIVERS SIDE/FRONT DAMAGE BUT WAS DRIVE-ABLE.

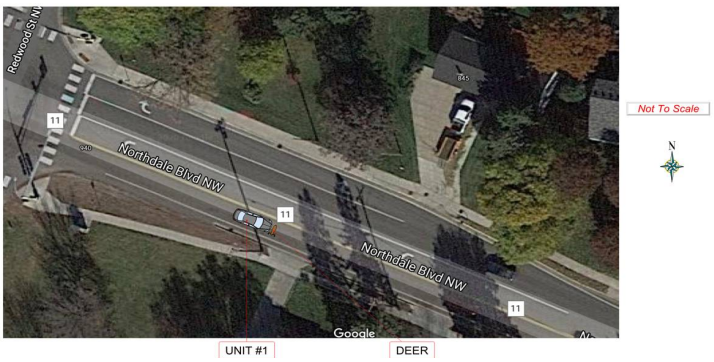
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00868817	04-CSAH	0011	3.662	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	0	12/18/20	17:40	Fri	45.180443	-93.289539	477252.2	5003035.5	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Other	N - Prop Damage Only	Deer	Dark (No Str Lights)	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Passenger Car			
Direction of Travel	Eastbound			
Manuever	Moving Forward			
Age/Sex	40 F			
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action			

OFFICER SKETCH



NARRATIVE

THE DRIVER OF UNIT #1 STATED SHE WAS TRAVELLING EB ON NORTHDALE BLVD NW. DRIVER #1 STATED AFTER THE INTERSECTION OF REDWOOD ST NW A DEER WAS STANDING IN THE ROADWAY. DRIVER #1 STATED SHE DID NOT SEE THE DEER UNTIL THE COLLISION OCCURRED. DRIVER #1 STATED SHE WAS WEARING HER SEATBELT AND HAD NO INJURIES FROM THE COLLISION. UNIT #1 HADE MODERATE FRONT END DAMAGE BUT APPEARED DRIVEABLE. A DEER WAS LOCATED AT THE SCENE OF THE COLLISON. NO OTHER VEHICLES WERE INVOLVED.

Crash Detail Report - Short Form

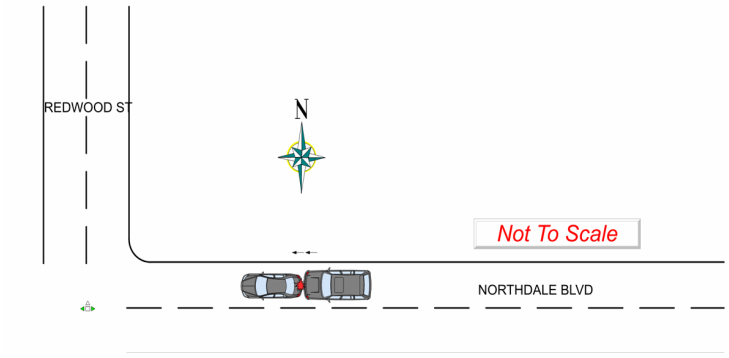
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00980038	04-CSAH	0011	3.669	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
200 F E REDWOOD ST	2	0	12/12/21	19:30	Sun	45.180479	-93.289662	477242.6	5003039.5	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	N - Prop Damage Only	Motor Vehicle In Transport	Dark (Str Lights On)	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Hit-And-Run Vehicle		
Vehicle Type	Passenger Car			
Direction of Travel	Westbound	Westbound		
Manuever	Moving Forward	Moving Forward		
Age/Sex	71 F			
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action			

OFFICER SKETCH



NARRATIVE

KEULTJES WAS TRAVELING WESTBOUND ON NORTHDALE BLVD APPROACHING REDWOOD ST WHEN SHE WAS REAR ENDED BY AN UNKNOWN VEHICLE. KEULTJES PULLED OFF ONTO REDWOOD ST ALONG WITH THE SUSPECT VEHICLE BUT STATED THE SUSPECT VEHICLE CONTINUED NORTH ON REDWOOD. SHE DESCRIBED IT AS A WHITE SMALLER SUV AND PROVIDED A PARTIAL LICENSE PLATE OF GH*168. KEULTJES WAS DRIVING HER 2009 CHEVROLET MALIBU (579UET) WHICH SUSTAINED MINOR REAR END DAMAGE.

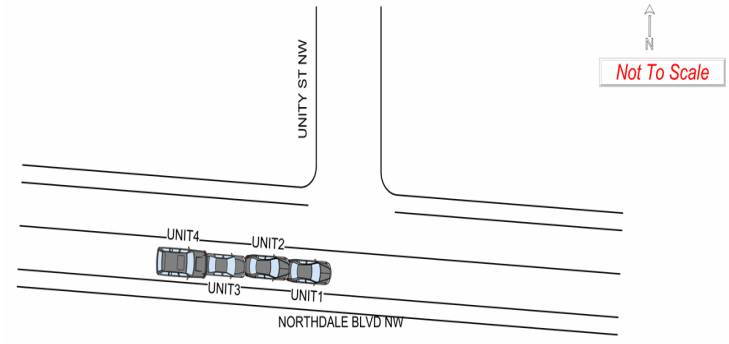
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00772890	04-CSAH	0011	3.811	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	4	0	12/19/19	14:35	Thu	45.181086	-93.292434	477025.0	5003107.8	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	C - Possible Injury	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport
Vehicle Type	Passenger Car	Passenger Car	Passenger Car	Sport Utility Vehicle
Direction of Travel	Eastbound	Eastbound	Eastbound	Eastbound
Manuever	Turning Left	Vehicle Stopped or Stalled in	Slowing	Moving Forward
Age/Sex	34 F	56 F	34 F	32 M
Physical Cond	Apparently Normal	Apparently Normal	Apparently Normal	Apparently Normal
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action	No Clear Contributing Action	Following Too Closely

