Application

19837 - 2024 Roadway Spot Mobility
20333 - CSAH 34 (Birch Street) and CSAH 49 Hodgson Road Spot Mobility and Safety Improvement
Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
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Primary Contact

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

Organization Information

Name: ANOKA COUNTY
Jurisdictional Agency (if different):
Organization Type: County Government
Organization Website:
Address: 1440 BUNKER LAKE BLVD

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

County: Anoka
Phone:* 763-324-3100 Ext.

Fax: 763-324-3020
PeopleSoft Vendor Number 0000003633A15

Project Information

Project Name CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) 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):

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

Lino Lakes and County leaders want to make sure it's safe for those who use the intersection of Hodgson Rd and Birch St at its busiest times; the Birch St corridor cuts through the neighborhoods that now make up the heart of Lino Lakes. This application seeks funding to convert the existing signalized intersection to a modern single lane roundabout (RAB).

Continuity of routes within the city is an issue, due to the presence of several large natural features that serve as barriers to cross-city travel. The majority of north-south and east-west routes within the city are located along the edges of the 5,500-acre Rice Lake Creek Chain of Lakes Regional Park Reserve, including the high-speed (50 MPH) three-leg project intersection which over the years has been a congested, high crash location. Hodgson Rd is classified as an A-Minor Expander and Birch St is classified as an Other Arterial.

The north leg of the project intersection currently serves as a crossing for the 6.5-mile Rice Creek North Regional Trail (administered by Anoka County Parks) which connects the cities of Blaine, Circle Pines, and Lino Lakes. This facility is part of the Rice Creek Chain of Lakes trail system and connects directly to Country Lakes Park in Lino Lakes. A municipal trail exists along both sides of Birch St. This project will improve conditions for people walking, biking, and using mobility devices by removing accessibility barriers (signal poles) at the existing curb ramp locations and installing a new RAB with ADA ramp upgrades.

The project partners intend to build upon the outreach efforts conducted during the Birch St Corridor Study that actively engaged local residents and businesses. Adjacent land uses at the intersection include a busy commercial area (Spirit Hills Mall) in the NE quadrant and a childcare facility in the SE quadrant. A large concentration of multi-family housing also exists near the SE quadrant of the intersection. Single-family housing can be found in the SW quadrant. The project partners want to continue to improve the throughput of traffic along both corridors while also being responsive to one of the major safety concerns heard from pretty much every resident and business that there are speed concerns along the Birch St corridor. Furthermore, the Birch St corridor is the only way into and out of Rice Lake Elementary School, which is located 0.5 miles east of the project intersection. The school provides a variety of indoor and outdoor facilities on a 15-acre site. Outdoor facilities include playground, ballfields, soccer fields, and looped trail. In 2021, the County constructed RABs on Birch St at Tomahawk Tr and at West Shadow Lake Dr, flanking the school entrances. This project supports recent investment within the Birch St corridor.

(Limit 2,800 characters; approximately 400 words)

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

CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) in Lino Lakes; replace existing signal with single-lane roundabout, access management, roadway reconstruction, curb and gutter, storm sewer, turn lanes, shared use path, and lighting.

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

Project Length (Miles)

0.2

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

$1,740,051.00

Match Amount

$435,013.00

Minimum of 20% of project total

Project Total

$2,175,064.00

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:	2028, 2029
Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.	
Additional Program Years:	2026, 2027
Select all years that are feasible if funding in an earlier year becomes available.	

Project Information: Roadway Projects

NOTE: If your project has already been assigned a State Aid Project # (SAP or SP), please Indicate SAP# here

SAP#:	
County, City, or Lead Agency	Anoka County
Functional Class of Road	A Minor Expander
Road System	CSAH
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET	
Road/Route No.	49
i.e., 53 for CSAH 53	
Name of Road	Hodgson Road
Example; 1st ST., MAIN AVE	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From:	
Road System	
Road/Route No.	
i.e., 53 for CSAH 53	
Name of Road	
Example; 1st ST., MAIN AVE	
To:	
Road System	
DO NOT INCLUDE LEGAL DESCRIPTION	
Road/Route No.	
i.e., 53 for CSAH 53	
Name of Road	
Example; 1st ST., MAIN AVE	
In the City/Cities of:	
(List all cities within project limits)	
OR:	
At:	
Road System	CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street)
(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)	
Road/Route No.	34
i.e., 53 for CSAH 53	
Name of Road	Birch Street
Example; 1st ST., MAIN AVE	
In the City/Cities of:	Lino Lakes
(List all cities within project limits)	
PROJECT LENGTH	
Miles	0.2
(nearest 0.1 miles)	
Primary Types of Work (check all the apply)	
New Construction	
Reconstruction	Yes
Resurfacing	
Bituminous Pavement	Yes
Concrete Pavement	Yes
Roundabout	Yes
New Bridge	
Bridge Replacement	
Bridge Rehab	
New Signal	
Signal Replacement/Revision	
Bike Trail	Yes
Other (do not include incidental items)	STORM SEWER, RAISED MEDIAN, CURB AND GUTTER, LIGHTING
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	
OTHER INFORMATION:	
Zip Code where Majority of Work is Being Performed	55014
Approximate Begin Construction Date	03/01/2028
Approximate End Construction Date	11/30/2028
Miles of Trail (nearest 0.1 miles)	0.2
Miles of Sidewalk (nearest 0.1 miles)	0
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	No

Requirements - All Projects

All Projects

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

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

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

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

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

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

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

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

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

Limit 2,800 characters, approximately 400 words

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

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 (2019) - Pages 1, 90, 91, 104, & I-1 (See Attachment)

- Lino Lakes 2040 Comprehensive Plan (2020) - Pages 1-5, 1-6, 3-22, 3-23, 6-22, 6-25, 6-27, 6-36, 6-37, 10-2, 12-5, & 12-6 (See Attachment)

- CSAH 34 (Birch Street) Corridor Study (2011) - Multiple Pages (See Attachment)

- Anoka County Highway System ADA Transition Plan (March 2018) - Appendix B (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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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: The Anoka County Highway System ADA Transition Plan is available online at: http://anokacountyada.com/wp-content/uploads/2018/05/ACHD-Transition-Plan2018.pdf. Anoka County is also currently in the process of updating this plan.

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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 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. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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 MnDOT?s ?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 in-place structure is 20 feet or longer.

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

6. The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

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 David Elvin at MnDOT (David.Elvin@state.mn.us or 651-234-7795) 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)	$84,472.00
Removals (approx. 5% of total cost)	$95,937.00
Roadway (grading, borrow, etc.)	$325,190.00
Roadway (aggregates and paving)	$324,105.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$239,843.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$229,877.00
Traffic Control	$84,472.00
Striping	$38,375.00
Signing	$38,375.00
Lighting	$120,000.00
Turf - Erosion & Landscaping	$47,969.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mtigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$316,687.00
Other Roadway Elements	$57,562.00
Totals	**$2,002,864.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$80,200.00

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	$20,000.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$172,200.00**

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response: The elements that are eligible to receive PROTECT funds include the Storm Sewer, portions of the Concrete Items (curb and gutter), Turf, and Roadway elements.

Totals

Total Cost	$2,175,064.00
Construction Cost Total	$2,175,064.00
Transit Operating Cost Total	$0.00

Congestion within Project Area:

Free-Flow Travel Speed:	47
The free-flow travel speed is the black number	
Peak Hour Travel Speed:	41
The peak hour travel speed is the red number	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	12.77%
Upload the "Level of Congestion" map:	1702502372372_AnokaCSAH49AnokaCSAH34_LvlOfCongestionMap_Dec2023.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	CSAH 17 (Lexington Ave)
Adjacent Parallel Corridor Start and End Points:	
Start Point:	County Road J
End Point:	CSAH 23 (Lake Dr)
Free-Flow Travel Speed:	38
The Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	32
The Peak-Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	15.79%
Upload the "Level of Congestion" map:	1702502372372_AnokaCSAH49AnokaCSAH34_LvlOfCongestionMap_Dec2023.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:

1. *What engagement methods and tools were used?*
2. *How did you engage specific communities and populations likely to be directly impacted by the project?*
3. *What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?*
4. *How were the project?s purpose and need identified?*
5. *How was the community engaged as the project was developed and designed?*
6. *How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
7. *How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
8. *If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

Response:

The project area has a higher % of residents with low-income than the County average (22% vs 17%). The % of residents younger than 17 within the project area is less than the County average (17% vs 24%). The % of residents older than 65 within the project area is higher than the County average (18% vs 14%). The % of residents of color (BIPOC) within the project area is less than the County average (11% vs 21%). See attached reports.

The County and City intend to build upon the outreach efforts conducted during the Birch St Corridor Study that actively engaged local residents and businesses. Public engagement for the study was conducted via Neighborhood Advisory Committee meetings, focus group meetings, 3 public open house meetings, study website, and newsletters. See attached study excerpt. The key stakeholder groups and public involvement activities undertaken as part of this study are shown graphically in Figure 2. Figure 3 illustrates the issues and opportunities identified throughout this process. Peak times for Spirit Hills Mall businesses and Rice Lake Elementary School start and stop times typically coincide with peak periods on Birch St (weekday evenings). One of the major safety concerns heard from area residents and businesses that there are speed concerns along the Birch St corridor.

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity for the Hodgson Rd/Birch St RAB Project from November 3 - December 15, 2023. The website and open house were advertised through press releases, social media, and targeted posting of notices within or near the project area. 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, which also collected demographic info including race, age, and income-level. This open-ended survey asked participants to comment on how the project aligns with their vision of Anoka County's community.

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). Additional outreach efforts will 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 will contain 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: Disadvantaged Communities Benefits and Impacts

Describe the project?s benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

? pedestrian and bicycle safety improvements;
? public health benefits;
? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
? travel time improvements;
? gap closures;
? new transportation services or modal options;
? leveraging of other beneficial projects and investments;
? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
? Increased speed and/or ?cut-through? traffic.
? Removed or diminished safe bicycle access.
? Inclusion of some other barrier to access to jobs and other destinations.

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. This project will improve conditions for people walking, biking, and using mobility devices by removing accessibility barriers (signal poles) at the existing curb ramp locations and installing a new single-lane roundabout with ADA ramp upgrades. The north leg of the project intersection currently serves as a crossing for the 6.5-mile Rice Creek North Regional Trail which connects the cities of Blaine, Circle Pines, and Lino Lakes. This facility is part of the Rice Creek Chain of Lakes trail system and connects directly to Country Lakes Park in Lino Lakes. A municipal trail exists along the south side of Birch St. The project benefits equity populations through safety improvements and by implementing enhanced multimodal features, on which these populations heavily rely. Providing these enhanced multimodal facilities will improve the safety for all users as well as promoting public health by facilitating bike/ped travel connections. The County's practice of reconstructing non-motorized connections on reconstructed roadways has its origins in active community engagement with all populations.

The existing regional trail connects to a Tier 2 RBTN corridor at Ware Road near the east end of the project. This RBTN Tier 2 corridor provides important connections to regional job concentrations and regional transit system. Upon project completion, non-motorized users will be able to make seamless connections between regional and local destinations. The proposed improvements will improve the visibility of the most vulnerable travelers. The non-motorized improvements will expand opportunities for low-cost and active modes of transportation, equating to various economic and health benefits.

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

The project does not impose adverse human health or environmental effects on equity populations. Project construction will incorporate proper noise, dust, and traffic mitigation as well as planned detour routes consistent with adopted County policies.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within 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 project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

? specific direct access improvements for residents
? improved access to destinations such as jobs, school, health care or other;
? new transportation services or modal options;
? and/or community connection and cohesion improvements.

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

Response:

The number of existing subsidized units within 1/2 mile of the project as provided on the Socio-Economic Conditions map is 60. As depicted on the attached Equity Destinations map, there is one manufactured home park (74 units) at 6333 Hodgson Rd that is within 1/2 mile of the proposed project. Anoka County is keenly aware that residents in each of these developments are more likely to live in vehicle free or single vehicle households. For this reason, the County is committed to including ADA-compliant facilities such as ADA-compliant pedestrian ramps and high visibility durable pavement markings to create a safer and more accessible environment for those walking through the area.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project?s 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. 1702502745867_AnokaCSAH49AnokaCSAH34_SocioEconomicMap_Dec2023.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 without the Project:	Total Peak Hour Delay by the Project:	Total Peak hour Delay Reduced by project	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
14.4	14.2	0.2	1620	1620	23328.0	23004.0	324.0	Not Applicable	1702503253477_AnokaCSAH49AnokaCSAH34_SynchroReport_Dec2023.pdf
						23004			

Vehicle Delay Reduced

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

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
3.61	4.5	-0.89
4	**5**	**-1**

Total

Total Emissions Reduced: -0.89

Upload Synchro Report 1702503790382_AnokaCSAH49AnokaCSAH34_SynchroReport_Dec2023.pdf

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

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

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

Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

Upload Synchro Report

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

New Roadway Portion:

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

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

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

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:	CMF 224 - Signal to Modern Roundabout (All Crashes)
(Limit 700 Characters; approximately 100 words)	
Rationale for Crash Modification Selected:	The Crash Modification Factor 224, Signal to Modern Roundabout, was used since the existing signalized intersection is programmed to be converted to a modern single lane roundabout.
(Limit 1400 Characters; approximately 200 words)	
Project Benefit ($) from B/C Ratio	$273,113.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	4
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:	3
Worksheet Attachment	1702504053786_AnokaCSAH49AnokaCSAH34_BCworksheet_Dec2023.pdf
Upload Crash Modification Factors and B/C Worksheet in PDF form	

Measure B: 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 doesn?t 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 roadway?s 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, Guidance to Improve Pedestrian and Bicycle Safety at Intersections, by applying a safe systems approach to the design and facilities. The conversion of the signalized intersection to a single-lane roundabout at the intersection of Hodgson Rd at Birch St introduces several safety improvements for pedestrians. A trail will be added to the northwest quadrant, which will connect to the existing trail facility along the west side of Hodgson Rd (north of Birch St) and to the planned trail facility along Hodgson Rd (south of Birch St). Additionally, trail facilities will extend on the northeast quadrant, connecting to existing facilities on the north side of Birch St. All pedestrian accommodations within the project limits and at the intersection will be ADA-compliant and will provide safe and comfortable connections to the trails. The single-lane roundabout will also include splitter and center islands that will provide pedestrian refuge areas. The roundabout will provide enhanced signing and striping to call attention to the pedestrian crossing locations (e.g., high-visibility crosswalk markings, yield signs, and pedestrian crossing sign assemblies). The proposed roundabout will serve as a traffic calming measure to enhance the safety for all travel modes, including pedestrians. As vehicles reduce their speeds entering the roundabout, driver visibility of pedestrians and bicyclists will improve.

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

(Limit 2,800 characters; approximately 400 words)

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

Select one: Yes

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

Response:

The distance between signalized intersections is increasing. However, this is because the single-lane roundabout is replacing the existing signal at the intersection of Hodgson Rd at Birch St. The adjacent signalized intersection of Birch St at Ware Rd is approximately 0.20 miles east of Hodgson Rd. Safe pedestrian crossing activity will be prioritized at the roundabout-controlled intersection by installing high-visibility crosswalks, ADA-compliant curb ramps, center splitter islands for two-stage crossings, and enhanced signing to alert drivers of pedestrian/bicycle presence.

The roundabout will also reduce and manage speeds at the intersection, improve congestion during peak periods, and improve the safety and comfort of pedestrians crossing through the intersection. The net result of this project will be an improvement for pedestrians.

(Limit 1,400 characters; approximately 200 words)

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

Select one: No

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

Response:

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

Response:

Crossing time is not expected to be increased with the roundabout control. Crossing times are expected to decrease due to yield control at each approach and the shortened crossing distance with the single-lane roundabout configuration.

(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 doesn?t require much elevation change instead of pedestrian bridge with numerous switchbacks).

Response: Not Applicable

(Limit 1,400 characters; approximately 200 words)

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

Response:

Mid-block crossings are restricted by the raised splitter islands and proposed 3/4 access along Birch St between Hodgson Rd and Ware Rd and along Hodgson Rd approximately 320' north of the intersection and 130' south of the intersection. These extended raised splitter islands/center medians are necessary for enhanced access management as well as traffic calming. Pedestrian crossing needs are supported by the enhanced crossing elements at the roundabout, including the ADA-compliant curb ramps, two-stage crossings, high-visibility crosswalk markings, and signing. Pedestrian visibility is also improved at the roundabout due to the slower travel speeds and improved intersection skew. Lighting improvements are also included in the design to better illuminate the roundabout intersection for all times of the day and night. The adjacent signalized intersection at Birch St at Ware Rd provides an additional, controlled intersection for safe crossing activity and is located less than ¼-mile east.

(Limit 1,400 characters; approximately 200 words)

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

Response:

The proposed intersection improvements from a traditional signalized intersection to a three-legged roundabout and 3/4 access intersection will inherently reduce and manage speeds along both corridors. 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.

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

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

The design also incorporates access management features such as a right-in/right-out access and ¾ access for the two driveways at Apitz Garage, Inc., just east of the Hodgson Rd at Birch St intersection. Restricting turning maneuvers through medians and median openings is a proven safety improvement since the design reduces the number of conflict points. In addition to safety improvements, these elements are expected to reduce overall corridor travel time and reduce vehicle speeds, making the road safer for all users including non-motorized traffic.

(Limit 2,800 characters; approximately 400 words)

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

Response:

The existing and proposed design, operation, and posted speed limit will remain unchanged at 50 MPH on Hodgson Rd and Birch 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.)	
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.)	
Existing road is within 500? of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)	Yes

If checked, please describe:

The intersection of Hodgson Rd and Birch St is located within 500' of a restaurant (Pizza T, 6511 Ware Rd, Suite 100) and a beauty salon (Allure Salon & Spa, 6511 Ware Rd, Suite 109). Both destinations are depicted on the attached map.

