Application

17071 - 2022 Roadway Spot Mobility

17517 - c. CSAH 49 at Ash Street Roundabout in Lino Lakes

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	04/14/2022 1:12 PM

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/Ramsey CSAH 49 (Hodgson Rd) and Anoka CSAH 32/Ramsey CSAH 1 (County Rd J/Ash St) Roundabout Project
Primary County where the Project is Located	Anoka, Ramsey
Cities or Townships where the Project is Located:	Cities of Lino Lakes and Shoreview
Jurisdictional Agency (If Different than the Applicant):	Anoka and Ramsey Counties

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

In order to improve mobility and accommodate current and future development near the Anoka/Ramsey CSAH 49 (Hodgson Rd) and Anoka CSAH 32/Ramsey CSAH 1 (County Rd J/Ash St) intersection, traffic improvements that provide safe turning movements, adequate drainage, and safe pedestrian accommodations are necessary. This project is being led by Anoka County with support from Ramsey County, Lino Lakes and Shoreview.

The City of Lino Lakes has been working with a developer on a redevelopment project in the NW quadrant of the project intersection, which is a residential retail node. The development, currently under construction, includes commercial and senior housing elements. The vacant asphalt lot in the NW quadrant will be converted into a senior housing complex with 230 units and future commercial sites. This development is scheduled to be complete by spring 2023.

Anoka County and Lino Lakes have determined that this development in the NW quadrant will require improvements to both project roadways. Anoka County, Ramsey County, and representatives from the cities of Shoreview and Lino Lakes have met and discussed the development, along with the existing operations of Hodgson Rd and County Rd J/Ash St. The agencies agree that a collaborative analysis and project approach is in the best interest of the communities and traveling public.

This project will redesign the project intersection to improve both the safety and mobility for all road users. The project will convert the existing signalized intersection at Hodgson Rd and County Rd J/Ash St to a single lane roundabout. The project will also address the existing skew of

Hodgson Rd at the intersection. Both roadways are functionally classified as A-Minor Arterial Expanders.

The project includes the reconstruction of Hodgson Rd from Emil St to Rohavic Ln and County Rd J/Ash St from Grotto St to Ware Rd. Turn lanes will be added into the new development in the NW quadrant. A trail will be added to the NW quadrant which will connect to the trail along the south side of County Rd J/Ash St. All pedestrian accommodations at and near the intersection will be ADA-compliant. Lighting and stormwater drainage improvements are also included as part of the project.

(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 49 (HODGSON RD) AT CSAH 32/CSAH 1 (COUNTY RD J/ASH ST) IN LINO LAKES/SHOREVIEW; REPLACE SIGNAL WITH ROUNDABOUT, ROADWAY RECONSTRUCTION, CURB AND GUTTER, STORM SEWER, TURN LANES, SHARED USE PATH, 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) 1.1

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 $3,239,106.00

Match Amount $809,777.00

Minimum of 20% of project total

Project Total $4,048,883.00

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 Local

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: 2023, 2024, 2025

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

Project Information: Roadway Projects

County, City, or Lead Agency Anoka County

Functional Class of Road A-Minor Arterial Expander

Road System CSAH

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 49

i.e., 53 for CSAH 53

Name of Road Hodgson Road

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55014

(Approximate) Begin Construction Date 03/02/2026

(Approximate) End Construction Date 11/30/2026

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

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At Anoka/Ramsey CSAH 49 (Hodgson Rd) at Anoka CSAH 32

Miles of Sidewalk (nearest 0.1 miles) 0

Miles of Trail (nearest 0.1 miles) 0

Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 0

Primary Types of Work GRADE, AGG BASE, BIT SURF, CONCRETE PAVEMENT, SHARED-USE PATH, ROUNDABOUT, STORM SEWER, RAISED MEDIAN, CURB AND GUTTER, LIGHTING

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.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under (Bridge or culvert name):

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, C16 & C17 (pages 2.10, 2.11, 2.17, 2.18, 2.23 & 2.24)

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

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.

Anoka County 2040 Transportation Plan Update (November 2019) - Pages 1, 90, 91, & I-1 (See Attachment)

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

Lino Lakes 2040 Comprehensive Plan - Pages 1-6, 4-14, 4-15, 5-10, 5-12, & 6-24 (See Attachment)

Shoreview 2040 Comprehensive Plan - Pages 35 & 39 (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.

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$220,000.00
Removals (approx. 5% of total cost)	$228,140.00
Roadway (grading, borrow, etc.)	$446,336.00
Roadway (aggregates and paving)	$263,519.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$646,590.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$1,078,441.00
Traffic Control	$30,000.00
Striping	$41,429.00
Signing	$56,220.00
Lighting	$128,000.00

Turf - Erosion & Landscaping	$74,277.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$624,814.00
Other Roadway Elements	$0.00
Totals	**$3,837,766.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$50,000.00
Sidewalk Construction	$145,157.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$15,960.00
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	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$211,117.00**

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	$4,048,883.00
Construction Cost Total	$4,048,883.00
Transit Operating Cost Total	$0.00

Congestion within Project Area:

Free-Flow Travel Speed:	40
The free-flow travel speed is the black number	
Peak Hour Travel Speed:	36
The peak hour travel speed is the red number	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	10.0%
Upload the "Level of Congestion" map:	1649883316586_AnokaCSAH49_LvlOfCongestionMap_April2022.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	CSAH 17 (Lexington Ave)
Adjacent Parallel Corridor Start and End Points:	
Start Point:	County Road I
End Point:	CSAH 23 (Lake Dr)

Free-Flow Travel Speed: 41

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed: 34

The Peak-Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation): 17.07%

Upload the "Level of Congestion" map: 1649883316586_AnokaCSAH49_LvlOfCongestionMap_April2022.pdf

Principal Arterial Intersection Conversion Study:

Proposed at-grade project that reduces delay at a High Priority Intersection:

(70 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(65 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(60 Points)

Not listed as a priority in the study: Yes

(0 Points)

Congestion Management and Safety Plan IV:

Proposed at-grade project that reduces delay at a CMSP opportunity area:

(70 Points)

Not listed as a CMSP priority location: Yes

(0 Points)

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:

Miles: 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: Yes

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 project area has a higher % of residents with low-income than the County average (10% vs 7.1%). The % of residents younger than 17 within the project area is roughly the same as the County average (23% vs 23.7%). The % of residents older than 65 within the project area is roughly the same as the County average (14% vs 14.5%). The % or residents of color (BIPOC) within the project area is less than the County average (12% vs 16.2%). See attached report.

The City of Lino Lakes has been working with a developer on a redevelopment project in the NW quadrant of the project intersection, which is a residential retail node. In late 2022, the vacant asphalt lot will be converted into a senior housing complex with 230 units and future commercial sites. Anoka County and the City have determined that this development will require improvements to both roadways.

Response:

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity for the CSAH 49/Ash Street Roundabout 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, 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.

The project partners also hosted a public open house meeting on March 1, 2022, at the Shoreview Community Center from 5pm to 7pm. The purpose of the meeting was to seek input on the conceptual

design options. Those unable to attend the meeting were given an equal opportunity to review the concept designs and project details through the project website. This process of engaging the public helped develop the purpose and need for the project as well as for refining the design.

For residents and businesses adjacent to the project, our design and environmental impact team met with them early in the process and provided them a project folder containing information on the project as well as information for their own use (e.g., plats, ROW limits). Additional outreach efforts include the use of social media, newsletters, local cable access TV stations and variable message boards to alert the public of upcoming meetings. Finally, our website contains links for people to contact us for general information or requests, project specifics and even grievances. All of these efforts are put forth to ensure a successful project in the eyes of the community.

(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. There is currently a trail on the south side of CR J and on the west side of Hodgson Rd, south of CR J in Ramsey County. The intersection currently provides marked crosswalks across each leg of the intersection. The project benefits equity populations through safety improvements and by implementing enhanced multimodal features, on which these populations heavily rely. The project will also provide a new connection to the existing trail along the south side of CR J between Grotto St N and St. Albans St N. Providing these new multi-modal facilities and connections will improve the safety for all users as well as promoting public health by facilitating bike/ped travel connections. The County's practice of constructing non-motorized connections on reconstructed roadways has its origins in active community engagement with all populations.

County Rd J/Ash St, a RBTN Tier 2 corridor, provides important connections to regional job concentrations and regional transit system. Upon project completion, non-motorized users will be able to make seamless connections between regional and local destinations. The project area is nearby several regional destinations (

The new roundabout will improve the overall safety of the intersection by addressing the existing skew of the intersection, reducing the crash risk exposure and calming travel speeds. The proposed single-lane roundabout is a simpler and safer design for peds/cyclists to navigate. The roundabout design will ensure that city services, especially those involving emergencies, maintain acceptable response times.

The project does not impose adverse human 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.

(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.

Response:

The number of existing subsidized units within ½ mile of the project as provided on the Socio-Economic Conditions map is 110. 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 ADA-compliant pedestrian ramps and high visibility durable pavement markings to create a safer and more accessible environment for those walking through the area.

In the Lino Lakes Comprehensive Plan, the Hodgson and Ash intersection area is identified as a mixed-use area guided for high density development, including affordable housing for up to 330 new housing units. Improving non-motorized or multimodal access for these new residents as well as the existing population living in the 110 subsidized housing units will improve access to destinations such as jobs, school, and healthcare.

(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):	
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	Yes
Upload the Socio-Economic Conditions map used for this measure.	1649883629153_AnokaCSAH49_SocioEconomicMap_April2022.pdf

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
34.3	11.8	22.5	1748	1748	39330.0	39330.0	Not Applicable	1649884260268_AnokaCSAH49_SynchroReport_April2022.pdf
						39330		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	39330.0
Total Peak Hour Delay Reduced	39330.0

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):
3.96	3.16	0.8
4	**3**	**1**

Total

Total Emissions Reduced:	0.8
Upload Synchro Report	1649884467587_AnokaCSAH49_SynchroReport_April2022.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: Benefit of Crash Reduction

Crash Modification Factor Used:

CMF 224 - Convert Signalized Intersection to Modern Roundabout (All Crashes)

CMF 226 - Convert Signalized Intersection to Modern Roundabout (Sev A, B, C Crashes)

CMF 2338 - Install TWLTL (Two-Way Left Turn Lane) on Two-Lane Road

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:	Crash Modification Factors 224 and 226 were used since the existing signalized intersection is being converted to a single-lane roundabout. Crash Modification Factor 2338 was also used since County Road J on both sides of CSAH 49 (Hodson Rd) will be converted from a 2-lane roadway to a 3-lane roadway with a two-way left-turn lane within the project area.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$2,772,722.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	9
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	5
Worksheet Attachment	1649884697614_AnokaCSAH49_BCworksheet_April2022.pdf

Upload Crash Modification Factors and B/C Worksheet in PDF form.

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:

This improvement is completely consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan, as well as NCHRP Report 926. The conversion of the signalized intersection to a single-lane roundabout at the intersection of CR J/Ash St and CSAH 49 (Hodgson Rd) introduces several safety improvements for pedestrians. A trail will be added to the northwest quadrant, which will connect to the improved trail on the south side of CR J/Ash St. All pedestrian accommodations within the project limits and at the intersection will be ADA-compliant and will provide safe and comfortable connections to the trails. The single-lane roundabout will also include splitter and center islands that will provide pedestrian refuge areas. The roundabout will provide enhanced signing and striping to call attention to the pedestrian crossing locations (e.g., high-visibility crosswalk markings, yield signs, and pedestrian crossing sign assemblies). The proposed roundabout will serve as a traffic calming measure to enhance the safety for all travel modes, including pedestrians. As vehicles reduce their speeds entering the roundabout, driver visibility of pedestrians and bicyclists will improve.

Roundabouts provide significant safety improvements, especially for severe crash types. The historical rear end, right angle, and head on crashes are predicted to be reduced with the replacement of the roundabout. According to Minnesota?s Best Practices for Pedestrian and Bicycle Safety, Minnesota-based research has found that roundabouts provide approximately 60% Crash Reduction Factor for pedestrian crashes after a conversion from a traditional four-legged intersection. Additionally, studies have also shown that vehicles in a single-lane roundabout have higher rates of yielding to pedestrians than seen in multi-lane roundabouts. Therefore, the roundabout design will address the safety needs of pedestrians

and is well matched to the context of the intersecting streets, as the area continues to develop and close the gaps in pedestrian and bicycle networks.

(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:

Yes, the distance between signalized intersections is increasing. However, this is because the single-lane roundabout is replacing the existing signal at the intersection of CR J/Ash St and CSAH 49 (Hodgson Rd). Safe pedestrian crossing activity will still be prioritized at the roundabout-controlled intersection through high-visibility crosswalks, ADA-compliant curb ramps, center splitter islands for two-stage crossing activity, and enhanced signing to alert drivers of pedestrian/bicycle presence.

The roundabout will also reduce and manage speeds at the intersection, improving the safety and comfort of pedestrians crossing through the intersection. The net result of this improvement will be an improvement for pedestrians.

(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:

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

Response:

(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:

Mid-block crossings are restricted by the raised splitter islands between Woodridge Ln and Kent St on CR J/Ash St and between the BP Gas Station driveway (250' south of the intersection) and approximately 500' north of the intersection. These extended raised splitter islands/center medians are necessary for enhanced access management as well as traffic calming. Pedestrian crossing needs are supported by the enhanced crossing elements at the roundabout, including the ADA-compliant curb ramps, two-stage crossings, high-visibility crosswalk markings, and signing. Pedestrian visibility is also improved at the roundabout due to the slower travel speeds and improved intersection skew. Lighting improvements are also included in the design to better illuminate the roundabout intersection for all times of the day and night.

Mid-block crossing activity is not encouraged on either roadway due to the higher volume and travel speeds creating complex conditions for pedestrians to cross without being at a controlled intersection.

(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 conversion from a traditional signalized intersection to a roundabout will inherently reduce and manage speeds at the intersection compared to the existing side-street stop-controlled intersection. The roundabout will incorporate horizontal curves and other geometric design standards to compel vehicles to decelerate safely when entering and circulating the roundabout. The extended raised splitter islands will visually narrow the approach lanes and further manage the vehicle speeds while also managing turning movements at the adjacent driveways. Traffic control devices such as signing and marking will be included on each approach to provide additional information to inform drivers of pedestrian/bicycle presence and encourage drivers to maneuver the roundabout at a comfortable and safe speed.

The concrete truck apron is a key component of the roundabout design and is located between the central raised island and the primary roadway. The truck apron will enable semi-trailers and other large vehicles to circulate the roundabout at a safe and comfortable speed.

Not only does the proposed single-lane roundabout design reduce and manage vehicular speeds, but it will also provide a simpler and more efficient intersection control option for all users, including pedestrians and bicyclists.