OFFICER SKETCH



NARRATIVE

I WAS DISPATCHED TO A 4 VEHICLE ACCIDENT AT NORTHDALE BLVD AND UNITY ST. I ARRIVED AND LEARNED UNIT1 WAS STOPPED AND WAITING FOR TRAFFIC TO PASS IN ORDER TO TURN LEFT ONTO UNITY ST FROM NORTHDALE BLVD. UNIT2 WAS STOPPED AND WAITING FOR UNIT1. UNIT3 WAS SLOWING FOR UNIT2. UNIT4 REAR-ENDED UNIT3 WHICH CAUSED A CHAIN REACTION WHERE UNIT3 REAR-ENDED UNIT2 AND UNIT2 REAR-ENDED UNIT1. UNIT4 STATED HE DID NOT JUDGE UNIT3 SLOWING DOWN AND APOLOGIZED FOR THE ACCIDENT. UNIT3 STATED SHE HIT HER HEAD ON THE STEARING WHEEL AND WAS HAVING MINOR NECK PAIN. ALLINA WAS ORDERED ROUTINE. UNIT3 WAS RELEASED ON SCENE AND DID NOT WANT TO GO TO THE HOSPITAL. UNIT3 WAS TOWED TO NORTHSTAR. UNIT4 WAS CITED FOR FOLLOWING TOO CLOSELY (CITATION# 020519104798). SEE RELATED PAPERWORK.

Crash Detail Report - Short Form

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00750717	04-CSAH	0011	3.864	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	0	09/27/19	23:40	Fri	45.181157	-93.293524	476939.5	5003116.0	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Other	N - Prop Damage Only	Other - Non Fixed Object	Dark (Str Lights On)	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Passenger Car			
Direction of Travel	Westbound			
Manuever	Moving Forward			
Age/Sex	21 M			
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action			

OFFICER SKETCH

NARRATIVE

UNIT 1 WAS WEST BOUND ON NORTHDALE BLVD NW BEFORE THE RAILROAD TRACKS. UNIT 1 DROVE OFF THE ROAD TO THE SOUTH AND THROUGH THE DITCH. IN THE DITCH UNIT 1 HIT THE FRONT BUCKET OF A PARKED FRONT END LOADER. THERE WAS NO OBVIOUS DAMAGE TO THE LOADER. THE CAR FLIPPED AND LANDED ON IT'S ROOF. OFFICER DID NOT SEE ANY REASON WHY UNIT 1 WENT OFF THE ROAD. UNIT 1 DRIVER AND PASSENGER DID NOT REMEMBER WHAT HAPPENED. BOTH WERE SEEN BY AN AMBULANCE BUT REFUSED TRANSPORTATION. SEE PHOTOGRAPHS ENTERED INTO DIG PICS. THE FRONT LOADER BELONGED TO NORTH VALLEY INCORPORATED 763-274-2580.

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00728439	04-CSAH	0011	4.085	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	3	0	06/21/19	14:40	Fri	45.181459	-93.298014	476586.8	5003150.8	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Left Turn	C - Possible Injury	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	
Vehicle Type	Passenger Car	Passenger Van (Seats Install	Sport Utility Vehicle	
Direction of Travel	Northbound	Southbound	Westbound	
Manuever	Turning Left	Moving Forward	Moving Forward	
Age/Sex	51 F	33 F	25 F	
Physical Cond	Apparently Normal	Apparently Normal	Apparently Normal	
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action	Operated Motor Vehicle: Care	

OFFICER SKETCH

NARRATIVE

UNIT #1 WAS TRAVELING NB XEON ST TO MAKE A LEFT TURN TO WB NORTHDALE BLVD. UNIT #2 WAS TRAVELING SB XEON ST TO MAKE A LEFT TURN TO GO EB NORTHDALE BLVD. UNIT #3 (SUSPECT VEHICLE) WAS TRAVELING WB NORTHDALE BLVD, RUNNING THE RED TRAFFIC SIGNAL, CRASHING INTO UNIT #1 & #2. THERE IS VIDEO FOOTAGE OF THE CRASH, PROVIDED BY WITNESS #1 WHO WAS DRIVING BEHIND UNIT #1. WITNESS #1 TOLD ME UNIT #3 RAN THE TRAFFIC SIGNAL. WITNESS #2 (DRIVING BEHIND UNIT #1 TOO) STATED UNIT #3 RAN THE TRAFFIC SIGNAL. DRIVER OF UNIT #1 STATED SHE HAD THE GREEN SIGNAL. DRIVER OF UNIT #2 STATED UNIT #3 RAN THE TRAFFIC SIGNAL. DRIVER OF UNIT #3 HAD A LANGUAGE BARRIER AND I WAS UNABLE TO GET DETAILS FROM HER. CITATION #020519102534 WAS ISSUED TO DRIVER #3 FOR CARELESS DRIVING. ***SEE VIDEO OF CRASH***

Crash Detail Report - Short Form

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00887069	04-CSAH	0011	4.392	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	0	01/28/21	21:54	Thu	45.182546	-93.304059	476112.3	5003273.3	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Other	N - Prop Damage Only	Other Animal - Alive at Time of Crash	Dark (Unknown Light)	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Sport Utility Vehicle			
Direction of Travel	Eastbound			
Manuever	Moving Forward			
Age/Sex	72 F			
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action			