(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:

The intersection of Hodgson Rd and Birch St is located within 500' of 62 multi-family housing units (townhomes). These pedestrian generators are depicted on the attached map and are located in the Lino Lakes neighborhood east of Hodgson Rd and south of Birch St.

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The conversion of the signalized intersection to a single-lane roundabout at the intersection of Hodgson Rd at Birch St introduces several safety improvements for pedestrians and bicyclists. A trail will be added to the northwest quadrant, which will connect to the existing trail facility along the west side of Hodgson Rd (north of Birch St) and to the planned trail facility along Hodgson Rd (south of Birch St). Additionally, trail facilities will extend on the northeast quadrant, connecting to existing facilities on the north side of Birch St. All pedestrian accommodations within the project limits and at the intersection will be ADA-compliant and will provide safe and comfortable connections to the trails. Addressing the existing ADA deficiencies located at each quadrant of the intersection will provide safe and comfortable trail connections in the area. The single-lane roundabout will also include splitter and center islands that will provide pedestrian refuge areas crossing each leg. The roundabout will provide enhanced signing and striping to call attention to the pedestrian crossing locations (e.g., high-visibility crosswalk markings, yield signs, and pedestrian crossing sign assemblies). The proposed roundabout will serve as a traffic calming measure to enhance the safety for all travel modes, including pedestrians. As vehicles reduce their speeds entering the roundabout, driver visibility of pedestrians and bicyclists will improve.

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

These improvements are especially important due to the proximity to Rice Lake Elementary School, located approximately 0.5-mi east of the intersection. The improved facilities and safe intersection crossings will allow school-aged children to cross Hodgson Rd more comfortably to and from the school site.

There is currently no transit route along either corridor. However, 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:

Early public engagement for the project was conducted as part of the Birch St Corridor Study via Neighborhood Advisory Committee meetings, focus group meetings, 3 public open house meetings, study website, and newsletters (see attached excerpt).

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity (Virtual Open House) for the Hodgson Rd/Birch St RAB Project from November 3 - December 15, 2023. The website and open house were advertised through press releases, social media, and targeted posting of notices within or near the project area. Residents were invited to visit the event website, www.anokastpprojects.com (see attached website project summary), to ask questions and offer feedback to the project team. While on the website, residents were also invited to fill out a project survey, which also collected demographic info including race, age, and income-level. As of December 13, over 90 people have visited the site to view the project and offer feedback.

Throughout the entire 2040 transportation plan update process, the County sought input from the public and transportation partners. This effort included an individual meeting with Lino Lakes staff at the onset of the planning process to discuss planned development activities and to gain a better understanding of the priorities of the city as it relates to this planning process (see the City's input on this project in attachment). A public meeting was held, which introduced the planning effort, the purpose and goals of the project, 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. Additional coordination occurred and revisions to the plan were made, as deemed appropriate. A public hearing was conducted on December 18, 2018 to receive public comment on the Plan. Those attending had the right to provide comments on the Plan. All meeting notices were published in the Anoka County Union Herald and also posted on the County's website. The City conducted a similar process with their plan.

An open house meeting for the County's ADA Transition Plan was held on October 30, 2017. Details of the condition assessment of the traffic signals and pedestrian facilities adjacent to Hodgson Rd/Birch St intersection were also available on the County's ADA Transition Plan webpage.

The County 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.

(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 project?s termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form

1702505309098_AnokaCSAH49AnokaCSAH34_ConceptLayout_Dec2023.pdf

Additional Attachments	
Please upload attachment in PDF form	
3. Review of Section 106 Historic Resources (15 Percent of Points)	
No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge	Yes
100%	
There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.	
100%	
Historic/archeological property impacted; determination of ?no adverse effect? anticipated	
80%	
Historic/archeological property impacted; determination of ?adverse effect? anticipated	
40%	
Unsure if there are any historic/archaeological properties in the project area.	
0%	
Project is located on an identified historic bridge	
4. Right-of-Way (25 Percent of Points)	
Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired	
100%	
Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete	
50%	
Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified	Yes
25%	
Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified	
0%	
5. Railroad Involvement (15 Percent of Points)	
No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)	Yes
100%	
Signature Page	
Please upload attachment in PDF form	
Railroad Right-of-Way Agreement required; negotiations have begun	
50%	
Railroad Right-of-Way Agreement required; negotiations have not begun.	
0%	

Measure A: Cost Effectiveness

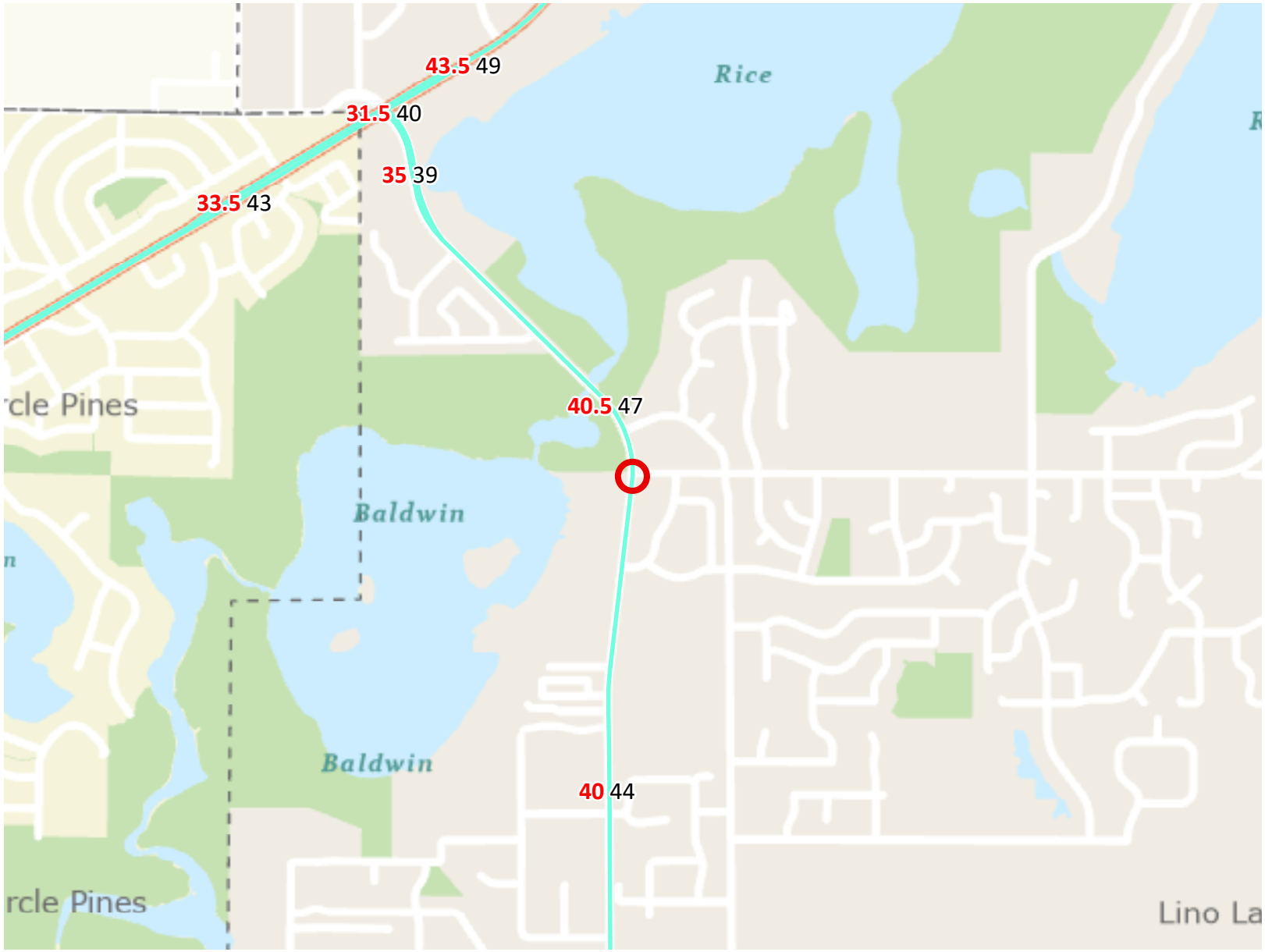
Total Project Cost (entered in Project Cost Form):	$2,175,064.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$2,175,064.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
AnokaCSAH34CorridorStudyExcerpt_Dec2023.pdf	Birch Street Corridor Study Excerpt	3.1 MB
AnokaCSAH49@AnokaCSAH34_1PgProjectSumm_Dec2023.pdf	One Page Project Summary	200 KB
AnokaCSAH49@AnokaCSAH34_ACHD2040TransportationPlanUpdateExcerpt_Dec2023.pdf	Anoka County 2040 Transportation Plan Update Excerpt	892 KB
AnokaCSAH49@AnokaCSAH34_ACHDTransitionPlanExcerpt_Dec2023.pdf	Anoka County Highway System ADA Transition Plan Excerpt	3.3 MB
AnokaCSAH49@AnokaCSAH34_AnokaCoResolution_Dec2023.pdf	Anoka County Resolution	383 KB
AnokaCSAH49@AnokaCSAH34_EJSCREENCommunityReport_County_Dec2023.pdf	EJSCREEN Community Report (Anoka County)	1.0 MB
AnokaCSAH49@AnokaCSAH34_EJSCREENCommunityReport_ProjectArea_Dec2023.pdf	EJSCREEN Community Report (Project Area)	1.0 MB
AnokaCSAH49@AnokaCSAH34_EquityDestinationsMap_Dec2023.pdf	Equity Destinations Map	564 KB
AnokaCSAH49@AnokaCSAH34_ExistingPhotos_Dec2023.pdf	Existing Conditions Photos	594 KB
AnokaCSAH49@AnokaCSAH34_LinoLakes2040CompPlanExcerpt_Dec2023.pdf	Lino Lakes 2040 Comprehensive Plan Excerpt	12.7 MB
AnokaCSAH49@AnokaCSAH34_LinoLakesSupportLtr_Dec2023.pdf	Lino Lakes Support Letter	309 KB
AnokaCSAH49@AnokaCSAH34_WebEngSumm_Dec2023.pdf	Project Web Engagement Summary	578 KB

Level of Congestion

Roadway Spot Mobility & Safety Project: CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout | Map ID: 1700163569116



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

0 0.175 0.35 0.7 1.05 1.4 Miles

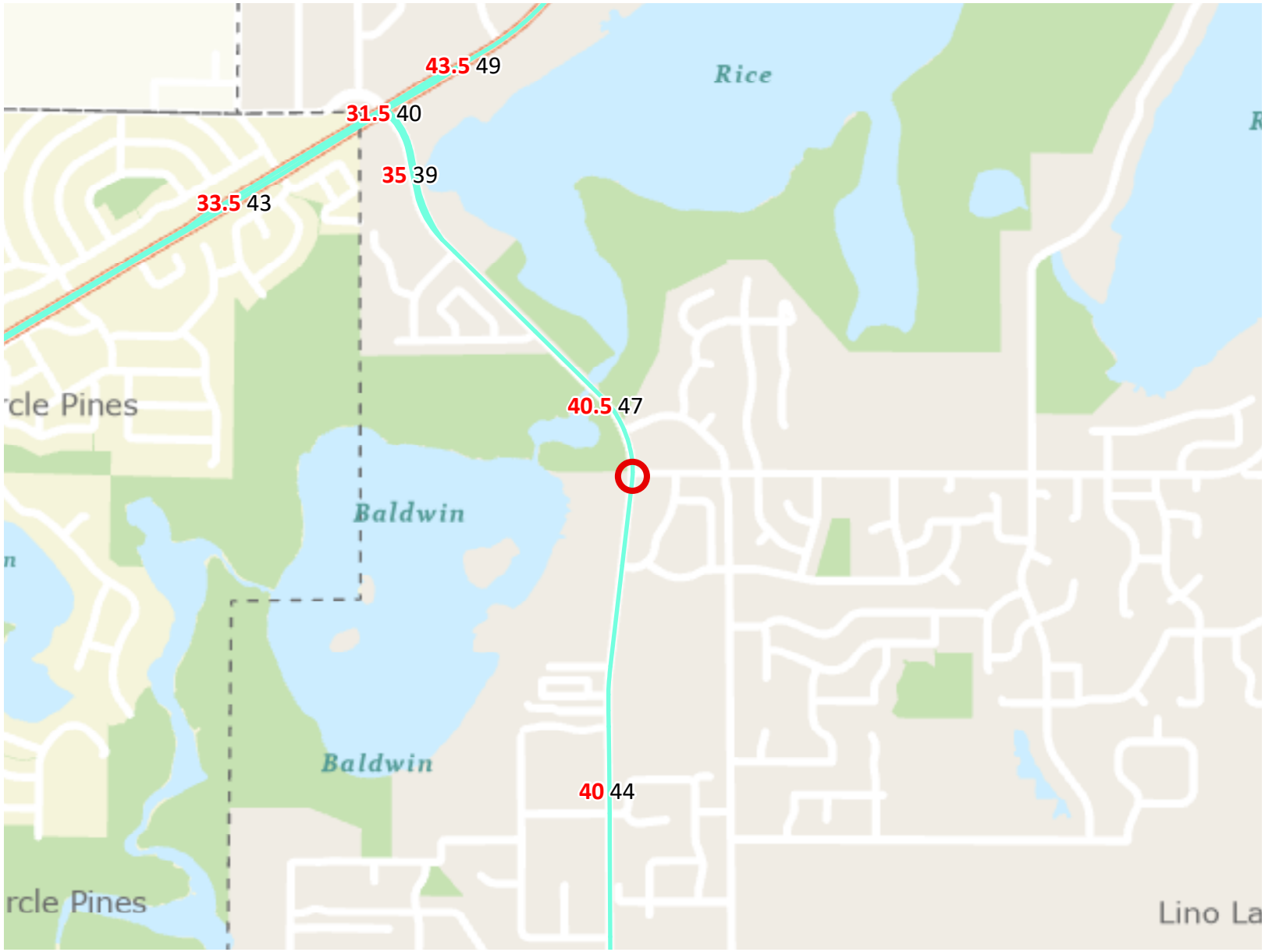
Created: 11/16/2023
LandscapeRSA1

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

METROPOLITAN COUNCIL

Level of Congestion

Roadway Spot Mobility & Safety Project: CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout | Map ID: 1700163569116



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

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 11/16/2023
LandscapeRSA1

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

METROPOLITAN COUNCIL

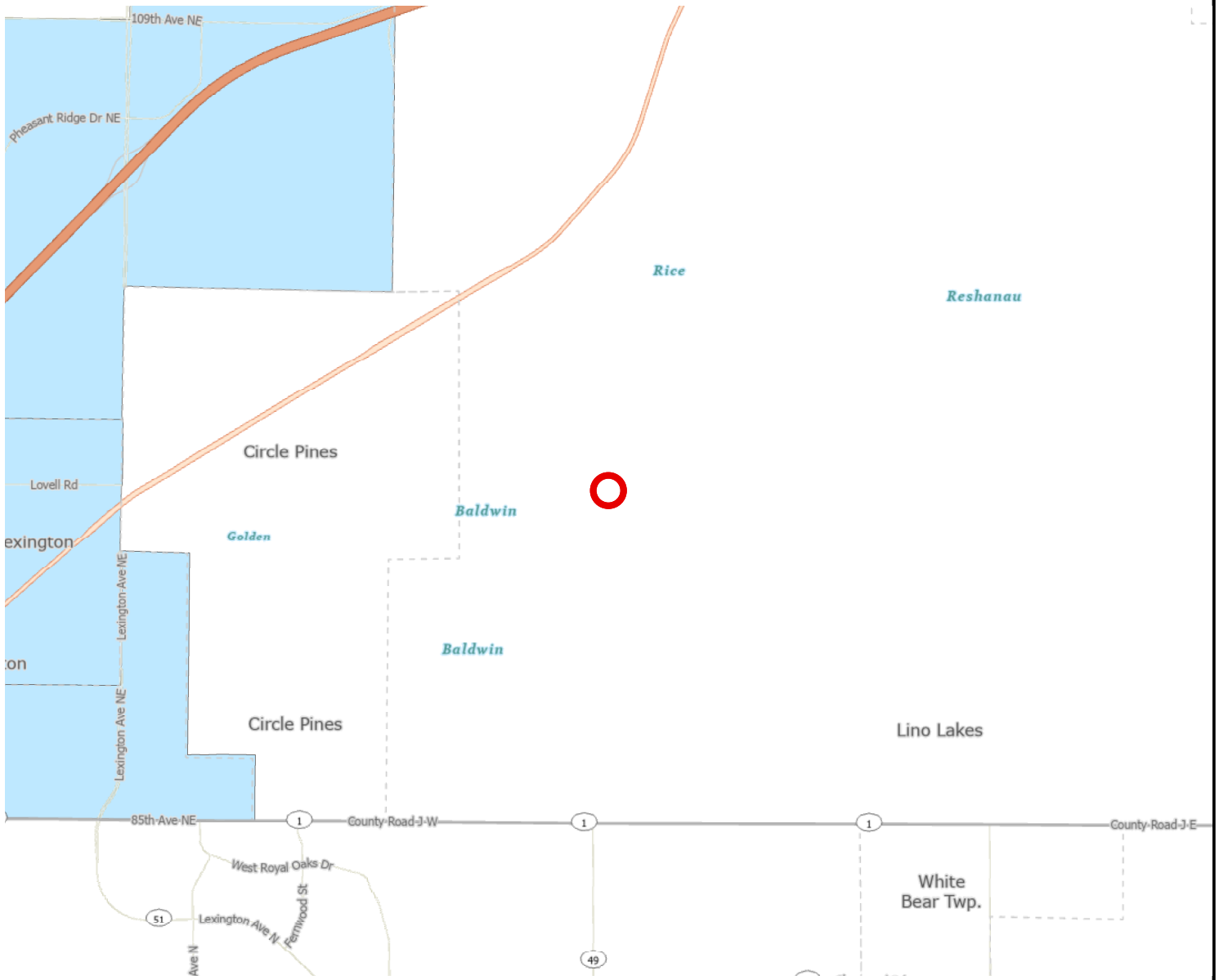
Socio-Economic Conditions

Roadway Spot Mobility & Safety Project: CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout | Map ID: 170016

