Application

17071 - 2022 Roadway Spot Mobility

17524 - g. CSAH 32 (Ash Street) at CSAH 21 Roundabout in Lino Lakes

Regional Solicitation - Roadways Including Multimodal Elements

| | |
|---|---|
| Status: | Submitted |
| Submitted Date: | 04/14/2022 2:16 PM |

## Primary Contact

| | | | | |
|---|---|---|---|---|
| **Name:*** | Mr. | Jack | L | Forslund |
| | Pronouns | First Name | Middle Name | Last Name |
| **Title:** | Transportation Planner | | | |
| **Department:** | Anoka County Transportation Division | | | |
| **Email:** | jack.forslund@co.anoka.mn.us | | | |
| **Address:** | 1440 Bunker Lake Boulevard NW | | | |
| * | Andover | Minnesota | 55304-4005 | |
| | City | State/Province | Postal Code/Zip | |
| **Phone:*** | 763-324-3179 | | | |
| | Phone | | Ext. | |
| **Fax:** | 763-324-3020 | | | |
| **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** CSAH 21 (Centerville Rd) at CSAH 32 (Ash St) Roundabout Project

**Primary County where the Project is Located** Anoka

**Cities or Townships where the Project is Located:** Lino Lakes

**Jurisdictional Agency (If Different than the Applicant):**

Substantial growth in residential and commercial development is currently occurring in the broader areas adjacent to the CSAH 21 (Centerville Rd) and CSAH 32 (Ash St) intersection and is anticipated to continue into the foreseeable future based on current development proposals and known areas of market interest. All of this is in accordance with the local community growth/redevelopment staging plans.

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

The project will convert the existing minor-stop controlled intersection at CSAH 21 (Centerville Rd) and CSAH 32 (Ash St) to a single lane roundabout. Both roadways are functionally classified as A-Minor Arterial Expanders. The proposed improvement includes paved shoulders on CSAH 21 and CSAH 32 leading into the roundabout. This improvement is being coordinated with a larger nearby project being led by Ramsey County that seeks to improve the interchange at I-35E/County Road J.

CSAH 21 is a 2-lane undivided, north-south roadway that runs parallel to I-35E on the west side. CSAH 21 provides access to several commercial and residential properties to the south and several residential properties to the north. The speed limit on CSAH 21 is posted at 50 mph through the project area.

CSAH 32 is a 2-lane undivided, east-west roadway that extends across Anoka County. The speed limit on CSAH 32 is posted at 45 mph through the project area.

Based on 2019-2021 historical crash data, the intersection's crash rate exceeds the MnDOT

average crash rate. This data indicates the intersection having a sustained crash problem. As future traffic demands continue to increase at the intersection and within the area, the roundabout controlled intersection will look to reduce the current crash rate and improve the overall roadway safety for all its users.

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

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

CSAH 21 (CENTERVILLE RD) AT CSAH 32 (ASH ST) IN LINO LAKES; CONSTRUCT ROUNDABOUT, LIGHTING AND DRAINAGE IMPROVEMENTS, ADA PED RAMPS

*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)**

0.3

*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**

$1,110,400.00

**Match Amount**

$277,600.00

*Minimum of 20% of project total*

**Project Total**

$1,388,000.00

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

**Match Percentage**

20.0%

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

**Source of Match Funds**

Anoka County

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

### Preferred Program Year

**Select one:**

2026

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

**Additional Program Years:**

2025

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

## Project Information: Roadway Projects

| | |
|---|---|
| **County, City, or Lead Agency** | Anoka County |
| **Functional Class of Road** | A-Minor Arterial Expander |
| **Road System**<br>*TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET* | CSAH |
| **Road/Route No.**<br>*i.e., 53 for CSAH 53* | 21 |
| **Name of Road**<br>*Example; 1st ST., MAIN AVE* | Centerville Road |
| **Zip Code where Majority of Work is Being Performed** | 55038 |
| **(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:**<br>**(Intersection or Address)** | |
| **To:**<br>**(Intersection or Address)**<br>*DO NOT INCLUDE LEGAL DESCRIPTION* | |
| **Or At** | CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) |
| **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**<br>*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.* | GRADE, AGG BASE, BIT SURF, ROUNDABOUT, LIGHTING, CONCRETE PAVEMENT, CURB AND GUTTER, ADA PED RAMPS |

**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 & B2 (pages 2.5 & 2.6)

Goal C - Access to Destinations, Objective B, Strategy C9 (page 2.17)

Goal E - Healthy and Equitable Communities, Objectives A & B, Strategies E2, E4, E6 & E7 (pages 2.31, 2.32 & 2.34)

*Limit 2,800 characters, approximately 400 words*

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

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

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

Lino Lakes 2040 Comprehensive Plan (November 2020) - Pages 1-6, 6-22, 6-23, 6-24, 6-36, 6-37, 6-38, & 12-6 (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) | $54,000.00 |
| Removals (approx. 5% of total cost) | $33,300.00 |
| Roadway (grading, borrow, etc.) | $139,000.00 |
| Roadway (aggregates and paving) | $61,500.00 |
| Subgrade Correction (muck) | $0.00 |
| Storm Sewer | $132,900.00 |
| Ponds | $0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | $464,500.00 |
| Traffic Control | $63,990.00 |
| Striping | $14,985.00 |
| Signing | $8,325.00 |
| Lighting | $56,000.00 |
| Turf - Erosion & Landscaping | $53,300.00 |
| 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 | $200,900.00 |
| Other Roadway Elements | $33,300.00 |
| **Totals** | **$1,316,000.00** |

## Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|

| | |
|---|---|
| Path/Trail Construction | $0.00 |
| Sidewalk Construction | $0.00 |
| On-Street Bicycle Facility Construction | $0.00 |
| Right-of-Way | $0.00 |
| Pedestrian Curb Ramps (ADA) | $72,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | $0.00 |
| Pedestrian-scale Lighting | $0.00 |
| Streetscaping | $0.00 |
| Wayfinding | $0.00 |
| Bicycle and Pedestrian Contingencies | $0.00 |
| Other Bicycle and Pedestrian Elements | $0.00 |
| **Totals** | **$72,000.00** |

## Specific Transit and TDM Elements

| **CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES** | **Cost** |
|---|---|
| Fixed Guideway Elements | $0.00 |
| Stations, Stops, and Terminals | $0.00 |
| Support Facilities | $0.00 |
| Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | $0.00 |
| Vehicles | $0.00 |
| Contingencies | $0.00 |
| Right-of-Way | $0.00 |
| Other Transit and TDM Elements | $0.00 |
| **Totals** | **$0.00** |

## Transit Operating Costs

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

## Totals

| | |
|---|---|
| **Total Cost** | $1,388,000.00 |
| **Construction Cost Total** | $1,388,000.00 |
| **Transit Operating Cost Total** | $0.00 |

## Congestion within Project Area:

| | |
|---|---|
| **Free-Flow Travel Speed:** | 36 |
| *The free-flow travel speed is the black number* | |
| **Peak Hour Travel Speed:** | 34 |
| *The peak hour travel speed is the red number* | |
| **Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):** | 5.56% |
| **Upload the "Level of Congestion" map:** | 1649877987671_AnokaCSAH21_LvlOfCongestionMap_April2022.pdf |

## Congestion on adjacent Parallel Routes:

| | |
|---|---|
| **Adjacent Parallel Corridor** | CSAH 54 (20th Ave S) |
| **Adjacent Parallel Corridor Start and End Points:** | |
| **Start Point:** | CSAH 32 (Ash Street) |
| **End Point:** | CSAH 14 (Main St) |
| **Free-Flow Travel Speed:** | 46 |
| *The Free-Flow Travel Speed is black number.* | |
| **Peak Hour Travel Speed:** | 40 |
| *The Peak-Hour Travel Speed is red number.* | |
| **Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):** | 13.04% |
| **Upload the "Level of Congestion" map:** | 1649877987671_AnokaCSAH21_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 (9% vs 7.1%). The % of residents older than 65 within the project area is higher than the County average (38% vs 14.5%). The % or residents of color (BIPOC) within the project area is less than the County average (11% vs 16.2%). The % of residents younger than 17 within the project area is less than the County average (20% vs 23.7%). See attachment.

**Response:**

Guided by NEPA and Title VI regulations, the County recently hosted an online engagement opportunity for the project from 3/24 - 4/8/22. 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.

This project was identified through outreach related to the County's 2040 Transportation Plan. Throughout this process, the County sought input from the public and transportation partners. This effort included an individual meeting with City of Lino Lakes staff which identified this project as a priority (see attachment). A public meeting was also held on March 28, 2018, and a public hearing was held on December 18, 2018, to obtain community input. A webpage devoted to the Plan was developed, which provided the opportunity to comment on the Plan. All meeting notices were published in the Anoka County Union Herald and posted on the County's website.

The County has a history of employing a robust

public involvement plan with all major projects which incorporates collaboration from city staff, policymakers and directly with residents, business owners and commuters. For residents and businesses adjacent to the project, our design and environmental impact team will meet with them early in the process and provide them a project folder containing information on the project as well as information for their own use (e.g., plats, ROW limits). Throughout the project we also hold several public meetings at accessible locations as well as organize and attend stakeholder meetings with groups ranging from citizen advocacy groups to chambers of commerce. 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. The project will benefit these groups through safety improvements and implementing multimodal features, on which these populations heavily rely. There are currently no pedestrian or bicycle facilities within the project area. Upon project completion, CSAH 32 (Ash St) and CSAH 21 (Centerville Rd) will include 6-ft wide paved shoulders on all 3 approaches to the roundabout. According to the Minnesota Best Practices for Pedestrian & Bicycle Safety, paved shoulders are a proven safety countermeasure for pedestrian and bicycle users since they provide a separate multi-purpose area separate from motor vehicle travel lanes. This project will set the foundation for future roadway projects and development that will extend the limits of the paved shoulders and continue improving the safety and comfort for pedestrians and bicyclists. These new non-motorized improvements will expand opportunities for low-cost and active modes of transportation, equating to various economic and health benefits.

The roundabout controlled intersection will improve the overall safety of the intersection by reducing the crash risk exposure and calming travel speeds. A roundabout intersection moves traffic safely and more efficiently. The design includes channelized approached and a raised center island that lowers speeds and has fewer conflict points than the existing 3-legged intersection. The proposed single-lane roundabout is a simpler and safer design for pedestrians and bicyclists to navigate. The roundabout design will ensure that city services, especially those involving emergencies, maintain acceptable response times.

Waverly Gardens is a 313-unit senior housing facility with several care options including more than half of the apartments being independent living (see attached map). The project will provide improved vehicular access in close proximity to this retirement community.

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:**

According to the Socio-Economic Conditions map, there are no existing subsidized units within ½ mile of the project.

*(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.** | 1649878268641_AnokaCSAH21_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 |
|---|---|---|---|---|---|---|---|---|
| 4.8 | 6.8 | -2 | 977 | 977 | -1954 | -1954 | Not Applicable | 1649878690179_AnokaCSAH21_SynchroReports_April2022.pdf |
| | | | | | | **-1954** | | |

## Vehicle Delay Reduced

| | |
|---|---|
| **Total Peak Hour Delay Reduced** | -1954 |
| **Total Peak Hour Delay Reduced** | -1954 |

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

| Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms): | Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms): | Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): |
|---|---|---|
| 1.52 | 2.18 | -0.66 |
| **2** | **2** | **-1** |

## Total

| | |
|---|---|
| **Total Emissions Reduced:** | -0.66 |
| **Upload Synchro Report** | 1649878845734_AnokaCSAH21_SynchroReports_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 229 - Convert Intersection with Minor-Road Stop Control to Modern Roundabout (All Crashes)<br><br>CMF 230 - Convert Intersection with Minor-Road Stop Control to Modern Roundabout (Sev A, B, C Crashes) |
| *(Limit 700 Characters; approximately 100 words)* | |
| **Rationale for Crash Modification Selected:** | The Crash Modification Factors 229 and 230, Convert Intersection with Minor-Road Stop Control to Modern Roundabout were used since the existing minor-street stop-controlled intersection will be converted to a modern single lane roundabout. |
| *(Limit 1400 Characters; approximately 200 words)* | |
| **Project Benefit ($) from B/C Ratio** | $960,124.00 |
| **Total Fatal (K) Crashes:** | 0 |
| **Total Serious Injury (A) Crashes:** | 0 |
| **Total Non-Motorized Fatal and Serious Injury Crashes:** | 0 |
| **Total Crashes:** | 5 |
| **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:** | 4 |
| **Worksheet Attachment** | 1649879147409_AnokaCSAH21_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 a stop-controlled intersection to a single-lane roundabout at the intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd) introduces several safety improvements for pedestrians. The 6' wide paved shoulder on all three approaches will help provide a facility for pedestrians and bicycles near the intersections. The ADA-compliant curb ramps at all legs of the roundabout will improve crossing safety and future sidewalk and trail connections for pedestrians and bicyclists. The three-legged roundabout will also include splitter and center islands that will provide pedestrian refuge areas. 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 right-angle and sideswipe 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, especially 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:** No

*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:**

*(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:** Yes

*If yes,*
*How many intersections will likely be affected?*

**Response:** 0

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

**Response:** Crossing distances are nominally impacted with the single-lane roundabout controlled intersection. Each approach will provide an ADA-compliant curb ramps and a pedestrian refuge island that will reduce exposure for people crossing any leg of the intersection.

*(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:** Not applicable since improvement is isolated to one intersection. Pedestrian crossing enhancements are included with ADA-compliant curb ramps and center pedestrian refuge islands.

*(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.).*

The proposed intersection improvements from a side-street stop-controlled intersection to a three-legged roundabout will inherently reduce and manage speeds. The roundabout will incorporate horizontal curves and other geometric design standards to compel vehicles to decelerate safely when entering and circulating the roundabout. The raised splitter islands will visually narrow the approach lanes and further manage the vehicle speeds. Traffic control devices such as signing and marking will also be included on each approach to provide additional information to inform drivers of the appropriate speed to maneuver the roundabout.

**Response:**

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.