OFFICER SKETCH

NARRATIVE

DRIVER #1 SAID SHE AS TRAVELING EB ON NORTHDALE BLVD WHEN A DEER RAN OUT INTO THE ROADWAY, CRASHING INTO THE DEER. DRIVER #1 SAID SHE WAS UNABLE TO AVOID THE CRASH. THE VEHICLE WAS NOT DRIVEABLE DUE TO THE DAMAGE. DRIVER #1 WAS THE ONLY OCCUPANT AND DID NOT REPORT ANY INJURIES. MULTIPLE AIRBAGS WERE DEPLOYED. THE VEHICLE WAS TOWED BY NORTH STAR TOWING. THE DEER WAS BADLY INJURED AND STILL ALIVE. THE DEER WAS EUTHANIZED WITH MY FIREARM. DRIVER #1 WAS TRANSPORTED TO WORK AT HER REQUEST. COUNTY HIGHWAY ADVISED TO PICK UP THE DEER. NO FURTHER ACTION.

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00932690	04-CSAH	0011	4.438	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	08/06/21	17:59	Fri	45.182568	-93.305004	476038.1	5003276.0	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	B - Minor Injury	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Car		
Direction of Travel	Eastbound	Eastbound		
Manuever	Moving Forward	Vehicle Stopped or Stalled in		
Age/Sex	27 M	68 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Operated Motor Vehicle: Care	No Clear Contributing Action		

OFFICER SKETCH

NARRATIVE

NORTHDALE BLVD NW/XEON BLVD NW DRIVER 2 STATED SHE WAS STOPPED EASTBOUND NORTHDALE, YIELDING TO ONCOMING TRAFFIC AND WAITING TO TURN LEFT ONTO XEON BLVD NW. DRIVER 2 SAID SHE WAS STRUCK FROM BEHIND BY DRIVER 1. DRIVER 1 STATED HE WAS DRIVING EAST ON NORTHDALE BLVD. DRIVER 1 SAID ONE OF HIS CHILDREN SCREAMED IN THE BACK SEAT. DRIVER 1 SAID HE LOOKED BACK AT HIS CHILDREN AND WHEN HE LOOKED FORWARD AGAIN, HE SAW DRIVER 2 STOPPED. DRIVER 1 SAID HE TRIED TO SWERVE, BUT WAS UNABLE TO AVOID COLLIDING WITH DRIVER 2'S VEHICLE. WITNESSES GAVE SIMILAR ACCOUNTS. IT IS POSSIBLE DRIVER 2'S VEHICLE HAD A SECONDARY COLLISION WITH A PASSING WESTBOUND VEHICLE, AS THE FRONT OF DRIVER 2'S VEHICLE ALSO SUSTAINED SIGNIFICANT DAMAGE. HOWEVER, NO THIRD INVOLVED VEHICLE WAS ON THE SCENE, AND NEITHER THE DRIVERS NOR WITNESSES WERE ABLE TO CONFIRM THIS. ISSUED

Crash Detail Report - Short Form

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00684336	04-CSAH	0011	4.440	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	0	02/06/19	16:40	Wed	45.182567	-93.305041	476035.2	5003276.0	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Run Off Road	N - Prop Damage Only	Standing Tree/Shrubbery	Daylight	Cloudy

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Passenger Car			
Direction of Travel	Westbound			
Manuever	Slowing			
Age/Sex	63 F			
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action			

OFFICER SKETCH

NARRATIVE

NORTHDALE BLVD NW/EAGLE ST NW. DRIVER 1 STATED SHE WAS TRAVELLING WESTBOUND ON NOTHDALE BLVD. DRIVER 1 STATED A VEHICLE PULLED OUT OF SOUTHBOUND XEON BLVD, FAILING TO YIELD TO HER, THE VEHICLE TURNED LEFT. DRIVER 1 STATED SHE HAD TO BRAKE HARD TO AVOID COLLIDING WITH THE TURNING VEHICLE. DRIVER 1 SAID HER VEHICLE BEGAN TO SKID, THEN LEFT THE ROADWAY TO THE RIGHT AND STRUCK SOME TREES. WITNESS GAVE SIMILAR ACCOUNT OF EVENTS AS DRIVER 1.

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00871258	04-CSAH	0011	4.749	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	0	12/28/20	15:10	Mon	45.182834	-93.311351	475538.9	5003308.4	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Run Off Road	N - Prop Damage Only	Roadway Sign or Sign Structure	Daylight	Cloudy

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Passenger Car			
Direction of Travel	Eastbound			
Manuever	Moving Forward			
Age/Sex	28 M			
Physical Cond	Apparently Normal			
Contributing Factor 1	Other Contributing Action			

OFFICER SKETCH

NARRATIVE

ACCIDENT LOCATION WAS EB NORTHDALE BLVD NW, JUST EAST OF JAY ST NW. VEHICLE 1 WAS EB NORTHDALE BLVD NW, JUST PAST JAY ST NW. DRIVER 1 STATED HE LOST CONTROL OF HIS VEHICLE AS HE WAS PROCEEDING THROUGH THE LEFT CURVE, CAUSING HIS VEHICLE TO SLIDE OFF THE ROADWAY TO THE RIGHT. VEHICLE 1 STRUCK THE ROADSIDE SNOW BANK, AND THEN A CURVE MARKER SIGN BEFORE COMING TO A STOP IN THE DITCH.