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 60

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



Points

Area of Concentrated Poverty

Regional Environmental Justice Area

0 0.35 0.7 1.4 2.1 2.8 Miles

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LandscapeRSA2

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

METROPOLITAN COUNCIL

CSAH 49/CSAH 34 Spot Mobility Project
Existing vs. Build Analysis - CSAH 49 (Hodgson Rd) at CSAH 34 (Birch St)

Existing Conditions

Intersection #	NB	SB	WB	Total
Volumes (vph)	474	662	484	1620
Delay (sec/veh)	16.8	13.6	13.0	14.4
Total Delay (seconds)	7963	9003	6292	23258

Emissions				
CO (kg)	0.67	1.00	0.87	2.54
NOx (kg)	0.13	0.19	0.17	0.49
VOC (kg)	0.15	0.23	0.20	0.58
		Emissions Total		3.61

Proposed Build Conditions

Intersection #	NB	SB	WB	Total
Volumes (vph)	474	662	484	1620
Delay (sec/veh)	15.1	12.6	15.6	14.2
Total Delay (seconds)	7157	8341	7550	23049

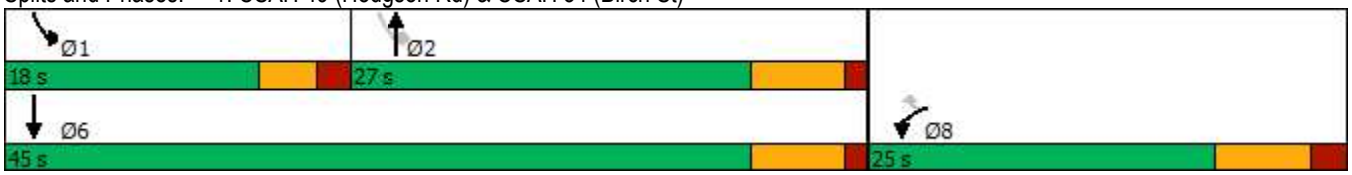
Emissions				
CO (kg)	0.76	1.24	1.15	3.15
NOx (kg)	0.15	0.24	0.22	0.61
VOC (kg)	0.18	0.29	0.27	0.74
		Emissions Total		4.5

Delay Reduction (seconds)	209
Emissions Reduction (kg)	-0.89

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	111	373	318	156	438	224
Future Volume (vph)	111	373	318	156	438	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	235		265	180	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				198	
Satd. Flow (prot)	1543	1583	1863	1583	1770	1696
Flt Permitted	0.950				0.441	
Satd. Flow (perm)	1543	1583	1863	1583	821	1696
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		478		193		
Link Speed (mph)	50		50			50
Link Distance (ft)	2929		1197			1771
Travel Time (s)	39.9		16.3			24.2
Lane Group Flow (vph)	148	478	346	193	466	255
Turn Type	Prot	Perm	NA	Perm	D.P+P	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	2	
Total Split (s)	25.0	25.0	27.0	27.0	18.0	45.0
Total Lost Time (s)	7.0	7.0	6.1	6.1	4.8	6.1
Act Effct Green (s)	12.5	12.5	20.3	20.3	34.1	37.6
Actuated g/C Ratio	0.20	0.20	0.32	0.32	0.54	0.59
v/c Ratio	0.49	0.69	0.58	0.30	0.74	0.25
Control Delay	28.4	8.2	23.6	4.7	16.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	8.2	23.6	4.7	16.9	7.5
LOS	C	A	C	A	B	A
Approach Delay	13.0		16.8			13.6
Approach LOS	B		B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 63.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: CSAH 49 (Hodgson Rd) & CSAH 34 (Birch St)



1: CSAH 49 (Hodgson Rd) & CSAH 34 (Birch St)

Direction	WB	NB	SB	All
Future Volume (vph)	484	474	662	1620
Total Delay / Veh (s/v)	13	17	14	15
CO Emissions (kg)	0.87	0.67	1.00	2.54
NOx Emissions (kg)	0.17	0.13	0.19	0.49
VOC Emissions (kg)	0.20	0.15	0.23	0.59

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	626	539	721
Demand Flow Rate, veh/h	661	550	761
Vehicles Circulating, veh/h	353	475	173
Vehicles Exiting, veh/h	672	459	841
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	15.6	15.1	12.6
Approach LOS	C	C	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
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	661	550	761
Cap Entry Lane, veh/h	963	850	1157
Entry HV Adj Factor	0.947	0.980	0.948
Flow Entry, veh/h	626	539	721
Cap Entry, veh/h	912	833	1096
V/C Ratio	0.687	0.647	0.658
Control Delay, s/veh	15.6	15.1	12.6
LOS	C	C	B
95th %tile Queue, veh	6	5	5

1: CSAH 49 (Hodgson Rd) & CSAH 34 (Birch St)

Direction	WB	NB	SB	All
Future Volume (vph)	484	475	662	1621
Total Delay / Veh (s/v)	0	0	0	0
CO Emissions (kg)	1.15	0.76	1.24	3.15
NOx Emissions (kg)	0.22	0.15	0.24	0.61
VOC Emissions (kg)	0.27	0.18	0.29	0.73

CSAH 49/CSAH 34 Spot Mobility Project
Existing vs. Build Analysis - CSAH 49 (Hodgson Rd) at CSAH 34 (Birch St)

Existing Conditions

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Permitted Phases		8		2	2	
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v/c Ratio	0.49	0.69	0.58	0.30	0.74	0.25
Control Delay	28.4	8.2	23.6	4.7	16.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	8.2	23.6	4.7	16.9	7.5
LOS	C	A	C	A	B	A
Approach Delay	13.0		16.8			13.6
Approach LOS	B		B			B

Intersection Summary			
Area Type:	Other		
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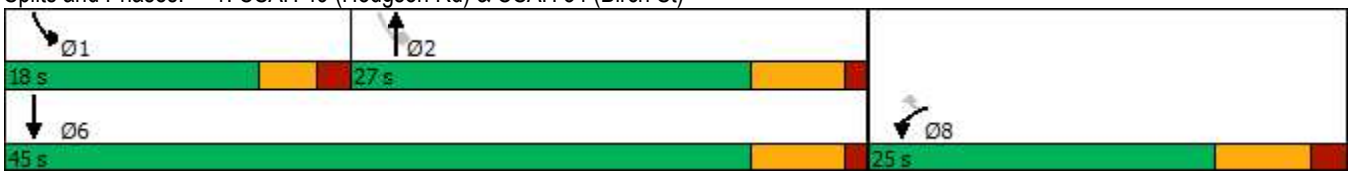
Analysis Period (min) 15			

Splits and Phases: 1: CSAH 49 (Hodgson Rd) & CSAH 34 (Birch St)



1: CSAH 49 (Hodgson Rd) & CSAH 34 (Birch St)

Direction	WB	NB	SB	All
Future Volume (vph)	484	474	662	1620
Total Delay / Veh (s/v)	13	17	14	15
CO Emissions (kg)	0.87	0.67	1.00	2.54
NOx Emissions (kg)	0.17	0.13	0.19	0.49
VOC Emissions (kg)	0.20	0.15	0.23	0.59

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
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Adj Approach Flow, veh/h	626	539	721
Demand Flow Rate, veh/h	661	550	761
Vehicles Circulating, veh/h	353	475	173
Vehicles Exiting, veh/h	672	459	841
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	15.6	15.1	12.6
Approach LOS	C	C	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
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Cap Entry Lane, veh/h	963	850	1157
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LOS	C	C	B
95th %tile Queue, veh	6	5	5

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Direction	WB	NB	SB	All
Future Volume (vph)	484	475	662	1621
Total Delay / Veh (s/v)	0	0	0	0
CO Emissions (kg)	1.15	0.76	1.24	3.15
NOx Emissions (kg)	0.22	0.15	0.24	0.61
VOC Emissions (kg)	0.27	0.18	0.29	0.73

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 49 (Hodgson Rd)	**District**	Metro	**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	CSAH 49 (Hodgson Rd) at CSAH 34 (Birch St) Intersection				

B. Project Description

Proposed Work	Convert intersection from a signal to a single-lane roundabout		
Project Cost*	$2,697,078	**Installation Year**	2028
Project Service Life	20 years	**Traffic Growth Factor**	1.0%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

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

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date 1/1/2020 **End Date** 12/31/2022 3 years

Data Source

Crash Severity	Intersection crashes	< optional 2nd CMF >
K crashes	0	
A crashes	0	
B crashes	0	
C crashes	0	
PDO crashes	4	

F. Benefit-Cost Calculation

$273,113	**Benefit (present value)**	**B/C Ratio = 0.11**
$2,697,078	**Cost**	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate:	0.8%	Default
Traffic Growth Rate:	1.0%	**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	0.00	0.00	$0
PDO crashes	2.68	0.89	$13,400
			$13,400

H. Amortized Benefit

Year	Crash Benefits	Present Value
2028	$13,400	$13,400
2029	$13,534	$13,427
2030	$13,669	$13,453
2031	$13,806	$13,480
2032	$13,944	$13,507
2033	$14,084	$13,533
2034	$14,224	$13,560
2035	$14,367	$13,587
2036	$14,510	$13,614
2037	$14,655	$13,641
2038	$14,802	$13,668
2039	$14,950	$13,695
2040	$15,099	$13,723
2041	$15,250	$13,750
2042	$15,403	$13,777
2043	$15,557	$13,804
2044	$15,713	$13,832
2045	$15,870	$13,859
2046	$16,028	$13,887
2047	$16,189	$13,914
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 = $273,113

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

CMF / CRF Details

CMF ID: 224

Convert signalized intersection to modern roundabout

Description:

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

Category: Intersection geometry

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

Star Quality Rating:	★★★☆☆

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

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

Unadjusted Standard Error:	4

Applicability

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

If countermeasure is intersection-based

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

Development Details

Date Range of Data Used:	
Municipality:	
State:	

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

Other Details

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

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

Crash Case Listing

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
04-CSAH	34	0.001	02	Lino Lakes	01008293	02/22/22	1257 TUE	Rear End	2	N
04-CSAH	49	1.246	02	Lino Lakes	00870395	12/23/20	1319 WED	Other	2	N
04-CSAH	49	1.246	02	Lino Lakes	00842586	09/24/20	1411 THU	Angle	2	N
04-CSAH	49	1.246	02	Lino Lakes	00842525	09/24/20	0709 THU	Angle	2	N

Selection Filter:

WORK AREA: County('659447') - FILTER: Year('2020','2021','2022') - SPATIAL FILTER APPLIED

Analyst: Justin Anibas

Notes:

Hodgson Rd.

Birch St.

Hodgson Rd.

50 0 50 100
scale 25 feet

SEH	174373 DATE: 11/10/23	CSAH 49 (Hodgson Rd.) & CSAH 34 (Birch St.) Roundabout Alternative 1	FIGURE No. 1

11:27:08
11/10/23
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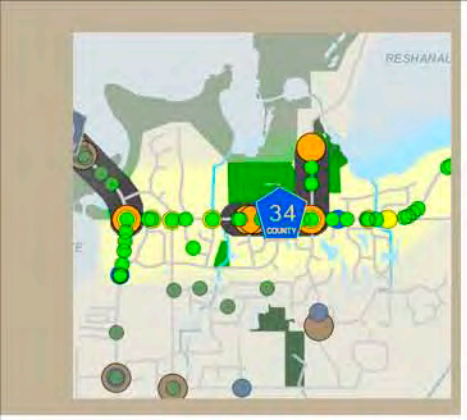
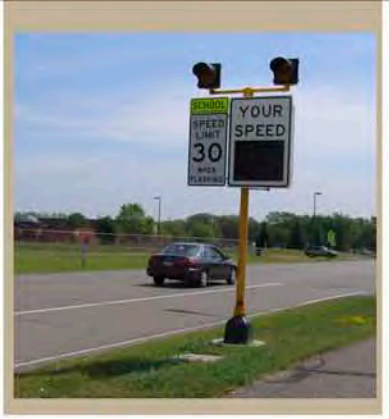
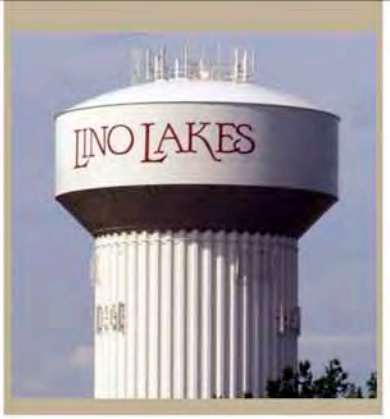
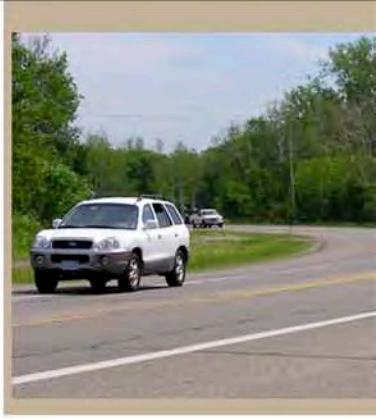




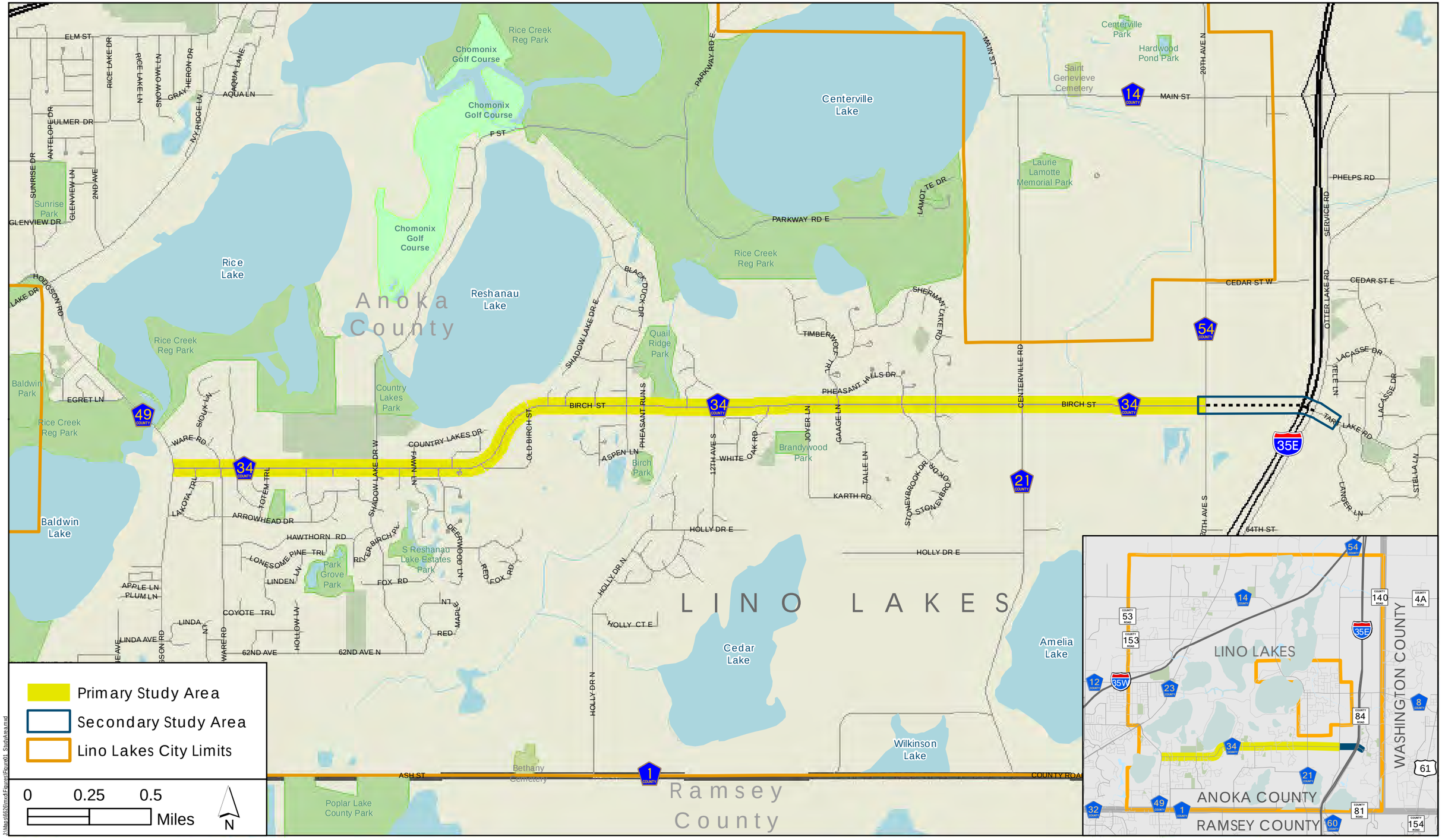




CSAH 34 (Birch Street) Corridor Study

SRF Consulting Group, Inc.
Engineers
Planners
Designers

April 2011



CSAH 34 (Birch Street) Study Area

CSAH 34 Corridor Study
Lino Lakes, Anoka County, MN

Figure 1

2.0 STUDY GOAL AND PROCESS

2.1 Study Goal

The goal of this study is to develop a planning-level corridor improvement plan to inform future transportation and access decisions along CSAH 34 in Lino Lakes. The study objectives are as follows:

1. Develop an understanding of the issues, constraints, and opportunities along the corridor.
2. Conduct various technical analyses (safety analysis, access inventory, future traffic operations analysis, etc.) to identify critical corridor issues and needs.
3. Prepare a corridor vision to guide the preparation of future improvements and use in long-range planning.
4. Develop and evaluate a sustainable range of solutions or concept alternatives (including roadway alignment, intersection geometrics, trail connections and pedestrian crossing facilities, streetscaping options, etc.) for the corridor, with associated cost estimates.
5. Develop a preferred corridor plan, framed as a set of corridor improvements and strategies, to implement over time. Identify an implementation plan that includes project priority, implementation thresholds, and funding strategies.
6. Encourage a fair and transparent public participation process, and involve stakeholders throughout the decision-making process to build confidence in and an understanding of final recommendations.