The design incorporates access management features such as a ¾ access intersection at St. Albans Street N, right-in/right-out intersections, and two-way left-turn lanes (TWLTL) west of Woodridge Ln and east of Kent St within the project limits. Restricting turning maneuvers through medians and median openings is a proven safety improvement since the design reduces the number of conflict points. In addition to significant safety

improvements, these elements will enhance mobility and capacity along the corridor since left-turning traffic is taken out of the through lane. These access management strategies along with the TWLTL are expected to reduce overall corridor travel time and reduce vehicle speeds, making the road safer for all users, including non-motorized traffic.

(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 speed limit will remain unchanged at 50 MPH on CSAH 49 (Hodgson Rd) and 35 MPH on CR J/Ash St.

(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:

The project intersection is a residential retail node that is currently undergoing redevelopment of the NW quadrant of the intersection, converting the property from a vacant asphalt lot to a senior housing complex with 230 units and future commercial sites. Existing destinations within the project area include gas stations, car dealerships, businesses, and religious institutions.

(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:

Approximately 0.25 miles from the project intersection is Bucher Park. A City of Shoreview facility with baseball fields, tennis courts, soccer fields, hockey rinks, picnic shelters, walking trails and a playground. An existing multi-use trail on the south side of CR J/ Ash St. provides direct access to the park from the project intersection. Planned improvements to pedestrian facilities and trail expansions will not only benefit existing residents and businesses but will provide park access to the 230 new senior units being constructed at the NW quadrant of the intersection. Just beyond the project area are additional pedestrian generators including Baldwin Lake (0.75 miles), Turtle Lake (1 mile), and Rice Lake Elementary School (1.25 miles).

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The conversion of the signalized intersection to a single-lane roundabout at the intersection of CR J/Ash St and CSAH 49 (Hodgson Rd) introduces several safety improvements for pedestrians. A trail will be added to the northwest quadrant, which will connect to the improved trail on the south side of CR J/Ash St. It is important to note that CR J/Ash St is identified as a RBTN Tier 2 corridor. Addressing the existing ADA deficiencies located on CSAH 32 will provide safe and comfortable connections to the trails. The single-lane roundabout will also include splitter and center islands that will provide pedestrian refuge areas. The roundabout will provide enhanced signing and striping to call attention to the pedestrian crossing locations (e.g., high-visibility crosswalk markings, yield signs, and pedestrian crossing sign assemblies). The proposed roundabout will serve as a traffic calming measure to enhance the safety for all travel modes, including pedestrians. As vehicles reduce their speeds entering the roundabout, driver visibility of pedestrians and bicyclists will improve.

Roundabouts provide significant safety improvements, especially for severe crash types. The historical rear end, right angle, and head on crashes are predicted to be reduced with the replacement of the roundabout. According to Minnesota's Best Practices for Pedestrian and Bicycle Safety, Minnesota-based research has found that roundabouts provide approximately 60% Crash Reduction Factor for pedestrian crashes after a conversion from a traditional four-legged intersection. Additionally, studies have also shown that vehicles in a single-lane roundabout have higher rates of yielding to pedestrians than seen in multi-lane roundabouts. Therefore, the roundabout design is expected to address the safety needs of people crossing the street, especially as the area continues to develop and close the gaps in

pedestrian and bicycle networks.

The project is located within Transit Market Area IV, which has a lower concentration of population and employment and a higher rate of auto ownership. Publicly-provided, demand response service (e.g., dial-a-ride) is provided throughout Anoka County.

(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.

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity (Virtual Open House) for the CSAH 49/CSAH 32 Roundabout Project from March 24 - April 8, 2022. The website and open house were advertised through press releases, social media, and targeted posting of notices within or near the project area. The virtual open house 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, which also collected demographic info including Race, Age, and Income-level. As of April 8th, over 300 people have visited the site to view the project and offer feedback.

Response:

Residents were also invited to a public open house meeting on March 1, 2022, at the Shoreview Community Center from 5-7pm. The meeting was advertised ahead of time through direct mailings to property owners and occupants, changeable message sign, press releases, social media, and through the four project agency websites (2 Counties & 2 Cities). Over 110 people attended the Open House, with the majority of the received comments being supportive of the roundabout design over a signal or no-improvement. For all open house attendees, whether they were in favor of a roundabout, a signal light intersection or did not have a strong preference, the topic of most concern and questions was how to make the new intersection safe and accessible for pedestrians while arriving at the best traffic flow patterns.

www.anokacounty.us/4155/CSAH49-CSAH-32---CRJ-Ash-St

https://csah49atcsah32-wsbeng.hub.arcgis.com/

The project was also 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 update included meetings with Lino Lakes staff (see the City's input on this project in attachment), a public meeting, and a public hearing. These meetings introduced the planning effort, the purpose and goals of the Plan, and the results of the technical analyses completed as part of the process. A webpage devoted to the Plan was developed and updated periodically, which provided the opportunity to comment on the Plan. The County also circulated a draft of the plan for review and comment by partnering agencies. All meeting notices were published in the Anoka County Union Herald and posted on the County's website.

(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.

Yes

100%

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	1649885581393_AnokaCSAH49_ConceptLayout_April2022.pdf
Please upload attachment in PDF form.	
Additional Attachments	1649885581382_AnokaCSAH49_LinoLakesSupportLtr_April2022.pdf
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	Yes

50%

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

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

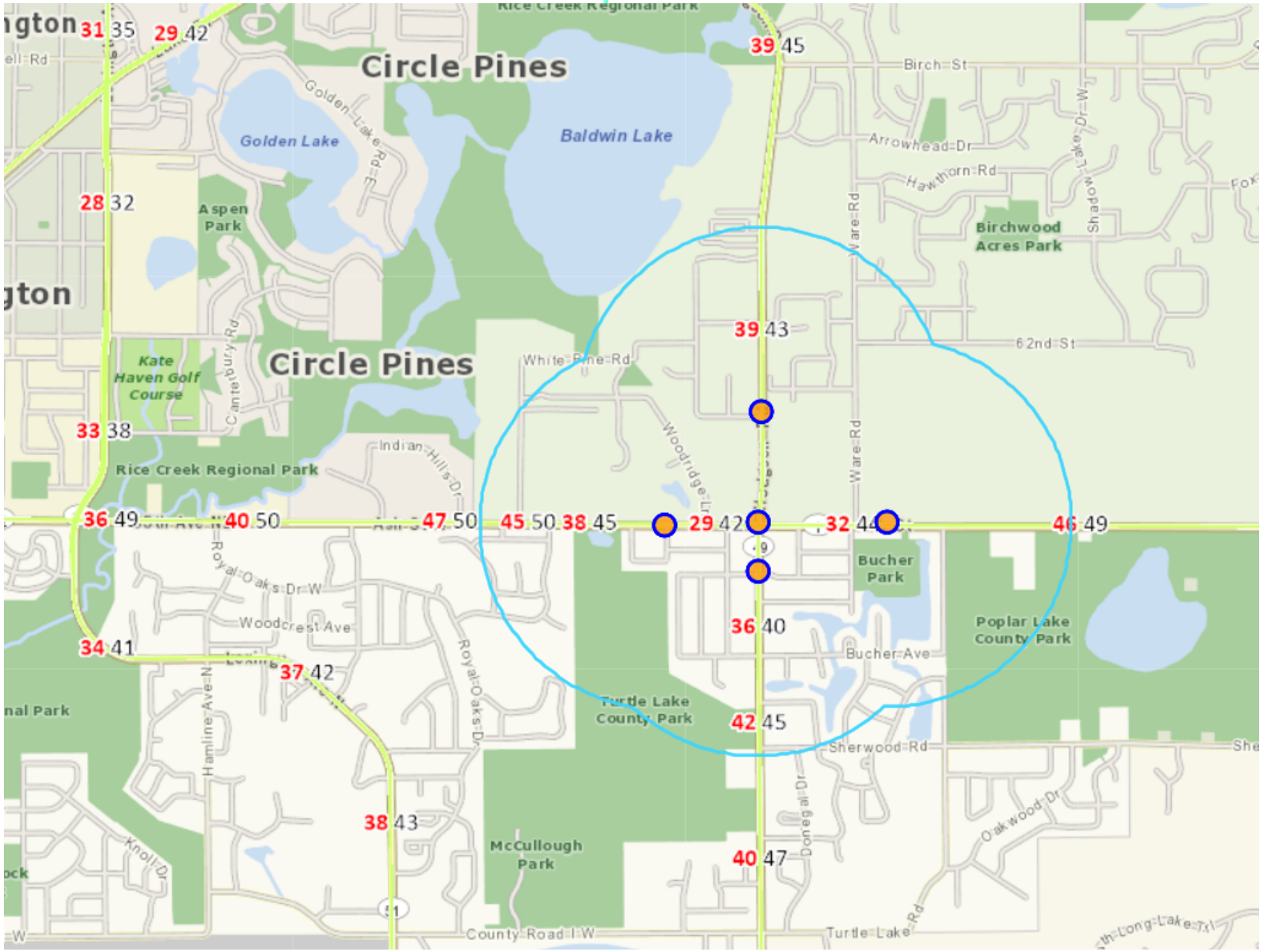
Total Project Cost (entered in Project Cost Form):	$4,048,883.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$4,048,883.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
AnokaCSAH49_1PgProjectSumm_April2022.pdf	One-Page Project Summary	308 KB
AnokaCSAH49_ACHD2040TransportationPlanUpdateExcerpt_April2022.pdf	Anoka County 2040 Transportation Plan Update Excerpt	825 KB
AnokaCSAH49_ACHDTransitionPlanExcerpt_April2022.pdf	Anoka County Highway System ADA Transition Plan Excerpt	3.3 MB
AnokaCSAH49_AnokaCoResolution_April2022.pdf	Anoka County Resolution	409 KB
AnokaCSAH49_EJSCREEN2015-2019ACSSummaryReport_April2022.pdf	EJSCREEN ACS Summary Report	1.4 MB
AnokaCSAH49_EquityDestinationsMap_April2022.pdf	Equity Destinations Map	1.3 MB
AnokaCSAH49_ExistingPhotos_April2022.pdf	Existing Photos	388 KB
AnokaCSAH49_LinoLakes2040CompPlanExcerpt_April2022.pdf	Lino Lakes 2040 Comprehensive Plan Excerpt	2.1 MB
AnokaCSAH49_RamseyCountySupportLtr_April2022.pdf	Ramsey County Project Support Letter	171 KB
AnokaCSAH49_Shoreview2040CompPlanExcerpt_April2022.pdf	Shoreview 2040 Comprehensive Plan Excerpt	2.9 MB
AnokaCSAH49_ShoreviewSupportLtr_April2022.pdf	City of Shoreview Project Support Letter	311 KB
AnokaCSAH49_WebEngSumm_April2022.pdf	Website Engagement Project Summary	657 KB

Level of Congestion

Roadway Spot Mobility & Safety Project: CSAH 49 at CR J/CSAH 32 - Spot Mobility Improvement | Map ID: 1646962482931



Project Points
A Minor Arterials
A Minor Arterials Planned
Principal Arterials
Principal Arterials Planned

0 0.175 0.35 0.7 1.05 1.4 Miles

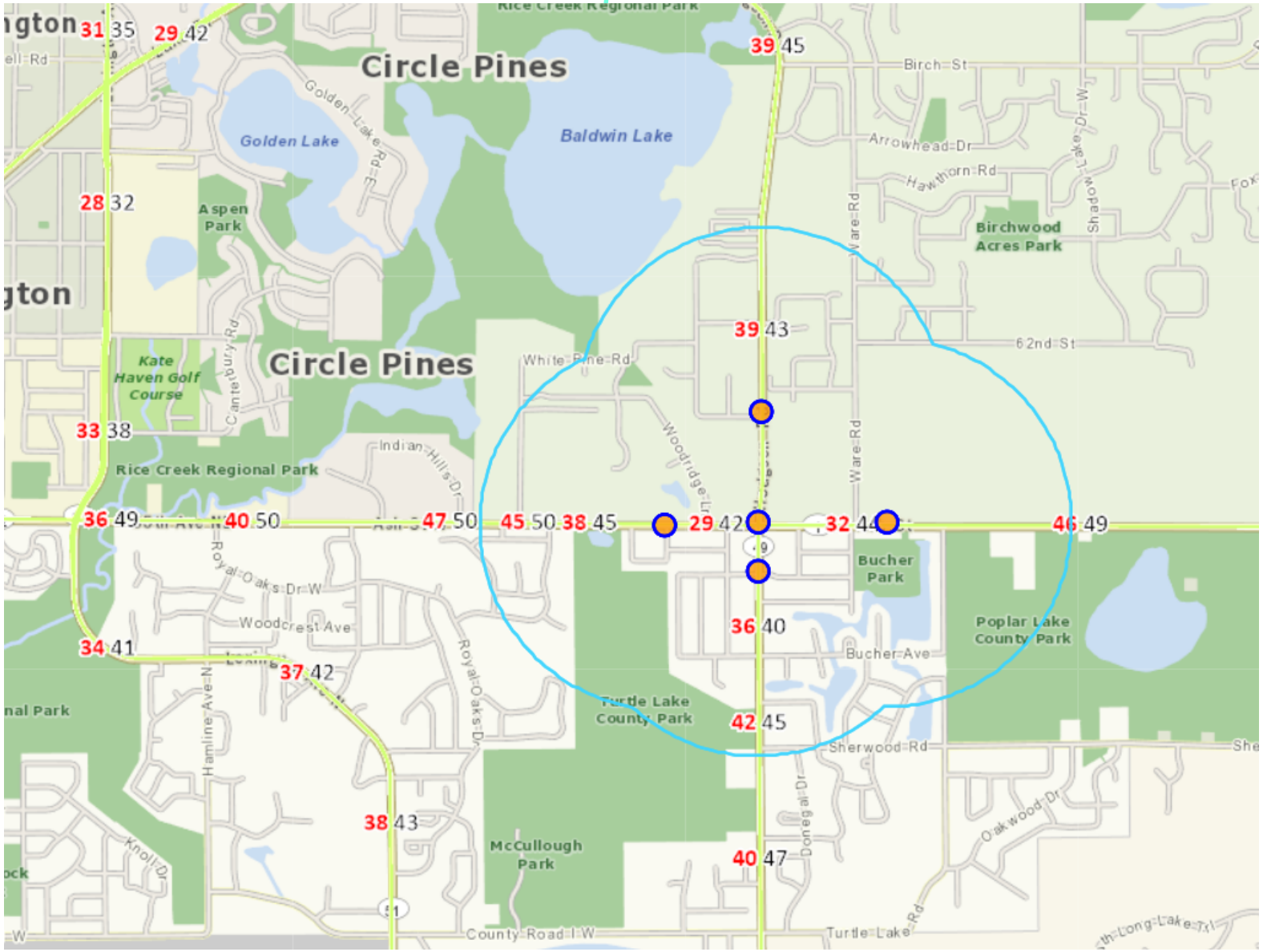
Created: 3/10/2022
LandscapeRSA1

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

METROPOLITAN COUNCIL

Level of Congestion

Roadway Spot Mobility & Safety Project: CSAH 49 at CR J/CSAH 32 - Spot Mobility Improvement | Map ID: 1646962482931