Crash Detail Report - Short Form

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00723840	04-CSAH	0011	4.782	NORTHDALE BLVD NW	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	06/01/19	13:15	Sat	45.183096	-93.311923	475494.8	5003336.7	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	C - Possible Injury	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Car		
Direction of Travel	Eastbound	Eastbound		
Manuever	Moving Forward	Slowing		
Age/Sex	31 F	23 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Following Too Closely	No Clear Contributing Action		

OFFICER SKETCH

NARRATIVE

VEH #2 E/B ON NORTHDALE BLVD. VEH #1 E/B ON NORTHDALE BLVD BEHIND VEH #2. DRIVER #1 STATED SHE WAS SLOWING TO MAKE A U-TURN WHEN VEH #1 REAR ENDED HER. DRIVER #1 STATED SHE WAS NOT SURE WHAT HAPPENED. WITNESS STATED THAT VEH #2 WAS SLOWING AND IT APPEARED THAT THEY WERE GOING TO BE MAKING A U-TURN. VEH #1 REAR ENDED VEH #2. WITNESS WAS E/B BEHIND VEH #2. DRIVER #1 MAILED CITATION #020519102270 FOR FAIL TO DRIVE WITH DUE CARE.

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00984465	04-CSAH	0011	4.814	NORTHDALE BLVD NW	0400006594470011-D	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	0	12/29/21	10:20	Wed	45.183505	-93.312535	475446.8	5003382.5	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Run Off Road	N - Prop Damage Only	Roadway Sign or Sign Structure	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Passenger Car			
Direction of Travel	Westbound			
Manuever	Moving Forward			
Age/Sex	23 F			
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action			

OFFICER SKETCH

NARRATIVE

D1 SAID SHE WAS TRAVELING W/B ON NORTHDALE BLVD JUST PAST JAY ST WHEN SHE LOST CONTROL ON SOME ICE. D1 SPUN OUT AND ONTO THE CENTER MEDIAN KNOCKING DOWN A LEFT TURN ONLY SIGN.

Crash Detail Report - Short Form

Report Version 1.0
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INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00811026	04-CSAH	0011	4.834	NORTHDALE BLVD	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	0	05/20/20	19:50	Wed	45.183700	-93.312534	475447.0	5003404.1	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Other	A - Serious Injury	Fell/Jumped From Motor Vehicle	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Motorcycle			
Direction of Travel	Westbound			
Manuever	Negotiating a Curve			
Age/Sex	42 M			
Physical Cond	Apparently Normal			
Contributing Factor 1	Unknown			

OFFICER SKETCH

NARRATIVE

UNIT #1 WAS DRIVING WESTBOUND ON NORTHDALE BLVD APPROACHING HANSON BLVD. UNIT #1 WAS NEGOTIATING A CURVE AND LOST CONTROL. THE VEHICLE SWERVED INTO A CURB AND EJECT THE DRIVER ON TO THE SHOULDER STRIKING A CURB ON HIS LEFT SIDE.

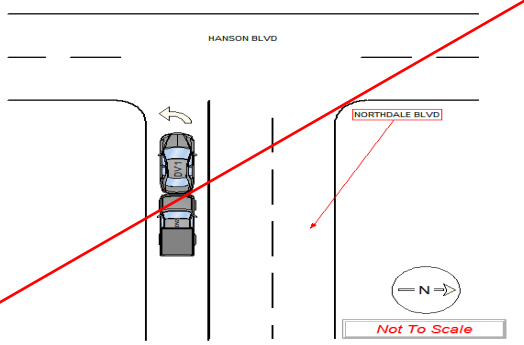
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00701615	04-CSAH	0011	4.884	NORTHDALE BLVD AT H	0400006594470011-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	03/26/19	14:38	Tue	45.184170	-93.313311	475386.1	5003456.5	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Westbound	Westbound		
Manuever	Vehicle Stopped or Stalled in	Moving Forward		
Age/Sex	21 M	53 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Following Too Closely		

OFFICER SKETCH



NARRATIVE

WESTBOUND NORTHDALE BOULEVARD INTERSECTION AT HANSON BOULEVARD. I WAS STOPPED AT THE INTERSECTION OF NORTHDALE BOULEVARD AND HANSON BOULEVARD FACING EASTBOUND WHEN I OBSERVED DV1 IN THE LEFT TURN LANE FROM NORTHDALE BOULEVARD INTERSECTION TO HANSON BOULEVARD. I OBSERVED DV1 STOP AND DV2 MAKE CONTACT WITH THE REAR OF DV1. DV1 STATED HE WAS TRAVELING WESTBOUND ON NORTHDALE BOULEVARD IN THE LEFT TURN LANE AND STOPPED FOR THE RED STOP LIGHT/INTERSECTION AT HANSON BOULEVARD. DV1 STATED ONCE HE STOPPED HE FELT THE IMPACT FROM DV2 TO THE REAR OF HIS VEHICLE. DV2 STATED HE WAS TRAVELING WESTBOUND ON NORTHDALE BOULEVARD IN THE LEFT TURN LANE BEHIND DV1 AT THE INTERSECTION OF HANSON BOULEVARD. DV2 STATED HE WAS TRAVELING TOO CLOSE TO DV1 WHEN HE SAW DV1 STOP FOR THE RED STOP LIGHT AND COULD NOT STOP IN TIME BEFORE MAKING