*(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 21 (Centerville Rd) and 45 MPH on CSAH 32 (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:**

Approximately 500' from the project location is the Tria Restaurant, Bar and Event Center, catering to events with up to 200 guests.

*(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 250' east of the intersection is Lake Amelia, a 934-acre natural basin, supporting a diverse plant and fish community. Approximately one quarter mile to the south is a residential, retail and manufacturing node with moderate and high-density housing, including Waverly Gardens, a 313-unit senior living community.

*(Limit 1,400 characters; approximately 200 words)*

## Measure A: Multimodal Elements and Existing Connections

The conversion of a stop-controlled intersection to a single-lane roundabout at the intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd) introduces several safety improvements for pedestrians. The 6' wide paved shoulder on all three approaches will help provide a facility for pedestrians and bicycles near the intersections. The ADA-compliant curb ramps at all legs of the roundabout will improve crossing safety and future sidewalk and trail connections for pedestrians and bicyclists. The three-legged roundabout will also include splitter and center islands that will provide pedestrian refuge areas. 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.

**Response:**

Roundabouts provide significant safety improvements, especially for severe crash types. The historical right-angle and sideswipe 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 County's ADA Transition Plan did not identify

any deficient locations within the project limits (see attachment).

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.*

**Response:**

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity for the CSAH 21/CSAH 32 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 (see attached website project summary), to ask questions and offer feedback to the project team. While on the website, residents were also invited to fill out a project survey. This open-ended survey asked participants to comment on how the project aligns with their vision of Anoka County's community. As of April 8th, over 300 people have visited the site to view the project and offer feedback.

This improvement is being coordinated with a larger nearby project being led by Ramsey County that seeks to improve the interchange at I-35E/County Road J. Community engagement for that project began in late 2021. An online comment map was open Dec. 16, 2021 - Jan. 31, 2022, to collect community feedback on safety, pedestrian and bicyclist access, congestion and access to businesses and neighborhoods. Several mobility/safety-related concerns were expressed by the community for the CSAH 21 (Centerville Rd) and CSAH 32 (Ash St) project intersection. Ramsey and Anoka counties will continue to utilize both traditional meetings and web-based content to ensure all interested populations have the opportunity to provide input on this important project.

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 updated 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.**<br>*100%* | Yes |
| **A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.**<br>*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.**<br>*75%* | |
| **Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.**<br>*50%* | |
| **Layout has been started but is not complete. A PDF of the layout must be attached to receive points.**<br>*25%* | |
| **Layout has not been started** | |

*0%*

**Attach Layout**

1649880216078_AnokaCSAH21_ConceptLayout_April2022.pdf

*Please upload attachment in PDF form.*

**Additional Attachments**

1649880216067_AnokaCSAH21_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**

*50%*

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

Yes

*25%*

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

*0%*

### 5.Railroad Involvement (15 Percent of Points)

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

Yes

*100%*

**Signature Page**

*Please upload attachment in PDF form.*

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

*50%*

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

*0%*

## Measure A: Cost Effectiveness

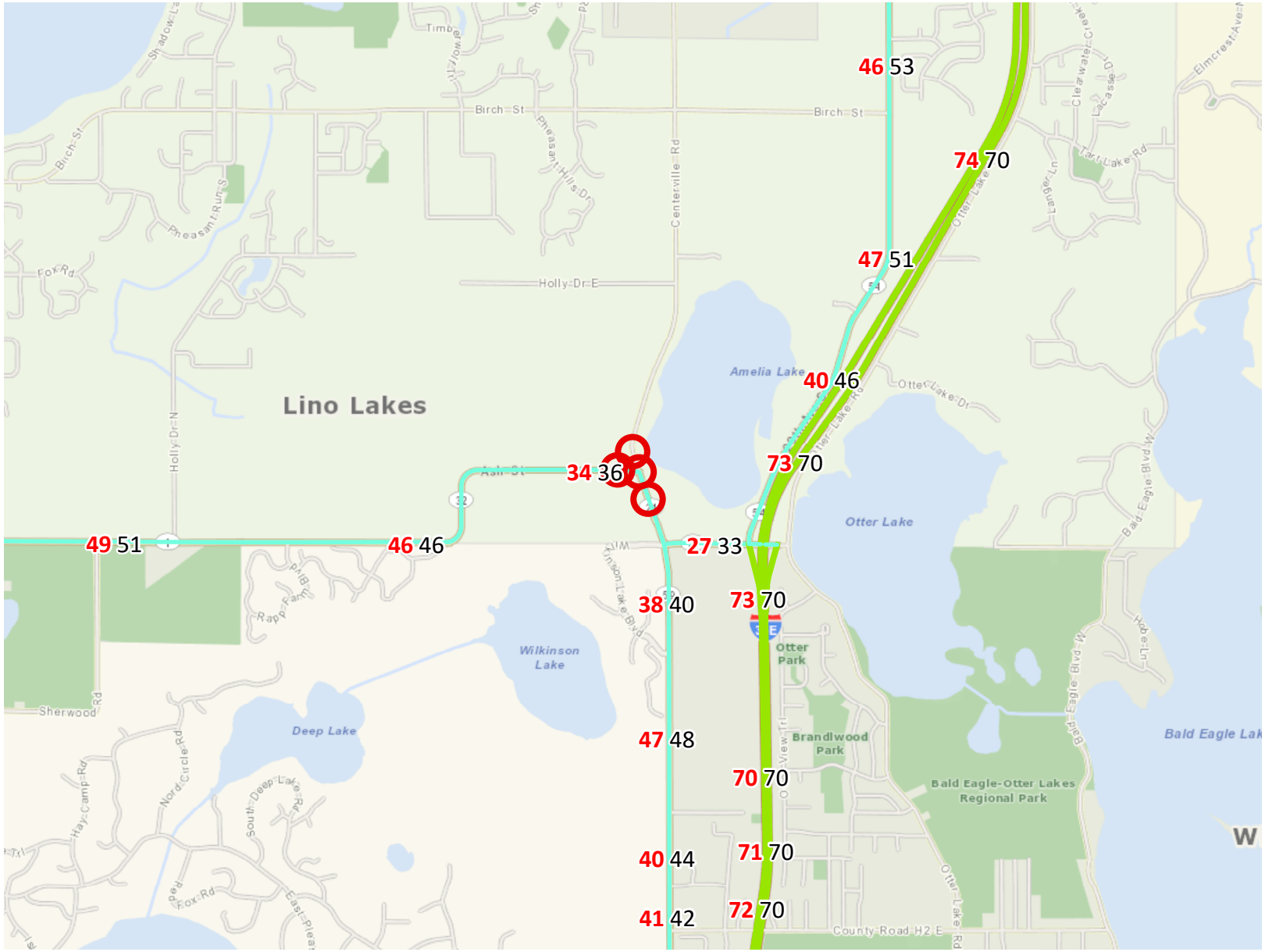
| | |
|---|---|
| **Total Project Cost (entered in Project Cost Form):** | $1,388,000.00 |
| **Enter Amount of the Noise Walls:** | $0.00 |
| **Total Project Cost subtract the amount of the noise walls:** | $1,388,000.00 |
| **Enter amount of any outside, competitive funding:** | $0.00 |
| **Attach documentation of award:** | |
| **Points Awarded in Previous Criteria** | |
| **Cost Effectiveness** | $0.00 |

## Other Attachments

| File Name | Description | File Size |
|---|---|---|
| AnokaCSAH21_1PgProjectSumm_April2022.pdf | One-Page Project Summary | 301 KB |
| AnokaCSAH21_ACHD2040TransportationPlanUpdateExcerpt_April2022.pdf | Anoka County 2040 Transportation Plan Update Excerpt | 827 KB |
| AnokaCSAH21_ACHDTransitionPlanExcerpt_April2022.pdf | Anoka County Highway System ADA Transition Plan Excerpt | 3.3 MB |
| AnokaCSAH21_AnokaCoResolution_April2022.pdf | Anoka County Resolution | 384 KB |
| AnokaCSAH21_EJSCREEN2015-2019ACSSummaryReport_April2022.pdf | EJSCREEN ACS Summary Report | 1.4 MB |
| AnokaCSAH21_EquityDestinationsMap_April2022.pdf | Equity Destinations Map | 1.3 MB |
| AnokaCSAH21_ExistingPhotos_April2022.pdf | Existing Photos | 685 KB |
| AnokaCSAH21_LinoLakes2040CompPlanExcerpt_April2022.pdf | Lino Lakes 2040 Comprehensive Plan Excerpt | 3.9 MB |
| AnokaCSAH21_WebEngSumm_April2022.pdf | Website Engagement Project Summary | 595 KB |

# Level of Congestion

Roadway Spot Mobility & Safety Project: CSAH 21 (Centerville Rd) at CSAH 32 (Ash St) Intersection | Map ID: 1647618815426




Project Points

A Minor Arterials

A Minor Arterials Planned

Principal Arterials

Principal Arterials Planned

0 0.325 0.65 1.3 1.95 2.6 Miles

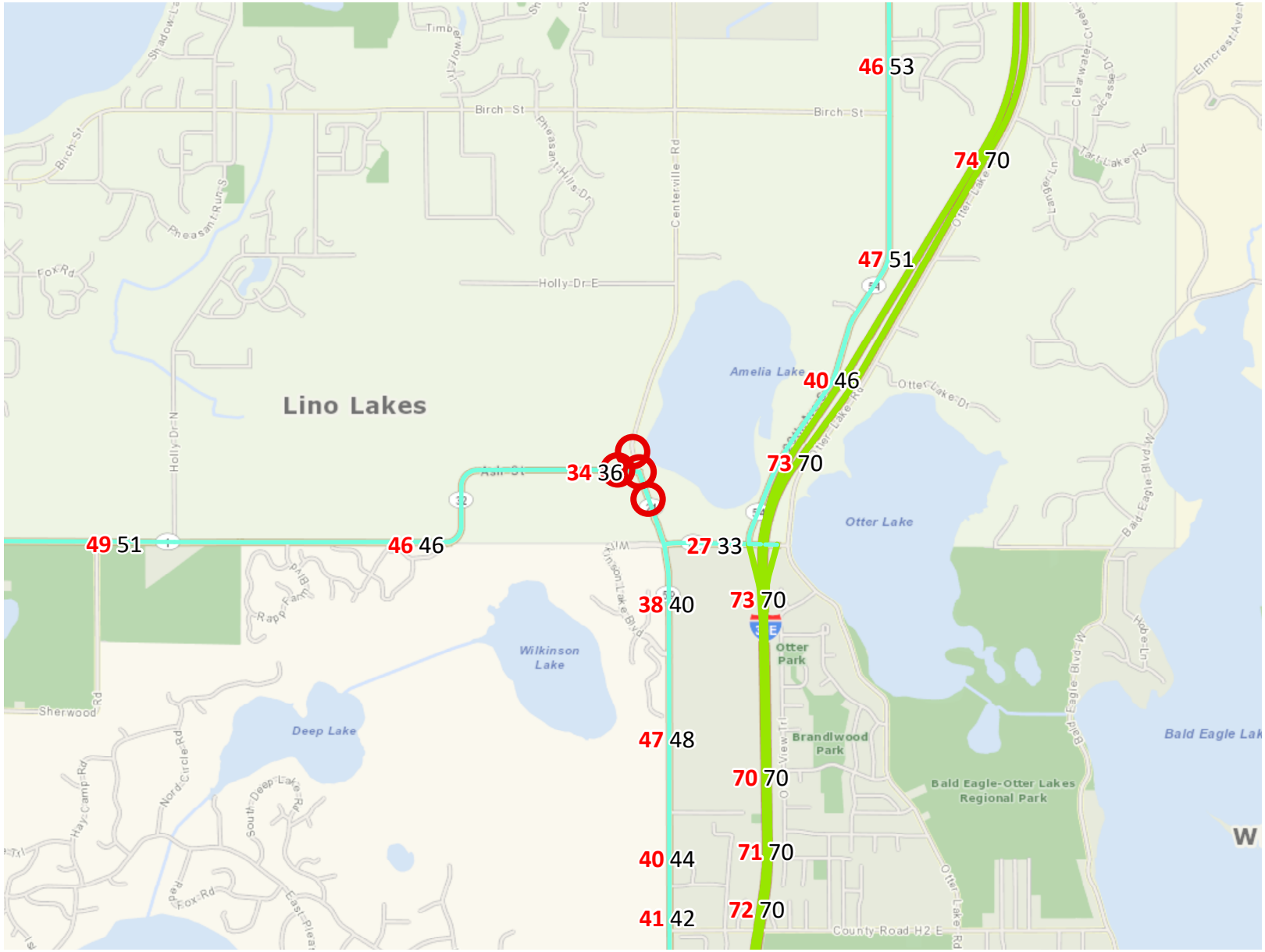
Created: 3/18/2022
LandscapeRSA1

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 21 (Centerville Rd) at CSAH 32 (Ash St) Intersection | Map ID: 1647618815426