2.2 Organizational Structure and Stakeholder Involvement

A key emphasis of the study was to promote effective decision-making by fostering a cooperative spirit among state, regional and local partners, as well as corridor stakeholders. The following list identifies the key stakeholder groups and public involvement activities undertaken as part of this study (shown graphically in Figure 2).

- Technical Advisory Committee (TAC) - Composed of technical staff. Membership included the Anoka County Highway Department, City of Lino Lakes, Mn/DOT, and the Anoka County Park Department. The TAC met regularly during the study period in order to review technical analysis, guide the overall study process, review input generated by public involvement activities, evaluate alternatives and approve the corridor improvement program.
- Neighborhood Advisory Committee (NAC) - Composed of representatives from key community groups, including corridor residents, local businesses, community interests, Rice Creek Elementary School, and members of the TAC. The NAC met four times throughout the study process at critical study milestones in order to advise on corridor issues, provide input, review the study proposals and recommendations, and report back to their respective groups.

Graphis/Support/6626/Figures/20100630 Report Figures

SRF Consulting Group, Inc.

6626
2010/06/03

Public Involvement Process

CSAH 34 Corridor Study
Lino Lakes, Anoka County, MN

Figure 2

- Focus Groups – Individual meetings were held with several important public/private stakeholders, including the business community (Spirit Hills Mall area), public safety (sheriff, police, and other emergency responders), large tract property owners (agricultural land), environmental agencies (parks and watershed district), school district representatives, and utility companies. The purpose of these meetings was to directly engage the key stakeholder groups early in the study process and solicit input on study issues and opportunities.
- City Planning and Zoning Board – As part of the study process, the project team presented the corridor needs and key findings to the Lino Lakes Planning and Zoning Board at critical study milestones. The role of the Planning and Zoning Board was to review and consider the key study products and provide policy direction.
- Policy-Making Bodies – The Lino Lakes City Council and the Anoka County Public Works Committee are the policy-making bodies for this study. The policy-making responsibilities included considering TAC input and recommendations, approving study products, and implementing recommendations. As part of the study process, the project team presented key findings to the City Council at critical study milestones. The Anoka County Public Works Committee was apprised of the study process, findings, and recommendations by Anoka County Highway Department staff.
- Open House Public Meetings - These meetings provided opportunities for corridor residents and the general public to participate in the study process. Three open house meetings were held at critical study milestones. Public input was recorded and provided to the TAC and NAC for their consideration.
- Review Agency Coordination – Review agencies and major stakeholders were contacted throughout the study process to discuss methods to avoid, minimize, and mitigate potential issues and establish understanding and support for the project. Agency contacts included the Department of Natural Resources, State Historic Preservation Office, Pollution Control Agency, Rice Creek Watershed District, Anoka County Parks, Anoka County Office of Environmental Services, Anoka Soil and Water Conservation District, City of Lino Lakes Parks Division, Minnesota Department of Transportation, and the local school district. Review agency input was collected and a technical memorandum documenting the social, economic, and environmental concerns in the corridor was developed.
- Project Website and Newsletters – A project website was developed and updated periodically throughout the study process. In addition, newsletters were mailed to area residents at four key study milestones in order to establish good communications with stakeholders and the general public. These were used to inform stakeholders on upcoming public meetings, provide projects updates, and advise the public on key study analyses and recommendations.

A table presenting the public participation plan, including a summary of each of the public involvement activities, is included in Appendix A.

4.0 CORRIDOR ISSUES IDENTIFICATION AND TECHNICAL ANALYSIS

In order to develop alternatives that will achieve the project goals and objectives, it was important to fully understand the key issues and constraints within the corridor. Information on corridor issues was gathered from various sources, including:

- The City of Lino Lakes 2030 Comprehensive Plan
- Anoka County Highway Department traffic studies
- Electronic base map data
- Demographic information
- Land use data
- Existing and planned park and trail locations

Further input was gathered from various stakeholder groups such as the CSAH 34 TAC and NAC, focus groups, resource agencies, and the general public. Figure 3 illustrates the issues and opportunities identified throughout this process.

There were many opportunities for public participation early in the study process. This input was recorded, shared with the TAC, and incorporated into the corridor improvement plan. The following list is a summary of the key public input received early in the study process, including areas of agreement and common themes and perceptions. More detail regarding the stakeholder input, including focus group and open house comment summaries, is included in Appendix A.

Consensus on Needs

- CSAH 34 is experiencing high levels of congestion during the peak periods.
- It can be difficult to access CSAH 34 from intersecting roadways (Ware Road, West Shadow Lake Drive, CSAH 21, etc.).
- Vehicular safety is an important concern; there is a need for short-term improvements (e.g., left turn lanes, traffic signals, bypass lanes).
- Pedestrian and bicycle safety is a concern; many residents feel that there should be more pedestrian trails along and safe crossings of CSAH 34.
- There is support for minimizing impacts to natural resources within the corridor.

Legend

- Municipal Boundaries
- XXX/XXX = 2006/2030 Forecasted Volumes
- Regional Trails
- Lino Lakes Trails

N

0 800 1,600 Feet

Focus Group Comments:

Spirit Hills Mall Businesses

- Intersections with perceived safety, traffic, and operational issues include CSAH 34/ Hodgson Road, CSAH 34/Ware Road, and CSAH 34/West Shadow Lake Drive
- There is a general interest in widening CSAH 49 into a 4-lane facility (currently 2-lanes)
- No turns on red at the intersection of CSAH 49/CSAH 34 would be helpful
- Peak times for Spirit Hills Mall businesses typically coincide with peak periods on CSAH 34 (weekday evenings)
- The Spirit Hills Mall has approximately 1,000 visitors per day. During peak hours, traffic limits access to the mall area
- There is a safety concern with pedestrians (especially children) crossing CSAH 34
- Due to the right-of-way (ROW) impacts, there may be opposition to widening CSAH 34
- Planned commercial development at the southeast corner of the CSAH 49/CSAH 34 intersection may be problematic due to access issues
- Participants expressed frustration over the challenging political environment
- Trucks move westbound on CSAH 34 frequently, adding to traffic issues

Property Owners

- A major concern of property owners at the east end of the corridor is high traffic volumes and related traffic backups at the CSAH 34/CSAH 21 intersection
- The eastern segment of CSAH 34 is not wide enough to accommodate farming equipment
- There is a perceived safety issue regarding speed and crashes at the s-curve
- There is concern regarding the high volume of trucks on CSAH 34
- Centerville police frequently travel on CSAH 34 at high speeds, raising safety concerns
- The turn lanes at Pheasant Hills Drive can be confusing to drivers
- Pavement markings are difficult to see at night and in the winter

Police and Emergency Responders

- Intersections with perceived safety, traffic, and operational issues include CSAH 34/Centerville Road and CSAH 34/20th Avenue
- In the past, Lino Lakes Police have recommended widening CSAH 34 to a 4-lane facility and adding medians in order to increase public safety
- Parents of Rice Creek Elementary students park in the cul-de-sac at Prairie Flower Road (south of Rice Creek Elementary) near the pedestrian underpass, in order to avoid driving on CSAH 34 to pick up/drop off children
- The pedestrian underpass is poorly lit, can flood, and is out of the sight of the school and nearby homes
- Vehicles on CSAH 34 frequently pass on the shoulder
- A traffic signal should be considered as a possible improvement for the Ware Road intersection.
- The traffic circulation pattern at Rice Lake Elementary School does not work
- CSAH 34 is not wide enough for vehicles to pull out of the path of emergency vehicles
- Turn lanes at the intersection between CSAH 34/Ware Road and CSAH 34/ Black Duck Drive would be helpful

Schools

- The Rice Lake Elementary School start and stop times coincide with peak periods on CSAH 34
- When turning right out of Rice Lake Elementary School, the school zone sign and lights are not visible
- CSAH 34 is a primary artery for the east end of the school district
- Congestion on CSAH 49 has caused late bus routes
- Buses make regular stops on CSAH 34, but kids are not allowed to cross CSAH 34
- In some instances, people have passed buses in the right shoulder while the bus is dropping off kids
- Lowering the speed limit on CSAH 34 may increase safety
- After-school events and programs cause parents to park on CSAH 34
- The protected/permissive phasing of the traffic signal on CSAH 49 can be confusing to drivers
- Left turns into the Rice Lake Elementary School (from CSAH 34) cause traffic backups. Left turns out of the school onto CSAH 34 are also very difficult
- The traffic signal at CSAH 49/CSAH 34 has helped

Environmental Agencies

- County Ditch 25 is a good wetland restoration area and any corridor improvements should not reduce capacity of the ditch
- There are additional opportunities for wetland restoration around the lakes in the area
- There is an opportunity to provide deer/pedestrian crossings along the corridor

Key Issues/Opportunities

- Wetland and Lake Impacts
- Public/Private Access Spacing
- High Crash Corridor
- Key East/West Arterial through the City of Lino Lakes
- Pedestrian Crossing of CSAH 34
- Corridor Aesthetics
- Mobility
- Trail Connectivity
- Interjurisdictional Cooperation
- Continued Development
- Parallel Local Street Discontinuity
- Utilities in Right of Way

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6626
2010/06/03

Issues and Opportunities

CSAH 34 Corridor Study
Lino Lakes, Anoka County, MN

Figure 3

Common Themes and Perceptions

- There is a perception that adding capacity by widening CSAH 34 to a four-lane facility will increase traffic, and lower property values.
- There is a perception that much of the traffic on CSAH 34 is "pass-through" traffic.
- There is some support from local residents for lowering speeds on CSAH 34, especially between CSAH 49 and the s-curve.
- Many residents commented that making improvements to County Road J (a parallel roadway to the south) is more appropriate and will improve current and future traffic conditions on CSAH 34.
- There is some resistance to new development and growth in the corridor's subarea, and some interest in maintaining CSAH 34 as a two-lane roadway.
- Some residents support the implementation of aesthetic improvements (landscaping, lighting, monumentation, etc.), and many do not; there is a perception that aesthetic improvements will come at the price of higher taxes.

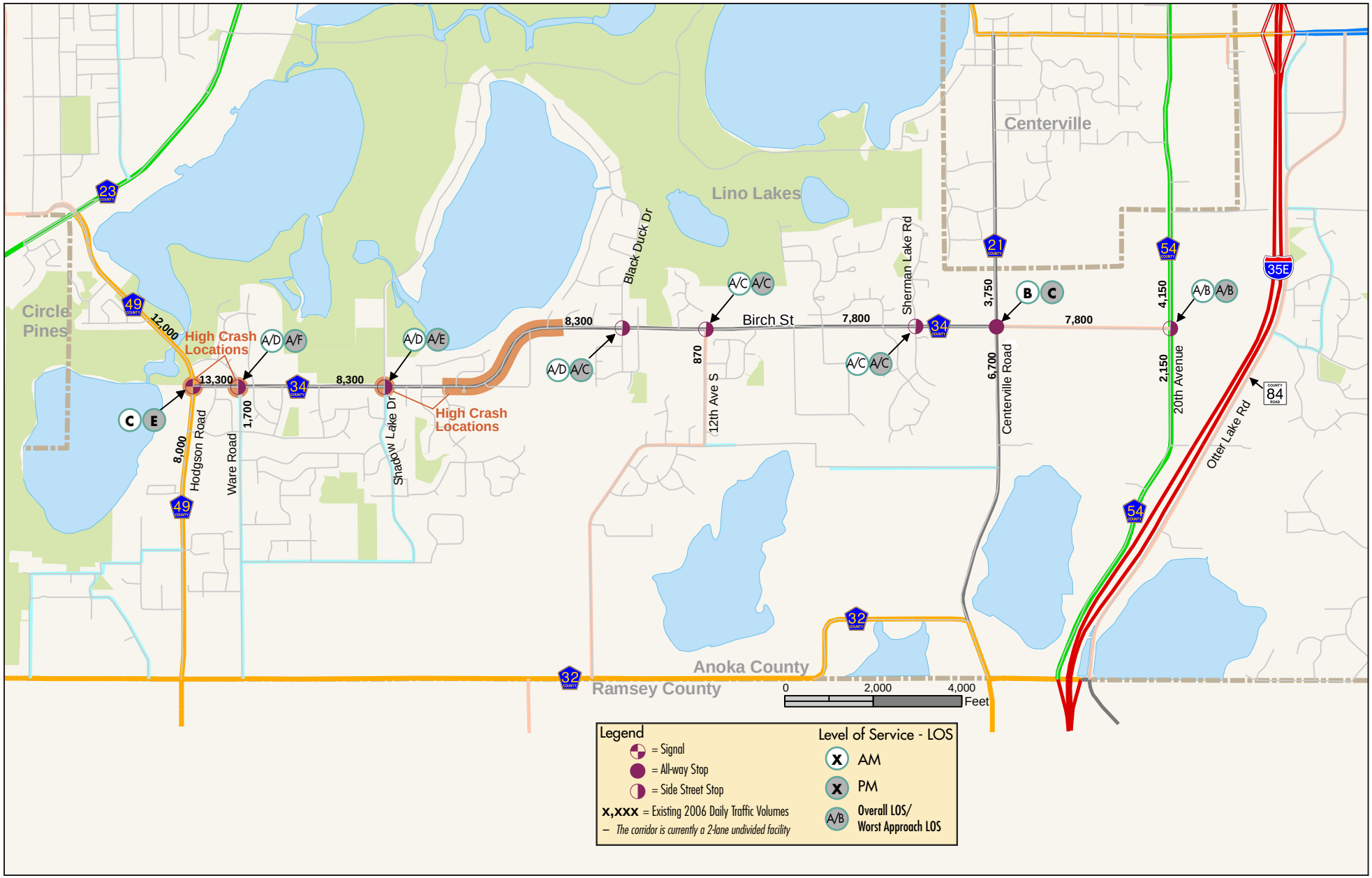
4.1 Technical Analysis of Corridor Issues

In order to identify potential issues and to better define potential corridor improvements, extensive technical analyses were conducted. These included a scan of SEE (social, environmental, and economic) factors, analysis of existing and projected (2030) traffic operations, modeling the impact of improvements to parallel relievers, a vehicle trace study, an access inventory and access modification evaluation, a safety analysis, a trail systems gap analysis, and an evaluation of the potential for a CSAH 34/I-35E overpass. The results of these analyses are described below.

4.1.1 Social, Environmental, and Economic Issues

A scan of social, environmental, and economic (SEE) issues was conducted in order to identify existing resources and potential impact areas along CSAH 34. The study area for the SEE scan included CSAH 34 between CSAH 49 and CSAH 54 and areas within approximately 1,000 feet of the existing roadway. In addition, early in the study process, input from environmental agencies was also sought to help identify resources that the corridor study should avoid or accommodate in the planning process. A detailed Technical Memorandum documenting this analysis is included in Appendix D. The following is an overview of the key issues identified through agency input and the environmental scan:

- Expansion of the roadway outside of the current right-of-way could require the completion of archaeological surveys to determine if eligible National Register sites are present/impacted.
- Expansion outside of the current right-of-way may impact farmland through strip takings.
- Quail Ridge Park could be impacted if right-of-way is expanded into the park. If the park is impacted, a Section 4(f) evaluation will need to be completed (however, proposed corridor improvements are planned to avoid impacts to any park).