Crash Detail Report - Short Form

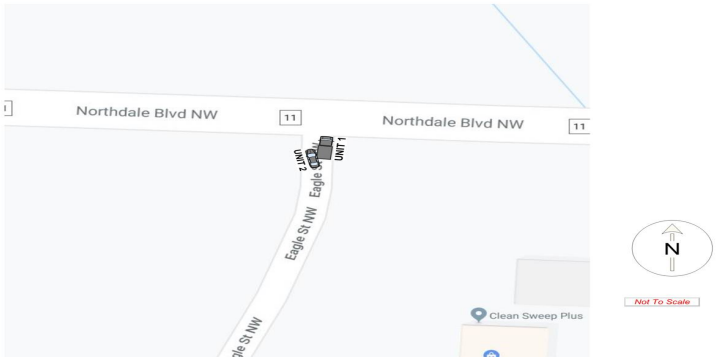
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00772927	10-MUN	0112	0.201	EAGLE ST NW	1000023936280112-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	12/19/19	12:51	Thu	45.182517	-93.305595	475991.6	5003270.6	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Other	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Other Light Trucks (10,000lbs	Passenger Car		
Direction of Travel	Southbound	Northbound		
Manuever	Vehicle Stopped or Stalled in	Moving Forward		
Age/Sex	43 M	37 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Improper Passing		

OFFICER SKETCH



NARRATIVE

DRIVER 1 STATED THAT HE WAS FACING NORTHBOUND ON EAGLE ST NW AND STOPPED AT THE INTERSECTION OF EAGLE ST NW AND NORTHDALE BLVD NW. DRIVER 1 STATED HE DISPLAYED HIS HAZARD LIGHTS ON UNIT 1 BECAUSE HE WAS UNABLE TO MOVE FORWARD ON A PATCH OF ICE. DRIVER 1 STATED HE STARTED TO BACK UP UNIT 1 SOUTHBOUND ON EAGLE STREET NW WHEN DRIVER 1 FELT HE HIT SOMETHING. DRIVER 1 STATED HE LEFT UNIT 1 AND OBSERVED THAT HE COLLIDED WITH UNIT 2 ON THE FRONT PASSENGER SIDE. DRIVER 1 OBSERVED UNIT 2 HAD ITS FRONT PASSENGER WINDOW SMASHED. DRIVER 1 STATED THERE WAS NO DAMAGE TO THE REAR BUMPER OF UNIT 1. DRIVER 2 STATED THAT SHE WAS STOPPED BEHIND A PICKUP TRUCK THAT WAS BEHIND UNIT 1 WAITING TO TURN LEFT TO HEAD WESTBOUND ON NORTHDALE BLVD NW. DRIVER 2 STATED SHE OBSERVED THE PICKUP TRUCK PASS UNIT 1 ON THE LEFT AND TURN LEFT. DRIVER 2 STATED SHE BELIEVED SHE SAW UNIT 1 HAVE EITHER

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00945832	10-MUN	0152	0000	ILEX ST NW	1000023936280152-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	3	0	10/09/21	19:12	Sat	45.177009	-93.278331	478131.5	5002651.0	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Angle	B - Minor Injury	Motor Vehicle In Transport	Dark (Unknown Light)	Cloudy

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	
Vehicle Type	Sport Utility Vehicle	Passenger Car	Pickup	
Direction of Travel	Northbound	Westbound	Southbound	
Manuever	Moving Forward	Moving Forward	Vehicle Stopped or Stalled in	
Age/Sex	76 M	38 F	42 M	
Physical Cond	Has Been Drinking Alcohol	Apparently Normal	Apparently Normal	
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action	No Clear Contributing Action	

OFFICER SKETCH

NARRATIVE

****THIS ACCIDENT WAS AT THE T INTERSECTION OF NORTHDALE BVLD NW / ILEX ST NW**** UNIT 2 WAS TRAVELLING WESTBOUND ON NORTHDALE BLVD NW WHEN UNIT 1 DROVE NORTHBOUND ON ILEX ST NW AND COLLIDED WITH UNIT 2. UNIT 2 SPUN OUT FROM THE IMPACT AND WAS FACING EASTBOUND ON NORTHDALE BLVD NW. UNIT 1 THEN COLLIDED INTO UNIT 3 WHO WAS STOPPED AT THE T INTERSECTION OF ILEX ST NW / NORTHDALE BLVD NW FACING SOUTHBOUND. DRIVER OF UNIT 1 STATED THAT HE WAS STOPPED AT THE INTERSECTION OF ILEX ST NW / NORTHDALE BLVD NW AND WAS TRYING TO GO NORTHBOUND BUT COULD NOT SEE DUE THE HEADLIGHTS OF UNIT 3. UNIT 1 DROVE NORTHBOUND ON ILEX ST NW AND COLLIDED WITH UNIT 2 AND UNIT 3. DRIVER OF UNIT 2 STATED SHE WAS DRIVING WESTBOUND ON NORTHDALE BLVD NW WHEN UNIT 1 COLLIDED INTO THEIR VEHICLE. DRIVER OF UNIT 3 STATED HE WAS STOPPED AT THE STOP SIGN FACING SOUTHBOUND AT ILEX ST

Crash Detail Report - Short Form

Report Version 1.0
February 2020

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00837518	10-MUN	0152	0.010	ILEX ST NW	1000023936280152-I	2-Anoka	Coon Rapids

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
NORTHDALE BLVD NW	1	0	08/27/20	17:59	Thu	45.177139	-93.278261	478137.1	5002665.4	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Pedestrian	B - Minor Injury	Pedestrian	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Pedestrian		
Vehicle Type	Sport Utility Vehicle			
Direction of Travel	Southbound			
Manuever	Moving Forward	Walk/Cycle Across Traffic (X-		
Age/Sex	55 F	15 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Improper Action		