Project Points
A Minor Arterials
A Minor Arterials Planned
Principal Arterials
Principal Arterials Planned

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 3/10/2022
LandscapeRSA1

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

METROPOLITAN COUNCIL

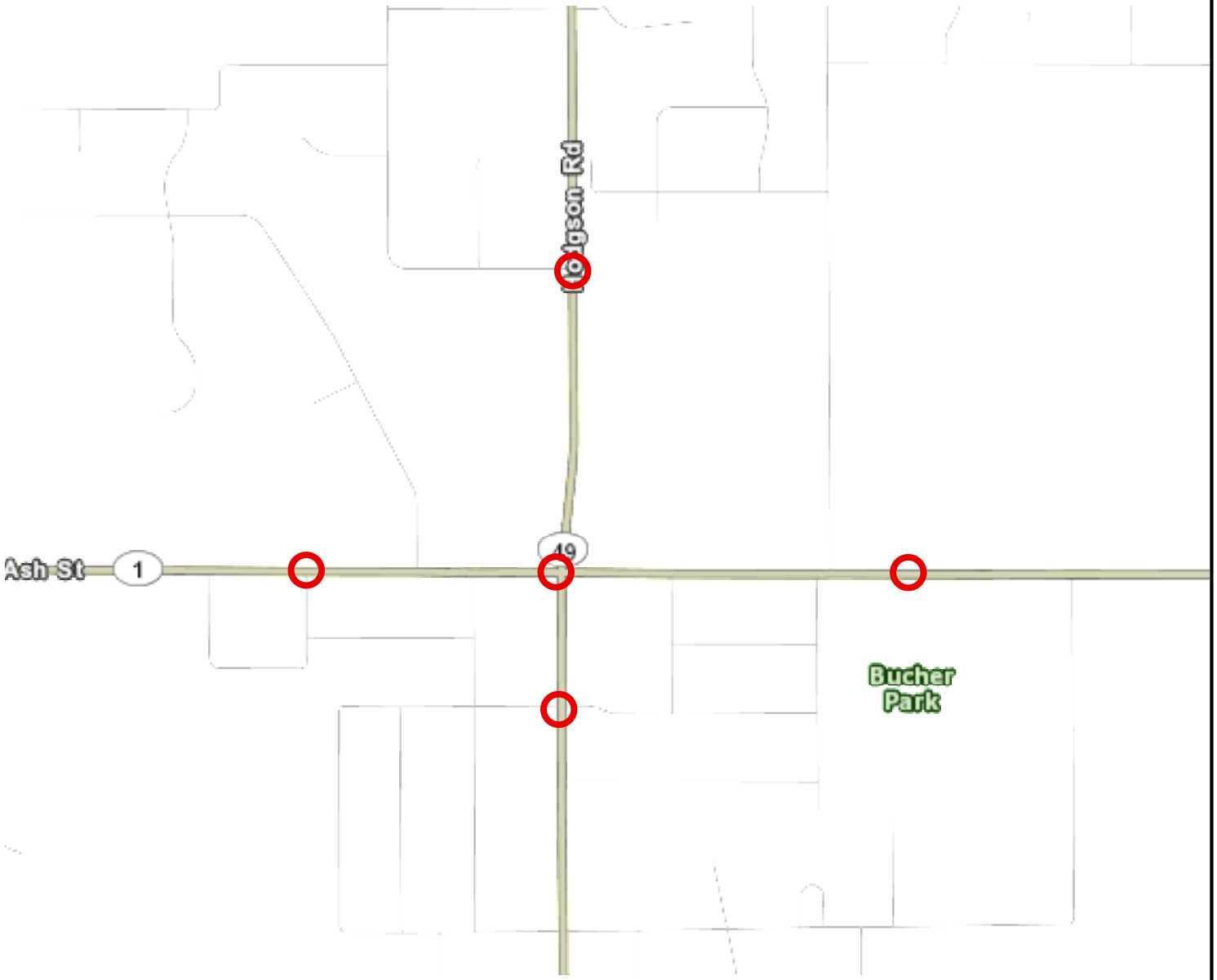
Socio-Economic Conditions

Roadway Spot Mobility & Safety Project: CSAH 49 at CR J/CSAH 32 - Spot Mobility Improvement | Map ID: 1646962482931

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 110

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



Points

Area of Concentrated Poverty

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 3/10/2022
LandscapeRSA2

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

METROPOLITAN COUNCIL

CSAH 49/CR J Spot Mobility Project
Existing vs. Build Analysis - CSAH 49 (Hodgson Rd) at CR J (Ash St)

Existing Conditions

Intersection #	NB	SB	EB	WB	Total
Volumes (vph)	543	307	550	348	1748
Delay (sec/veh)	43.7	28.5	32.5	27.6	34.3
Total Delay (seconds)	23729	8750	17875	9605	59958

Emissions					
CO (kg)	0.97	0.56	0.78	0.47	2.78
NOx (kg)	0.19	0.11	0.15	0.09	0.54
VOC (kg)	0.22	0.13	0.18	0.11	0.64
			Emissions Total		3.96

Proposed Build Conditions

Intersection #	NB	SB	EB	WB	Total
Volumes (vph)	543	307	550	348	1748
Delay (sec/veh)	11.2	9.0	12.5	14.0	11.8
Total Delay (seconds)	6082	2763	6875	4872	20592

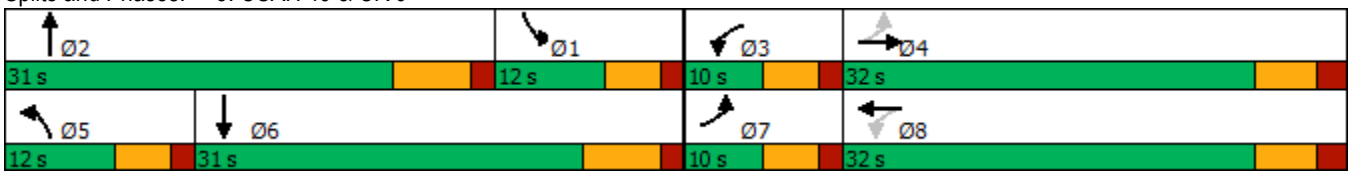
Emissions					
CO (kg)	0.74	0.53	0.58	0.37	2.22
NOx (kg)	0.14	0.10	0.11	0.07	0.42
VOC (kg)	0.17	0.12	0.14	0.09	0.52
			Emissions Total		3.16

Delay Reduction (seconds)	39367
Emissions Reduction (kg)	0.80

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	301	85	68	221	59	129	301	113	46	178	84
Future Volume (vph)	165	301	85	68	221	59	129	301	113	46	178	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	190		0	250		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			120			150		
Satd. Flow (prot)	1770	1801	0	1770	1803	0	1770	1786	0	1770	1773	0
Flt Permitted	0.392			0.267			0.950			0.950		
Satd. Flow (perm)	730	1801	0	497	1803	0	1770	1786	0	1770	1773	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			16			22			28	
Link Speed (mph)		35			35			45			55	
Link Distance (ft)		1064			1084			1094			995	
Travel Time (s)		20.7			21.1			16.6			12.3	
Lane Group Flow (vph)	179	419	0	74	304	0	140	450	0	50	284	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Total Split (s)	10.0	32.0		10.0	32.0		12.0	31.0		12.0	31.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.5		5.0	6.5	
Act Effct Green (s)	27.9	23.0		26.7	20.6		7.1	28.2		7.1	22.7	
Actuated g/C Ratio	0.36	0.29		0.34	0.26		0.09	0.36		0.09	0.29	
v/c Ratio	0.55	0.77		0.29	0.63		0.88	0.68		0.31	0.53	
Control Delay	23.8	36.2		17.6	30.0		86.0	30.5		41.8	26.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.8	36.2		17.6	30.0		86.0	30.5		41.8	26.1	
LOS	C	D		B	C		F	C		D	C	
Approach Delay		32.5			27.6			43.7			28.5	
Approach LOS		C			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 78.2			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 34.3		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: CSAH 49 & CR J



3: CSAH 49 & CR J

Direction	EB	WB	NB	SB	All
Future Volume (vph)	550	348	543	307	1748
Total Delay / Veh (s/v)	32	28	44	28	34
CO Emissions (kg)	0.78	0.46	0.97	0.56	2.78
NOx Emissions (kg)	0.15	0.09	0.19	0.11	0.54
VOC Emissions (kg)	0.18	0.11	0.22	0.13	0.64

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	598	378	590	334
Demand Flow Rate, veh/h	611	385	602	341
Vehicles Circulating, veh/h	323	660	568	463
Vehicles Exiting, veh/h	481	510	366	582
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.5	14.0	11.2	9.0
Approach LOS	B	B	B	A

Lane	Left	Left	Left	Right	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT	R	LTR
RT Channelized					
Lane Util	1.000	1.000	0.792	0.208	1.000
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.976	4.544	4.544	4.976
Entry Flow, veh/h	611	385	477	125	341
Cap Entry Lane, veh/h	993	704	847	847	861
Entry HV Adj Factor	0.979	0.982	0.980	0.984	0.980
Flow Entry, veh/h	598	378	467	123	334
Cap Entry, veh/h	972	691	830	833	843
V/C Ratio	0.616	0.547	0.563	0.148	0.396
Control Delay, s/veh	12.5	14.0	12.6	5.8	9.0
LOS	B	B	B	A	A
95th %tile Queue, veh	4	3	4	1	2

3: CSAH 49 & CR J

Direction	EB	WB	NB	SB	All
Future Volume (vph)	550	348	543	307	1748
Total Delay / Veh (s/v)	0	0	0	0	0
CO Emissions (kg)	0.58	0.37	0.74	0.53	2.23
NOx Emissions (kg)	0.11	0.07	0.14	0.10	0.43
VOC Emissions (kg)	0.14	0.09	0.17	0.12	0.52

CSAH 49/CR J Spot Mobility Project
Existing vs. Build Analysis - CSAH 49 (Hodgson Rd) at CR J (Ash St)

Existing Conditions

Intersection #	NB	SB	EB	WB	Total
Volumes (vph)	543	307	550	348	1748
Delay (sec/veh)	43.7	28.5	32.5	27.6	34.3
Total Delay (seconds)	23729	8750	17875	9605	59958

Emissions					
CO (kg)	0.97	0.56	0.78	0.47	2.78
NOx (kg)	0.19	0.11	0.15	0.09	0.54
VOC (kg)	0.22	0.13	0.18	0.11	0.64
			Emissions Total		3.96

Proposed Build Conditions

Intersection #	NB	SB	EB	WB	Total
Volumes (vph)	543	307	550	348	1748
Delay (sec/veh)	11.2	9.0	12.5	14.0	11.8
Total Delay (seconds)	6082	2763	6875	4872	20592

Emissions					
CO (kg)	0.74	0.53	0.58	0.37	2.22
NOx (kg)	0.14	0.10	0.11	0.07	0.42
VOC (kg)	0.17	0.12	0.14	0.09	0.52
			Emissions Total		3.16

Delay Reduction (seconds)	39367
Emissions Reduction (kg)	0.80

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	301	85	68	221	59	129	301	113	46	178	84
Future Volume (vph)	165	301	85	68	221	59	129	301	113	46	178	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	190		0	250		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			120			150		
Satd. Flow (prot)	1770	1801	0	1770	1803	0	1770	1786	0	1770	1773	0
Flt Permitted	0.392			0.267			0.950			0.950		
Satd. Flow (perm)	730	1801	0	497	1803	0	1770	1786	0	1770	1773	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			16			22			28	
Link Speed (mph)		35			35			45			55	
Link Distance (ft)		1064			1084			1094			995	
Travel Time (s)		20.7			21.1			16.6			12.3	
Lane Group Flow (vph)	179	419	0	74	304	0	140	450	0	50	284	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
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Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.5		5.0	6.5	
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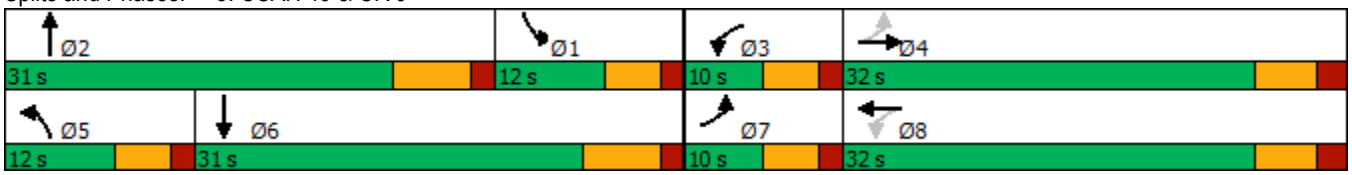
v/c Ratio	0.55	0.77		0.29	0.63		0.88	0.68		0.31	0.53	
Control Delay	23.8	36.2		17.6	30.0		86.0	30.5		41.8	26.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.8	36.2		17.6	30.0		86.0	30.5		41.8	26.1	
LOS	C	D		B	C		F	C		D	C	
Approach Delay		32.5			27.6			43.7			28.5	
Approach LOS		C			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 78.2			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 34.3		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: CSAH 49 & CR J



3: CSAH 49 & CR J

Direction	EB	WB	NB	SB	All
Future Volume (vph)	550	348	543	307	1748
Total Delay / Veh (s/v)	32	28	44	28	34
CO Emissions (kg)	0.78	0.46	0.97	0.56	2.78
NOx Emissions (kg)	0.15	0.09	0.19	0.11	0.54
VOC Emissions (kg)	0.18	0.11	0.22	0.13	0.64

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	598	378	590	334
Demand Flow Rate, veh/h	611	385	602	341
Vehicles Circulating, veh/h	323	660	568	463
Vehicles Exiting, veh/h	481	510	366	582
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.5	14.0	11.2	9.0
Approach LOS	B	B	B	A

Lane	Left	Left	Left	Right	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT	R	LTR
RT Channelized					
Lane Util	1.000	1.000	0.792	0.208	1.000
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.976	4.544	4.544	4.976
Entry Flow, veh/h	611	385	477	125	341
Cap Entry Lane, veh/h	993	704	847	847	861
Entry HV Adj Factor	0.979	0.982	0.980	0.984	0.980
Flow Entry, veh/h	598	378	467	123	334
Cap Entry, veh/h	972	691	830	833	843
V/C Ratio	0.616	0.547	0.563	0.148	0.396
Control Delay, s/veh	12.5	14.0	12.6	5.8	9.0
LOS	B	B	B	A	A
95th %tile Queue, veh	4	3	4	1	2

3: CSAH 49 & CR J

Direction	EB	WB	NB	SB	All
Future Volume (vph)	550	348	543	307	1748
Total Delay / Veh (s/v)	0	0	0	0	0
CO Emissions (kg)	0.58	0.37	0.74	0.53	2.23
NOx Emissions (kg)	0.11	0.07	0.14	0.10	0.43
VOC Emissions (kg)	0.14	0.09	0.17	0.12	0.52