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Existing Traffic Conditions

CSAH 34 Corridor Study
Lino Lakes, Anoka County, MN

Figure 8

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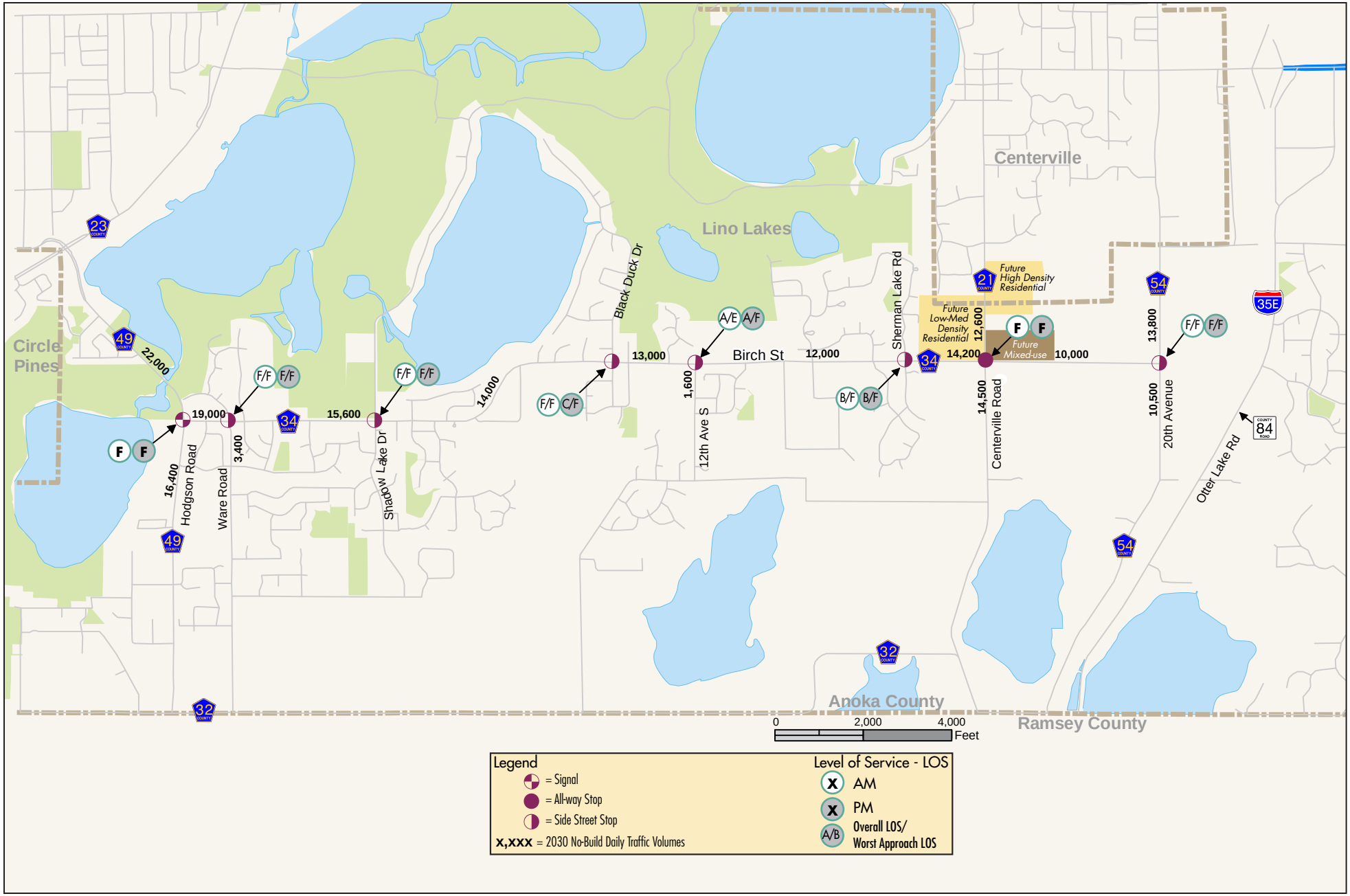

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Year 2030 No Build Traffic Conditions

CSAH 34 Corridor Study
Lino Lakes, Anoka County, MN

Figure 9

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2010/06/03

4.1.5 Safety Analysis

A crash analysis was completed along the CSAH 34 corridor using data provided by the Anoka County Highway Department for a three-year period from January 1, 2004 to December 31, 2006. The analysis was conducted using widely accepted crash analysis methodologies. The purpose of this analysis was to review and identify crash patterns, trends, types of crashes, and critical condition circumstances and factors. The crash analysis included a detailed review of crashes at three key intersections (CSAH 49, Ware Road, and West Shadow Lake Drive) and one segment along the corridor (s-curve between Deerwood Lane to East Shadow Lake Court).

Based on this analysis, the intersections of CSAH 49 and Ware Road, as well as the s-curve area, were identified as high-crash locations, and are considered in need of safety improvements. Although there were a number of crashes at the West Shadow Lake Drive intersection, the crash rate (crashes per million vehicles) at this location was below the critical crash rate for similar facility types, and thus it is not anticipated that improvements to this intersection will significantly reduce crashes that have been reported at this location. A detailed technical memorandum documenting the analysis is included in Appendix G. The following is an overview of the key findings for the high-crash locations identified:

- CSAH 34 and CSAH 49: Approximately 70 percent of the crashes at this location involve southbound left-turn versus northbound through movements. Sixty percent of crashes involve failure to yield or disregard of traffic control.
- CSAH 34 and Ware Road: Approximately 50 percent of crashes at this intersection involve northbound left-turn versus east/westbound through movements. There has been a significant decrease in crashes since 2004.
- CSAH 34 reverse curve segment (just east of Deerwood Lane to East Shadow Lake Court): Approximately 50 percent of crashes at this location involve collisions with deer, and 30 percent of crashes occurred on wet or snow/ice covered pavement (conditions that accentuate the roadway's horizontal layout).

4.1.6 Trail System Gap Analysis

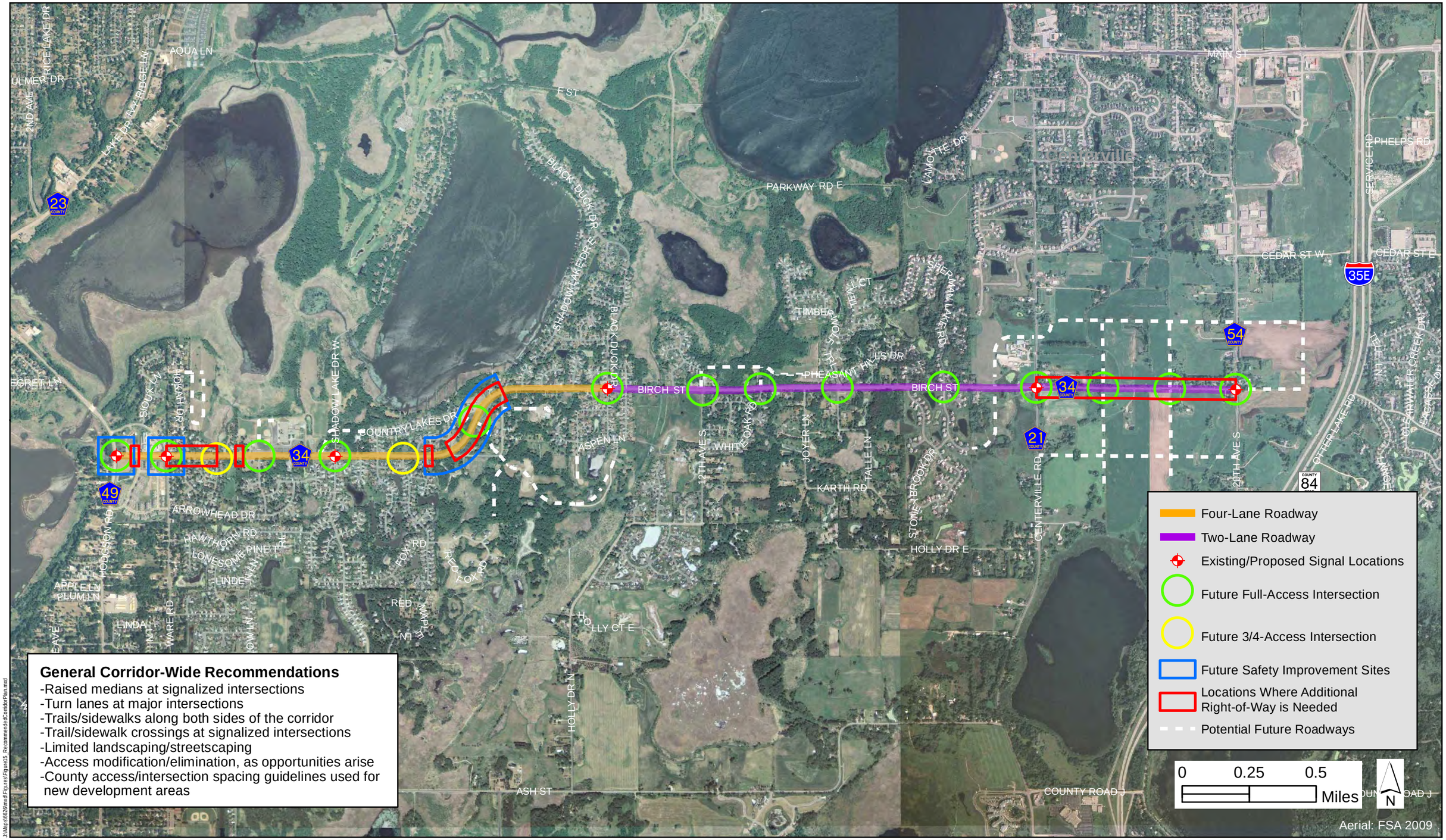
In order to identify potential trail improvements and connections to facilitate bicycle and pedestrian travel along CSAH 34, a trail system gap analysis was conducted. This analysis included a review of the existing and proposed trail facilities within the area and identification of key destinations. The following is a summary of this analysis:

- Gaps exist along CSAH 34, especially on the south side of the corridor. Public and neighborhood comments support a future trail system along both the east- and westbound lanes for the full length of the corridor.
- Crossing of the corridor is considered difficult and potentially unsafe, and future corridor widening will exacerbate these concerns; since potential signalized intersections are likely to be located at CSAH 49, Ware Road, West Shadow Lake Drive, Black Duck Drive, CSAH 21, and CSAH 54 in the future, crossings should be planned at these intersections.

4.2 Summary of Key Corridor Issues and Needs

Based on the background data collected, public input received, and technical analysis conducted, several corridor issues and needs were identified. The following is a summary of the key findings.

- High Crash Locations and Safety Concerns – Based on preliminary analysis, three high crash locations within the corridor were identified. These include CSAH 34 intersections with CSAH 49 and Ware Road, as well as the s-curve segment of CSAH 34 (east of Deerwood Lane to East Shadow Lake Court). In addition, there is a high concentration of deer crashes along the corridor, especially in the area of County Ditch 25. Additionally, gaps exist in the current trail system and pedestrian/bicycle crossing of CSAH 34 presents safety concerns.
- Capacity and Congestion – The western portion of the corridor (CSAH 49 to West Shadow Lake Drive) currently experiences routine delays due to congestion and conditions are anticipated to further deteriorate in the future if no improvements are made. In addition, when considering the forecasted growth in vehicle trips, the entire corridor is expected to be over capacity by 2030. Based on the traffic operations analysis, it was determined that in order for the corridor to operate at an acceptable LOS (LOS D or better) in the future, CSAH 34 would need to be upgraded to a four-lane facility west of Black Duck Drive. The analysis further showed that maintaining CSAH 34 as a two-lane roadway, and adding intersection improvements such as turn lanes and traffic signals, would improve traffic operation at several key intersections; however, the three westernmost intersections (CSAH 49, Ware Road, and West Shadow Lake Drive) would still experience unacceptable LOS during the a.m. and/or p.m. peak hour.
- Access and Circulation – There are numerous public and private access points along the corridor that affect safety and operations. Retrofitting the current access along the urbanized segment of the corridor and planning for good access management with future development will improve existing traffic operations and help prevent future access management problems. Any modifications to existing roadway access along CSAH 34 should be implemented in a manner sensitive to the concerns of private property owners. Further, in areas adjacent to CSAH 34, local circulation is limited due to numerous cul-de-sacs and dead ends or unconnected subdivision streets. Good access management along CSAH 34, in combination with future frontage/backage roads, can improve safety and traffic circulation within the area.
- Roadway Right-of-Way (ROW) Footprint – There is a sufficient amount (120 feet) of ROW available for roadway expansion along much of the corridor. However, ROW is narrower (<120 feet) in some areas of the corridor, particularly from CSAH 21 to CSAH 54.
- Institutional and Public Property – There is a cemetery and a public school (Rice Creek Elementary) in the western portion of the corridor, near the intersection of CSAH 34/West Shadow Lake Drive and a public park at Quail Ridge. Corridor improvements should be planned in a way that minimizes impacts to these properties.



General Corridor-Wide Recommendations

-Raised medians at signalized intersections
-Turn lanes at major intersections
-Trails/sidewalks along both sides of the corridor
-Trail/sidewalk crossings at signalized intersections
-Limited landscaping/streetscaping
-Access modification/elimination, as opportunities arise
-County access/intersection spacing guidelines used for new development areas

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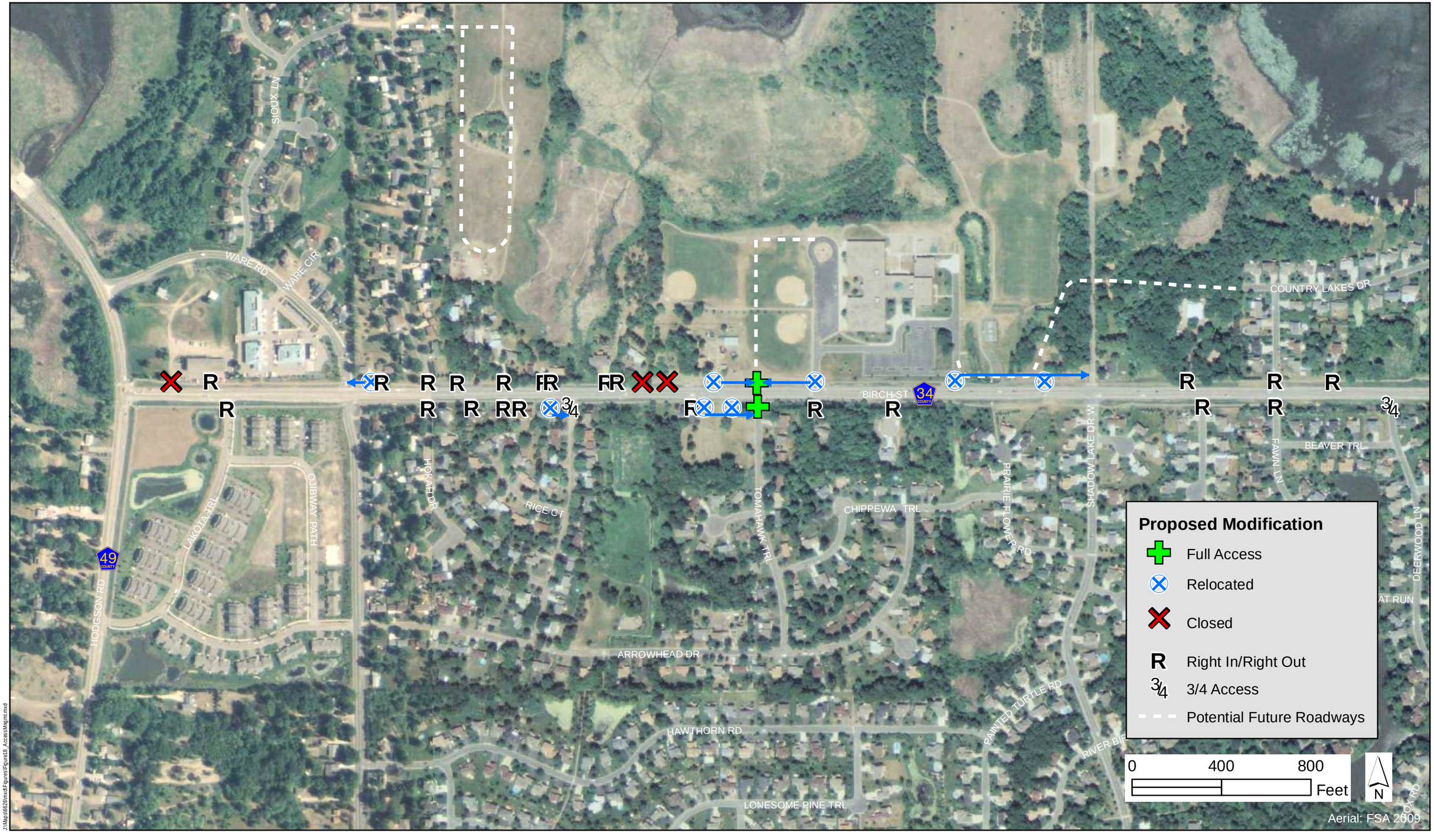
SRF Consulting Group, Inc.