OFFICER SKETCH

NARRATIVE

UNIT # 1 COLLIDED WITH UNIT # 2 (PEDESTRIAN) AT THE INTERSECTION OF NORTHDALE BLVD NW / ILEX ST NW. UNIT # 1 WAS TRAVELING SB ILEX ST AND APPROACHED NORTHDALE BLVD. UNIT # 1 HAD A STOP SIGN AND HAD COME TO A STOP. UNIT # 2 WAS A PEDESTRIAN ON ROLLER BLADES. UNIT # 2 WAS ROLLER BLADING EASTBOUND ALONG THE SIDEWALK OF NORTHDALE BLVD NW. UNIT # 2 HAD THE RIGHT OF WAY AT THE INTERSECTION AND BEGAN CROSSING IN FRONT OF UNIT # 1. DRIVER # 1 DID NOT SEE UNIT # 2 CROSS IN FRONT OF HER VEHICLE AND BEGAN SLOWING PULLING FORWARD TO START HER TURN. UNIT # 1 COLLIDED WITH UNIT # 2 WHICH CAUSED THE PEDESTRIAN TO FALL AND HIT THE BACK OF HER HEAD ON THE GROUND. WITNESS # 1 WAS WITH UNIT # 2 ON THE SIDEWALK. WITNESS # 1 SAID HE OBSERVED UNIT # 1 COME TO A STOP AT THE STOP SIGN. HE OBSERVED DRIVER # 1 LOOKED BOTH WAYS BUT THEN PROCEEDED INTO THE INTERSECTION RIGHT AFTER

Selection Filter:

WORK AREA: County('659447') - FILTER: Date('01/01/2019','12/31/2021') - ROUTE FILTER APPLIED

Analyst: Jacob Bongard

Notes:

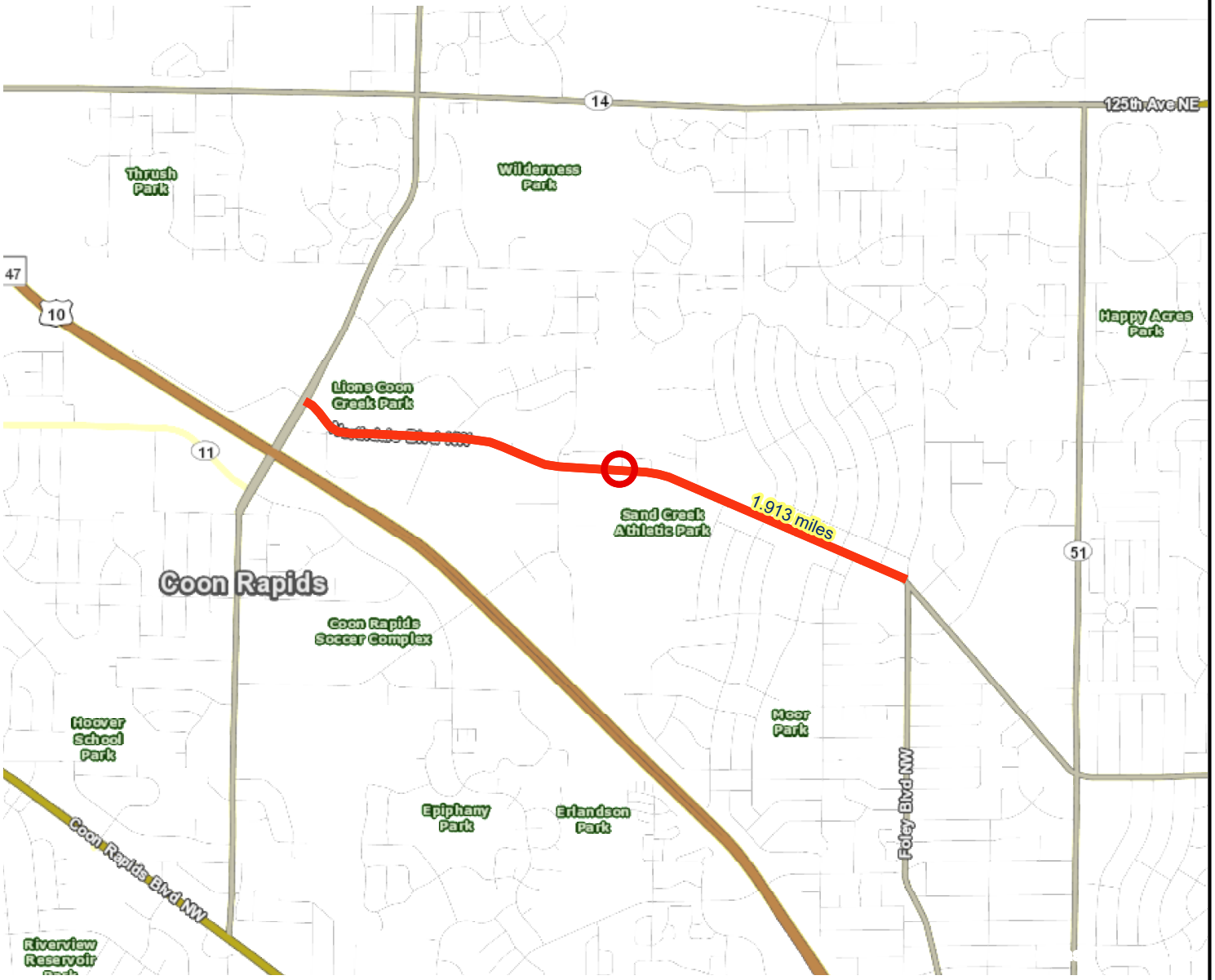
Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard NW) Reconstruction Project | Map ID