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 49 (Hodgson Rd)	**District**	Metro	**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	CSAH 49 (Hodgson Rd) at CR J (Ash St) Intersection				

B. Project Description

Proposed Work	Convert intersection from a signal to a single-lane roundabout		
Project Cost*	$4,048,883	**Installation Year**	2023
Project Service Life	20 years	**Traffic Growth Factor**	1.2%

** exclude Right of Way from Project Cost* *2040 Anoka County Transportation Plan*

C. Crash Modification Factor

0.00	**Fatal (K) Crashes**	**Reference**	CMF 224 & 226 - signal to modern roundabout
0.22	**Serious Injury (A) Crashes**		
0.22	**Moderate Injury (B) Crashes**	**Crash Type**	Intersection Crashes
0.22	**Possible Injury (C) Crashes**		
0.33	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.686	**Fatal (K) Crashes**	**Reference**	CMF 2338 - Install TWLTL on two-lane road
0.686	**Serious Injury (A) Crashes**		
0.686	**Moderate Injury (B) Crashes**	**Crash Type**	County Road J Segment Crashes
0.686	**Possible Injury (C) Crashes**		
0.686	**Property Damage Only Crashes**		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT2			

Crash Severity	Intersection Crashes	County Road J Segment Crashes
K crashes	0	0
A crashes	0	0
B crashes	2	0
C crashes	0	0
PDO crashes	2	5

F. Benefit-Cost Calculation

$2,772,722	**Benefit (present value)**
$4,048,883	**Cost**

B/C Ratio = 0.69

Proposed project expected to reduce 2 crashes annually, 0 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%	**Revised**
Traffic Growth Rate:	1.2%	**Revised**
Project Service Life:	20 years	**Revised**

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	1.56	0.52	$119,600
C crashes	0.00	0.00	$0
PDO crashes	2.91	0.97	$12,610
			$132,210

H. Amortized Benefit

Year	Crash Benefits	Present Value
2023	$132,210	$132,210
2024	$133,797	$132,866
2025	$135,402	$133,526
2026	$137,027	$134,189
2027	$138,671	$134,855
2028	$140,335	$135,525
2029	$142,019	$136,198
2030	$143,724	$136,874
2031	$145,448	$137,554
2032	$147,194	$138,237
2033	$148,960	$138,923
2034	$150,747	$139,613
2035	$152,556	$140,306
2036	$154,387	$141,003
2037	$156,240	$141,703
2038	$158,115	$142,407
2039	$160,012	$143,114
2040	$161,932	$143,824
2041	$163,875	$144,538
2042	$165,842	$145,256
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $2,772,722

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

CMF / CRF Details

CMF ID: 2338

Install TWLTL (two-way left turn lane) on two lane road

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Roadway

Study: ***Safety Evaluation of Installing Center Two-Way Left-Turn Lanes on Two-Lane Roads*****, Lyon et al., 2008**

Star Quality Rating:	★★★★☆

Crash Modification Factor (CMF)	
Value:	0.686
Adjusted Standard Error:	
Unadjusted Standard Error:	0.057

Crash Reduction Factor (CRF)	
Value:	31.4 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	5.7

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	2
Road Division Type:	Divided by TWLTL
Speed Limit:	
Area Type:	All
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	1991 to 2004
Municipality:	
State:	CA

Country:	
Type of Methodology Used:	2
Sample Size Used:	
Before Sample Size Used:	89
After Sample Size Used:	89

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 224

Convert signalized intersection to modern roundabout

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Intersection geometry

Study: ***NCHRP Report 572: Applying Roundabouts in the United States,*** **Rodegerdts et al., 2007**

Star Quality Rating:	★★★☆☆

Crash Modification Factor (CMF)	
Value:	0.33
Adjusted Standard Error:	0.05
Unadjusted Standard Error:	0.04

Crash Reduction Factor (CRF)	
Value:	67 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	5

Unadjusted Standard Error:	4

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	2
Road Division Type:	
Speed Limit:	
Area Type:	Suburban
Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not Specified
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	

Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	Yes. HSM lists this CMF in **bold** font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name changed to match HSM

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 226

Convert signalized intersection to modern roundabout

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Intersection geometry

Study: ***NCHRP Report 572: Applying Roundabouts in the United States,*** **Rodegerdts et al., 2007**

Star Quality Rating:	★★★☆☆

Crash Modification Factor (CMF)	
Value:	0.22
Adjusted Standard Error:	0.07
Unadjusted Standard Error:	0.06

Crash Reduction Factor (CRF)	
Value:	78 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	7

Unadjusted Standard Error:	6

Applicability

Crash Type:	All
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not Specified
Number of Lanes:	1 or 2
Road Division Type:	
Speed Limit:	
Area Type:	All
Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not Specified
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	

Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	Yes. HSM lists this CMF in **bold** font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name changed to match HSM

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

Crash Case Listing

CR J Segment Crashes

Report Version 1.0
February 2020

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time	Day of Week	Basic Type	Num Veh	Sev
04-CSAH	1	0.834	02	Lino Lakes	00733828	07/12/19	1025	FRI	Rear End	2	N
04-CSAH	1	0.948	02	Lino Lakes	00760820	11/08/19	1138	FRI	Other	2	N
04-CSAH	1	1.118	02	Lino Lakes	00966736	10/12/21	2017	TUE	Angle	2	N
04-CSAH	1	1.204	02	Lino Lakes	00700579	03/28/19	1630	THU	Rear End	2	N
05-MSAS	105	0.007	02	Lino Lakes	00822903	08/01/20	0125	SAT	Rear End	2	N

Selection Filter:

WORK AREA: State - FILTER: Year('2019','2020','2021') - SPATIAL FILTER APPLIED

Analyst:

Justin Anibas

Notes:

Crash Case Listing

CSAH 49/CR J Crashes

Report Version 1.0
February 2020

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time	Day of Week	Basic Type	Num Veh	Sev
04-CSAH	1	0.963	62	Shoreview	00905643	05/14/21	1630	FRI	Rear End	3	N
04-CSAH	1	0.981	62	Shoreview	00809931	05/11/20	1643	MON	Other	3	B
04-CSAH	49	11.908	62	Shoreview	00738763	08/07/19	0956	WED	Head On	2	B
04-CSAH	49	11.917	62	Shoreview	00973349	11/07/21	1724	SUN	Head On	2	N

Selection Filter:

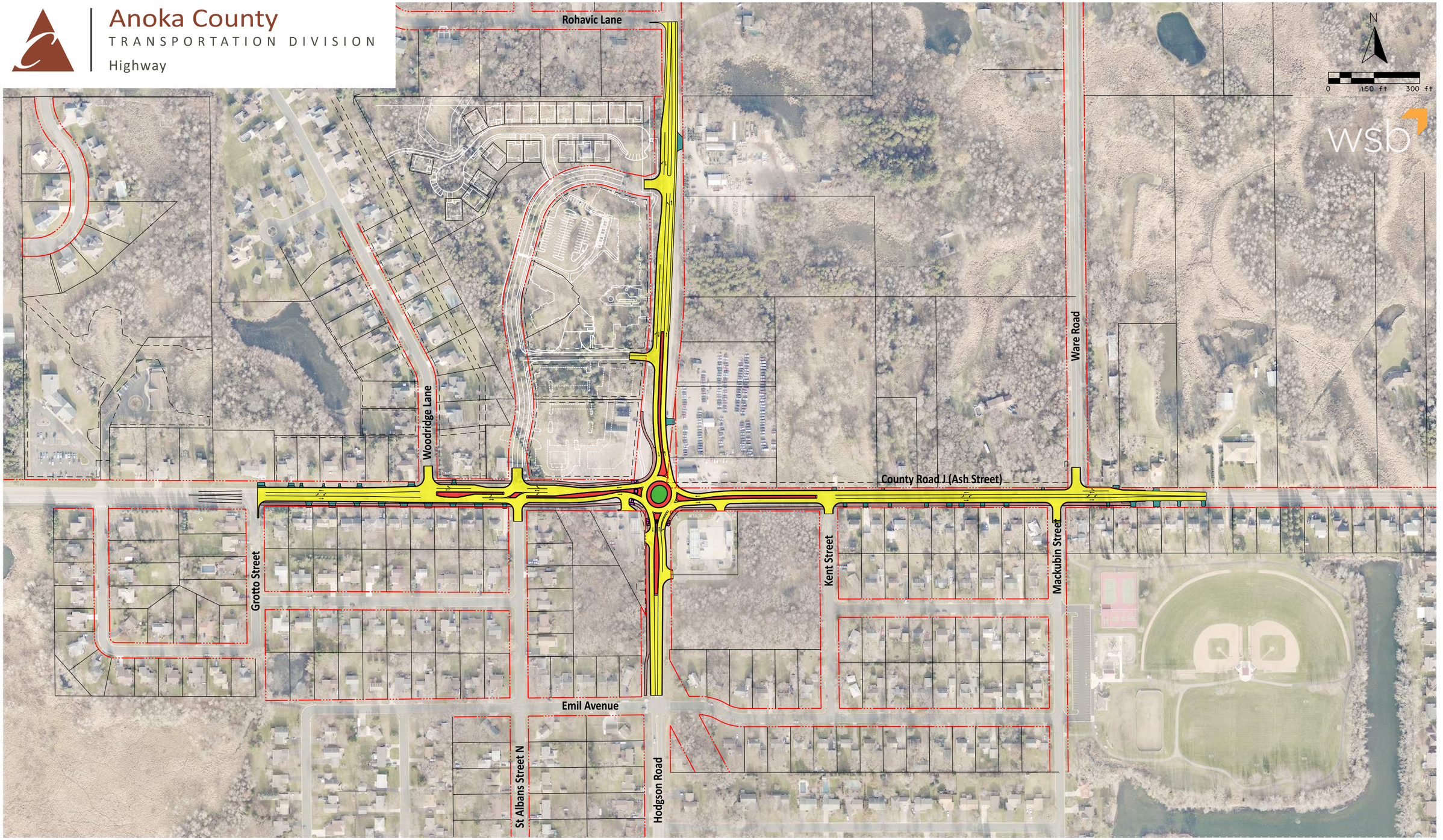
WORK AREA: State - FILTER: Year('2019','2020','2021') - SPATIAL FILTER APPLIED

Analyst:

Justin Anibas

Notes:

Anoka County
TRANSPORTATION DIVISION
Highway



Date: Printed: 2/10/2022
WSB Filename: Invalid expression

County Road J (Ash Street) at Hodgson Road

Anoka County, Minnesota

Project Layout

CITY OF LINO LAKES

March 18, 2022

Mr. Joe MacPherson, P.E.
Transportation Division Manager
1440 Bunker Lake Blvd. NW
Andover, MN 55304

RE: 2022 Met Council Regional Solicitation Grant Application Letter of Support
County Road J and Hodgson Road
Ash Street and Centerville Road

Dear Mr. MacPherson:

The City of Lino Lakes, Minnesota supports the advancement of both the County Road J and Hodgson Road Improvements in Lino Lakes and Shoreview along with the Ash Street and Centerville Road roundabout in Lino Lakes. The City also supports Anoka County's application for federal funding through the 2022 Metropolitan Council Regional Solicitation program for both these projects.

Both project locations see high levels of traffic and frequent delays. The proposed projects will reduce traffic and greatly improve the safety and reliability of their respective corridors.

Sincerely,

Rob Rafferty
Mayor, City of Lino Lakes

600 Town Center Parkway, Lino Lakes, MN 55014
Phone: 651-982-2400 · Fax: 651-982-2499

CSAH 49 at CSAH 32 Spot Mobility Improvement

Anoka County
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Project Name: Anoka/Ramsey CSAH 49 (Hodgson Road) at Anoka CSAH 32/Ramsey CSAH 1 (CR J/Ash Street) Roundabout Project
Project Location: City of Lino Lakes, Anoka County and City of Shoreview, Ramsey County
Geographic Limits: 1.1 Miles, intersection of CSAH 49 at CSAH 32

Applicant: Anoka County Highway Department
Funding Category: Spot Mobility and Safety
Estimated Project Total: $4 Million
Requested Amount: $3.2 Million

Existing Conditions

The intersection at CSAH 49 and CSAH 32 connects two minor arterials (A-Minor Expanders) on the border of Shoreview and Lino Lakes. The residential retail node is currently undergoing redevelopment of the NW quadrant of the intersection, converting the property from a vacant asphalt lot to a senior housing complex with 230 units and future commercial sites. In addition to the new development, the project area has a mix of moderate density residential, businesses, parks and open spaces.

Project Description

The project provides an opportunity to redesign the intersection to improve safety and mobility for all road users and address the existing skew of the CSAH49/CSAH 32 intersection. The project will improve safety for turning movements, improve drainage, and provide safe pedestrian accommodations.

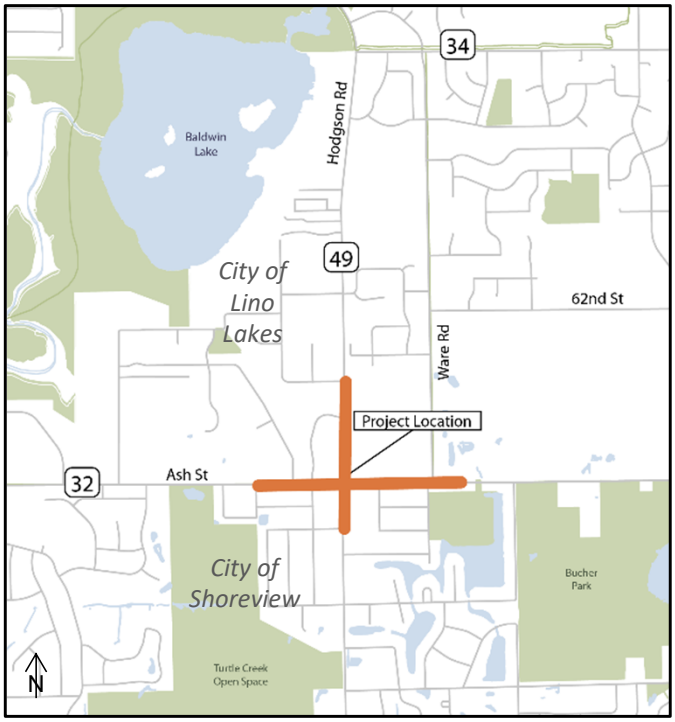
Plans for the roadway project area include a new multi-use trail in the northwest quadrant (from Woodridge Lane to CSAH 49 and north on CSAH 49). The new trail would connect to the existing trail on the south side of CSAH 32 and expand the non-motorized accommodations in the project area.