Project Points

A Minor Arterials

A Minor Arterials Planned

Principal Arterials

Principal Arterials Planned

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 3/18/2022
LandscapeRSA1

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

METROPOLITAN COUNCIL

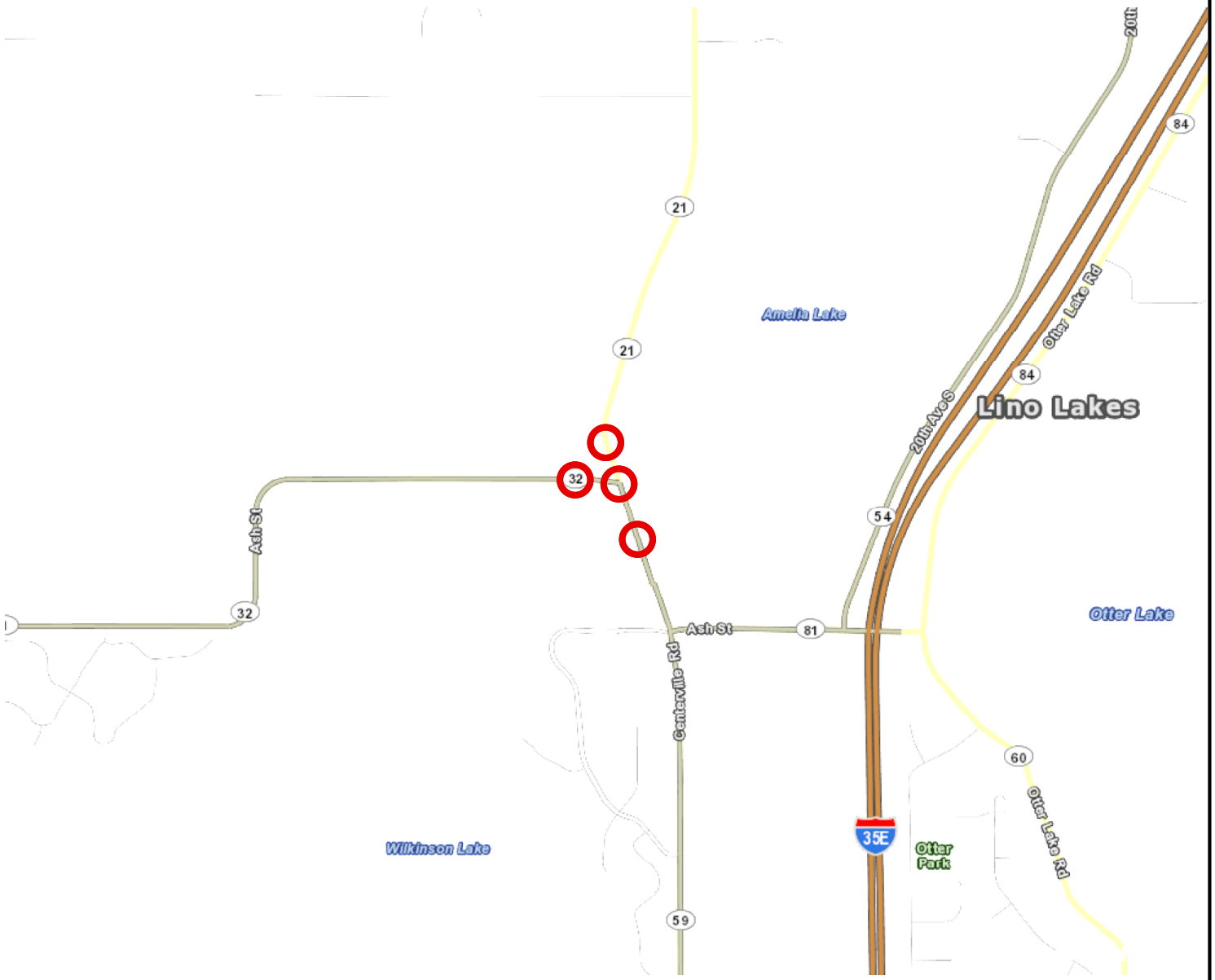
# Socio-Economic Conditions

Roadway Spot Mobility & Safety Project: CSAH 21 (Centerville Rd) at CSAH 32 (Ash St) Intersection | Map ID: 1647618815 42

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 0

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 0.15 0.3 0.6 0.9 1.2 Miles

Created: 3/18/2022
LandscapeRSA2

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

METROPOLITAN COUNCIL

**CSAH 21/CSAH 32 Spot Mobility Project**
**Existing vs. Build Analysis - CSAH 21 (Centerville Rd) at CSAH 32 (Ash St)**

**Existing Conditions**

| **Intersection #** | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| Volumes (vph) | 291 | 466 | 220 | | 977 |
| Delay (sec/veh) | 4.4 | 0.0 | 15.4 | | 4.8 |
| Total Delay (seconds) | 1280 | 0 | 3388 | | 4668 |

| **Emissions** | | | | | |
|---|---|---|---|---|---|
| CO (kg) | 0.42 | 0.22 | 0.42 | | 1.06 |
| NOx (kg) | 0.08 | 0.05 | 0.08 | | 0.21 |
| VOC (kg) | 0.10 | 0.05 | 0.10 | | 0.25 |
| | | | Emissions Total | | 1.52 |

**Proposed Build Conditions**

| **Intersection #** | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| Volumes (vph) | 291 | 466 | 220 | | 977 |
| Delay (sec/veh) | 4.7 | 7.8 | 7.4 | | 6.8 |
| Total Delay (seconds) | 1368 | 3635 | 1628 | | 6631 |

| **Emissions** | | | | | |
|---|---|---|---|---|---|
| CO (kg) | 0.43 | 0.72 | 0.38 | | 1.53 |
| NOx (kg) | 0.08 | 0.14 | 0.08 | | 0.30 |
| VOC (kg) | 0.10 | 0.17 | 0.08 | | 0.35 |
| | | | Emissions Total | | 2.18 |

| | |
|---|---|
| Delay Reduction (seconds) | -1962 |
| Emissions Reduction (kg) | -0.66 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 204 | 143 | 148 | 427 | 40 |
| Future Vol, veh/h | 16 | 204 | 143 | 148 | 427 | 40 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 100 | 160 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 222 | 155 | 161 | 464 | 43 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 957 | 486 | 507 | 0 | - | 0 |
| Stage 1 | 486 | - | - | - | - | - |
| Stage 2 | 471 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 286 | 581 | 1058 | - | - | - |
| Stage 1 | 618 | - | - | - | - | - |
| Stage 2 | 628 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 244 | 581 | 1058 | - | - | - |
| Mov Cap-2 Maneuver | 244 | - | - | - | - | - |
| Stage 1 | 527 | - | - | - | - | - |
| Stage 2 | 628 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.4 | 4.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1058 | - | 244 | 581 | - | - |
| HCM Lane V/C Ratio | 0.147 | - | 0.071 | 0.382 | - | - |
| HCM Control Delay (s) | 9 | - | 20.9 | 15 | - | - |
| HCM Lane LOS | A | - | C | C | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 0.2 | 1.8 | - | - |

## 3: CSAH 21 & CSAH 32

| Direction | EB | NB | SB | All |
|---|---|---|---|---|
| Future Volume (vph) | 220 | 291 | 466 | 977 |
| Total Delay / Veh (s/v) | 15 | 4 | 0 | 5 |
| CO Emissions (kg) | 0.42 | 0.42 | 0.22 | 1.06 |
| NOx Emissions (kg) | 0.08 | 0.08 | 0.04 | 0.21 |
| VOC Emissions (kg) | 0.10 | 0.10 | 0.05 | 0.25 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 6.8 |
| Intersection LOS | A |

| Approach | EB | NB | SB |
|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 239 | 316 | 507 |
| Demand Flow Rate, veh/h | 243 | 322 | 517 |
| Vehicles Circulating, veh/h | 473 | 17 | 158 |
| Vehicles Exiting, veh/h | 202 | 699 | 181 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 7.4 | 4.7 | 7.8 |
| Approach LOS | A | A | A |

| Lane | Left | Left | Left |
|---|---|---|---|
| Designated Moves | LR | LT | TR |
| Assumed Moves | LR | LT | TR |
| RT Channelized | | | |
| Lane Util | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 243 | 322 | 517 |
| Cap Entry Lane, veh/h | 852 | 1356 | 1174 |
| Entry HV Adj Factor | 0.984 | 0.981 | 0.980 |
| Flow Entry, veh/h | 239 | 316 | 507 |
| Cap Entry, veh/h | 838 | 1330 | 1151 |
| V/C Ratio | 0.285 | 0.237 | 0.440 |
| Control Delay, s/veh | 7.4 | 4.7 | 7.8 |
| LOS | A | A | A |
| 95th %tile Queue, veh | 1 | 1 | 2 |

## 3: CSAH 21 & CSAH 32

| Direction | EB | NB | SB | All |
|---|---|---|---|---|
| Future Volume (vph) | 220 | 291 | 466 | 977 |
| Total Delay / Veh (s/v) | 0 | 0 | 0 | 0 |
| CO Emissions (kg) | 0.37 | 0.43 | 0.72 | 1.53 |
| NOx Emissions (kg) | 0.07 | 0.08 | 0.14 | 0.30 |
| VOC Emissions (kg) | 0.09 | 0.10 | 0.17 | 0.35 |

**CSAH 21/CSAH 32 Spot Mobility Project**
**Existing vs. Build Analysis - CSAH 21 (Centerville Rd) at CSAH 32 (Ash St)**

**Existing Conditions**

| **Intersection #** | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| Volumes (vph) | 291 | 466 | 220 | | 977 |
| Delay (sec/veh) | 4.4 | 0.0 | 15.4 | | 4.8 |
| Total Delay (seconds) | 1280 | 0 | 3388 | | 4668 |

| **Emissions** | | | | | |
|---|---|---|---|---|---|
| CO (kg) | 0.42 | 0.22 | 0.42 | | 1.06 |
| NOx (kg) | 0.08 | 0.05 | 0.08 | | 0.21 |
| VOC (kg) | 0.10 | 0.05 | 0.10 | | 0.25 |
| | | | Emissions Total | | 1.52 |

**Proposed Build Conditions**

| **Intersection #** | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| Volumes (vph) | 291 | 466 | 220 | | 977 |
| Delay (sec/veh) | 4.7 | 7.8 | 7.4 | | 6.8 |
| Total Delay (seconds) | 1368 | 3635 | 1628 | | 6631 |

| **Emissions** | | | | | |
|---|---|---|---|---|---|
| CO (kg) | 0.43 | 0.72 | 0.38 | | 1.53 |
| NOx (kg) | 0.08 | 0.14 | 0.08 | | 0.30 |
| VOC (kg) | 0.10 | 0.17 | 0.08 | | 0.35 |
| | | | Emissions Total | | 2.18 |

| | |
|---|---|
| Delay Reduction (seconds) | -1962 |
| Emissions Reduction (kg) | -0.66 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 204 | 143 | 148 | 427 | 40 |
| Future Vol, veh/h | 16 | 204 | 143 | 148 | 427 | 40 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 100 | 160 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 222 | 155 | 161 | 464 | 43 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 957 | 486 | 507 | 0 | - | 0 |
| Stage 1 | 486 | - | - | - | - | - |
| Stage 2 | 471 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 286 | 581 | 1058 | - | - | - |
| Stage 1 | 618 | - | - | - | - | - |
| Stage 2 | 628 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 244 | 581 | 1058 | - | - | - |
| Mov Cap-2 Maneuver | 244 | - | - | - | - | - |
| Stage 1 | 527 | - | - | - | - | - |
| Stage 2 | 628 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.4 | 4.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1058 | - | 244 | 581 | - | - |
| HCM Lane V/C Ratio | 0.147 | - | 0.071 | 0.382 | - | - |
| HCM Control Delay (s) | 9 | - | 20.9 | 15 | - | - |
| HCM Lane LOS | A | - | C | C | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 0.2 | 1.8 | - | - |

## 3: CSAH 21 & CSAH 32

| Direction | EB | NB | SB | All |
|---|---|---|---|---|
| Future Volume (vph) | 220 | 291 | 466 | 977 |
| Total Delay / Veh (s/v) | 15 | 4 | 0 | 5 |
| CO Emissions (kg) | 0.42 | 0.42 | 0.22 | 1.06 |
| NOx Emissions (kg) | 0.08 | 0.08 | 0.04 | 0.21 |
| VOC Emissions (kg) | 0.10 | 0.10 | 0.05 | 0.25 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 6.8 |
| Intersection LOS | A |

| Approach | EB | NB | SB |
|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 239 | 316 | 507 |
| Demand Flow Rate, veh/h | 243 | 322 | 517 |
| Vehicles Circulating, veh/h | 473 | 17 | 158 |
| Vehicles Exiting, veh/h | 202 | 699 | 181 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 7.4 | 4.7 | 7.8 |
| Approach LOS | A | A | A |

| Lane | Left | Left | Left |
|---|---|---|---|
| Designated Moves | LR | LT | TR |
| Assumed Moves | LR | LT | TR |
| RT Channelized | | | |
| Lane Util | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 243 | 322 | 517 |
| Cap Entry Lane, veh/h | 852 | 1356 | 1174 |
| Entry HV Adj Factor | 0.984 | 0.981 | 0.980 |
| Flow Entry, veh/h | 239 | 316 | 507 |
| Cap Entry, veh/h | 838 | 1330 | 1151 |
| V/C Ratio | 0.285 | 0.237 | 0.440 |
| Control Delay, s/veh | 7.4 | 4.7 | 7.8 |
| LOS | A | A | A |
| 95th %tile Queue, veh | 1 | 1 | 2 |

## 3: CSAH 21 & CSAH 32

| Direction | EB | NB | SB | All |
|---|---|---|---|---|
| Future Volume (vph) | 220 | 291 | 466 | 977 |
| Total Delay / Veh (s/v) | 0 | 0 | 0 | 0 |
| CO Emissions (kg) | 0.37 | 0.43 | 0.72 | 1.53 |
| NOx Emissions (kg) | 0.07 | 0.08 | 0.14 | 0.30 |
| VOC Emissions (kg) | 0.09 | 0.10 | 0.17 | 0.35 |

**Traffic Safety Benefit-Cost Calculation**

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

## A. Roadway Description

| | | | | | |
|---|---|---|---|---|---|
| **Route** | CSAH 21 (Centerville Rd) | **District** | Metro | **County** | Anoka |
| **Begin RP** | | **End RP** | | **Miles** | |
| **Location** | CSAH 21 (Centerville Rd) at CSAH 32 (Ash St) Intersection | | | | |

## B. Project Description

| | | | |
|---|---|---|---|
| **Proposed Work** | Convert intersection from thru/stop to single-lane roundabout | | |
| **Project Cost*** | $1,388,000 | **Installation Year** | 2025 |
| **Project Service Life** | 20 years | **Traffic Growth Factor** | 0.9% |

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

## C. Crash Modification Factor

| | | | |
|---|---|---|---|
| 0.13 | **Fatal (K) Crashes** | **Reference** | CMF 230 - minor stop to modern roundabout (injury crashes) |
| 0.13 | **Serious Injury (A) Crashes** | | |
| 0.13 | **Moderate Injury (B) Crashes** | **Crash Type** | Injury Crashes |
| 0.13 | **Possible Injury (C) Crashes** | | |
| | **Property Damage Only Crashes** | | www.CMFclearinghouse.org |