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Coon Rapids
Population: 23106
Employment: 4355
Mfg and Dist Employment: 629



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.275 0.55 1.1 1.65 2.2 Miles

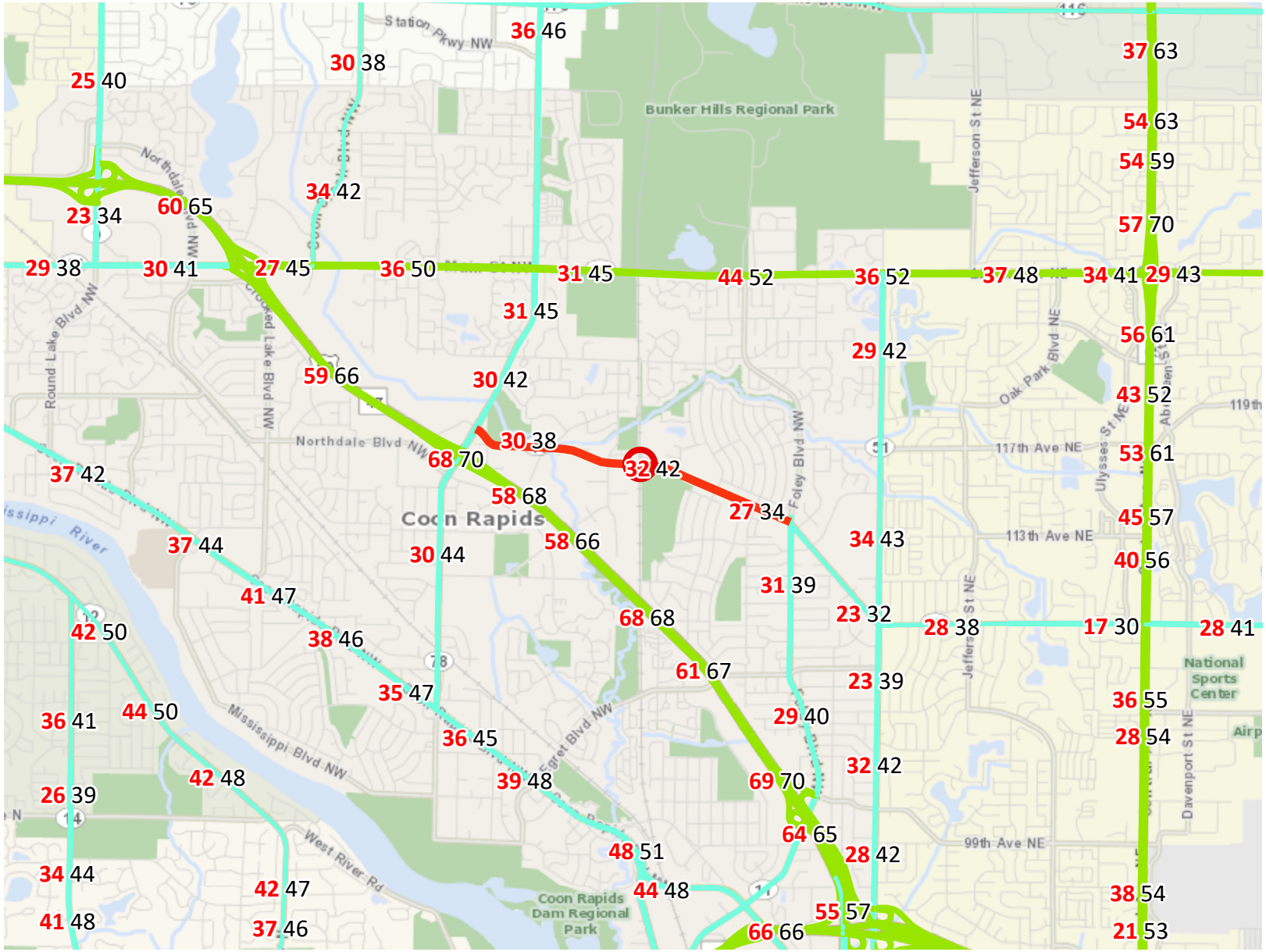
Created: 3/11/2022
LandscapeRSA5

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Level of Congestion

Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard NW) Reconstruction Project | Map ID: 1647016039606



Project Points — Principal Arterials — Principal Arterials Planned

Project — A Minor Arterials — A Minor Arterials Planned

0 0.5 1 2 3 4 Miles

Created: 3/11/2022
LandscapeRSA1

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METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard NW) Reconstruction Project | Map ID: 164701