Issues to be Addressed

- Traffic congestion and delays
- Poor mobility for all roadway users
- Inadequate pedestrian and bicycling options and facilities
- Poor drainage
- Access management

CSAH 49 at CSAH 32 Project Location

City of Lino Lakes, Anoka County
& City of Shoreview, Ramsey County



These facilities will provide better access to local recreational facilities such as Bucher Park (0.25 miles), Baldwin Lake (0.75 miles) and Turtle Lake (1 mile). CSAH 32 and Ware Rd (0.25 miles east of CSAH 49) are part of the North-south RBTN Tier 2 alignment, emphasizing the regional commitment to bicycle access through this area. ADA-compliant pedestrian accommodations at the intersection will also provide better accommodations for people with disabilities.

Proposed Improvements

- New single-lane roundabout at CSAH 49 and CSAH 32
- Paved shoulders leading into roundabout
- New multi-use trail from Woodridge Ln to CSAH 49 and north on CSAH 49 in Lino Lakes
- Expanded trail connections
- ADA-compliant pedestrian accommodations

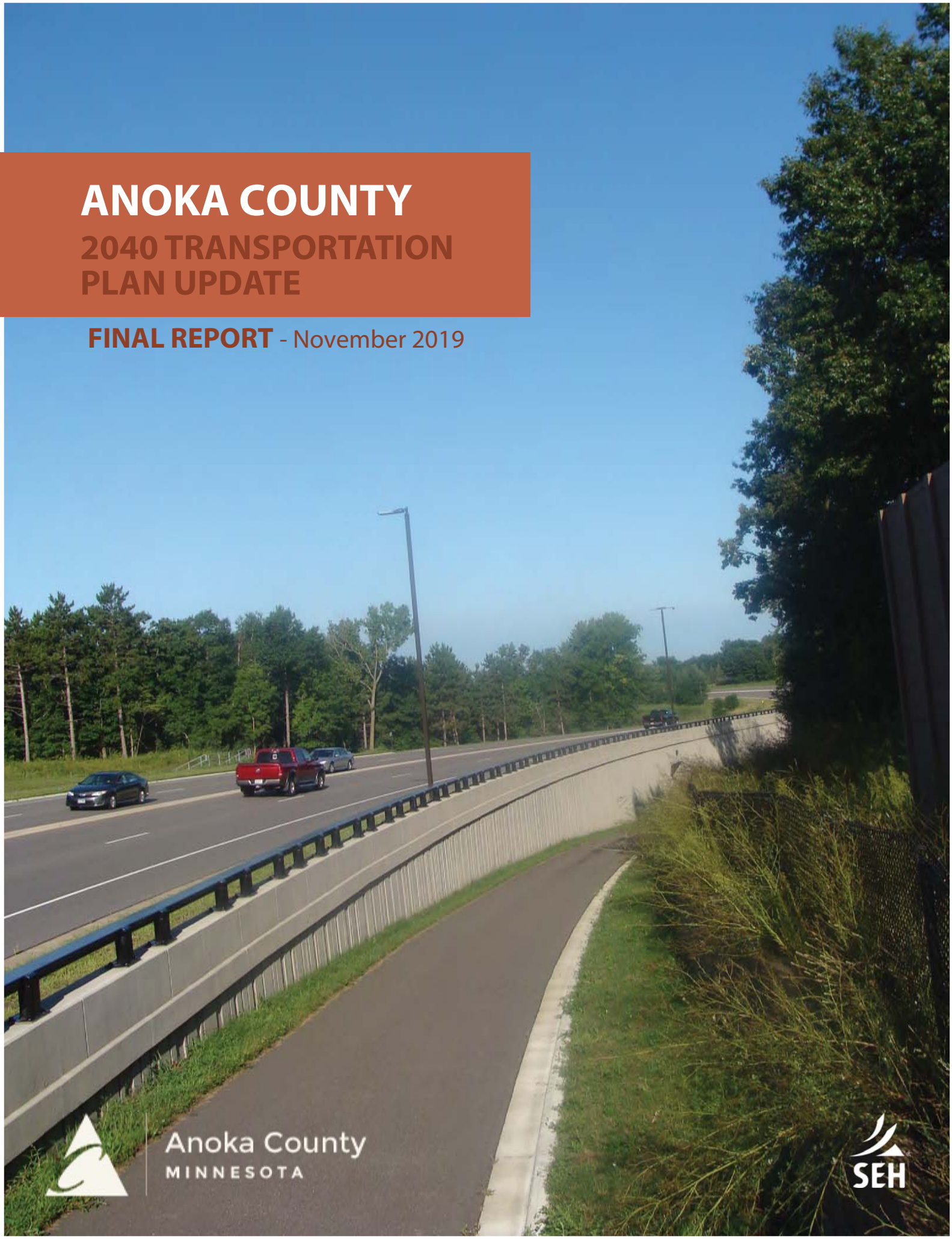
Project Benefits

- Improved safety and mobility
- Improved connectivity
- Improved safety and accessibility for pedestrian and bicyclists

ANOKA COUNTY

2040 TRANSPORTATION PLAN UPDATE

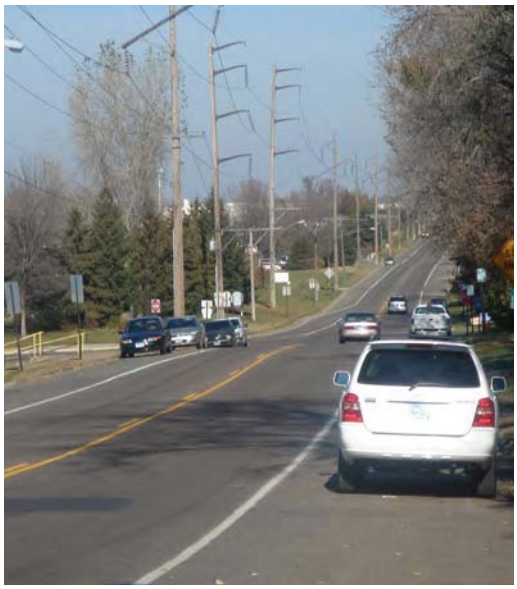
FINAL REPORT - November 2019



Anoka County
MINNESOTA

SEH

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



Roadway in Anoka County (Source: Anoka County)

1.1 PLAN UPDATE PROCESS

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

1.2 RELATIONSHIP TO THE FIVE-YEAR IMPROVEMENT PROGRAM

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

1.3 PARTNERS

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

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

Anoka County'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)

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

Appendix L

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

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

Rate Information:
(1) Lowest classified rate paid by commercial users for comparable space:
$20.00 per column inch

Ad ID 886106

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

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

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

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

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

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

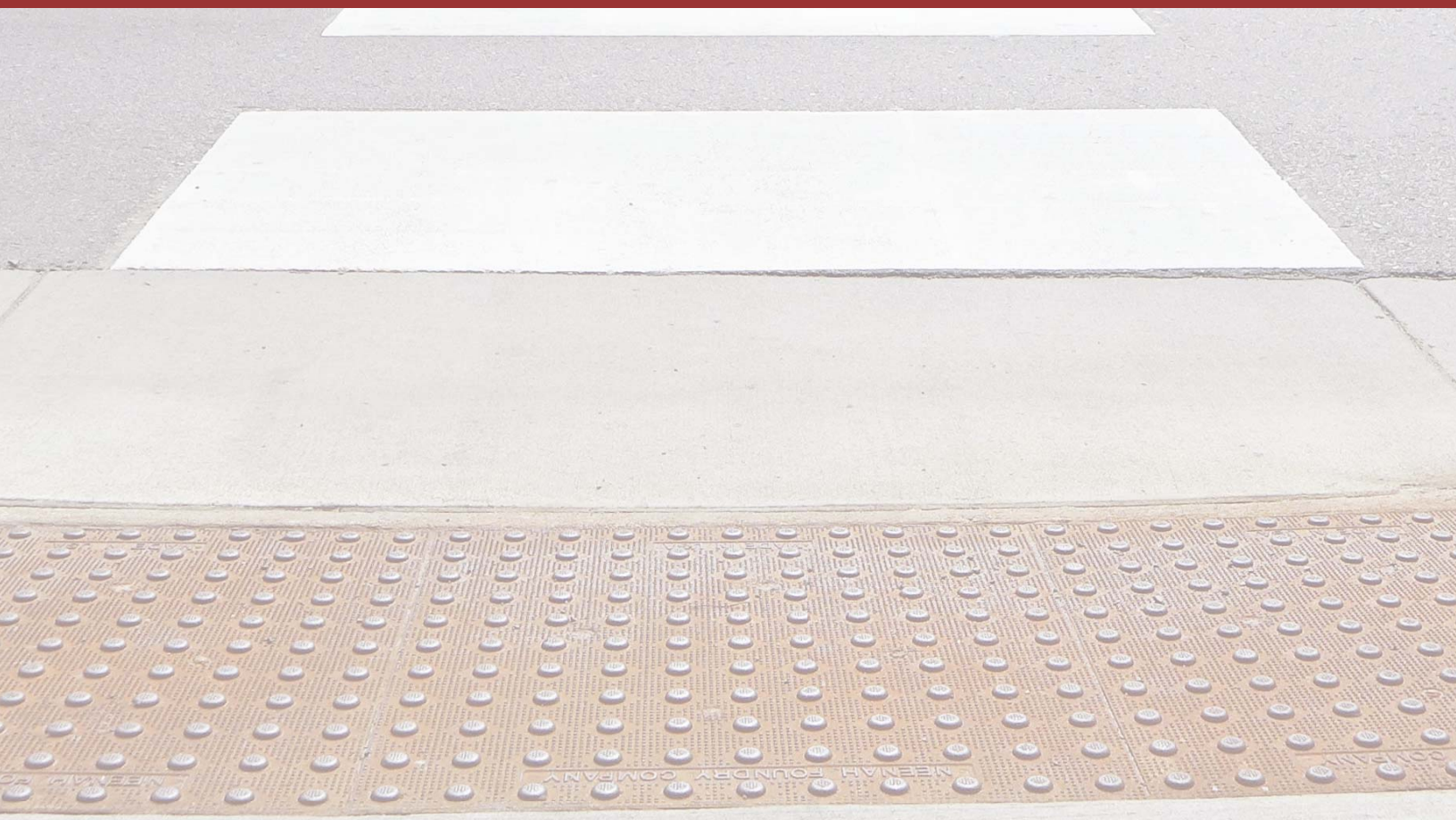
Dan Klint
Jerry Soma
Assistant County Attorney
County Administrator

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






Anoka County Highway System ADA Transition Plan



March 2018

Anoka County
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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

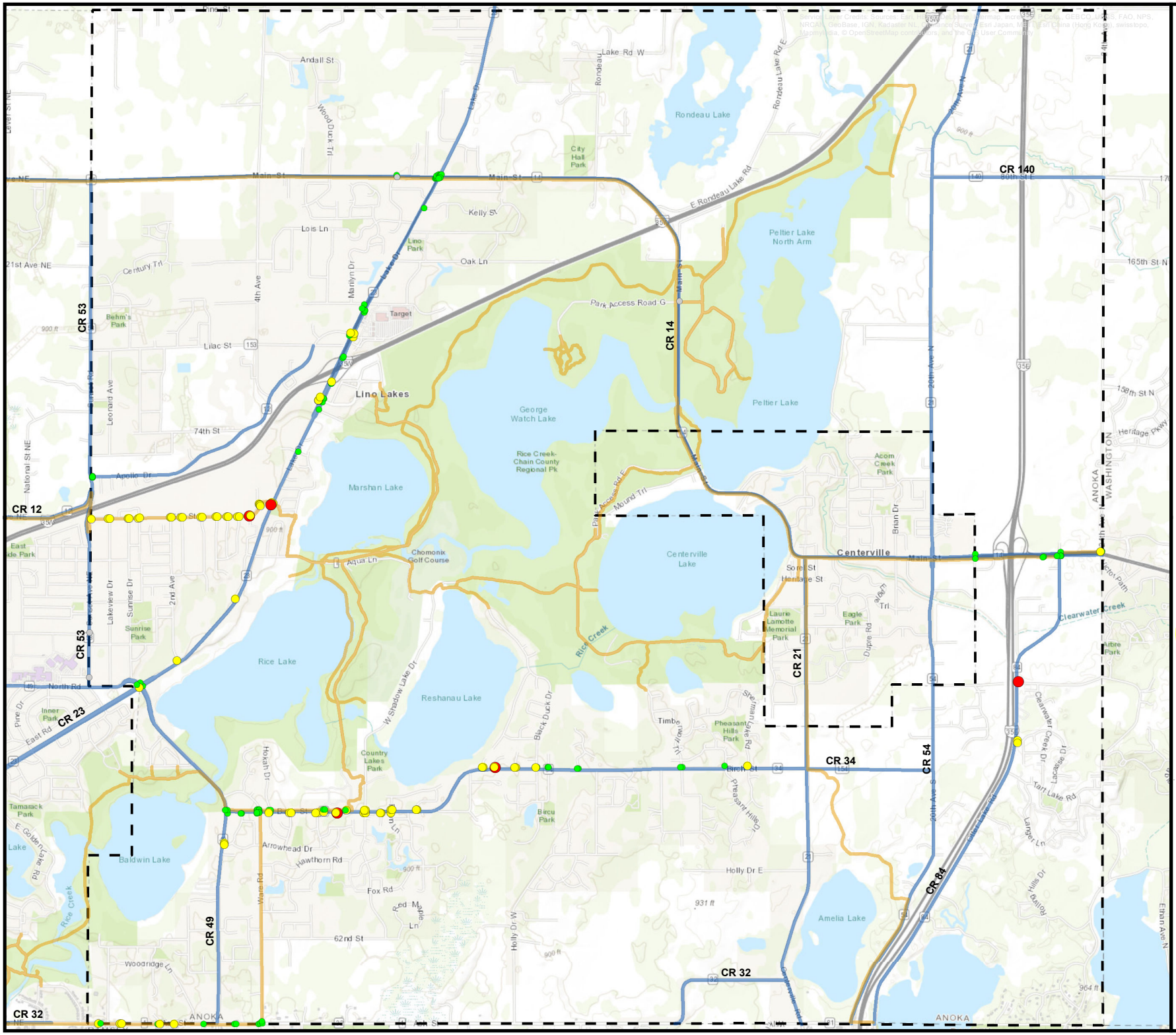
A. Glossary of Terms
B. Self-Evaluation
C. Agency ADA Design Standards and Procedures
D. ADA Coordinator
E. Prioritization Summary
F. Public Outreach Materials
G. ADA Public Notice
H. Grievance Procedure
I. Complaint Form

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

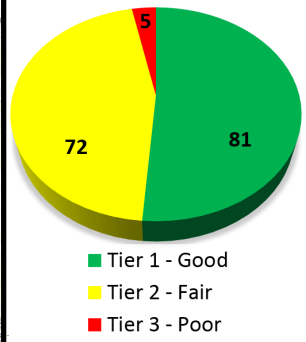
Legend

- Trail
- County Road
- Boundary

Curb Ramp Tier Ratings:

- 1 - Good
- 2 - Fair
- 3 - Poor
- Unverified

Source: MnDOT,Anoka County,ESRI



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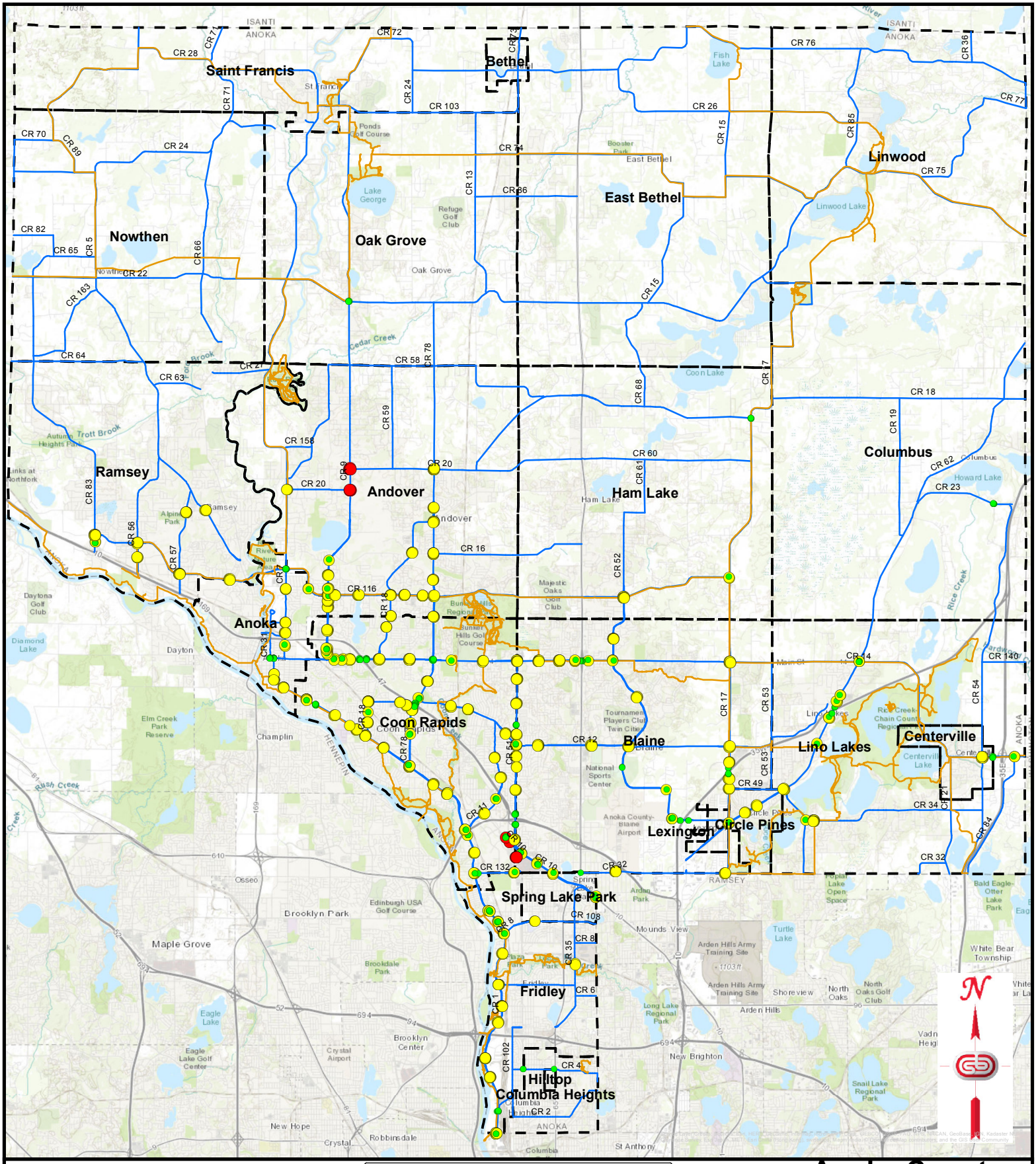
Anoka County MINNESOTA
Respectful, Innovative, Fiscally Responsible

Stonebrooke Engineering Responsible Solutions

City of Lino Lakes

Figure 14

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
Champlin
Brooklyn Park
Maple Grove
Dayton
Osseo
Brooklyn Center
New Hope
Crystal
Robbinsdale
Columbia
St Anthony
Mounds View
Arden Hills
New Brighton
Shoreview
White Bear Township
Legend
Signalized Intersection
Corner Tiers :
1 - Good
2 - Fair
3 - Poor
Trails
County Roads
Boundary
0 1.5 3 Miles
Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible
Stonebrooke
Engineering Responsible Solutions
Source: MnDOT, Anoka County, ESRI
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.

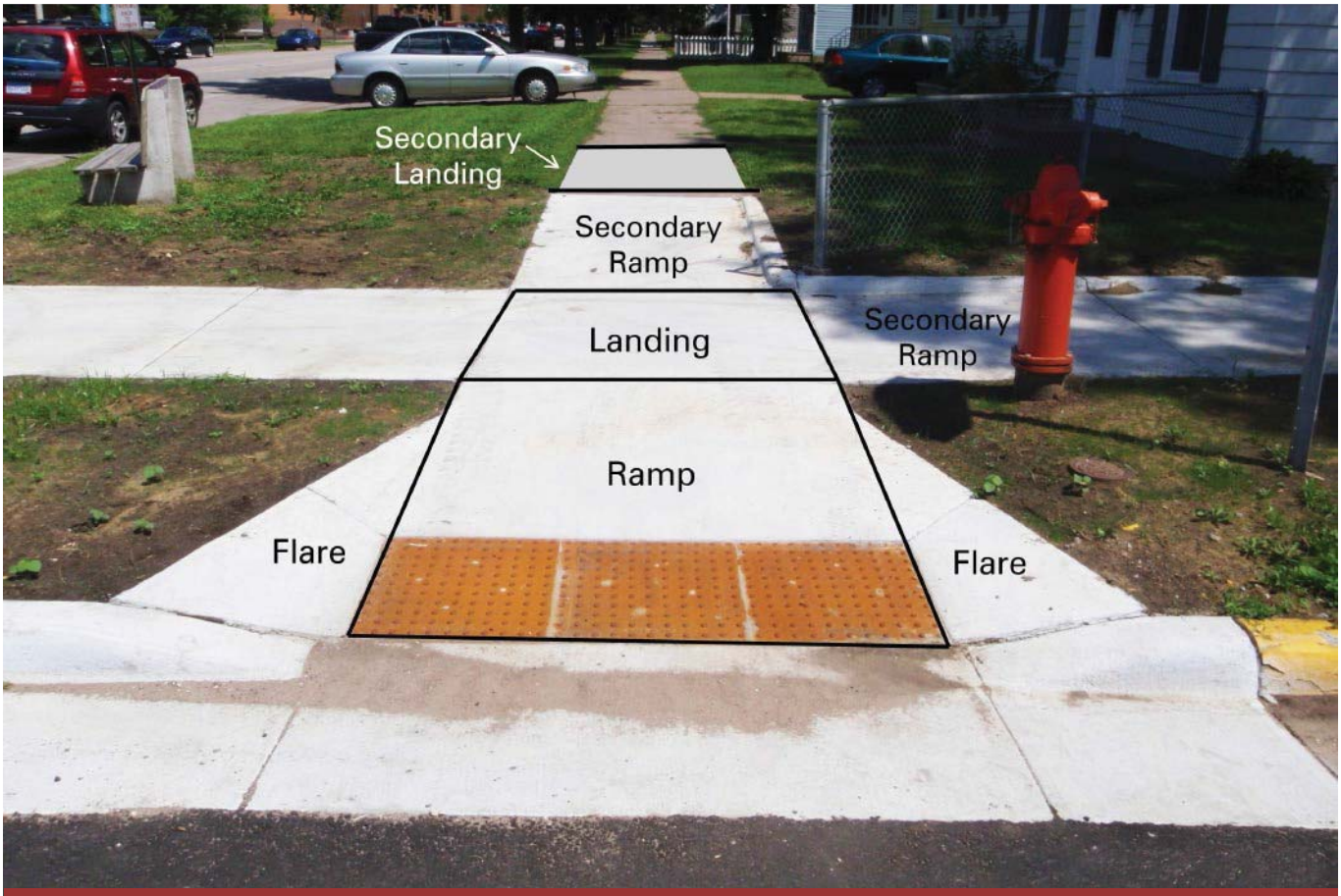
ADA Improvement Plan

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

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: March 22, 2022 **RESOLUTION #2022-44**

OFFERED BY COMMISSIONER: Look

AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION FOR THE CSAH 49 / CSAH 32 INTERSECTION IMPROVEMENT PROJECT

WHEREAS, the intersection of CSAH 49 (Hodgson Road) (an "A" Minor Arterial Expander) and CSAH 32 (Ash Street/County Road J) (an "A" Minor Arterial Expander) is a vital transportation intersection utilized by thousands of travelers each day; and,

WHEREAS, Anoka County, Ramsey County, the City of Lino Lakes and the City of Shoreview have identified the need to improve the CSAH 49 / CSAH 32 intersection; and,

WHEREAS, existing traffic volumes on CSAH 49 and CSAH 32 have been increasing and are projected to continue to increase as the area develops; and,

WHEREAS, proposed transportation improvements to the CSAH 49 / CSAH 32 intersection will improve the safety and mobility for all modes of travel; 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 improve the intersection of CSAH 49 / CSAH 32 in the cities of Lino Lakes and Shoreview; 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 Spot Mobility and Safety category, to receive federal transportation funds to make capacity and safety improvements to the CSAH 49 / CSAH 32 intersection area in the cities of Lino Lakes and Shoreview.

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	

EJSCREEN ACS Summary Report

Location: User-specified linear location
Ring (buffer): 0.5-miles radius
Description: Anoka CSAH 49 (Hodgson Road) at CR J (Ash Street) Roundabout Project

Summary of ACS Estimates	2015 - 2019
Population	1,650
Population Density (per sq. mile)	2,575
People of Color Population	203
% People of Color Population	12%
Households	586
Housing Units	586
Housing Units Built Before 1950	10
Per Capita Income	48,778
Land Area (sq. miles) (Source: SF1)	0.64
% Land Area	85%
Water Area (sq. miles) (Source: SF1)	0.11
% Water Area	15%

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	1,650	100%	243
Population Reporting One Race	1,585	96%	586
White	1,457	88%	272
Black	7	0%	51
American Indian	0	0%	9
Asian	96	6%	137
Pacific Islander	4	0%	28
Some Other Race	21	1%	89
Population Reporting Two or More Races	66	4%	90
Total Hispanic Population	30	2%	89
Total Non-Hispanic Population	1,620		
White Alone	1,448	88%	281
Black Alone	7	0%	51
American Indian Alone	0	0%	9
Non-Hispanic Asian Alone	96	6%	137
Pacific Islander Alone	4	0%	28
Other Race Alone	0	0%	9
Two or More Races Alone	66	4%	81
Population by Sex			
Male	803	49%	146
Female	848	51%	156
Population by Age			
Age 0-4	133	8%	75
Age 0-17	377	23%	161
Age 18+	1,273	77%	216
Age 65+	226	14%	97

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019 .

EJSCREEN ACS Summary Report

Location: User-specified linear location
Ring (buffer): 0.5-miles radius
Description: Anoka CSAH 49 (Hodgson Road) at CR J (Ash Street) Roundabout Project

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	1,149	100%	149
Less than 9th Grade	10	1%	29
9th - 12th Grade, No Diploma	25	2%	43
High School Graduate	150	13%	96
Some College, No Degree	165	14%	123
Associate Degree	119	10%	84
Bachelor's Degree or more	681	59%	159
Population Age 5+ Years by Ability to Speak English			
Total	1,517	100%	230
Speak only English	1,420	94%	214
Non-English at Home[1+2+3+4]	96	6%	121
[1]Speak English "very well"	69	5%	107
[2]Speak English "well"	15	1%	35
[3]Speak English "not well"	12	1%	41
[4]Speak English "not at all"	0	0%	9
[3+4]Speak English "less than well"	12	1%	41
[2+3+4]Speak English "less than very well"	28	2%	47
Linguistically Isolated Households*			
Total	1	100%	19
Speak Spanish	0	0%	9
Speak Other Indo-European Languages	0	0%	9
Speak Asian-Pacific Island Languages	1	100%	17
Speak Other Languages	0	0%	9
Households by Household Income			
Household Income Base	586	100%	74
< $15,000	20	3%	44
$15,000 - $25,000	22	4%	46
$25,000 - $50,000	50	9%	70
$50,000 - $75,000	79	14%	58
$75,000 +	414	71%	145
Occupied Housing Units by Tenure			
Total	586	100%	74
Owner Occupied	555	95%	75
Renter Occupied	30	5%	39
Employed Population Age 16+ Years			
Total	1,315	100%	189
In Labor Force	955	73%	170
Civilian Unemployed in Labor Force	23	2%	24
Not In Labor Force	360	27%	126

Data Note: Datail may not sum to totals due to rounding. Hispanic population can be of anyrace.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)
*Households in which no one 14 and over speaks English "very well" or speaks English only.

EJSCREEN ACS Summary Report

Location: User-specified linear location
Ring (buffer): 0.5-miles radius
Description: Anoka CSAH 49 (Hodgson Road) at CR J (Ash Street) Roundabout Project

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	900	100%	169
English	785	87%	204
Spanish	13	1%	55
French	4	0%	47
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	9	1%	56
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	10	1%	61
Chinese	39	4%	104
Japanese	N/A	N/A	N/A
Korean	11	1%	55
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	0	0%	12
Other Asian	12	1%	71
Tagalog	0	0%	12
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	5	1%	38
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	0	0%	12
Total Non-English	116	13%	265

Data Note: Detail may not sum to totals due to rounding. Hispanic popultion can be of any race.
N/A meansnot available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.
*Population by Language Spoken at Home is available at the census tract summary level and up.

CSAH 32 & Hodgson Rd

Date: 03/2022; Project: 163876

Existing Condition Photographs:

Anoka/Ramsey CSAH 49 at Anoka CSAH 32/ Ramsey CSAH 1 in Lino Lakes and Shoreview

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

VIEW: Looking north from south approach at the CSAH 49 & Anoka CSAH 32/Ramsey CSAH 1 intersection *April, 2022*

VIEW: Looking south from north approach at the CSAH 49 & Anoka CSAH 32/Ramsey CSAH 1 intersection *April, 2022*

Lino Lakes
2040 Comprehensive Plan

Adopted November 9, 2020

CITY OF LINO LAKES
2040 COMP PLAN

2040 Comprehensive Plan Update

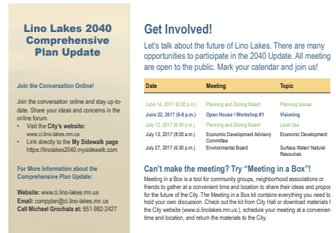
The 2040 Comprehensive Plan builds on the 2030 Plan, using the extensive visioning and community involvement from that effort and supplementing it with new outreach to involve the community in updating the plan and extending it into the future. The city's Planning & Zoning Board and other established advisory bodies provided guidance to staff and consultants on the plan development and made recommendations to the City Council.