Recommended Corridor Plan

CSAH 34 Corridor Study
Lino Lakes, Anoka County, MN

Figure 15



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Potential Access Management Strategies

CSAH 34 Corridor Study
Lino Lakes, Anoka County, MN

Figure 18

DRAFT - CSAH 34 (BIRCH STREET) CORRIDOR STUDY
PUBLIC INVOLVEMENT PLAN

	Who	Purpose	Roles	Number of Meetings
Technical Advisory Committee (TAC)	Senior Technical Staff or Elected Representative of Decision-Making Bodies: Anoka County Highway Department ▪ Jack Corkle, Sr. Multimodal Transportation Planner ▪ Curt Kobilarcsik, Engineering Program Manager Anoka County Parks Department ▪ Karen Blaska City of Lino Lakes ▪ Mike Grochala, Community Development Director ▪ Jeff Smyser, City Planner MnDOT ▪ Mark Lindeberg, Principal Engineer Metropolitan Council ▪ Ann Braden, Senior Planner Anoka County Board ▪ Rhonda Sivarajah, Commissioner	▪ Guide the overall study process ▪ Digest input, participate in technical analysis ▪ Make study recommendations to the City Planning and Zoning Board, the City Council, and the County Public Works Committee	▪ Provide and review data ▪ Review technical analysis ▪ Consider input from the NAC ▪ Participate in development of roadway concepts evaluation and recommendations ▪ Review and determine appropriateness of a CSAH 34 overpass of I-35E ▪ Review and approve trail concepts for inclusion in preferred roadway recommendation ▪ Determine appropriate level of streetscaping, based on priority safety conditions ▪ Recommend preferred roadway concept scenario to city and county partner groups ▪ Review project element staging plan and funding policies/strategies ▪ Comment on draft report and synthesize public input into final report	Monthly meetings (18 total)
Neighborhood Advisory Committee (NAC)	15 – 20 people from key community groups, including: ▪ Residents ▪ Rice Creek Elementary School and PTA representatives ▪ Local businesses ▪ Rice Creek Watershed and Regional Park officials ▪ Members of the TAC	▪ Report on input from the community stakeholders and act as a feedback loop to TAC ▪ Advise policy issues ▪ Confirm study recommendations to the City Council, the Planning and Zoning Board, and County Public Works Committee	▪ Provide and consider other public input ▪ Review and provide stakeholder feedback on TAC technical analysis ▪ Review overpass, trail and streetscaping options and provide input to TAC ▪ Review roadway concept alternatives and recommendations, and overall comprehensive corridor plan ▪ Report back to respective local partner groups	Quarterly Meetings (6 total)
Focus Groups	Important Public/Private Stakeholders from Study Area with Direct Interest in Corridor Planning Results: ▪ Business community (Spirit Hills Mall) ▪ Public safety (sheriff, police, and other emergency responders) ▪ Large property owners ▪ Transit service providers ▪ School district ▪ Utility companies ▪ Others ???	▪ Provide direct stakeholder input on study issues, opportunities, and process	▪ Provide input on needs, issues, constraints, and opportunities early in study process ▪ Group meetings will offer a communication opportunity where specific needs can be thoroughly discussed among stakeholders with diverse interests ▪ Feedback will be recorded and provided to TAC for their consideration during study process	A set of 7 sessions to take place early in the study process ▪ approximately 5-7 people per session ▪ each session 15 minutes, spanning an entire day
Lino Lakes Planning and Zoning Board	All members of the Lino Lakes Planning and Zoning Board	▪ Provide input at critical project milestones ▪ Provide policy direction	▪ Review existing and future conditions ▪ Discuss future corridor roadway, trail, and landscaping concepts ▪ Review implementation plan and draft Report ▪ Confirm study recommendations for City Council consideration	3 meetings (beginning, middle, and end of study process)
Lino Lakes City Council and Anoka County Public Works Committee	All members of the Lino Lakes City Council, and the Anoka County Public Works Committee	▪ Review draft corridor plan and offer comments ▪ Adopt study provisions ▪ Complete implementation activities	▪ Review preliminary study findings, cost estimates, and implementation plan ▪ Offer policy input ▪ Approve study products ▪ Implement recommendations with other governing bodies	2 meetings, held at critical policy decision points (coordination with the county Public Works Committee will be completed by county staff)
Open House Meetings	▪ General Public	▪ Encourage public participation	▪ Provide an opportunity for the general public to participate in the corridor planning process ▪ Open house input at critical study milestones will be recorded and provided to the TAC	3 meetings held at critical study milestones
Agency and Major Stakeholder Contacts	Potential participants include: ▪ Department of Natural Resources ▪ Pollution Control Agency ▪ Rice Creek Watershed District ▪ Rice Creek Regional Park ▪ Metropolitan Council ▪ Minnesota Department of Transportation ▪ Transit service providers ▪ School District	▪ Seek agency involvement early and continually through study process to avoid, minimize, and mitigate potential issues identified ▪ Establish project understanding and support among review agencies and major stakeholders	▪ Solicit review agency and major local stakeholder comments regarding social, economic, and environmental (SEE) and transportation performance issues during the corridor analysis, input on possible alternatives impacts, and the evaluation process (and if necessary, follow-up meetings will be held on specific issues) ▪ This input will be presented to the TAC for use in their deliberations during the study process	5 meetings, held at critical policy decision points
News Letters and Project Website	▪ General Public	▪ Establish good communications with stakeholders ▪ Establish project understanding among the general public ▪ Encourage public participation	▪ Announce study objectives and present study process and schedule ▪ Provide projects updates at key milestones ▪ Educate and inform the public on key study analysis and recommendations ▪ Announce public input opportunities to maximize participation	▪ 4 newsletters, sent at critical study milestones to area residents (1,800 recipients) ▪ Initial website setup and 6 updates during the study process

CSAH 49 at CSAH 34 Spot Mobility Improvement

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

Project Name: CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout Project
Project Location: City of Lino Lakes, Anoka County
Geographic Limits: Intersection of CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street)

Applicant: Anoka County Highway Department
Funding Category: Spot Mobility and Safety
Estimated Project Total: $2.18 Million
Requested Amount: $1.74 Million

Existing Conditions
CSAH 49 (Hodgson Road) is a north-south roadway that intersects with CSAH 34 (Birch Street), an east-west roadway, at a signalized T-intersection. Hodgson Road is classified as an A-Minor Expander and Birch Street is classified as an Other Arterial. Both roadways have a 50-mph posted speed limit in the project area.

The intersection has been identified over the years as a congested, high crash location while also serving as a crossing for the 6.5-mile Rice Creek north Regional Trail connecting the cities of Blaine, Circle Pines, and Lino Lakes. A municipal trail exists along both sides of Birch Street. Adjacent land uses at the intersection include a busy commercial area (Spirit Hills Mall), a childcare facility, a concentration of affordable, multi-family housing, recreational facilities, and Rice Lake Elementary School. There are currently no active transit stops within the area.

! Issues to be Addressed

- Poor mobility/congestion concerns
- Safety concerns
- Inadequate ped/bike facilities

✓ Proposed Improvements

- Single-lane roundabout
- Access management
- Trail extension

✓ Project Benefits

- Improved safety and mobility
- Improved facilities for pedestrian and bicyclists
- Improved connectivity for nonmotorized users

CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Project Location

City of Lino Lakes, Anoka County

Project Description
The project will convert the existing signalized intersection at CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) to a single lane roundabout. This improvement includes wide 6-foot paved shoulders on all three approaches leading into the roundabout. The project will also look to improve access and safety along Birch Street by installing a 3/4 access between Hodgson Road and Ware Road.

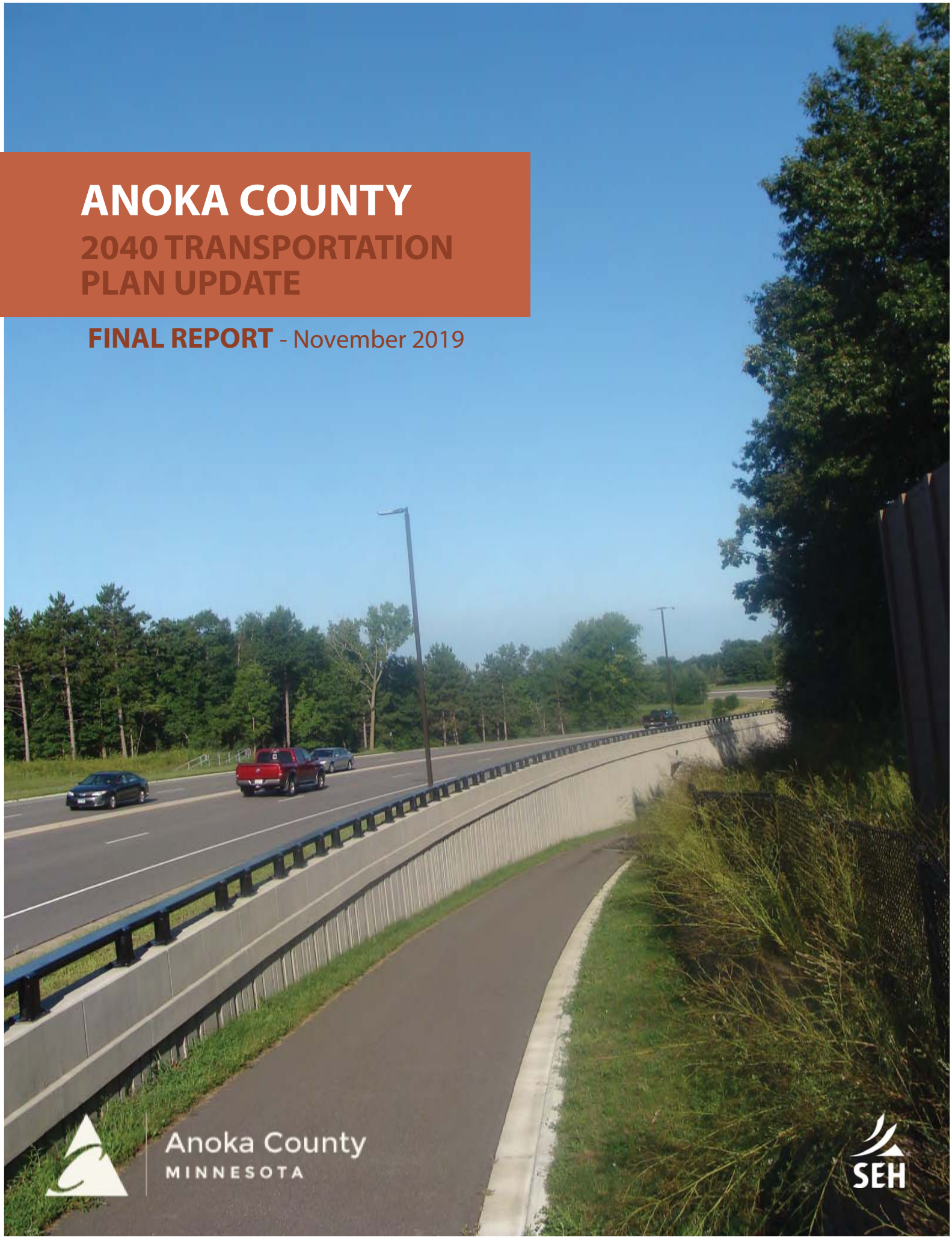
Based on MnDOT's 2020-2022 historical crash data, four reported crashes have occurred at the intersection. However, public outreach efforts have noted major safety concerns regarding speed on Birch Street. As future traffic demands continue to increase, the roundabout controlled intersection will look to reduce crash rate, manage speeds, and improve overall safety for all users.

The roundabout will also be designed to include ADA-compliant curb ramps, improved lighting, and pedestrian refuge medians to connect with future sidewalk or trail facilities along CSAH 49. The proposed trail facilities will improve connection to the Tier 2 RBTN corridor at Ware Road near the east end of the project, improving important connections to regional job concentrations and transit systems.

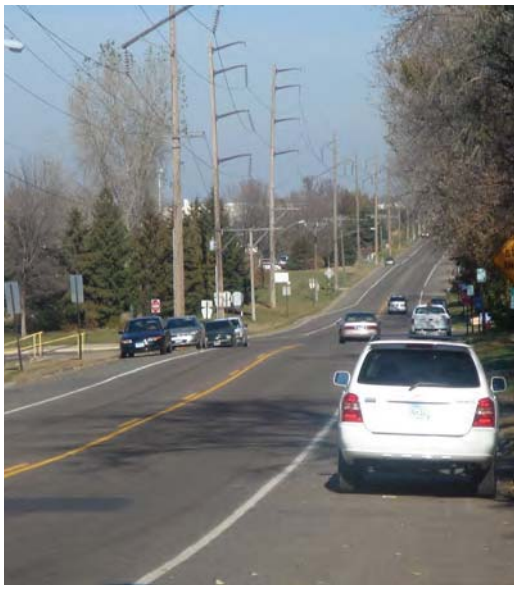
ANOKA COUNTY

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).

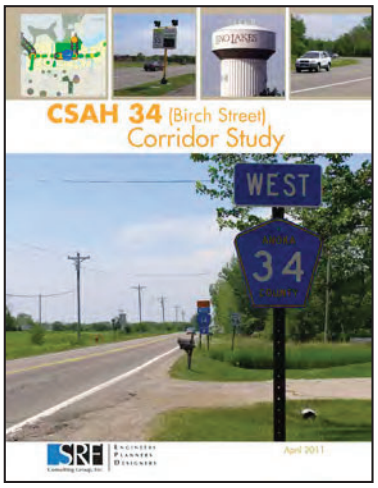
A web page devoted to the Plan was developed and housed on the study consultant's web site. This page was updated periodically and also provided the opportunity to comment on the Plan. The website link is: www.sehinc.com/online/2040

Anoka County Government Center (Source: Anoka County)

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

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

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



CSAH 34 (Birch Street) Study

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

The completed study identifies a preferred roadway concept along CSAH 34 (Birch Street) between CSAH 49 (Hodgson Road) and CSAH 54 (20th Street).

State Plans and Studies

The following sub-sections describe recommendations from important state plans and studies regarding roadway improvements and/or access for principal arterials.

Highway 65 Access Management Study

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

MnDOT completed an access management study on Highway 65 from just north of Bunker Lake Boulevard in Ham Lake to 245th Avenue N. in East Bethel. The study, in cooperation with Anoka County, East Bethel, Ham Lake and the Metropolitan Council, developed an access management plan. The study provided lower cost improvements to improve safety and manage congestion on Highway 65. It is intended to guide decisions on future access changes and access locations in the Highway 65 study area.

U.S. 10 Corridor Management Plan

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

The plan recommended:

- Converting the corridor to a six-lane freeway from CSAH 9/Round Lake Boulevard in Coon Rapids to US 169 in Elk River
- Expanding the corridor to an eight-lane freeway from I-35W in Mounds View to CSAH 9/Round Lake Boulevard in Coon Rapids
- Reducing and/or consolidating a number of access points, or intersections along the corridor; and

1 City – County Coordination Meetings

Recognizing the importance of the interrelationship between the County and local communities, early in the planning process the County arranged meetings with the communities to discuss current transportation issues and priorities and review the transportation analysis zone (TAZ) data assembled for each community by the Metropolitan Council. In total, 20 meetings were held over a two month period. Table 1 provides a summary of these meetings, including the staff who participated, the status of their TAZ data, and issues and priorities discussed.

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

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

Appendix L

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

AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

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

Anoka County Union Herald

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

ANOKA

with additional circulation in the counties of:

ANOKA

and has full knowledge of the facts stated below:

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

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

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

By: D MacPherson
Designated Agent

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

Notary Public

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

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

Ad ID 886106

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

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

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

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

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

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

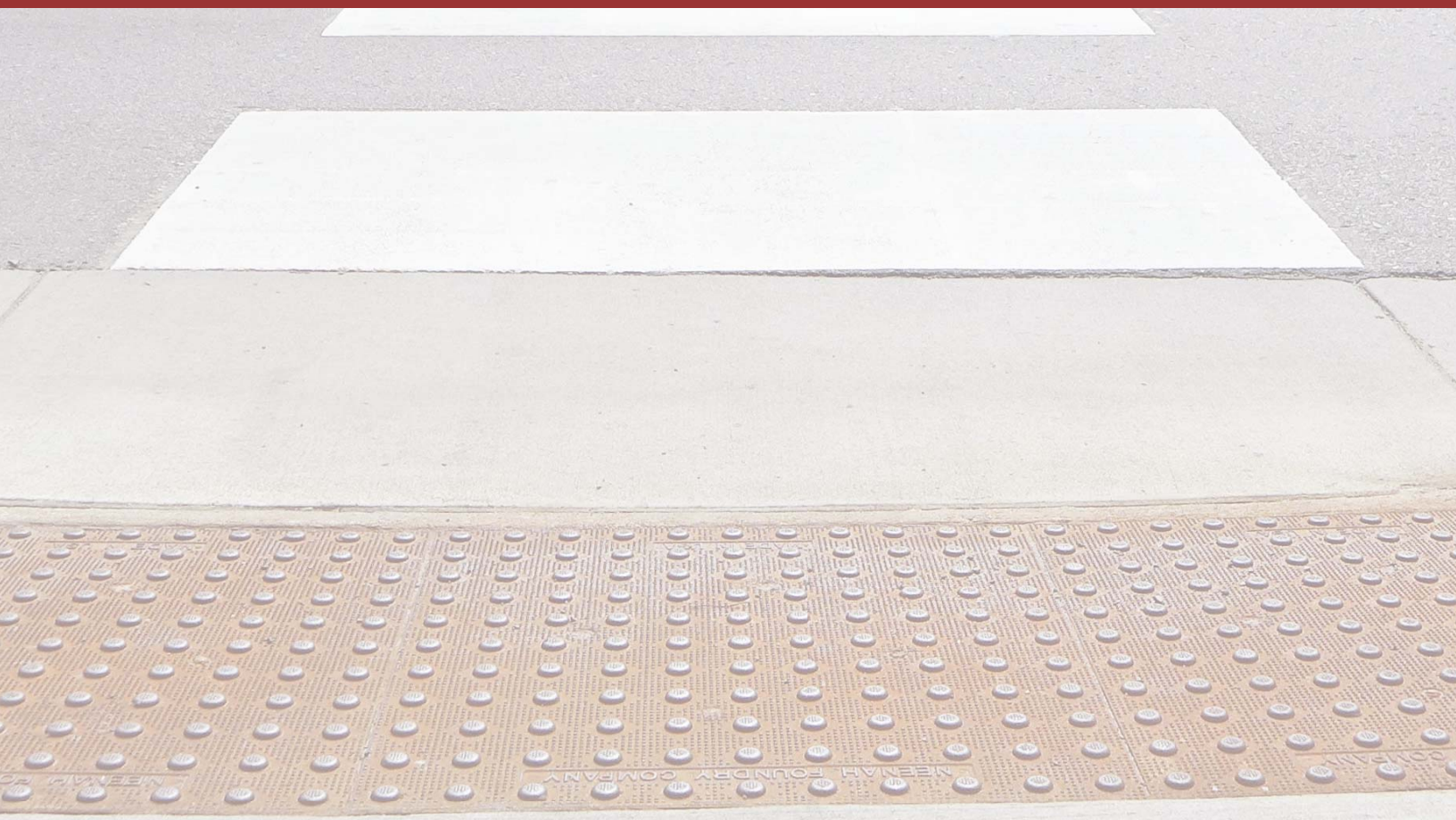
Dan Klint
Jerry Soma
Assistant County Attorney
County Administrator