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 228

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

Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 3/11/2022
LandscapeRSA2

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METROPOLITAN COUNCIL

Transit Connections

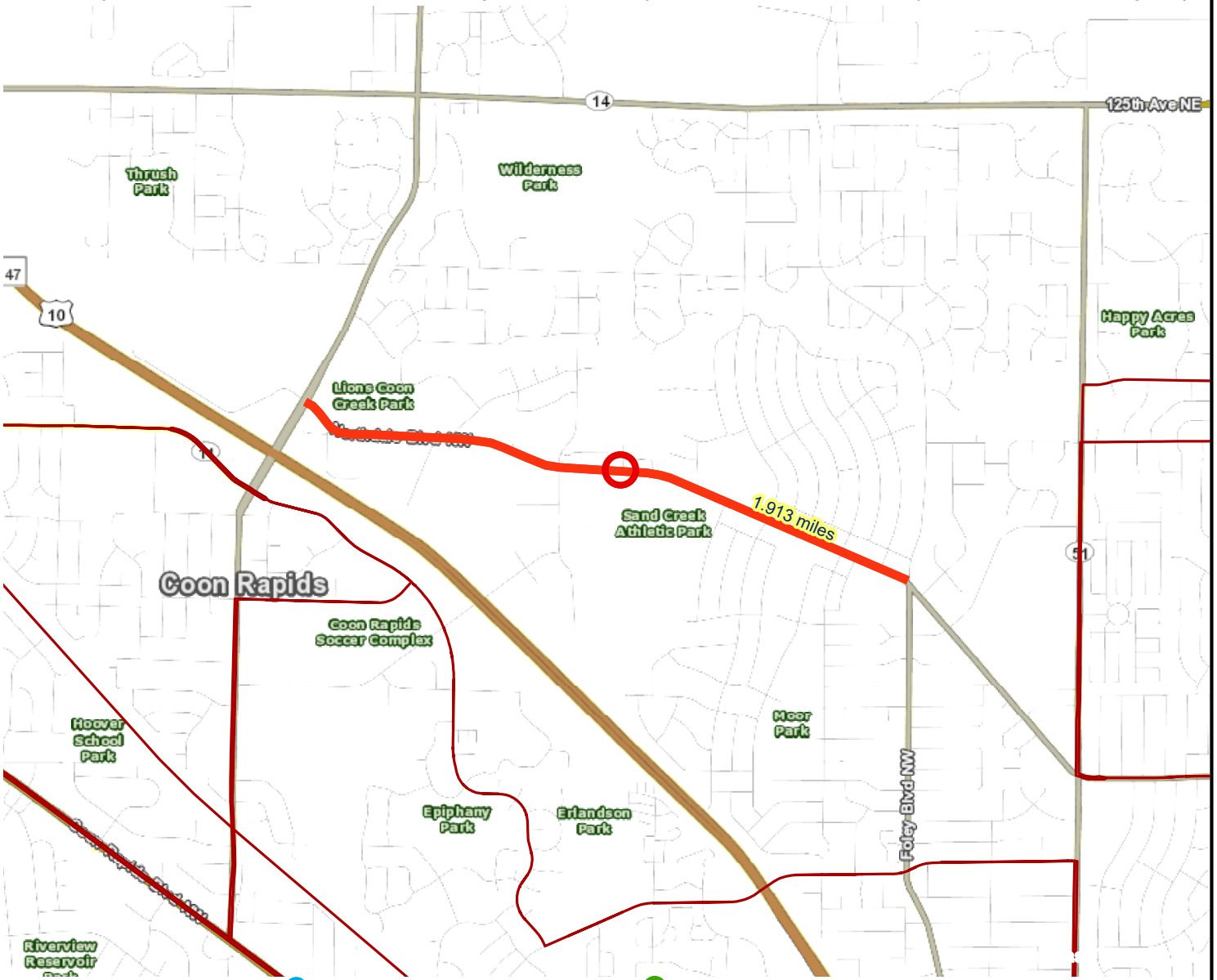
Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard NW) Reconstruction Project | Map I

Results

Transit with a Direct Connection to project:
*North Central

**indicates Planned Alignments*

Transit Market areas: 3



- Project Points
- Project
- Project Area
- Arterial Bus Rapid Transit
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Light Rail
- Arterial Bus Rapid Transit
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Light Rail
- Transit Routes

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 3/11/2022
LandscapeRSA3

METROPOLITAN COUNCIL

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: March 22, 2022 **RESOLUTION #2022-39**

OFFERED BY COMMISSIONER: Look

AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION FOR THE CSAH 11 RECONSTRUCTION PROJECT

WHEREAS, CSAH 11 (Northdale Boulevard NW) is an "A" Minor Arterial Expander route that provides an important east-west transportation connection in Anoka County; and,

WHEREAS, traffic volumes on CSAH 11 have been increasing and are expected to continue to increase in the future as the area continues to grow; and,

WHEREAS, existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic; and,

WHEREAS, existing and future traffic volumes are such that safety is a concern at intersections and along some segments of the corridor; and,

WHEREAS, Anoka County and the City of Coon Rapids have worked together in the past to make travel mobility and safety improvements along the corridor; and,

WHEREAS, the Anoka County Highway Department is proposing to submit an application to the Transportation Advisory Board through the Metropolitan Council's 2022 Regional Solicitation program to receive federal transportation funds to reconstruct CSAH 11 from CSAH 78 (Hanson Boulevard NW) to CSAH 11 (Foley Boulevard NW) as a 2-lane divided roadway; and,

WHEREAS, Anoka County has the necessary capabilities to adequately fund its local cost share for this public improvement project:

NOW, THEREFORE, BE IT RESOLVED that Anoka County, by and through its Board of Commissioners, hereby authorizes the Anoka County Highway Department to submit an application to the Transportation Advisory Board through the Metropolitan Council's 2022 Regional Solicitation program in the Roadway Reconstruction / Modernization category, to receive federal transportation funds to make capacity and safety improvements on CSAH 11 from CSAH 78 to CSAH 11 in the city of Coon Rapids.

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 March 22, 2022, 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 22nd day of March 2022.

DEE GUTHMAN
DEPUTY COUNTY ADMINISTRATOR

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