The planning process began with a kick-off meeting attended by City Council and members of the various advisory boards. They participated in a "SWOT" analysis to identify the city's strengths, weaknesses, opportunities, and threats. They reviewed and affirmed the "Spotlight on 2030" vision.

The city provided multiple avenues for citizens to weigh in on the Comprehensive Plan Update, using traditional methods (meetings, print media) and newer technologies that have become more widespread in the last ten years (such as social media, on-line surveys and electronic document distribution via websites.) Figure 1-4 summarizes the opportunities for community involvement in the Plan Update, prior to and not including the open house and formal public hearing on the draft plan, which will occur prior to its adoption.

Figure 1-4. Community Involvement, 2040 Comprehensive Plan Update

City Council and Advisory Boards	Kick-Off, City Council and Advisory Boards (May 15, 2017) Planning & Zoning Board (10 meetings) Park Board (3 meetings) Economic Development Advisory Committee (2 meetings) Environmental Board (4 meetings) City Council Meetings (10 meetings)
Other Public Meetings/ Events	Open House 1 (June 22, 2017) Blue Heron Days (August 19, 2017) Open House 2 (April 3, 2018) Meeting-in-a-Box Opportunities
Print Media	Post Card (May, 2017) Newsletter 1 (June, 2017 Newsletter 2 (August, 2017) Newsletter 3 (November, 2017) Newsletter 4 (March, 2018)
Electronic Media	City of Lino Lakes Web Page My Sidewalk Social Media Site Community Visioning Survey (May/June 2017)


Lino Lakes 2040 Comprehensive Plan Update

Join the Conversation Online!

Join the conversation online and stay up-to-date. Share your ideas and concerns in the online forum.

- Visit the **City's website:** www.ci.lino-lakes.mn.us
- Link directly to the **My Sidewalk page** https://linolakes2040.mysidewalk.com

For More Information about the Comprehensive Plan Update:

Website: www.ci.lino-lakes.mn.us
Email: compplan@ci.lino-lakes.mn.us
Call Michael Grochala at: 651-982-2427

Get Involved!

Let's talk about the future of Lino Lakes. There are many opportunities to participate in the 2040 Update. All meeting are open to the public. Mark your calendar and join us!

Date	Meeting	Topic
June 14, 2017 (6:30 p.m.)	Planning and Zoning Board	Planning Issues
June 22, 2017 (5-8 p.m.)	Open House / Workshop #1	Visioning
July 12, 2017 (6:30 p.m.)	Planning and Zoning Board	Land Use
July 13, 2017 (6:00 p.m.)	Economic Development Advisory Committee	Economic Development
July 27, 2017 (6:30 p.m.)	Environmental Board	Surface Water/ Natural Resources

Can't make the meeting? Try "Meeting in a Box"!

Meeting in a Box is a tool for community groups, neighborhood associations or friends to gather at a convenient time and location to share their ideas and propos for the future of the City. The Meeting in a Box kit contains everything you need to hold your own discussion. Check out the kit from City Hall or download materials f the City website (www.ci.linolakes.mn.us.), schedule your meeting at a convenien time and location, and return the materials to the City.

Housing Needs

Life-Cycle Housing and Housing Diversity

The Metropolitan Council forecasts that Lino Lakes will grow by approximately 1,600 households between 2020 and 2030 and by another 2,000 new households between 2030 and 2040. The city's housing supply should be diverse and consist of a variety of styles and price ranges to allow residents the option of living in Lino Lakes their entire lives, and to provide the opportunity for their children to do the same.

Life-cycle housing is defined as housing that meets the needs of the community in all age ranges. Generally, people desire different types of housing at different stages of their life-cycle. Usually, people between the ages of zero and 19 are students living with their parents. Those between the ages of 20 and 24 are often renters and do not often become first time home-buyers until they reach the ages of 25 to 34. First-time homebuyers (25-34) and move-up renters often prefer to purchase modestly-priced single-family homes, townhomes, or rent upscale apartments. People aged 35 to 49 often are in their peak earning years and can afford to buy a larger home with more amenities, referred to as move-up housing. Empty nesters are usually between the age of 50 and 64 and many of them may decide to downsize to a smaller housing unit, as with younger seniors (between the ages of 65 to 74). This choice may include renting a multi-family unit, purchasing a lower-maintenance multi-family housing product such as a condominium or townhome, or purchasing a home in a retirement community. Older seniors (74 and above) may begin to require some level of assisted housing.

Senior Housing

As the community ages, there will be an increase in demand for smaller, low maintenance housing designed for the senior population. This demand might be accommodated through a variety of townhouse styles or apartments. Empty nesters are a particularly active group on the younger end of the senior age range and locating developments near some of Lino Lakes' natural amenities will be enticing to this group. For seniors no longer able to live alone, supportive housing options such as assisted living or memory care units will be needed.

The city's first senior housing development was the *Cottages of Willow Ponds*, an affordable rental project completed in 1996. The city's Economic Development Authority provided Tax Increment Financing for the project. The development is located on Elm Street, and includes 12 buildings of four units each, for a total 47 units and one shared common area. Vacancies within this senior housing development have been very limited since its completion. Contracts assure affordability until 2045.

Lino Lakes Assisted Living, at 725 Town Center Parkway, was the city's first assisted living complex. It opened with 73 units in 2010, and was expanded to include a 36-unit memory care facility in 2013. *White Pine/ Gracewood Senior Living*, at 675 Market Place Drive, opened in 2014 with 39 assisted living and memory care units.

Affordable Housing Need

The cost of housing is an increasing concern throughout the Metropolitan region. Housing costs directly influence one's ability to rent or purchase a home in the community, and can also affect the ability of local employers to find workers. The cost of housing is influenced by the cost of land, labor, materials, community regulations and fees and interest rates. In Lino Lakes, the large supply of land benefits the community in terms of relatively lower costs. However, as municipal services are expanded, fees for development will increase. These fees, although initially paid by the developer, are included in the cost of the unit.

The rising costs of housing affects businesses. Many employers view affordable housing as a benefit to the city, as most workers desire to live in the same community where they work or in a nearby community. With the substantial increase in employment anticipated for Lino Lakes in the next 20 years, affordable housing for workers will be a critical issue.

"Affordable" housing is defined as housing that is affordable to low-and-moderate income families, Cities are asked to acknowledge their share of the region's need for affordable housing at three levels of affordability: less than 30% AMI 31-50% AMI, and 51-80% AMI. The Metropolitan Council has calculated Lino Lakes' share of the region's need for low and moderate-income housing for the decade of 2021-2030 to be 515 new units, as listed in Table 4-15. The city is expected to add 1,700 new households between 2021 and 2030. The need for new affordable units is about 30% of the total. In comparison, in 2017 about 50% of the city's existing housing stock was considered to be affordable (see Table 4-10.)

Table 4-15. Affordable Housing Unit Needs for Lino Lakes, 2021-2030

Threshold	# Housing Units
At or below 30% AMI	284
31 to 50% AMI	197
51 to 80% AMI	34
Total Units	515

Source: Metropolitan Council System Statement for City of Lino Lakes, September 17, 2015

The city must demonstrate that it has guided residential land at densities sufficient to create opportunities for construction of affordable housing, to accommodate its share of the region's affordable housing need for 2021-2030. The regional and local plans will be updated again in ten years, at which time the city will need to accommodate the need for affordable units in the follow decade of 2031-2040.

For the 2040 plan update, the Metropolitan Council will consider land guided for development at a minimum density of eight units per acre. As shown on Table 4-16, the city has planned for sufficient residential development within its Planned Residential/Commercial, Signature Gateway and Town Center areas to accommodate the need for affordable units. The table includes only the areas planned to develop with public utilities between 2021 and 2030. Please see Chapter 3, Land Use, for a complete discussion of the Land Use areas and the Utility Staging Plan.

Table 4-16. Areas Guided for Development Greater than 8 Units per Acre, 2021-2030

Planning District	Land Use and Location	Density Range (units/acre)	Approximate Net Acres Residential	Minimum Net New Units	Maximum Net New Units
1	Signature Gateway - Hodgson Road (CSAH 49) & County Road J (Ash Street)	8 to 10	22	176	220
2	Planned Residential/Commercial - Robinson Farm/ Main Street & 2nd Avenue (Staging Area 1A)	8 to 10	14	112	140
2	Signature Gateway - Lake Drive/Main Street	8 to 10	8	64	80
2	Town Center - Lino Lakes Town Center/ Legacy at Woods Edge	10 to 24	8	80	192
4	Signature Gateway - Centerville Road/County Road J (Ash Street)	8 to 10	14	112	140
Total			66	544	772

The city's future land use plan can accommodate the goal of 515 units at a minimum density of eight units per net acre by 2030. While the city is doing its part in by guiding areas for higher density housing, which is where most affordable housing will likely occur, barriers to development of affordable housing still exist in Lino Lakes and the region. Some of these barriers are beyond the city's control, including the following:

- Steady increases in land prices and construction costs.
- Physical limitations of land due to wetlands, poor access, poor soils that would increase the cost of land development or construction.
- State, county and local tax structures.

These are just a few of the barriers to construction of new affordable housing. Despite these difficulties, the city has an important role in affordable housing. The largest impact Lino Lakes makes on affordable housing is its regulatory tools, including land use and zoning regulations that do not impede the construction of affordable housing. Many of these tools can be used to encourage developers. Flexibility through the use of the Planned Unit Development (PUD) process may encourage the construction of affordable housing.

Acknowledging the regional housing goals established by the Metropolitan Council does not commit the City of Lino Lakes to provide funding for housing. The city will continue to investigate means to pursue the goals in its comprehensive plan and identify action steps in the Implementation Plan (Chapter 12 of this Plan.) However, this should not be interpreted as a commitment to use city funds to overcome the financial obstacles to life cycle and affordable housing.

Balancing Community Housing Needs with Environmental Protection

Protection of the city's natural resources has been, and will continue to be, a critical factor in development and growth decisions. However, balancing community housing needs with environmental protection measures is challenging for many communities. The City of Lino Lakes has effectively used conservation subdivision techniques to preserve valuable natural resource areas in recent years. However, because land costs for common open space areas are passed on to residents of that particular conservation subdivision, the costs of residential units within conservation subdivisions are very high, significantly exceeding guidelines for affordable housing costs in the metropolitan area. Typically, these units are only available to residents earning very high incomes; therefore, young families and those who work in Lino Lakes are often unable to purchase homes in conservation developments. To create more affordable opportunities within conservation subdivisions, funding options through land trusts or non-profit organizations may be pursued that would allow the city or a non-profit organization to directly purchase open space areas created in conservation subdivisions. This would reduce costs for residents within conservation subdivisions, increasing the affordability of these units. Density bonuses may also be used as an incentive to developers to provide more affordable housing units within conservation subdivisions, as allowing for additional units on a site may make a conservation development more financially feasible.

Other efforts to reduce the environmental impacts of residential development, such as green building techniques, can also increase development costs, which are then passed on to residents. This can make the provision of affordable housing units within green buildings difficult. As with conservation subdivisions, density bonuses may be used to increase the financial feasibility of residential developments that incorporate green building techniques. Funding options are available to increase the affordability of green building developments. The Minnesota Green Communities program, a collaboration of the Greater Minnesota Housing Fund, the Family Housing Fund, and Enterprise provides funding to support the production of "green" affordable housing.

Finance Tools

The investment of public dollars to achieve economic development objectives should be guided by several key principles:

- Financial resources are limited. The city has limited funding to apply to economic development initiatives, so the use of resources must be targeted to achieve the greatest effect on the community.
- Financial decisions require long-term perspective. The current use of financial resources may reduce monies available in the future. In evaluating short-term opportunities, it is important to question the long-term impact on community development.
- Public funds should lead to private investment. While this section focuses on public finance actions, economic development cannot become reality without private investment. The use of public funds should be targeted to actions that encourage private investment in Lino Lakes.

Figure 5-8 lists some of the tools that are available to the City of Lino Lakes. Each finance tool has unique requirements which are subject to constant state and federal law changes. Each one creates different obligations on the part of the city. For example, the city takes the lead with tax increment financing, and will have on-going administrative responsibilities. If certain city assistance qualifies as a business subsidy under state law, the city will need to establish, monitor and annually report on achievement of job and wage goals. Using some other tools (such as an industrial revenue bond) may have minimal city reporting on monitoring requirements once they are established, but may be subject to state allocations administered by the state Department of Employment and Economic Development (DEED) when they are issued. Some of the available tools do not provide direct assistance or subsidies to businesses at all, but can still be used to encourage economic development. For example, the city can invest in its utility and roadway systems to make development possible and spur private investments that further the city's goals.

Lino Lakes' Charter places some limitations on using special assessments as an economic development tool compared to other communities. The City Charter contains a process to allow property owners to use petitions to protest a special assessment project and prevent it from occurring if there is sufficient opposition. In addition, if the proposed special assessment is for less than 100% of the cost of the improvement, a citywide vote is required.

Figure 5-8. Economic Development Tools

- Tax Increment Financing
- Property Tax Abatement
- Special Assessments
- Special Service Districts
- Housing Improvement Area
- Utility Revenues
- DEED Grant and Loan Programs
- Street State Aid
- Street Reconstruction
- Lease Revenue Bonds
- Capital Improvement Bonds
- EDA/HRA Tax Levies
- Industrial Revenue Bonds

Economic Development Priorities

In 2014 the city evaluated the opportunities for economic growth within Lino Lakes, representing the various types of development currently facing the community: housing, commercial, industrial and redevelopment. The city developed priorities based on a review of each area's positive aspects and potential challenges. Four areas of opportunity were identified.

- Development and implementation of a Business Retention and Expansion Program (BRE)
- Lino Lakes Town Center, located at Interstate 35 and Lake Drive
- Redevelopment of the intersection of Hodgson Road (CSAH 49) & County Road J (Ash Street)
- The Commercial and Industrial Corridor along Interstate 35E and County Road 14

Business Retention and Expansion

Retention and expansion of key businesses is an important strategy in promoting continued economic growth. It is an avenue by which communities promote reinvestment and facilitate employment growth. By establishing a formal Business Retention and Expansion (BRE) Program, Lino Lakes can enhance its relationship with key existing businesses. The BRE is an avenue to gather information about local business activity, anticipate changes in a company's status, and work to retain the businesses that provide the greatest positive economic impact.