## D. Crash Modification Factor (optional second CMF)

| | | | |
|---|---|---|---|
| | **Fatal (K) Crashes** | **Reference** | CMF 229 - minor stop to modern roundabout (all crashes) |
| | **Serious Injury (A) Crashes** | | |
| | **Moderate Injury (B) Crashes** | **Crash Type** | Property Damage Only Crashes |
| | **Possible Injury (C) Crashes** | | |
| 0.29 | **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 | Injury Crashes | Property Damage Only Crashes |
|---|---|---|
| K crashes | 0 | |
| A crashes | 0 | |
| B crashes | 0 | |
| C crashes | 1 | |
| PDO crashes | | 4 |

## F. Benefit-Cost Calculation

| | |
|---|---|
| $960,124 | **Benefit (present value)** |
| $1,388,000 | **Cost** |

**B/C Ratio = 0.70**

*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:** | 0.9% | **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 | 0.00 | 0.00 | $0 |
| C crashes | 0.87 | 0.29 | $34,800 |
| PDO crashes | 2.84 | 0.95 | $12,307 |
| | | | **$47,107** |

## H. Amortized Benefit

| Year | Crash Benefits | Present Value |
|---|---|---|
| 2025 | $47,107 | $47,107 |
| 2026 | $47,531 | $47,200 |
| 2027 | $47,958 | $47,294 |
| 2028 | $48,390 | $47,388 |
| 2029 | $48,826 | $47,482 |
| 2030 | $49,265 | $47,576 |
| 2031 | $49,708 | $47,671 |
| 2032 | $50,156 | $47,765 |
| 2033 | $50,607 | $47,860 |
| 2034 | $51,063 | $47,955 |
| 2035 | $51,522 | $48,051 |
| 2036 | $51,986 | $48,146 |
| 2037 | $52,454 | $48,242 |
| 2038 | $52,926 | $48,338 |
| 2039 | $53,402 | $48,434 |
| 2040 | $53,883 | $48,530 |
| 2041 | $54,368 | $48,626 |
| 2042 | $54,857 | $48,723 |
| 2043 | $55,351 | $48,819 |
| 2044 | $55,849 | $48,916 |
| 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 = $960,124**

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

# CMF / CRF Details

**CMF ID: 230**

**Convert intersection with minor-road stop control 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:** | 0.13 |
| **Adjusted Standard Error:** | 0.04 |
| **Unadjusted Standard Error:** | 0.03 |

| **Crash Reduction Factor (CRF)** | |
|---|---|
| **Value:** | 87 *(This value indicates a* ***decrease*** *in crashes)* |
| **Adjusted Standard Error:** | 4 |

| | |
|---|---|
| **Unadjusted Standard Error:** | 3 |

## Applicability

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

***If countermeasure is intersection-based***

| | |
|---|---|
| **Intersection Type:** | Roadway/roadway (not interchange related) |
| **Intersection Geometry:** | 4-leg |
| **Traffic Control:** | Stop-controlled |
| **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 from "convert two-way stop-controlled intersection to roundabout" to match HSM |

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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

## CSAH 21/CSAH 32 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 | 21 | 0.262 | 02 | Lino Lakes | 00684278 | 02/05/19 | 1730 | TUE | Angle | 3 | N |
| 04-CSAH | 21 | 0.262 | 02 | Lino Lakes | 00741687 | 08/20/19 | 1616 | TUE | Other | 2 | C |
| 04-CSAH | 21 | 0.270 | 02 | Lino Lakes | 00843926 | 10/01/20 | 0809 | THU | SSO | 2 | N |
| 04-CSAH | 32 | 8.842 | 02 | Lino Lakes | 00905478 | 05/12/21 | 1519 | WED | Angle | 2 | N |
| 04-CSAH | 32 | 8.849 | 02 | Lino Lakes | 00752249 | 10/04/19 | 1600 | FRI | SSO | 2 | N |

Selection Filter:

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

Analyst:

Justin Anibas

Notes:

# CMF / CRF Details

**CMF ID: 229**

**Convert intersection with minor-road stop control 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:** | 0.29 |
| **Adjusted Standard Error:** | 0.05 |
| **Unadjusted Standard Error:** | 0.04 |

| **Crash Reduction Factor (CRF)** | |
|---|---|
| **Value:** | 71 *(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:** | 1 |
| **Road Division Type:** | |
| **Speed Limit:** | |
| **Area Type:** | Rural |
| **Traffic Volume:** | |
| **Time of Day:** | |

***If countermeasure is intersection-based***

| | |
|---|---|
| **Intersection Type:** | Roadway/roadway (not interchange related) |
| **Intersection Geometry:** | 4-leg |
| **Traffic Control:** | Stop-controlled |
| **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 from "convert two-way stop-controlled intersection to roundabout" to match HSM |

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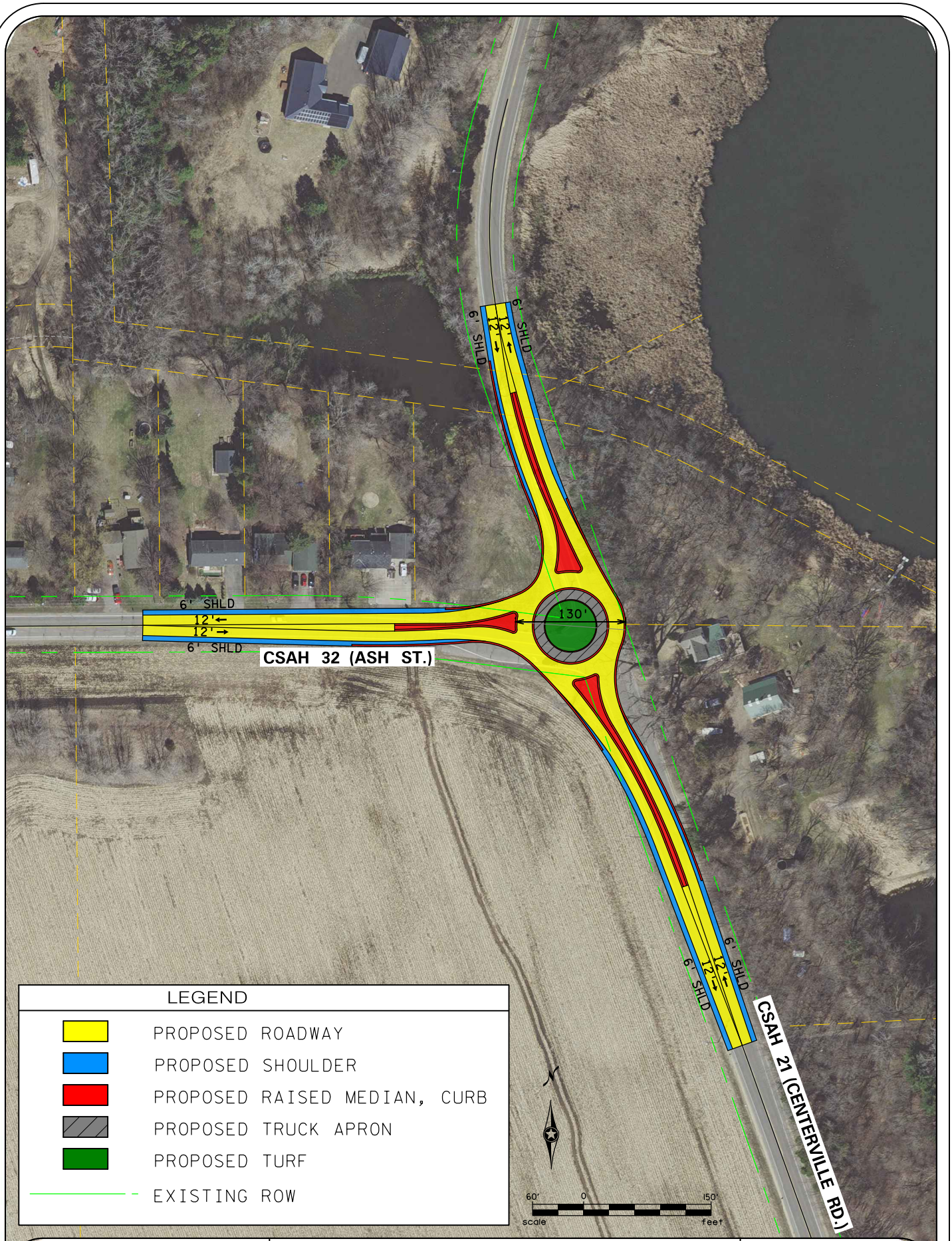
This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center




SEH
PHONE: (651) 490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

# CENTERVILLE RD. / N. ASH ST.

ROUNDABOUT

DRAWING NO. 1

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 21 at CSAH 32 Spot Mobility Improvement

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

**Project Name:** CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) Roundabout Project
**Project Location**: City of Lino Lakes, Anoka County
**Geographic Limits:** Intersection of CSAH 21 (Centerville Road) and CSAH 32 (Ash Street)

**Applicant:** Anoka County Highway Department
**Funding Category:** Spot Mobility and Safety
**Estimated Project Total:** $1.4 Million
**Requested Amount:** $1.1 Million

## Existing Conditions

CSAH 21 (Centerville Road) is a north-south roadway that intersects with CSAH 32 (Ash Street), an east-west roadway, at a T-intersection. Both roadways are functionally classified as A-Minor Arterial Expanders. CSAH 21 has a 50-mph posted speed limit in the project area, and CSAH 32 has a 45-mph posted speed limit in the project area.

CSAH 21 runs parallel to I-35E on the west side and provides access to commercial and residential properties to the south and several residential properties to the north. Access to I-35E exists approximately 0.5-miles to the southeast, which provides connections to the regional transportation system. There are currently no non-motorized facilities within the project area nor any active transit stops.

## ! Issues to be Addressed

- Traffic congestion
- High crash rates
- Inadequate pedestrian and bicycling options and facilities
- Poor drainage

## ✓ Proposed Improvements

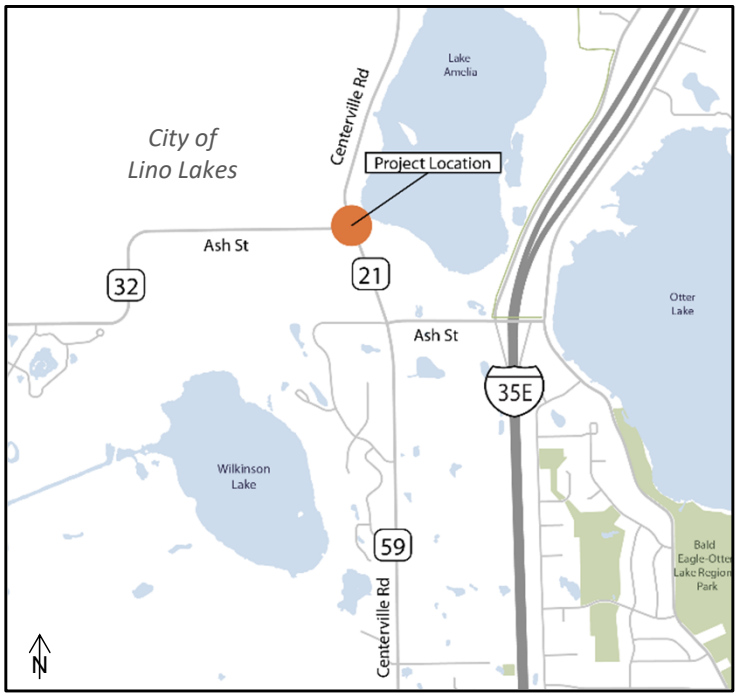
- New single-lane roundabout
- Paved shoulders leading into roundabout

## ✓ Project Benefits

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

## CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) Project Location

City of Lino Lakes, Anoka County




## Project Description

The project will convert the existing minor-stop controlled intersection at CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) to a single lane roundabout. This improvement includes wide 6-foot paved shoulders on CSAH 21 and CSAH 32 leading into the roundabout. The improvement is being coordinated with a larger nearby project being led by Ramsey County that seeks to improve the interchange at I-35E/County Road J.