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






Anoka County Highway System ADA Transition Plan



March 2018

Anoka County
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

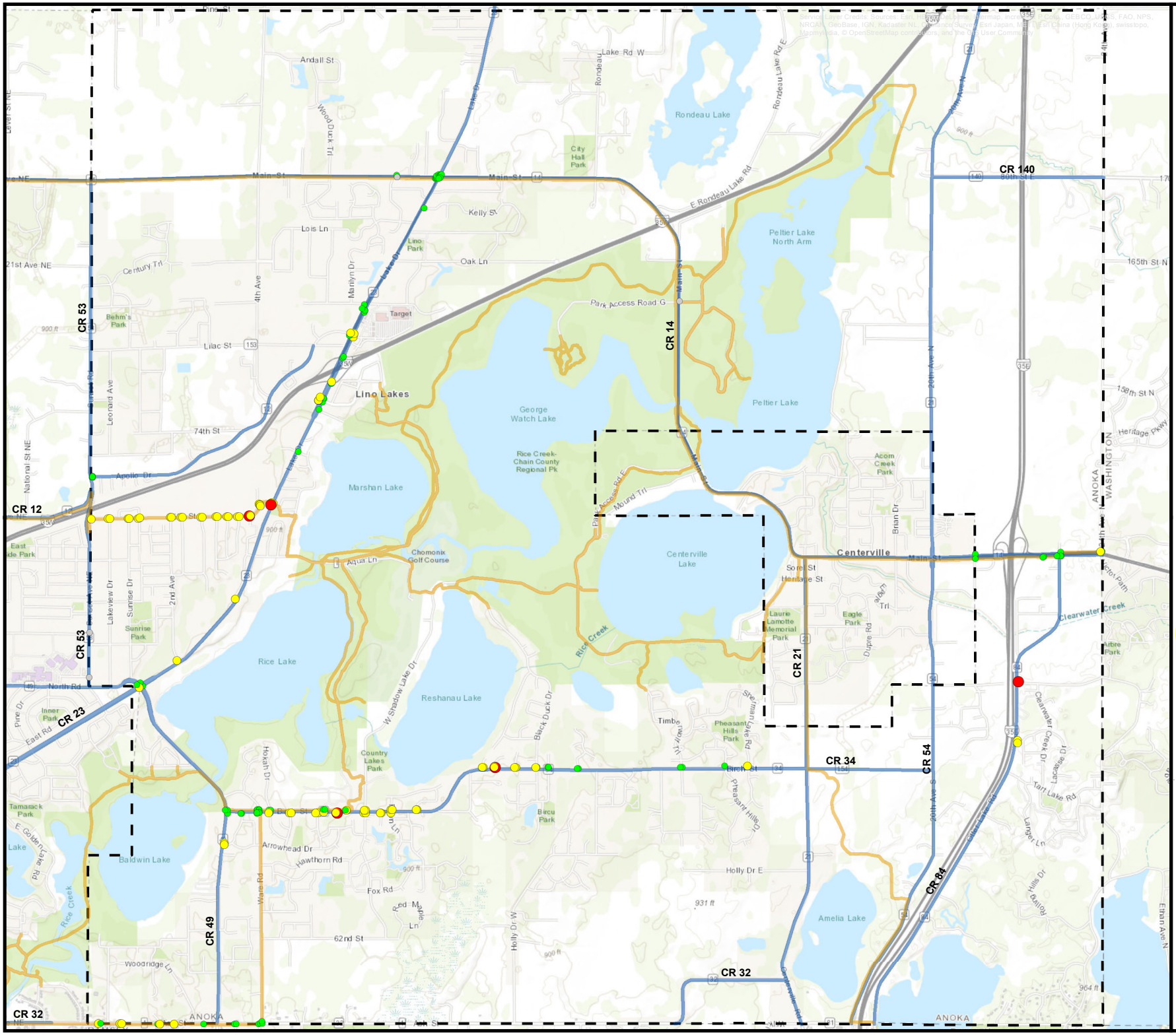
A. Glossary of Terms
B. Self-Evaluation
C. Agency ADA Design Standards and Procedures
D. ADA Coordinator
E. Prioritization Summary
F. Public Outreach Materials
G. ADA Public Notice
H. Grievance Procedure
I. Complaint Form

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

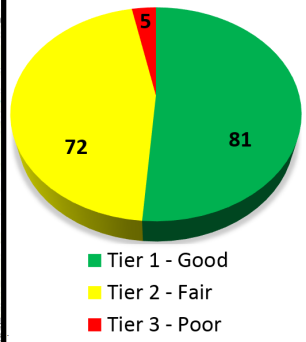
Legend

- Trail
- County Road
- Boundary

Curb Ramp Tier Ratings:

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

Source: MnDOT,Anoka County,ESRI



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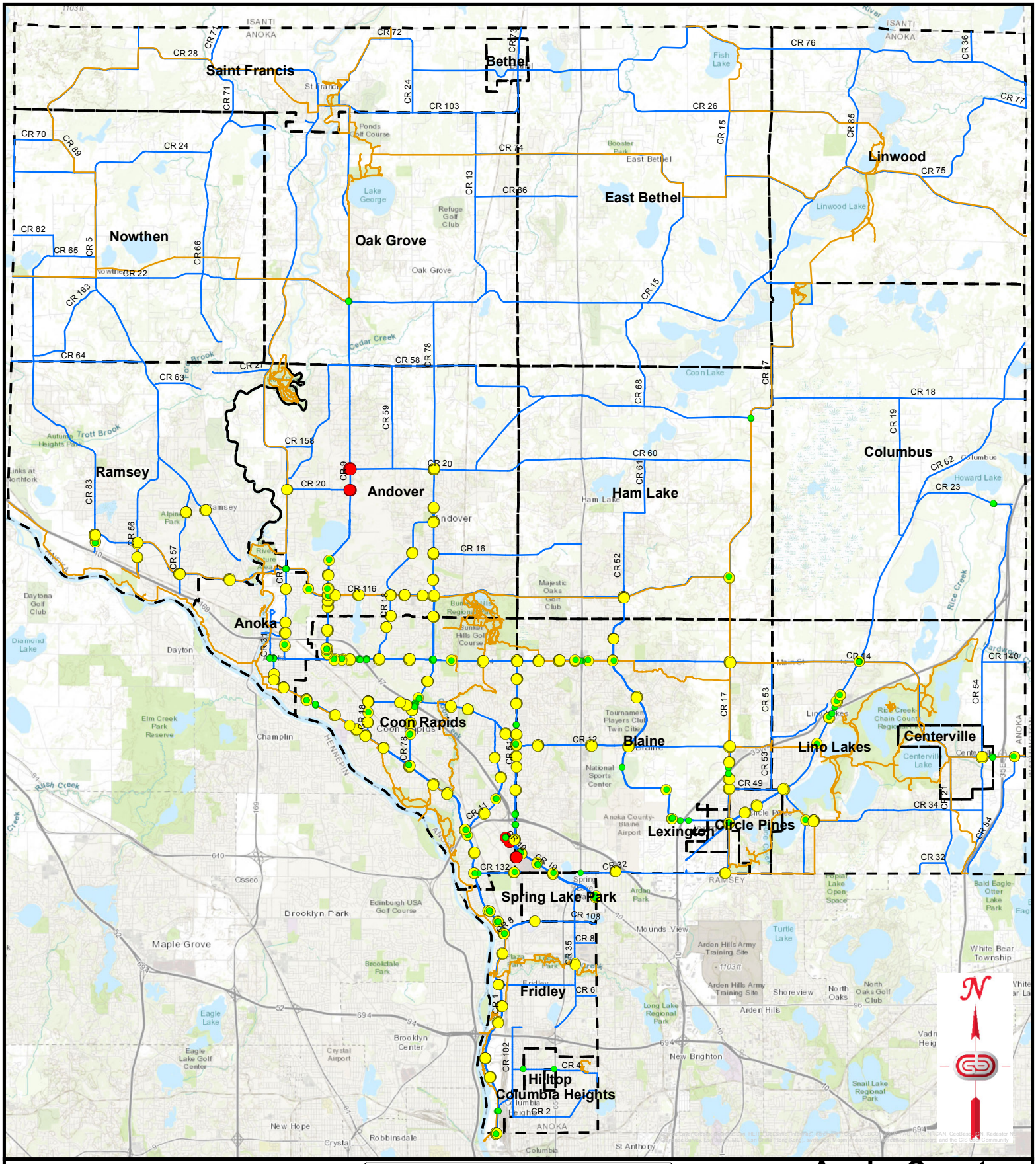
Anoka County MINNESOTA
Respectful, Innovative, Fiscally Responsible

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.

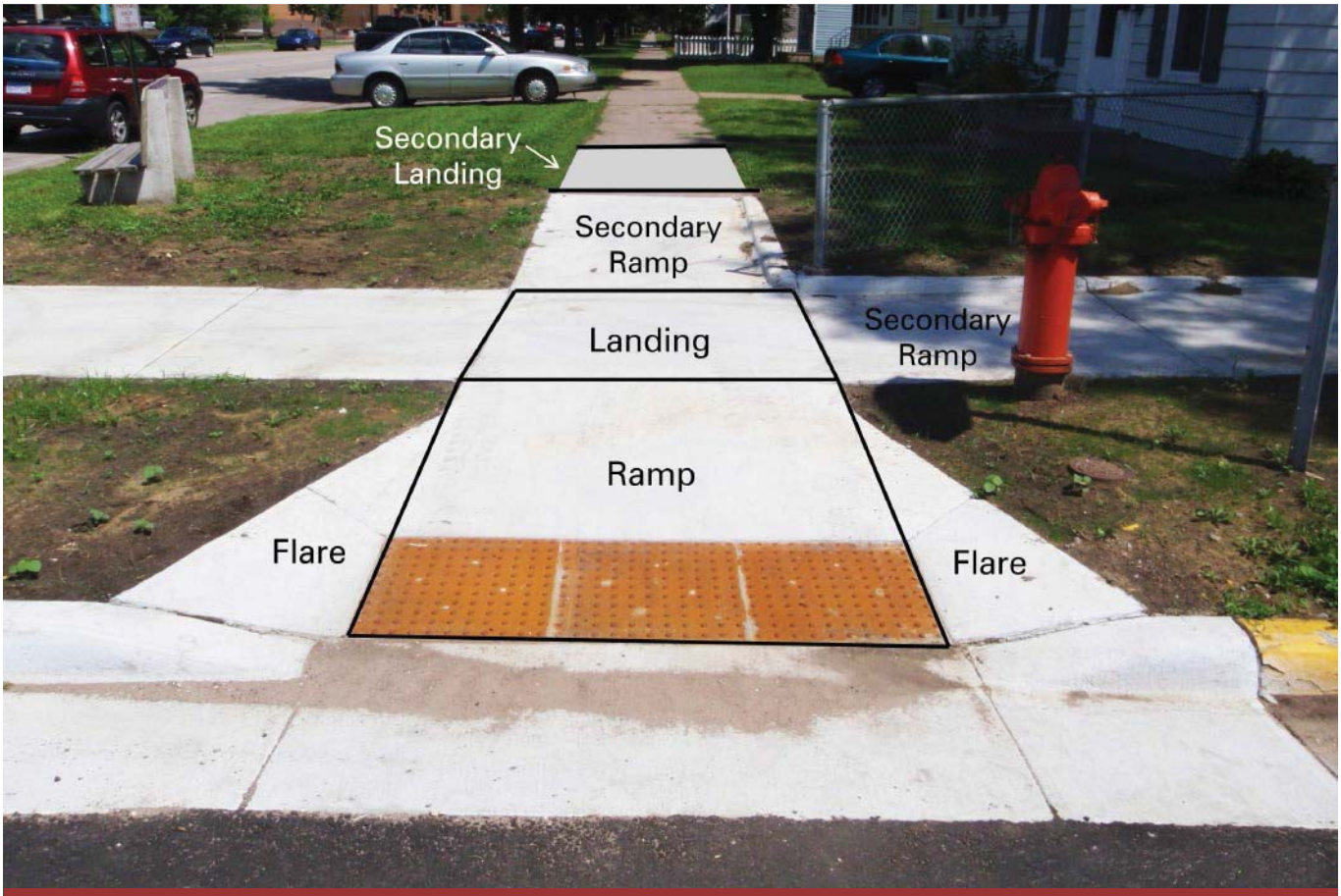
ADA Improvement Plan

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: December 1, 2023 **RESOLUTION #2023-138**

OFFERED BY COMMISSIONER: Reinert

AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION FOR THE CSAH 49 / CSAH 34 INTERSECTION IMPROVEMENT PROJECT

WHEREAS, the intersection of CSAH 49 (Hodgson Road), an "A" Minor Arterial Expander, and CSAH 34 (Birch Street), an "Other" Arterial, is a vital transportation 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 49 / CSAH 34 intersection; and,

WHEREAS, existing traffic volumes on CSAH 49 and CSAH 34 have been increasing and are projected to continue to increase as the area develops; and,

WHEREAS, proposed transportation improvements to the CSAH 49 / CSAH 34 intersection will improve the safety and mobility for all modes of travel; and,

WHEREAS, the Anoka County Highway Department is proposing to submit an application to the Transportation Advisory Board through the Metropolitan Council's 2024 Regional Solicitation program to receive federal transportation funds to improve the intersection of CSAH 49 / CSAH 34 in the city of Lino Lakes; 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 2024 Regional Solicitation program in the Spot Mobility and Safety category, to receive federal transportation funds to make capacity and safety improvements to the CSAH 49 / CSAH 34 intersection in the city of Lino Lakes.

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

I, Rhonda Sivarajah, 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 December 1, 2023, 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 1st day of December 2023.

RHONDA SIVARAJAH
COUNTY ADMINISTRATOR

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

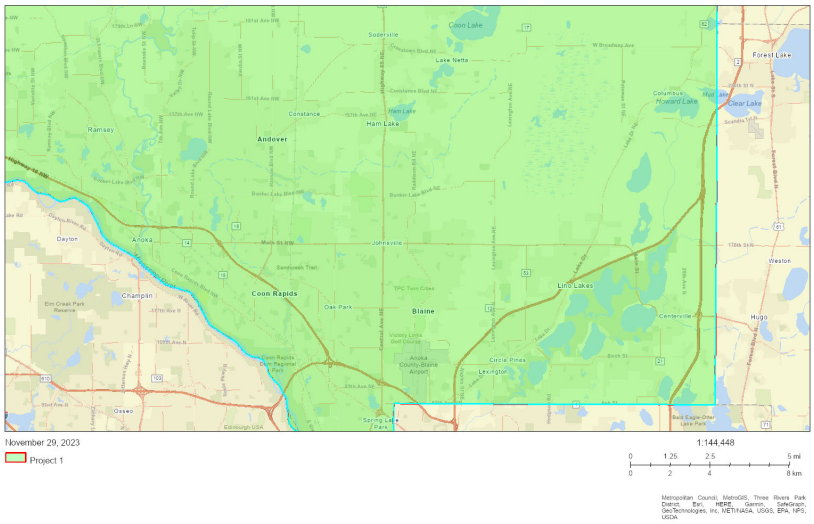
EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Anoka County, MN

County: Anoka
Population: 360,773
Area in square miles: 446.07

A3 Landscape



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	88%
Spanish	3%
Russian, Polish, or Other Slavic	1%
Other Indo-European	1%
Vietnamese	1%
Other Asian and Pacific Island	2%
Arabic	1%
Other and Unspecified	3%
Total Non-English	12%

COMMUNITY INFORMATION

- Low income: 17 percent
- People of color: 21 percent
- Less than high school education: 6 percent
- Limited English households: 2 percent
- Unemployment: 4 percent
- Persons with disabilities: 10 percent
- Male: 50 percent
- Female: 50 percent
- 81 years — Average life expectancy
- $40,057 — Per capita income
- Number of households: 132,559
- Owner occupied: 80 percent

BREAKDOWN BY RACE

- White: 79%
- Black: 7%
- American Indian: 0%
- Asian: 5%
- Hawaiian/Pacific Islander: 0%
- Other race: 0%
- Two or more races: 3%
- Hispanic: 5%

BREAKDOWN BY AGE

From Ages 1 to 4	6%
From Ages 1 to 18	24%
From Ages 18 and up	76%
From Ages 65 and up	14%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	25%
Speak Other Indo-European Languages	15%
Speak Asian-Pacific Island Languages	19%
Speak Other Languages	41%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2017 -2021. Life expectancy data comes from the Centers for Disease Control.