Hodgson Road (CSAH 49) & County Road J (Ash Street)

Redevelopment of this area would have several community benefits. Suited toward smaller scale neighborhood development, the site is located at the southern gateway to Lino Lakes. Positive aspects to redevelopment include the elimination of blight, addition of new goods and services, and increased tax base. Challenges include the collaboration of multiple cities and counties, infrastructure construction and lower densities that surround the area. The site has been highlighted in past Lino Lakes' economic development plans. Recently, neighboring Shoreview has studied the area for redevelopment potential as part of a transitional corridor study. Collaboration with Shoreview is critical to effectively redevelop the area. Additionally, there are outside financial resources that can be researched and grant funds sought to help facilitate investigation, acquisition and site improvements.

The Hodgson Road & CR J Master Planning Study was approved by the City Council in 2007. The plan establishes a general land use design, but does not mandate the exact site layout or specific uses of individual parcels. The design of individual development projects must accommodate the infrastructure needs for the larger study area. Future amendments of the Plan may be appropriate to address evolving community needs, market forces, and regulatory requirements.

The city has completed a master utility plan for the development area in 2014 and is proceeding with planning for trunk utility improvements to service the area. The city also worked with a property owner to facilitate demolition of an existing substandard building in the northwest quadrant to help set the stage for future development.

Figure 5-10. Hodgson Road & Country Road J Master Plan, 2007

Master Planning Study for County Road J & Hodgson Road

measure that can be affected by its functional classification, traffic peaking, access spacing, speed, and other roadway characteristics. Further, to define a facility's "daily capacity", the top of each facility type's volume range should be used. This allows for capacity improvements that can be achieved by roadway performance enhancements. Another useful capacity analysis index is the level of traffic that a facility can accommodate before it is defined as approaching its capacity limit. A segment of road is noted as "approaching capacity" when observed daily volume equals or exceeds 85% of daily capacity ($v/c \geq 0.85$). This level of traffic volume is also presented in Table 6-8 by facility type.

Using the methodology described above, existing capacity deficiencies were identified by comparing existing ADT volumes to the thresholds noted in Table 6-8. The existing traffic volumes (Figure 6-6) and the existing number of lanes (Figure 6-7) were used to develop the existing capacity deficiencies shown in Figure 6-11. As noted in the figure "congested" roadway segments are defined as those with a volume-to-capacity ratio at or above 1.0, which signifies that a segment of road has observed volumes which exceed its design capacity. In addition, the figure also identifies those segments of roadways that are approaching capacity (volume-to-capacity ratio of 0.85 to 1.0).

Based on this analysis, the following road segment currently exceeds its design capacity:

- CSAH 23 (Lake Drive) – South of I-35W to north of CSAH 49 (Hodgson Road)
- CSAH 23 (Lake Drive) – North of Apollo Drive to CSAH 14 (Main Street)
- CSAH 49 (Hodgson Road) – South of CSAH 23 (Lake Drive) to CSAH 34 (Birch Street)
- CSAH 34 (Birch Street) – Holly Drive to CSAH 49 (Hodgson Road)
- CSAH 32 (Ash Street) – CSAH 49 (Hodgson Road) to West City Limit

It is important to point out that the use of ADT volumes in determining existing congestion most likely will not identify peak hour congestion issues. Because there are peak hour directional flows of traffic from Lino Lakes into and out of Minneapolis/St. Paul, it is important to at least acknowledge that these peak hour congestion issues currently exist. Local knowledge of these issues was used to identify the peak hour congestion areas listed below:

- CSAH 32 (Ash Street) at CSAH 49 (Hodgson Road) intersection
- CSAH 21 (Centerville Road at CR J (Ash Street) intersection
- CR J (Ash Street) at I-35E interchange

In addition, the following roadways are currently approaching congestion:

- CSAH 14 (Main Street) – CSAH 23 (Lake Dr) to West City Limit
- CSAH 23 (Lake Drive) – North City Limit to CSAH 14 (Main Street)
- CSAH 49 (Hodgson Road) – CSAH 34 (Birch Street) to CSAH 32 (Ash Street)
- CSAH 34 (Birch Street) – CSAH 21 (Centerville Road) to Holly Drive

The methodology described above is a planning-level analysis that uses average daily traffic volumes and is not appropriate for all traffic conditions. Traffic conditions that do not fit the average daily traffic criteria (i.e., weekend travel, holiday travel, special events, etc.) are likely to produce different levels of congestion. Further, this methodology does not take into account specific geometric conditions that exist at the intersection nodes, potential peaking characteristics of these roadways or directional flow disparities, which can greatly impact the order of magnitude of the deficiency (either meaning there is not a deficiency or it is more significant than what is indicated by the ADT alone). However, for purposes of the transportation planning process, this v/c methodology is widely accepted and applicable. For detailed design consideration of access management, intersection traffic control and congestion mitigation, the city may require a traffic study providing detailed operational analysis for specific developments.

Table 6-8. Planning-Level Roadway Capacities by Facility Type

Facility Type	Planning Level Daily Capacity Ranges (ADT)	Daily Capacity (ADT)	Approaching Capacity (85% of ADT)
Two-lane undivided urban	8,000-10,000	10,000	8,500
Two-lane undivided rural	14,000-15,000	15,000	12,750
Two-lane divided (three-lane)	14,000-17,000	17,000	14,450
Four-lane undivided urban	18,000-22,000	22,000	18,700
Four-lane divided (five-lane)	28,000-32,000	32,000	27,200
Four-lane divided rural	35,000-38,000	38,000	32,300

Note: The terms urban and rural describe typical section design (e.g. curb and gutter for urban and ditch drainage for rural. They do not imply geographic areas

RAMSEY COUNTY
Public Works

March 25, 2022

Mr. Joe MacPherson, P.E.
Transportation Division Manager
1440 Bunker Lake Boulevard NW
Andover, MN 55304

RE: 2022 Met Council Regional Solicitation Grant Application Letter of Support:
Hodgson Road & County Road J

Dear Mr. MacPherson:

Ramsey County supports Anoka County's federal funding application for the 2022 Metropolitan Council Regional Solicitation to improve safety, mobility and reduce traffic congestion at the intersection of Hodgson Road and County Road J, which borders both of our counties.

The proposed roundabout and associated bicycle, pedestrian and ADA improvements at this intersection are consistent with Ramsey County's goal to develop and maintain an All Abilities Transportation Network that provides safe and equitable transportation access for all people. Improved mobility and safety at this intersection will also advance county and regional economic goals by creating new opportunities for development and associated tax base growth.

Sincerely,

Ted Schoenecker, P.E.
Public Works Director/County Engineer

Multimodal Planning
1425 Paul Kirkwold Drive
Arden Hills, MN 55112
651-266-2760
www.ramseycounty.us

destination shoreview 2040

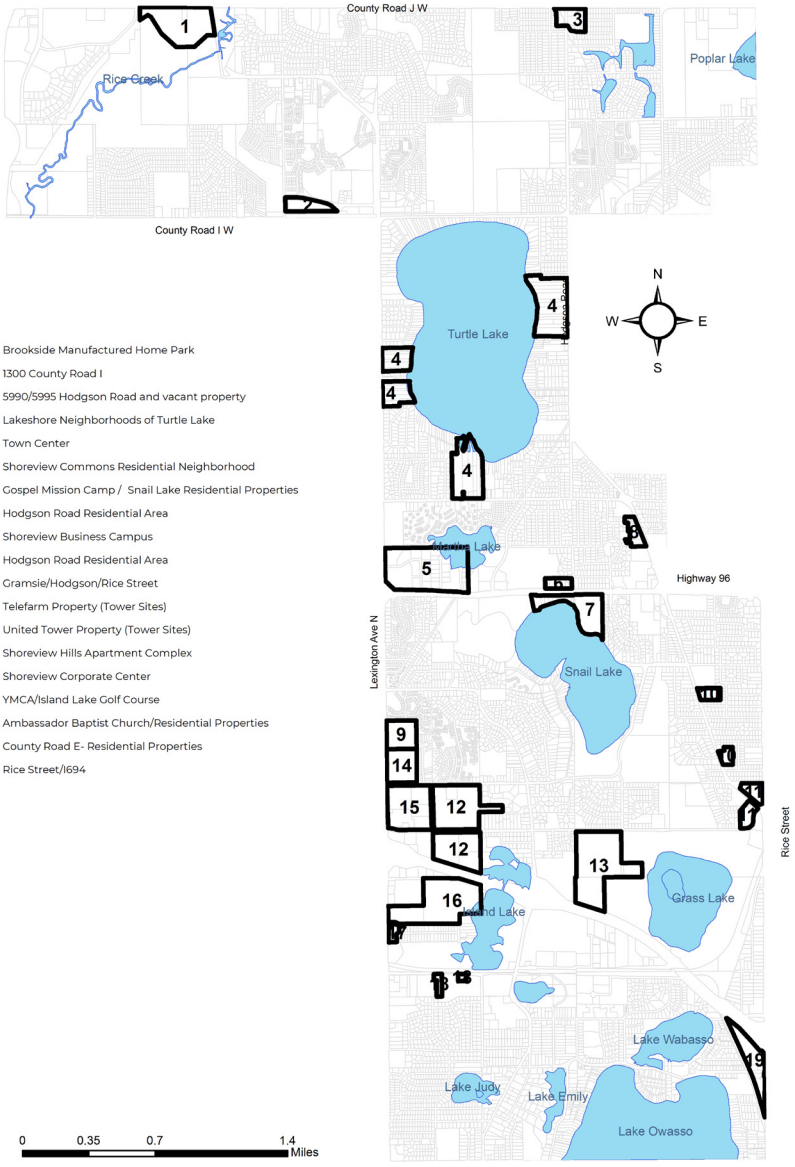
COMPREHENSIVE PLAN

ADOPTED JANUARY 2022

POLICY DEVELOPMENT AREA (PDA) STATEMENTS

When considering future land use and growth potential, there are a few areas around the City that need special consideration. Policy Development Areas (PDAs), as seen in **Map 4.4,** present opportunities or pose significant concerns for development or redevelopment and thus require additional policies to guide future development.

Map 4.4 Policy Development Areas



1 Brookside Manufactured Home Park
2 1300 County Road I
3 5990/5995 Hodgson Road and vacant property
4 Lakeshore Neighborhoods of Turtle Lake
5 Town Center
6 Shoreview Commons Residential Neighborhood
7 Gospel Mission Camp / Snail Lake Residential Properties
8 Hodgson Road Residential Area
9 Shoreview Business Campus
10 Hodgson Road Residential Area
11 Gramsie/Hodgson/Rice Street
12 Telefarm Property (Tower Sites)
13 United Tower Property (Tower Sites)
14. Shoreview Hills Apartment Complex
15. Shoreview Corporate Center
16 YMCA/Island Lake Golf Course
17 Ambassador Baptist Church/Residential Properties
18 County Road E- Residential Properties
19 Rice Street/I694

These policies, together with the future land use map (**Map 4.3**) and the general land use policies, as seen on page 67 establish the City's official land use policy for each site. Because of the unique features of each PDA, most PDAs have multiple land use designations that would be appropriate for future development. However, the land use designation shown in **Map 4.3** is considered the least intense or most appropriate land use, and any deviation to another land use listed would require an amendment to the comprehensive plan.

The 1982 Comprehensive Guide Plan first included PDAs. The PDAs have been updated in each revision of the Plan to recognize changes in the community and identify areas where more specific policies are needed to guide development or redevelopment.

3. Hodgson Road and County Road J

The Hodgson Road and County Road J area is located at the north end of the community immediately adjacent to the City of Lino Lakes. Land uses in Shoreview on the south side of the intersection consist of a small neighborhood commercial node that was developed more than 25 years ago and contains two gas stations and undeveloped land encumbered by wetlands. This commercial node is surrounded by single-family residential homes that tend to be more than 50 years old and are smaller in size.

A market analysis completed as part of the 2015 Highway Corridor Transition Study found that there was not a significant market for new commercial or residential development. However, there is a large amount of vacant or redevelopment land to the north in Lino Lakes. If this area develops, there may be interest in the redevelopment of land within this PDA. Lino Lakes has adopted a master plan for the redevelopment of this area that permits a mixture of land uses including medium- and high-density residential, neighborhood oriented commercial and office. The future redevelopment of this area is difficult, however, due to needed transportation improvements, public sewer and water extensions, wetlands and the number of land holders involved. Existing land uses adjacent to this area are primarily low-density residential.

This PDA has the potential to become an attractive neighborhood commercial center that would meet the convenience shopping needs of the northeast neighborhoods that are within walking or biking distance provided such uses are regulated to limit their impacts on the adjacent single-family residential neighborhoods.

Policies

The land use designations for this PDA are MU, Mixed-Use, O, Office and N, Natural. The Mixed-Use designation would permit a mixture of residential, commercial and office uses. The Office designation would allow small scale office designed with a residential style and scale which could provide services to the nearby residential neighborhoods. Office uses would provide a transition between commercial and surrounding residential uses the Natural designation identifies this area as one that possesses significant sensitive land features, such as wetlands and floodplain area. These features limit the development potential of the properties. Development of parcels within this area needs to adhere to the following policies:

A. Road improvements shall be coordinated with Ramsey County to ensure sufficient right of way is provided and access points are maintained to support development/redevelopment.

B. Due to the proximity of the structure at 5990 Hodgson Road to the western property line, development on the adjoining vacant land shall address and preferably incorporate this property into the development site.

C. Development/redevelopment plans shall place the uses and structures towards the arterial roadways, contain neighborhood oriented uses and have a residential design/scale. Automotive gas station uses may be permitted provided they are located closer to the intersection and away from the residential land uses and have a maximum capacity of fueling eight vehicles at one time. Automotive repair uses are not acceptable.

4600 Victoria Street North
Shoreview, Minnesota 55126
651.490.4600 | shoreviewmn.gov

March 23, 2022

Mr. Joe MacPherson, P.E.
Transportation Division Manager
1440 Bunker Lake Boulevard NW
Andover, MN 55304

RE: 2022 Met Council Regional Solicitation Grant Application Letter of Support
County Road J and Hodgson Road

Dear Mr. MacPherson:

The City of Shoreview supports the advancement of the County Road J and Hodgson Road Improvements in Lino Lakes and Shoreview. The City also supports Anoka County's application for federal funding through the 2022 Metropolitan Council Regional Solicitation program for this project.

Shoreview has long witnessed detrimental effects of traffic congestion in this area, and looks forward to a partnered approach to improving safety and mobility in the community.

Sincerely,

CITY OF SHOREVIEW

Mark J. Maloney, P.E.
Director of Public Works

Anoka County
MINNESOTA

Solicitation for Transportation Funding

Website Summary

Hodgson Rd (CSAH 49) and Ash St (County Road J/CSAH 32)

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.

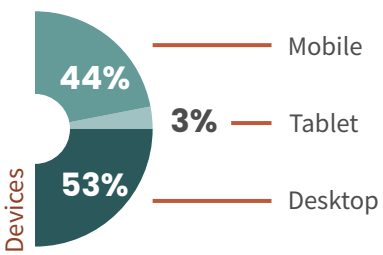
Website Performance: March 28 - April 8, 2022

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