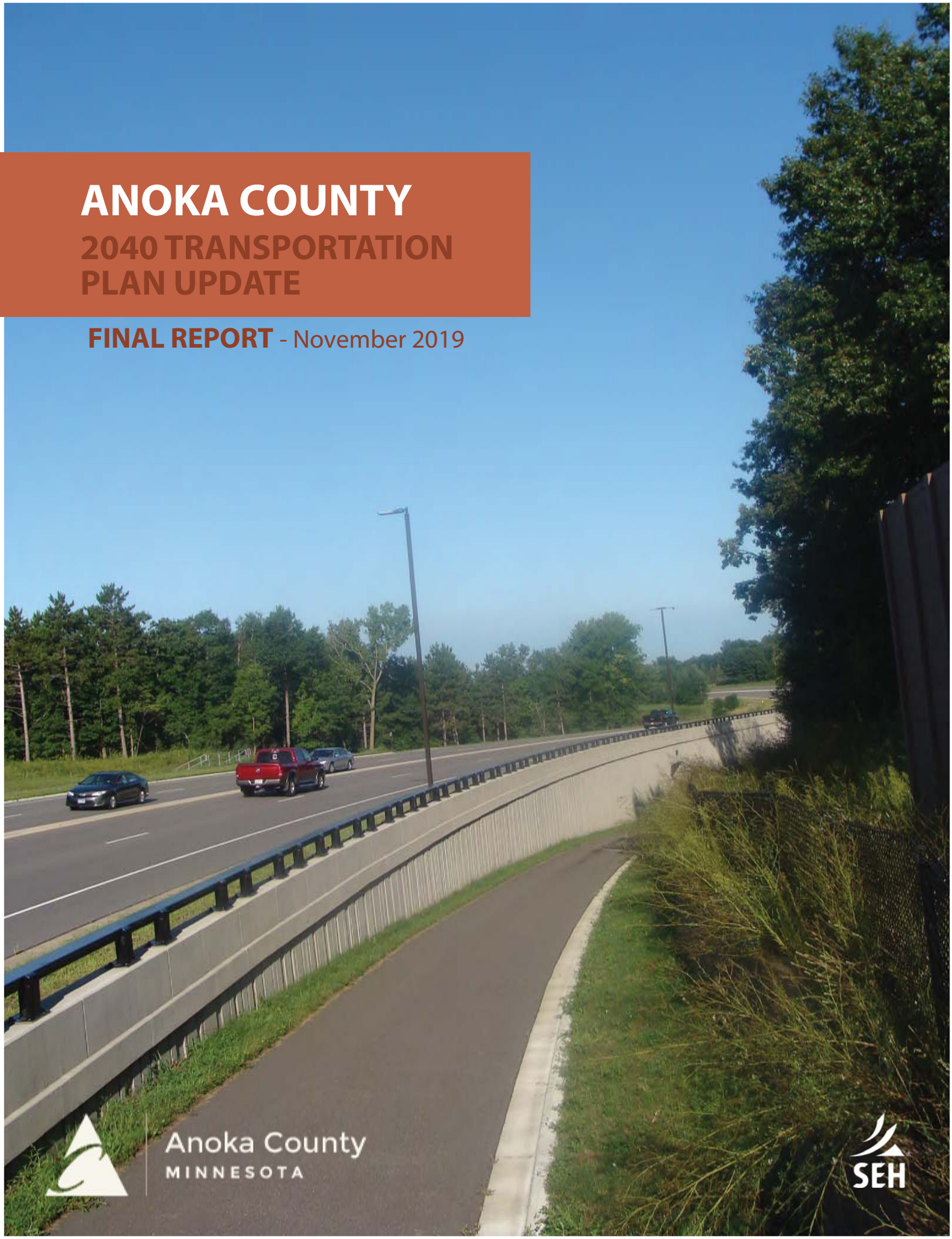
Based on 2019-2021 historical crash data, the intersection's crash rate exceeds the MnDOT average crash rate. This data indicates the intersection having a sustained crash problem. As future traffic demands continue to increase, the roundabout controlled intersection will look to reduce the current crash rate and improve overall safety for all users.

The roundabout will also be designed to include ADA-compliant curb ramps and pedestrian refuge medians to connect with future sidewalk or trail facilities as CSAH 21 is part of the RBTN Tier 2 alignment.

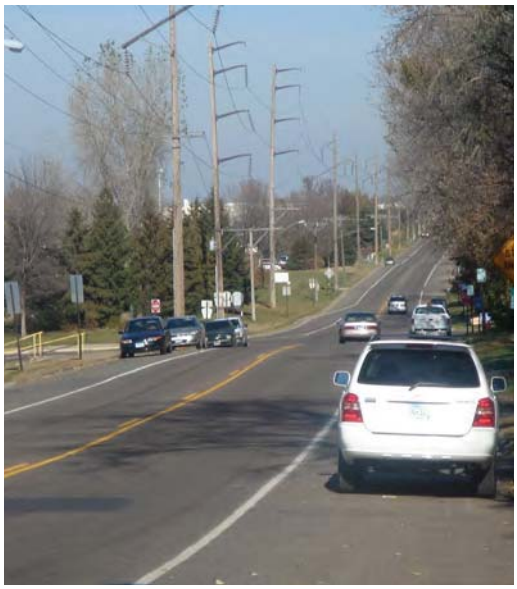
# ANOKA COUNTY

## 2040 TRANSPORTATION PLAN UPDATE

**FINAL REPORT** - November 2019



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



*Roadway in Anoka County (Source: Anoka County)*

## 1.1 PLAN UPDATE PROCESS

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

## 1.2 RELATIONSHIP TO THE FIVE-YEAR IMPROVEMENT PROGRAM

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

## 1.3 PARTNERS

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

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

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)<br>• CSAH 56 and CSAH 57 railroad grade separations need to advance regardless of interchanges<br>• Highway 47 and CSAH 5 are also priorities (identified several intersections along Highway 47 and CSAH 5 that need to be analyzed for improvements)<br>• CSAH 116 Bridge needs a right turn lane<br>• Would like a new Rum River Bridge identified as a long term need (corridor preservation)<br>• 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<br>• In favor of roundabouts at I-35E/CSAH 32 interchange ramps (ramps to/from north are not a priority<br>• CSAH 32/CSAH 21 intersection is a priority (ICE study nearly complete)<br>• CSAH 32/CSAH 49 intersection will need further improvements in the coming years<br>• Interested in flattening S-curves on CSAH 32<br>• CSAH 34 is a continued priority (intersection improvements)<br>• 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<br>• Further coordination is required regarding 4-lane to 3-lane restriping project on CSAH 8 (trail improvements are a priority for the City)<br>• TH 65 southbound lane drop at CSAH 10 ramp is a continued operational/safety issue<br>• 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<br>• 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).

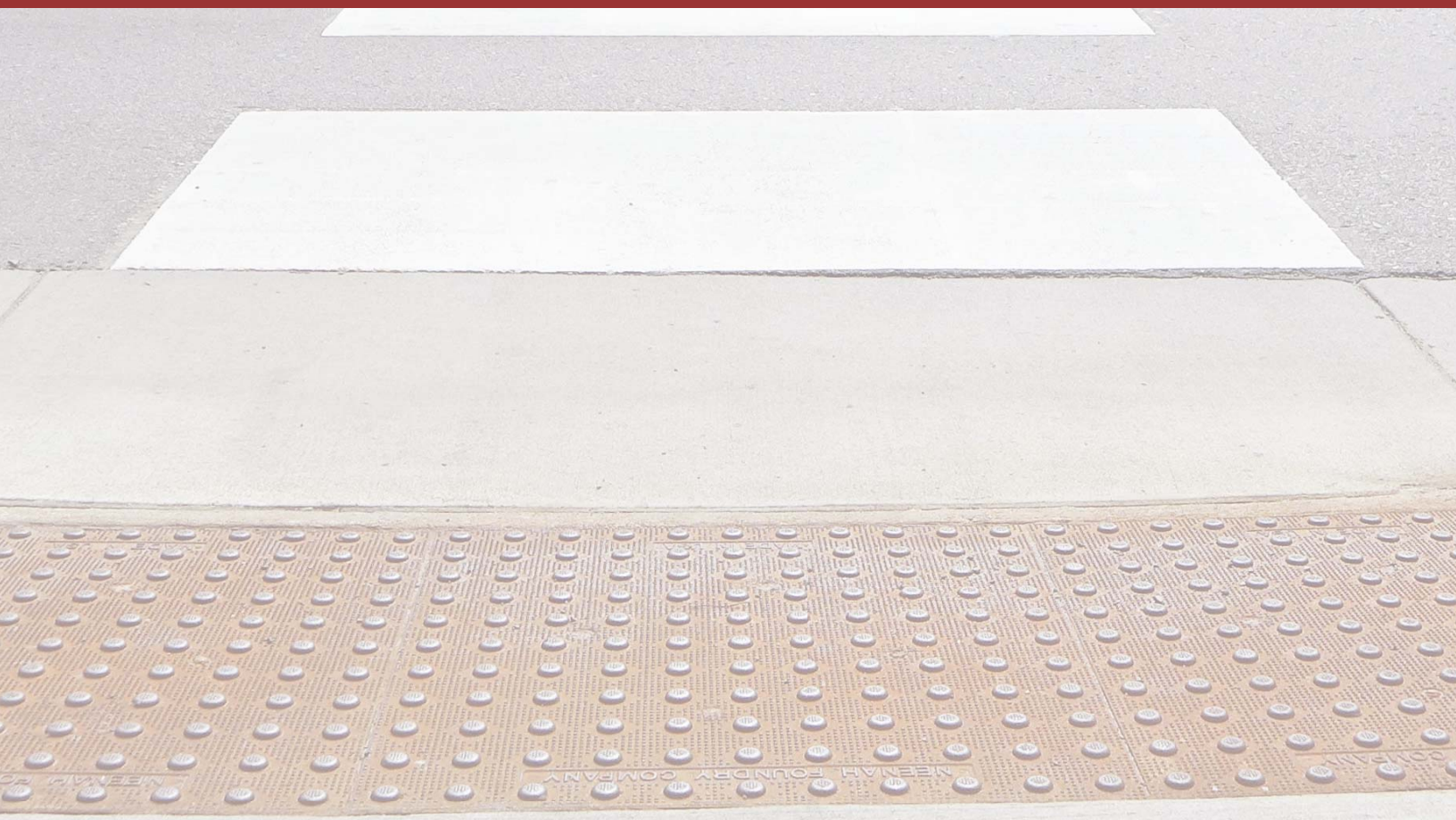
Dan Klint
Jerry Soma
Assistant County Attorney
County Administrator

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






# Anoka County Highway System ADA Transition Plan



March 2018

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

# SELF-EVALUATION CONDITION ASSESSMENT

## Overview

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

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

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

## Summary

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

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

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

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

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

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

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

Condition Rating for Signalized Intersections:

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

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

# POLICIES AND PRACTICES

## Previous Practices

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

## Policy

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

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

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

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

# ADA COORDINATOR

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

# IMPROVEMENT SCHEDULE

## Priority Areas

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

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

## External Agency Coordination

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

## Schedule Goals

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

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

# IMPLEMENTATION SCHEDULE

## Methodology

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

# PUBLIC OUTREACH

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

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

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

# GRIEVANCE PROCEDURE

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

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

## APPENDICES

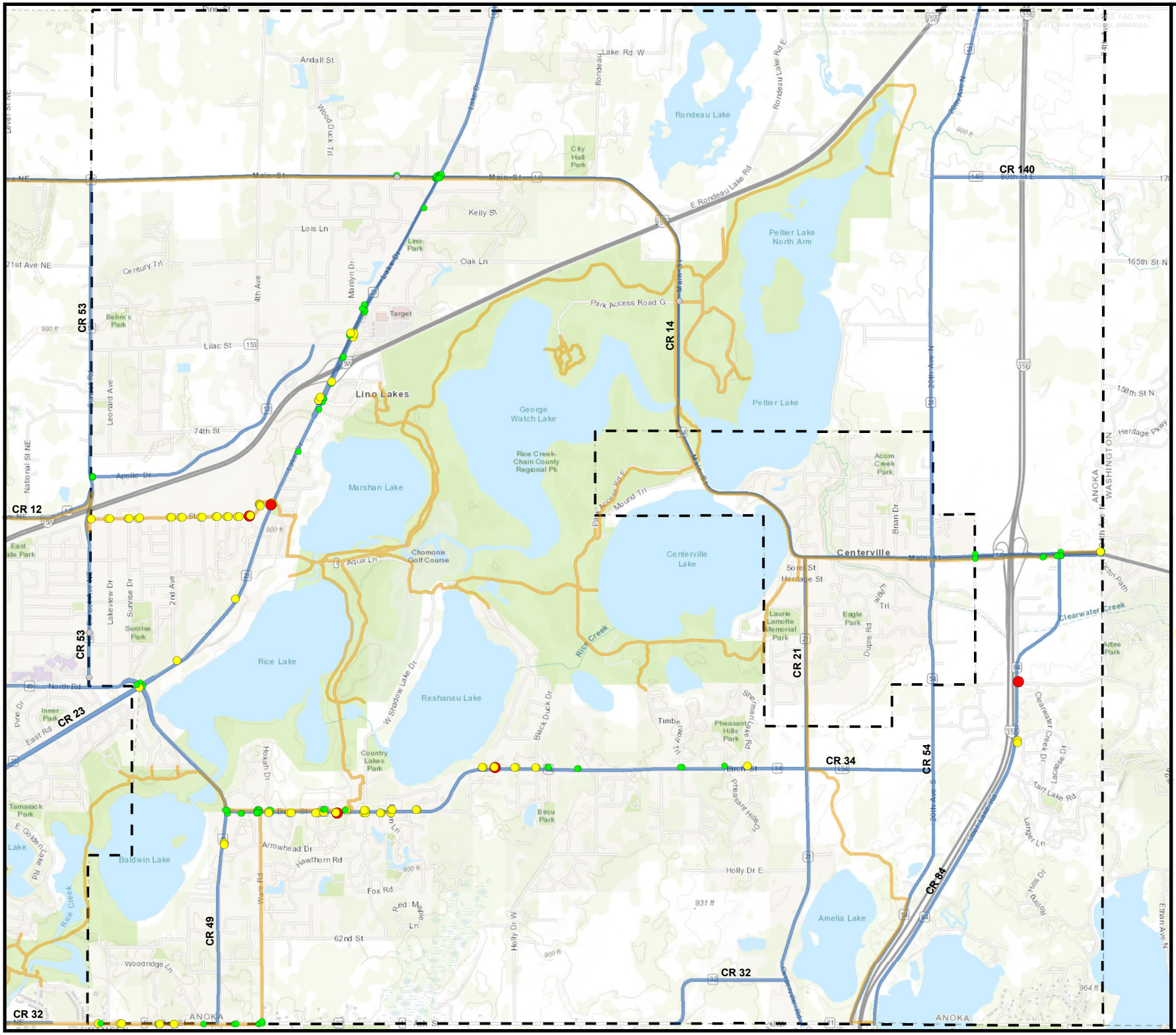
A. Glossary of Terms
B. Self-Evaluation
C. Agency ADA Design Standards and Procedures
D. ADA Coordinator
E. Prioritization Summary
F. Public Outreach Materials
G. ADA Public Notice
H. Grievance Procedure
I. Complaint Form

# Appendix B – Self-Evaluation

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

http://www.anokacountyada.com

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




# Anoka County

ADA Transition Plan

**Pedestrian Curb Ramps**

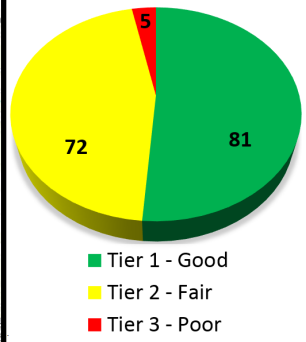
## Legend

- Trail
- County Road
- Boundary

Curb Ramp Tier Ratings:

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

Source: MnDOT,Anoka County,ESRI

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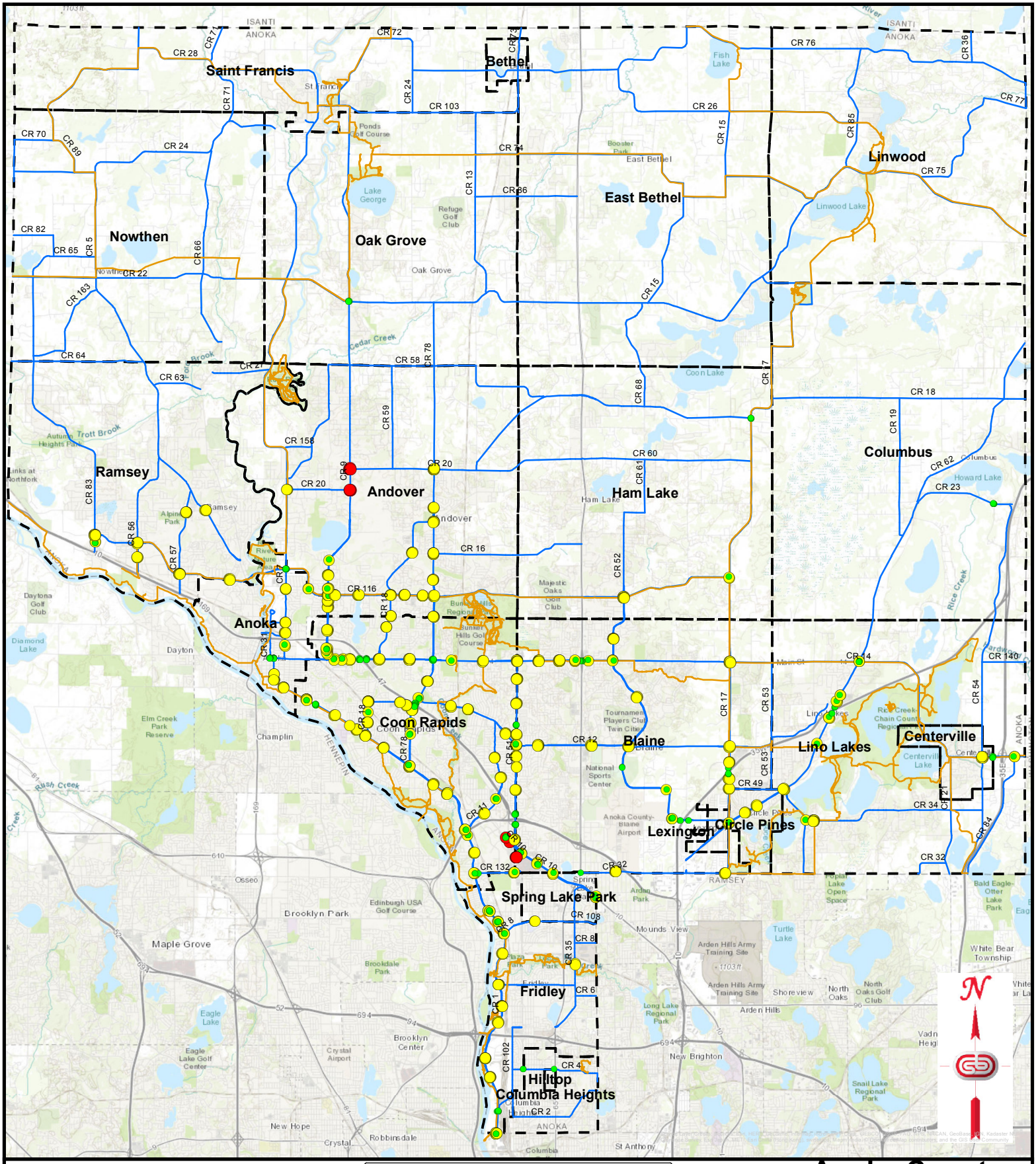
Anoka County MINNESOTA
Respectful, Innovative, Fiscally Responsible

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
New Hope
Crystal
Robbinsdale
Brooklyn Center
Mounds View
Arden Hills
New Brighton
Shoreview
White Bear Township
St Anthony
Columbia
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.

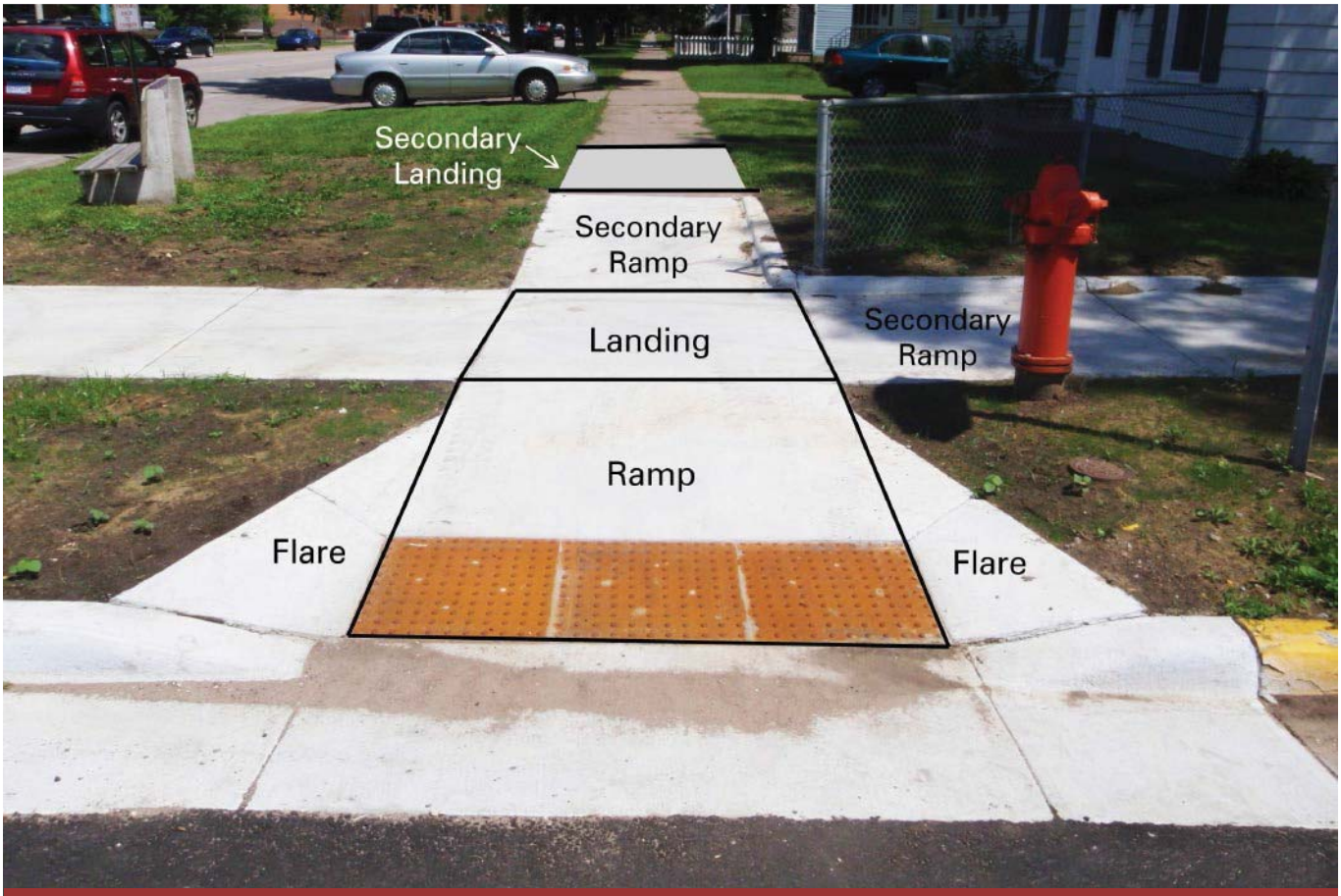
# ADA Improvement Plan

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 #2022-43**

**OFFERED BY COMMISSIONER: Look**

**AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION FOR THE CSAH 21 / CSAH 32 INTERSECTION IMPROVEMENT PROJECT**

WHEREAS, the intersection of CSAH 32 (Ash Street) (an "A" Minor Arterial Expander) and CSAH 21 (Centerville Road) is an important intersection, utilized by thousands of travelers each day; and,

WHEREAS, Anoka County and the City of Lino Lakes have identified the need to improve the CSAH 32 / CSAH 21 intersection; and,

WHEREAS, traffic volumes along CSAH 32 and CSAH 21 have continued to increase and are projected to continue to increase as the area develops; and,

WHEREAS, proposed transportation improvements to the CSAH 32 / CSAH 21 intersection will improve 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 CSAH 32 / CSAH 21 intersection; 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 32 / CSAH 21 intersection, in the city of Lino Lakes.

*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 21 (Centerville Road) at Anoka CSAH 32 (Ash Street) Roundabout Project

| Summary of ACS Estimates | 2015 - 2019 |
|---|---|
| Population | 412 |
| Population Density (per sq. mile) | 671 |
| People of Color Population | 45 |
| % People of Color Population | 11% |
| Households | 290 |
| Housing Units | 290 |
| Housing Units Built Before 1950 | 14 |
| Per Capita Income | 59,482 |
| Land Area (sq. miles) (Source: SF1) | 0.61 |
| % Land Area | 91% |
| Water Area (sq. miles) (Source: SF1) | 0.06 |
| % Water Area | 9% |

| | 2015 - 2019 ACS Estimates | Percent | MOE (±) |
|---|---|---|---|
| **Population by Race** | | | |
| Total | 412 | 100% | 296 |
| Population Reporting One Race | 408 | 99% | 561 |
| White | 372 | 90% | 301 |
| Black | 6 | 1% | 54 |
| American Indian | 3 | 1% | 25 |
| Asian | 27 | 7% | 158 |
| Pacific Islander | 0 | 0% | 9 |
| Some Other Race | 0 | 0% | 14 |
| Population Reporting Two or More Races | 5 | 1% | 90 |
| Total Hispanic Population | 4 | 1% | 95 |
| Total Non-Hispanic Population | 408 | | |
| White Alone | 368 | 89% | 302 |
| Black Alone | 6 | 1% | 54 |
| American Indian Alone | 3 | 1% | 25 |
| Non-Hispanic Asian Alone | 27 | 7% | 158 |
| Pacific Islander Alone | 0 | 0% | 9 |
| Other Race Alone | 0 | 0% | 9 |
| Two or More Races Alone | 4 | 1% | 81 |
| **Population by Sex** | | | |
| Male | 198 | 48% | 190 |
| Female | 215 | 52% | 219 |
| **Population by Age** | | | |
| Age 0-4 | 32 | 8% | 111 |
| Age 0-17 | 82 | 20% | 163 |
| Age 18+ | 330 | 80% | 342 |
| Age 65+ | 155 | 38% | 251 |

**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 21 (Centerville Road) at Anoka CSAH 32 (Ash Street) Roundabout Project

| | 2015 - 2019 ACS Estimates | Percent | MOE (±) |
|---|---|---|---|
| **Population 25+ by Educational Attainment** | | | |
| Total | 319 | 100% | 225 |
| Less than 9th Grade | 2 | 1% | 33 |
| 9th - 12th Grade, No Diploma | 3 | 1% | 45 |
| High School Graduate | 38 | 12% | 141 |
| Some College, No Degree | 26 | 8% | 155 |
| Associate Degree | 20 | 6% | 82 |
| Bachelor's Degree or more | 230 | 72% | 257 |
| **Population Age 5+ Years by Ability to Speak English** | | | |
| Total | 381 | 100% | 266 |
| Speak only English | 365 | 96% | 301 |
| Non-English at Home[1+2+3+4] | 16 | 4% | 90 |
| [1]Speak English "very well" | 8 | 2% | 63 |
| [2]Speak English "well" | 7 | 2% | 65 |
| [3]Speak English "not well" | 1 | 0% | 26 |
| [4]Speak English "not at all" | 0 | 0% | 11 |
| [3+4]Speak English "less than well" | 1 | 0% | 26 |
| [2+3+4]Speak English "less than very well" | 8 | 2% | 66 |
| **Linguistically Isolated Households*** | | | |
| Total | 4 | 100% | 33 |
| Speak Spanish | 0 | 0% | 9 |
| Speak Other Indo-European Languages | 0 | 0% | 9 |
| Speak Asian-Pacific Island Languages | 4 | 100% | 32 |
| Speak Other Languages | 0 | 0% | 9 |
| **Households by Household Income** | | | |
| Household Income Base | 290 | 100% | 116 |
| < $15,000 | 30 | 10% | 108 |
| $15,000 - $25,000 | 21 | 7% | 99 |
| $25,000 - $50,000 | 17 | 6% | 83 |
| $50,000 - $75,000 | 14 | 5% | 68 |
| $75,000 + | 208 | 72% | 156 |
| **Occupied Housing Units by Tenure** | | | |
| Total | 290 | 100% | 116 |
| Owner Occupied | 194 | 67% | 105 |
| Renter Occupied | 95 | 33% | 91 |
| **Employed Population Age 16+ Years** | | | |
| Total | 335 | 100% | 242 |
| In Labor Force | 159 | 48% | 212 |
| Civilian Unemployed in Labor Force | 0 | 0% | 29 |
| Not In Labor Force | 175 | 52% | 190 |

**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 21 (Centerville Road) at Anoka CSAH 32 (Ash Street) Roundabout Project

| | 2015 - 2019 ACS Estimates | Percent | MOE (±) |
|---|---|---|---|
| **Population by Language Spoken at Home*** | | | |
| Total (persons age 5 and above) | N/A | N/A | N/A |
| English | N/A | N/A | N/A |
| Spanish | N/A | N/A | N/A |
| French | N/A | N/A | N/A |
| French Creole | N/A | N/A | N/A |
| Italian | N/A | N/A | N/A |
| Portuguese | N/A | N/A | N/A |
| German | N/A | N/A | N/A |
| 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 | N/A | N/A | N/A |
| Chinese | N/A | N/A | N/A |
| Japanese | N/A | N/A | N/A |
| Korean | N/A | N/A | N/A |
| 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 | N/A | N/A | N/A |
| Other Asian | N/A | N/A | N/A |
| Tagalog | N/A | N/A | N/A |
| 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 | N/A | N/A | N/A |
| Hebrew | N/A | N/A | N/A |
| African | N/A | N/A | N/A |
| Other and non-specified | N/A | N/A | N/A |
| Total Non-English | N/A | N/A | N/A |

**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 21 & CSAH 32

Date: 03/2022; Project: 163876

# Existing Condition Photographs:
# CSAH 21 at CSAH 32 in Lino Lakes

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

**VIEW: Looking east on CSAH 32 towards the CSAH 21/CSAH 32 intersection** *April, 2022*

**VIEW: Looking north on CSAH 21** *April, 2022*


**VIEW: Looking south on CSAH 21** *April, 2022*

# Lino Lakes 2040 Comprehensive Plan

**Adopted November 9, 2020**



CITY OF LINO LAKES
2040 COMP PLAN

## 2040 Comprehensive Plan Update

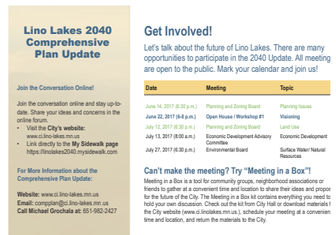
The 2040 Comprehensive Plan builds on the 2030 Plan, using the extensive visioning and community involvement from that effort and supplementing it with new outreach to involve the community in updating the plan and extending it into the future. The city's Planning & Zoning Board and other established 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)<br>Planning & Zoning Board (10 meetings)<br>Park Board (3 meetings)<br>Economic Development Advisory Committee (2 meetings)<br>Environmental Board (4 meetings)<br>City Council Meetings (10 meetings) |
| **Other Public Meetings/ Events** | Open House 1 (June 22, 2017)<br>Blue Heron Days (August 19, 2017)<br>Open House 2 (April 3, 2018)<br>Meeting-in-a-Box Opportunities |
| **Print Media** | Post Card (May, 2017)<br>Newsletter 1 (June, 2017<br>Newsletter 2 (August, 2017)<br>Newsletter 3 (November, 2017)<br>Newsletter 4 (March, 2018) |
| **Electronic Media** | City of Lino Lakes Web Page<br>My Sidewalk Social Media Site<br>Community Visioning Survey<br>(May/June 2017) |



Lino Lakes 2040 Comprehensive Plan Update

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 (8:00 a.m.) | Economic Development Advisory Committee | Economic Development |
| July 27, 2017 (6:30 p.m.) | Environmental Board | Surface Water/ Natural Resources |

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

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.

## Safety Issues

A central concern of transportation professionals is roadway safety. To assist in the evaluation of crashes, MnDOT maintains a database of crash records from around the State of Minnesota. These records identify the location, severity and circumstances associated with each crash. This dataset is useful for identifying crashes within the city, but it should be noted that the crash location data input may not always be extremely accurate. Therefore, further evaluation may be needed to determine if safety issues exist at locations identified as having a high frequency of crashes. MnDOT's dataset was reviewed to identify the number, location and severity of crashes in the City of Lino Lakes for the years 2011 - 2015. Overall there were 1,107 crashes, of which 4 involved fatalities, 266 involved personal injury and 837 involved property damage (see Table 6-6). These crashes were generally widely distributed throughout the city with most locations accounting for only one or two incidents, suggesting that a crash at that location was a random event. However, several of these crashes were concentrated at a limited number of locations.

There is a high correlation between the frequency of crashes and traffic volumes. Roadways with high volumes tend to have more crashes than a lower volume roadway. A planning-level safety analysis was conducted to identify locations in Lino Lakes with a high frequency of crashes. Further investigation is warranted at these locations to evaluate the types of crashes and to calculate crash rates at these locations to determine their relevance. The intersection with the most crashes are listed in Table 6-7.

In keeping with the state's goal of "Toward Zero Deaths," additional analysis of the fatal crashes within the city over the five-year study period was also conducted using crash reports. Based on the reports, roadway geometry was not cited as contributing factors in the fatal crashes. Instead, the reports showed the following:

- 100% of the fatal crashes occurred on I-35 E.
- Two of the crashes involved single vehicles running off the road. One was a rear-end crash and one was listed as unknown.

**Table 6-6. Motor Vehicle Crashes in Lino Lakes (2011-2015) ***

| Year | Number of Crashes | | | | | |
|---|---|---|---|---|---|---|
| | | Personal Injury Crashes | | | | |
| | Fatal Crashes | Type A Incapacitating Injury | Type B Non-Incapacitating Injury | Type C Possible Injury | Property Damage Crashes | Total Crashes |
| 2011 | 2 | 1 | 14 | 35 | 142 | 194 |
| 2012 | 1 | 4 | 18 | 29 | 158 | 210 |
| 2013 | 1 | 3 | 11 | 29 | 172 | 216 |
| 2014 | 0 | 0 | 14 | 48 | 175 | 237 |
| 2015 | 0 | 3 | 19 | 38 | 190 | 250 |
| 5-Year Total | 4 | 11 | 76 | 179 | 837 | 1,107 |
| 5-Year Average | 1 | 2 | 15 | 36 | 167 | 221 |

*Includes Interstate and Trunk Highway Facilities

**Table 6-7. Top Eight Crash Locations in Lino Lakes (2011-2015) (by total crashes) ***

| Crash Location Descriptions | Number of Crashes | | | | | |
|---|---|---|---|---|---|---|
| | | Personal Injury Crashes | | | | |
| | Fatal Crashes | Type A | Type B | Type C | Property Damage Crashes | Total Crashes |
| CSAH 14 (Main St) at CSAH 23 (Lake Dr) | 0 | 0 | 0 | 5 | 23 | 28 |
| CSAH 49 (Hodgson Rd) at CSAH 34 (Birch St) | 0 | 0 | 1 | 4 | 11 | 16 |
| CSAH 32 (Ash St) at CSAH 21 (Centerville Rd) | 0 | 0 | 0 | 6 | 8 | 14 |
| CSAH 23 (Lake Dr) at I-35W Ramps | 0 | 0 | 2 | 1 | 7 | 10 |
| CSAH 14 (Main St) at CR 53 (Sunset Ave) | 0 | 0 | 0 | 9 | 9 | 9 |
| CSAH 34 (Birch St) at Ware Road | 0 | 0 | 0 | 3 | 4 | 7 |
| CSAH 14 (Main St) at I-35W Ramps | 0 | 0 | 1 | 2 | 3 | 6 |
| CSAH 34 (Birch St) at Hokah Drive | 0 | 0 | 0 | 3 | 3 | 6 |

*Excludes Interstate and TH Facilities

## Programmed or Planned Roadway Improvements

Various roadway projects are either currently under construction, programmed for completion in the next few years, or proceeding through the planning process. When identifying future needs, roadways that are programmed or planned are considered part of the future roadway system because they will likely be in place during the 2040 and Full Build (post 2040) planning horizon.

### Regional Roadway Improvements

There are no programmed or planned improvements to regional roadways (I-35W or I-35E) within the City of Lino Lakes. MnDOT's *Metro District Transportation System Plan* does identify the need for additional lanes on portions of I-35W within Lino Lakes; however, no funding has been identified for these projects and therefore, they will most likely occur outside the 2040 planning horizon. Since the regional improvements noted above are not currently funded (programmed), they were not incorporated into the model as part of the future roadway system. However, based upon the city's anticipated future land use, 2040 traffic forecasts identify if there is a need for these improvements during the 2040 planning horizon.

### Anoka County Improvements

The following roadway improvements were previously identified by Anoka County in their 2030 Transportation Plan and therefore assumed to be part of the future roadway system. It was assumed that they should be upgraded to three-lane or four-lane facilities in the future to accommodate the 2040 and post 2040 traffic conditions:

- CSAH 14 (Main St) – I-35W to West City Limit
- CSAH 32 (Ash St) – CSAH 49 (Hodgson Rd) to West City Limit
- CSAH 32 (Ash St) – CSAH 21 (Centerville Rd) to Holly Drive
- CSAH 23 (Lake Dr) – West City Limit to North City Limit
- CSAH 49 (Hodgson Rd) – CSAH 23 (Lake Dr) to CSAH 32 (Ash St)
- CSAH 21 (Centerville Rd) – CSAH 32 (Ash St) to South City Limits
- CSAH 54 (20th Ave) – 77th Street to South City Limit
- CSAH 34 (Birch St) – CSAH 21 (Centerville Rd) to CSAH 49 (Hodgson Rd)

The following roadways also require upgrade to three-lane divided facilities by year 2040:

- CR 53 (Sunset Ave) – CSAH 14 (Main St) to CSAH 23 (Lake Dr)
- CSAH 21 (Centerville Rd) – CSAH 14 (Main St) to CSAH 34 (Birch St)
- CSAH 32 (Ash St) – Holly Drive to CSAH 49 (Hodgson Rd)

### City of Lino Lakes Improvements

The City of Lino Lakes' *2018 - 2022 Capital Improvement Program* identifies the following additional local road projects:

- Cedar Street – East City Limit to CSAH 84 (Otter Lake Rd)
- CR J (Ash Street) at CSAH 21 (Centerville Road) Roundabout
- CSAH 84 (Otter Lake Road) Extension – Elmcrest Drive (Hugo) to 100 feet north of CSAH 14 (Main Street)
- In addition to these improvements other street connections may be constructed with development projects.

The above improvements will alleviate most of the anticipated congestion in the city by 2040. However, as the city moves beyond the 2040 planning horizon and approaches full build-out, roadways such as CSAH 14 (Main St) between CSAH 21 (Centerville Rd) and I-35E may not be able to accommodate future traffic demand. The solution to this potential congestion issue is not additional increases in roadway capacity, but rather system improvements described in the following section that would occur in the post-2040 timeframe.

The CSAH 34 Corridor Study also determined that additional roadway system improvements in the area, such as a potential future overpass of I-35E between CSAH 14 (Main St) and CSAH 34 (Birch St) near Cedar Street will further help to reduce future traffic volumes in the CSAH 14 (Main St) interchange area. Additional study is needed; however, in the meantime, the city may want to consider preserving right-of-way for this potential future overpass. These system improvements would divert sufficient traffic away from existing CSAH 14 (Main St) to eliminate potential future congestion issues.

Enforcement of the land designated as Urban Reserve by the city's 2040 future land use plan is also critical to ensuring the improvements to the transportation system before 2040 are sufficient. If land designated Urban Reserve is developed at a higher density than expected before 2040 the transportation system will suffer and additional congestion will be experienced.

The City of Lino Lakes strives to coordinate with adjacent jurisdictions (i.e., Blaine, Hugo, North Oaks, Shoreview, and Circle Pines) as well as Anoka County, Ramsey County, Washington County, and MnDOT when planning future improvements. Coordination among jurisdictions will provide opportunities for collaboration that could benefit all agencies and the public. This may result in financial and time savings through economies of scale, as well as potentially reducing construction impacts to residents through the coordination of projects.

## Roadway Improvement Needs

### Existing Roadway Capacity

Congestion on the roadway system is judged to exist when the ratio of traffic volume to roadway capacity (v/c ratio) approaches or exceeds 1.0. The ratio of volume to capacity provides a measure of congestion along a stretch of roadway and can help determine where roadway improvements, access management, transit services, or demand management strategies need to be implemented. It does not, however, provide a basis for determining the need for specific intersection improvements.

Table 6-8 provides a method to evaluate roadway capacity for non-freeway and non-regional highway roadways. For each facility type, the typical planning level average daily traffic (ADT) capacity ranges and maximum ADT volume ranges are listed. These volume ranges are based upon guidance from the Highway Capacity Manual, discussions with the Metropolitan Council and professional engineering judgment. A range is used since the maximum capacity of any roadway design (v/c = 1) is a theoretical

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

# Bicycle and Trail Plan

Trail systems can play a role in the transportation system by providing opportunities for alternative modes of travel such as bicycling and walking. They can also provide a primary source of transportation to recreational areas for leisure uses. The city's Trail System Plan included in Chapter 10, Parks, Greenways and Trails offers more detail on the existing and proposed trail system. Figure 6-16 illustrates existing and proposed trail facilities within the City of Lino Lakes.

## Trail Policies

The policies below apply to development of new trails as well as improvements to existing conditions:

- Trail improvements in Lino Lakes should be done incrementally and on a yearly basis.
- Trail development should link schools, neighborhoods, athletic complexes, and both local and regional parks in a cohesive trail system.
- To the extent possible, trails should be developed concurrently with the infrastructure of the subdivision or new development with planned connections to the trail systems.
- Develop and improve trails and bike routes to coincide with the upgrading of local, county and state roads.
- Parkland dedication policies and ordinances shall be used by the city to require each developer (of all land use categories) to dedicate land or, at the discretion of the city, provide a payment in lieu for all or part, for parks, trails, greenways and open space acquisition and development.
- The trails must be developed to keep pace with community growth to ensure safe travel in and around the city.
- The Park and Recreation Board, City Council, and city staff should work closely together to ensure the trail system is built in a logical, cohesive and comprehensive matter.

Coordination between Lino Lakes and adjacent cities and townships will maintain a level of quality bike and pedestrian trails that will satisfy the recreational needs of the people of Lino Lakes and surrounding communities.

## Trail/Transit Relationship

As stated in the Lino Lakes Trail System Plan, the majority of trail users value the trail system's high quality recreational value. With the emphasis on recreation, transportation and commuting trail uses are secondary. The Bunker/Chain of Lakes Regional Trail runs along Elm Street near one of the park-and-ride facilities in the city. The Central Anoka County Regional Trail also runs along CSAH 14 past another one of the park-and-ride lots. The majority of government facilities in the city are located in close proximity to trails. These facilities are major transit nodes. Better trail connectivity between these and the commercial areas in the city would offer users the opportunity to utilize the trail system to travel to and from more transit nodes throughout the city. By increasing the number of trail routes, the number of transportation and commuter users likely would increase.

Implementation of the city's Trail System Plan will occur over a number of years. However, having the goals, policies and strategies outlined will help the community recognize opportunities for additional pedestrian/bicycle facilities as they arise.

## Planned Regional Bicycle Transportation Network

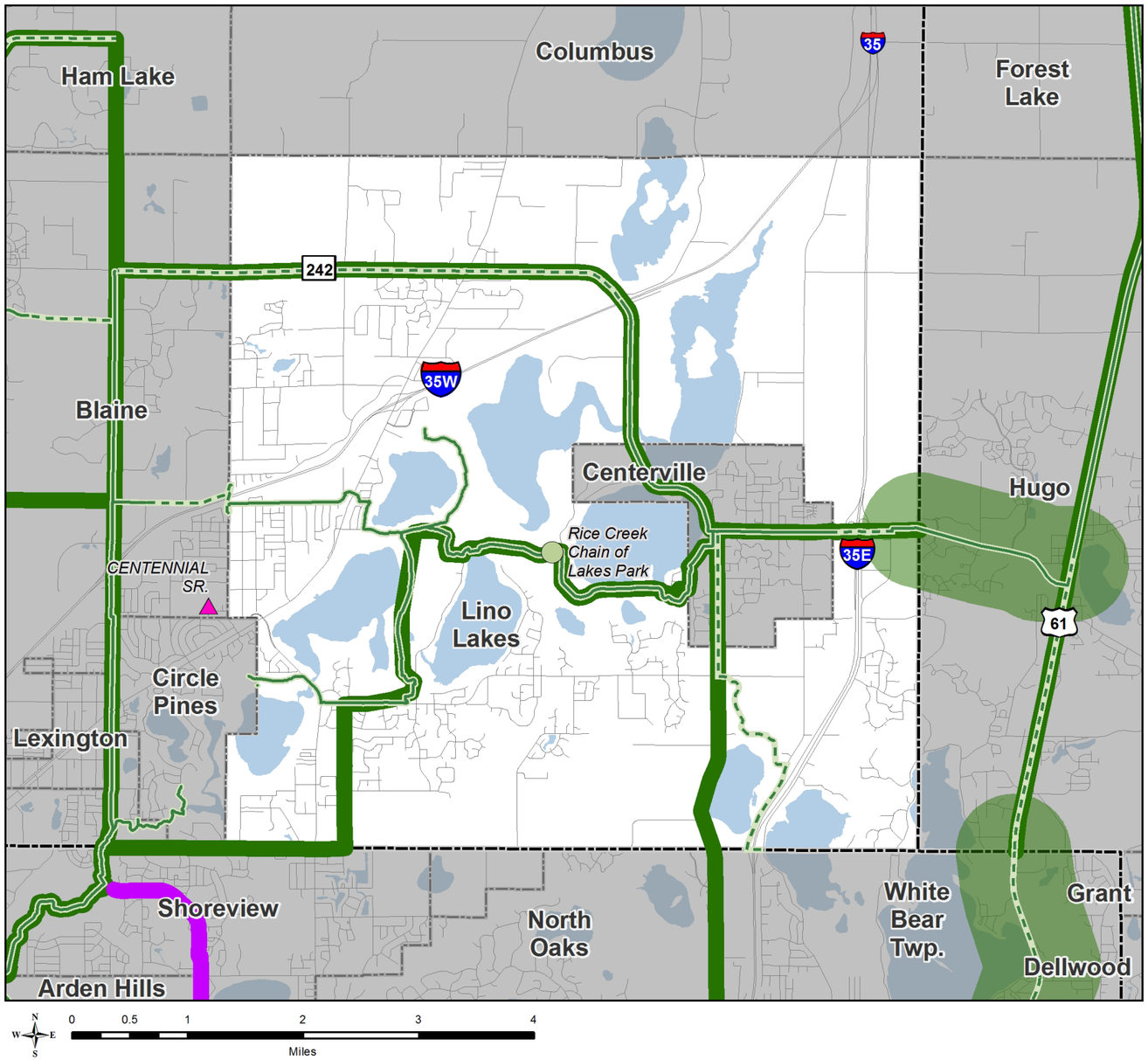
The Metropolitan Council established a Regional Bicycle Transportation Network (RBTN) in 2015. The RBTN (Figure 6-15) establishes regional priorities for bicycle transportation so that regional destinations are accessible by bicycle.

The Metropolitan Council established RBTN alignments in areas where existing facilities created a clear connection between regional destinations. RBTN corridors were identified in areas where there are several options for connections between regional destinations. The RBTN is further divided into two tiers. Tier 1 alignments/corridors are expected to attract the most bicycle use and are the highest priority for regional investments. Tier 2 alignments/corridors are the second priority for regional investments.

Within the City of Lino Lakes, the RBTN identifies two Tier 2 RBTN corridors:

- An east/west corridor that follows CSAH 14 (Main Street) from east of I-35E (in Hugo) through Centerville to Rice Creek Chain of Lakes Park to CSAH 34 (Birch Street) to Ware Road to CSAH 32 (Ash Street) to the CSAH 17 (Lexington Avenue) corridor in Circle Pines
- A north/south corridor that follows CSAH 21 (Centerville Road) from North Oaks through Centerville to CSAH 14 (Main Street) to CSAH 17 (Lexington Avenue) in Blaine

Both are included as part of the Lino Lakes sidewalk and trail network.




CITY OF LINO LAKES 2040 COMP PLAN

# Figure 6-15
# Regional Bicycle Transportation Network (RBTN)

## Legend

**RBTN Alignments**
- Tier 1 Alignment
- Tier 2 Alignment

**RBTN Corridors (Alignments Undefined)**
- Tier 1 Priority Corridor
- Tier 2 Corridor

**Regional Destinations**
- Metropolitan Job Centers
- Regional Job Centers
- Subregional Job Centers
- Large High Schools
- Colleges & Universities
- Highly Visited Regional Parks
- Major Sport & Entertainment Centers

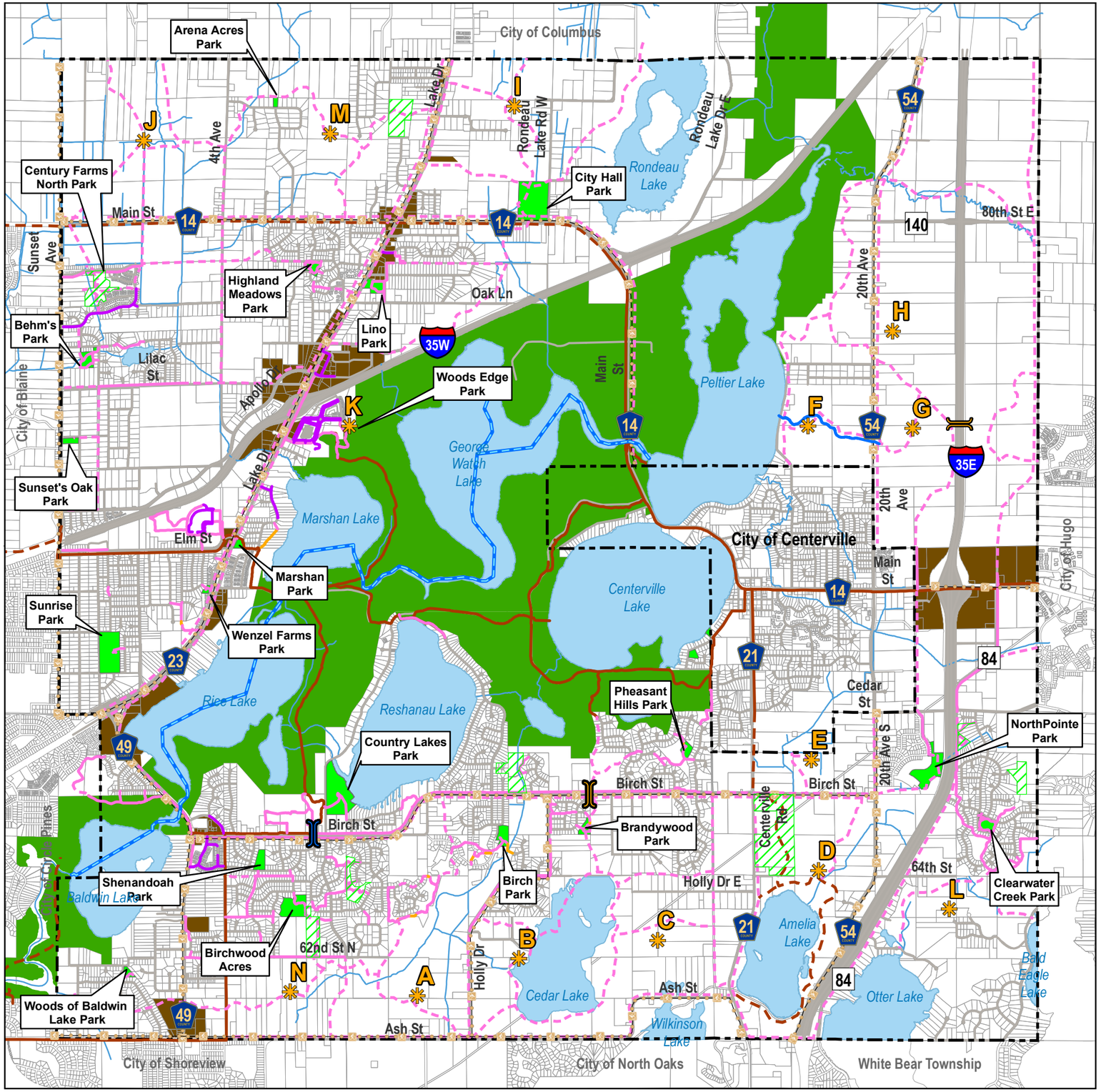
**Regional Trails (Parks Policy Plan)**
- Existing
- Planned

- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines
- Open Water Features
- Existing State Trails (DNR)
- Mississippi River Trail

CITY OF LINO LAKES

2040 COMP PLAN

# Figure 6-16
# Trail System




## Legend

- Future Neighborhood Park Search Area's
- Existing Tunnel
- Proposed Tunnel/Bridge
- Water Trail
- NE Drainage Outlet
- Existing Asphalt
- Existing Concrete Trail
- Existing Boardwalk Trail
- Proposed Trails
- Proposed On-Street Route
- Existing Regional Trail
- Proposed Regional Trail
- Undeveloped Park
- City Parks
- Regional Parks
- Business/Commercial Areas'
- Open Water
- Municipal Boundary

3,500 1,750 0 3,500 Feet

N

Date: 11/9/2020

roadways located within Lino Lakes. The city acknowledges these guidelines and will work with these agencies to support access management in the City of Lino Lakes by amending its official controls to include both MnDOT's and Anoka County's access guidelines. However, due to existing development patterns there may be some redevelopment areas that do not meet the minimum access spacing guidelines and/or have joint access agreements between properties. The city will work with these property owners and Anoka County and/or MnDOT as necessary to develop acceptable access management plans for these exceptions

5. The Transportation Plan is designed to review transportation needs at a policy level and does not make recommendations for design. Each recommended improvement should be studied in more detail through an engineering study to verify the need and identify the exact nature of the improvement. Such studies will also serve to identify specific projects that will be designed to achieve the improvements recommended in the plan. The cost and schedule of individual projects should be addressed in preliminary and final design. — Ongoing

6. The city should continue to pursue jurisdictional transfer of their half of County Road J from CSAH 21 (Centerville Road) to I-35E from the City of Lino Lakes to Anoka County's jurisdiction. The other half of the roadway is currently under Ramsey County jurisdiction. — Ongoing

7. An overall strategy of improvement should be developed and adopted that considers the recommendations contained in the plan. To meet the objective of completing recommended improvements to the roadway system within the planning horizon of the plan, the city will continue to develop, in cooperation with the state and the county, a list of projects that will collectively result in the achievement of the desired system. These projects should be prioritized in such a way that overall system benefits are maximized. — Ongoing

   a. The following projects should be included in the city's 2018-2022 Capital Improvement Plan:
      - Cedar Street – East City Limit to CSAH 84 (Otter Lake Rd)
      - CR J (Ash Street) at CSAH 21 (Centerville Road) Intersection Improvements
      - CSAH 84 (Otter Lake Road) Extension – Elmcrest Drive (Hugo) to 100 feet north of CSAH 14 (Main Street)

   b. The city should continue to work with Anoka County on improvements to CSAH 34 (Birch Street).

   c. The city should continue to work with Anoka County, Ramsey County and MnDOT to implement a full interchange at I-35E and County Road J.

   d. The city should continue to work with Anoka County, MnDOT and the Metropolitan Council to plan for the connection of CSAH 14 (Main Street) to 80th Street E via a "northern bypass", including a new I-35E interchange and a new I-35W interchange, as described in the 2004 CSAH 14 Study.

8. The city has developed and adopted a Comprehensive Pavement Management Plan to plan for the maintenance and reconstruction of the city's streets in a responsible and cost-effective manner. This includes accessing approximately one quarter of the city roadways on an annual basis. This plan should be updated periodically (every two to five years). — Ongoing

9. The city has developed and adopted a Traffic Policy to document processes and procedures for locating and installing traffic devices, to include: signage, pavement markings and traffic calming devices specifically within neighborhoods to address speeding, traffic control (stop signs) and cut through traffic issues. These policies should continue to be followed. — Ongoing

10. The city's trail systems should be developed and improved to encourage bicycling and walking as alternative transportation modes. Trails should link residential uses to schools, neighborhoods, athletic complexes, and both local and regional parks as well as commercial nodes within the city. To the extent possible, trails should be developed concurrently with the infrastructure of the subdivision or new development. — Ongoing

Anoka County
MINNESOTA

# Solicitation for Transportation Funding

## Website Summary

Ash St (CSAH 32) and Centerville Rd (CSAH 21)

## 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.

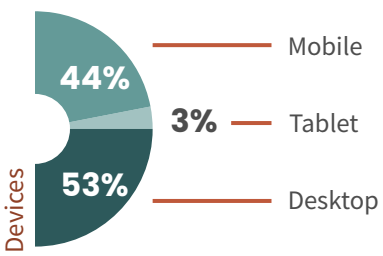
## Website Performance: March 28 - April 8, 2022

**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