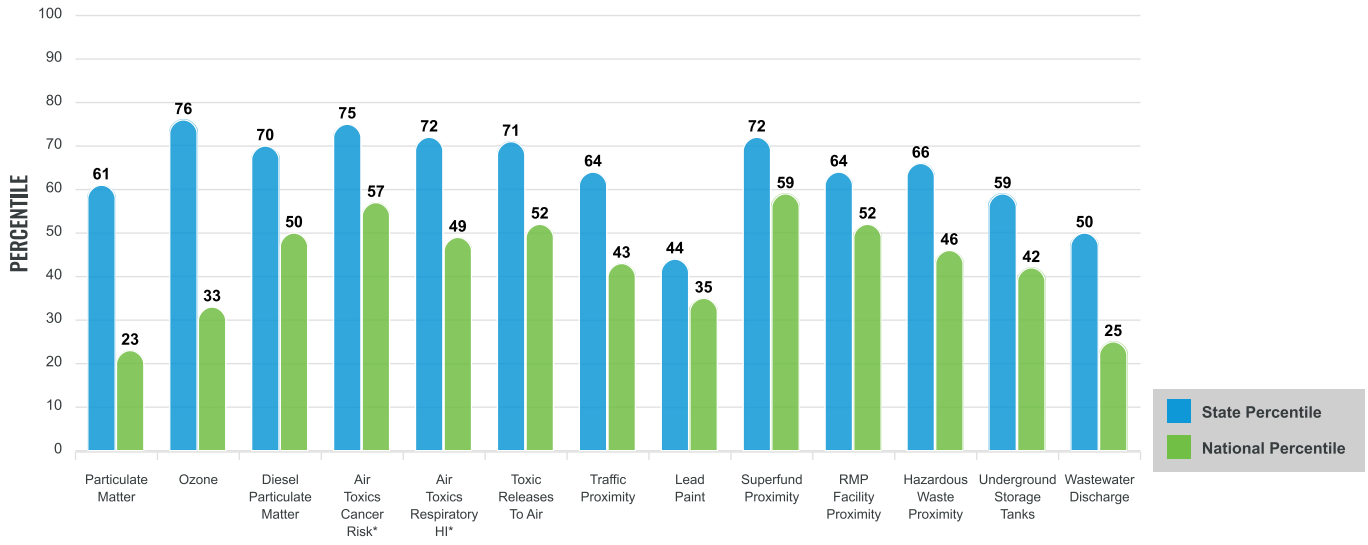
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

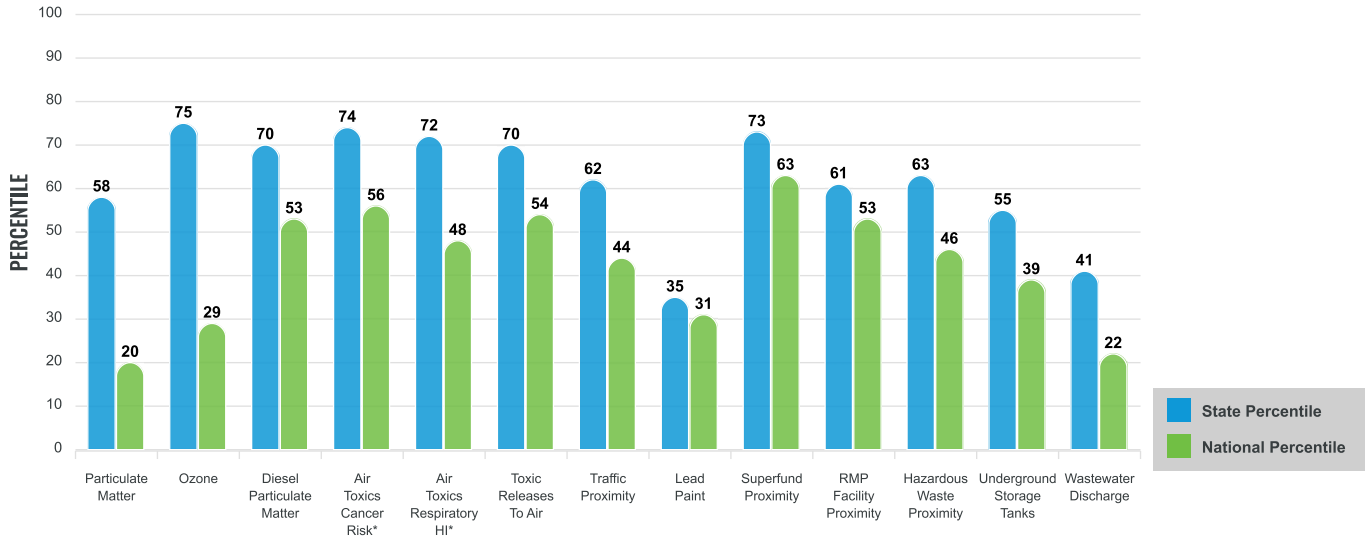
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for County: Anoka

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter (µg/m^3)	6.94	6.78	43	8.08	19
Ozone (ppb)	59.3	58.2	80	61.6	34
Diesel Particulate Matter (µg/m^3)	0.253	0.21	64	0.261	58
Air Toxics Cancer Risk* (lifetime risk per million)	26	22	12	25	5
Air Toxics Respiratory HI*	0.3	0.26	50	0.31	31
Toxic Releases to Air	1,800	1,500	79	4,600	70
Traffic Proximity (daily traffic count/distance to road)	100	140	67	210	56
Lead Paint (% Pre-1960 Housing)	0.14	0.33	34	0.3	41
Superfund Proximity (site count/km distance)	0.36	0.19	87	0.13	92
RMP Facility Proximity (facility count/km distance)	0.49	0.48	68	0.43	76
Hazardous Waste Proximity (facility count/km distance)	1.2	1.3	68	1.9	65
Underground Storage Tanks (count/km^2)	1.6	1.8	67	3.9	55
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.00049	0.19	57	22	42
SOCIOECONOMIC INDICATORS					
Demographic Index	19%	22%	56	35%	30
Supplemental Demographic Index	9%	11%	48	14%	29
People of Color	21%	20%	66	39%	39
Low Income	17%	23%	43	31%	32
Unemployment Rate	4%	4%	61	6%	49
Limited English Speaking Households	2%	2%	77	5%	65
Less Than High School Education	6%	7%	59	12%	40
Under Age 5	6%	6%	59	6%	62
Over Age 64	14%	17%	43	17%	44
Low Life Expectancy	16%	17%	31	20%	16

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund	4
Hazardous Waste, Treatment, Storage, and Disposal Facilities	18
Water Dischargers	19
Air Pollution	147
Brownfields	15
Toxic Release Inventory	77

Other community features within defined area:

Schools	131
Hospitals	3
Places of Worship	88

Other environmental data:

Air Non-attainment	No
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for County: Anoka

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	16%	17%	31	20%	16
Heart Disease	4.8	5.6	35	6.1	24
Asthma	9.4	9	72	10	33
Cancer	5.7	6.4	30	6.1	37
Persons with Disabilities	9.8%	11.4%	39	13.4%	30

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	8%	8%	57	12%	57
Wildfire Risk	25%	4%	95	14%	83

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	8%	11%	43	14%	39
Lack of Health Insurance	4%	5%	53	9%	30
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for County: Anoka

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Lino Lakes, MN

0.5 miles Ring Centered at 45.142260,-93.126329
Population: 1,425
Area in square miles: 0.79

A3 Landscape

COMMUNITY INFORMATION

Low income: 22 percent	People of color: 11 percent	Less than high school education: 3 percent	Limited English households: 0 percent
Unemployment: 2 percent	Persons with disabilities: 8 percent	Male: 47 percent	Female: 53 percent
81 years Average life expectancy	$45,376 Per capita income	Number of households: 612	Owner occupied: 89 percent

BREAKDOWN BY RACE

White: 89%	Black: 4%	American Indian: 0%	Asian: 2%
Hawaiian/Pacific Islander: 0%	Other race: 0%	Two or more races: 3%	Hispanic: 3%

BREAKDOWN BY AGE

From Ages 1 to 4	4%
From Ages 1 to 18	17%
From Ages 18 and up	83%
From Ages 65 and up	18%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	0%
Speak Other Indo-European Languages	0%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2017 -2021. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
No language data available.	

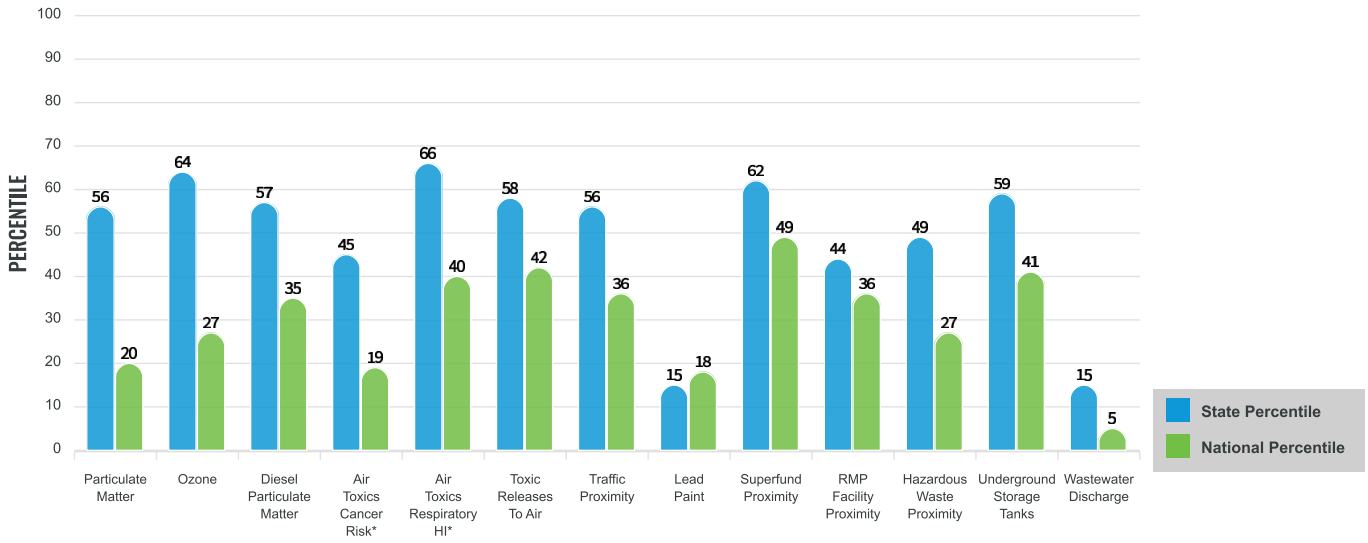
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

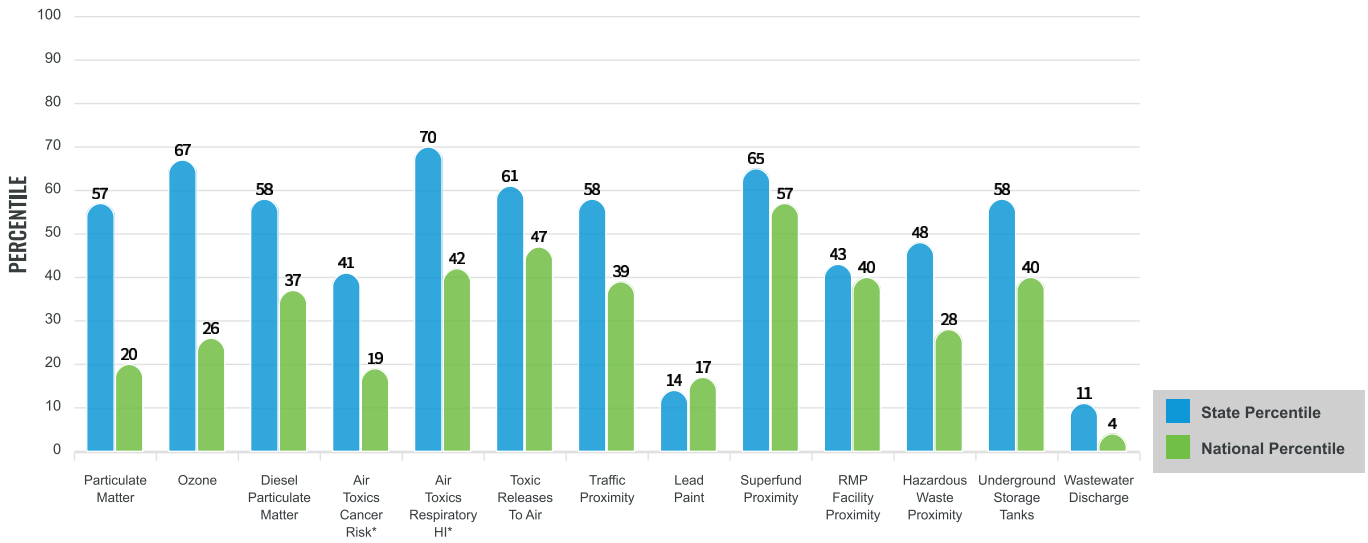
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for 0.5 miles Ring Centered at 45.142260,-93.126329

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter (µg/m^3)	7.11	6.78	49	8.08	22
Ozone (ppb)	58.9	58.2	67	61.6	31
Diesel Particulate Matter (µg/m^3)	0.184	0.21	50	0.261	41
Air Toxics Cancer Risk* (lifetime risk per million)	20	22	12	25	5
Air Toxics Respiratory HI*	0.3	0.26	50	0.31	31
Toxic Releases to Air	920	1,500	54	4,600	58
Traffic Proximity (daily traffic count/distance to road)	62	140	54	210	45
Lead Paint (% Pre-1960 Housing)	0.022	0.33	13	0.3	19
Superfund Proximity (site count/km distance)	0.11	0.19	59	0.13	70
RMP Facility Proximity (facility count/km distance)	0.15	0.48	36	0.43	45
Hazardous Waste Proximity (facility count/km distance)	0.17	1.3	39	1.9	30
Underground Storage Tanks (count/km^2)	0.99	1.8	58	3.9	47
Wastewater Discharge (toxicity-weighted concentration/m distance)	2.3E-07	0.19	10	22	5
SOCIOECONOMIC INDICATORS					
Demographic Index	17%	22%	48	35%	24
Supplemental Demographic Index	9%	11%	46	14%	27
People of Color	11%	20%	45	39%	24
Low Income	22%	23%	55	31%	41
Unemployment Rate	2%	4%	32	6%	29
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	3%	7%	37	12%	25
Under Age 5	4%	6%	37	6%	43
Over Age 64	18%	17%	60	17%	60
Low Life Expectancy	18%	17%	50	20%	31

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 0
Air Pollution 0
Brownfields 0
Toxic Release Inventory 0

Other community features within defined area:

Schools 0
Hospitals 0
Places of Worship 0

Other environmental data:

Air Non-attainment ..... No
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
Selected location contains an EPA IRA disadvantaged community ..... No

Report for 0.5 miles Ring Centered at 45.142260,-93.126329

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	17%	50	20%	31
Heart Disease	3.8	5.6	12	6.1	8
Asthma	8.9	9	47	10	22
Cancer	5.2	6.4	22	6.1	29
Persons with Disabilities	8.4%	11.4%	25	13.4%	21

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	4%	8%	29	12%	35
Wildfire Risk	1%	4%	88	14%	79

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	11%	11%	56	14%	51
Lack of Health Insurance	1%	5%	13	9%	7
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	No	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for 0.5 miles Ring Centered at 45.142260,-93.126329

Regional Solicitation

Figure 1

Anoka County
Lino Lakes, Minnesota

CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout Project
Date: 10/2023; Project: 174373

Existing Condition Photographs:
CSAH 49 in Lino Lakes

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

VIEW: Looking south along CSAH 49 at CSAH 34 (Birch Street) *October, 2023*

VIEW: Looking west along CSAH 34 (Birch Street) *October, 2023*

Lino Lakes
2040 Comprehensive Plan

Adopted November 9, 2020

CITY OF LINO LAKES
2040
COMP PLAN

The Planning Process

"SPOTLIGHT on 2030" Vision and Comprehensive Plan

As part of developing the 2030 Comprehensive Plan, beginning in 2006 Lino Lakes conducted an extensive process to articulate its vision for the city's future. The "SPOTLIGHT on 2030" process included an extensive public Quality of Life survey and the selection of a Citizen Visioning Committee which guided and participated in the citizen-driven process. Community Forums were held to generate public input and to identify the core elements to be addressed in the SPOTLIGHT on 2030 Vision Plan. The two issues of predominant importance expressed in the survey and visioning forums can be summarized as:

- Ensure quality land use, growth management, and preservation of the community's unique natural resources and amenities.
- Sustain and increase the overall quality of both the community and the lives of its residents.

Four vision elements emerged as the priority areas of emphasis that must be addressed in order for citizens' desires for the future to become reality. The order of the Vision Elements does not imply priority; all are of equal importance and must be dealt with competently in the city's plans and pursued through resolute community support and city leadership. The four vision elements are:

- Community, Residential and Neighborhood Development
- Economic and Commercial Development
- Roads and Transportation
- Community Amenities and Natural Resources

Issue Project Teams, comprised of members of the Citizen Visioning Committee and additional volunteers from the community, prepared a vision statement, goals, rationale and proposed strategies addressing each core vision element. Once the visioning process was complete, members of the Citizen Comprehensive Plan Advisory Panel further refined the goals and strategies for use in the Comprehensive Plan.

The SPOTLIGHT on 2030 Vision Plan segued into the efforts to develop the Comprehensive Plan in 2007. The Citizen Advisory Panel was the main "working group" that worked with city staff and a consultant team to prepare the 2030 Comprehensive Plan. It was composed of members from the Visioning Committee, the members of the Planning & Zoning Board, representatives from other city advisory panels, and at-large citizens. The group held nineteen meetings between March 2007 and January 2009. Each Element vision statement and related goals and strategies were incorporated into the appropriate Comprehensive Plan chapter.

SPOTLIGHT on 2030 Vision

Ensure quality land use, growth management, and preservation of the community's unique natural resources and amenities.

Sustain and increase the overall quality of both the community and the lives of its residents.

2040 Comprehensive Plan Update

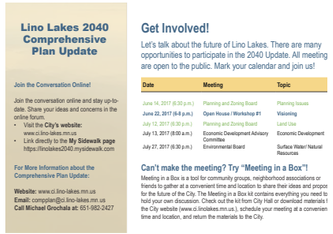
The 2040 Comprehensive Plan builds on the 2030 Plan, using the extensive visioning and community involvement from that effort and supplementing it with new outreach to involve the community in updating the plan and extending it into the future. The city's Planning & Zoning Board and other established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

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

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

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

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


Lino Lakes 2040 Comprehensive Plan Update

Join the Conversation Online!

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

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

For More Information about the Comprehensive Plan Update:

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

Get Involved!

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

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

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

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

Planning District 1

Land Use

- Planning District 1 includes one area designated Signature Gateway (the County Road 49 and County Road J area).
  - Identified in Chapter 5, Economic Development, as an opportunity area, this area has been a priority redevelopment objective for the City.
  - A master plan was completed for the area in 2007 and provides the primary guidance for land development for the area. The plan is intended to establish a general land use design with some specified important design elements. Future amendments of the plan may be appropriate to address evolving community needs, market forces and regulatory requirements.
  - It is estimated that approximately half the area will develop with residential uses. While individual parcels may development with a single land use commercial development will be required within the district.
  - This area has a strong emphasis on high quality architecture and design standards as outlined in the master plan. Development will include City signature elements including decorative lighting and entrance signage.
  - Residential densities of 8-10 units/acre provide for both affordable and life cycle housing opportunities. District would include ability for the Council to approve up to 15 units/acre.
- A gateway should be planned at the Hodgson Road (CSAH 49) and County Road J (Ash Street) intersection.
- The city will seek the future relocation of the bus garage located along Hodgson Road (CSAH 49) into one of the community's industrial parks and the redevelopment of the site into a land use compatible with the surrounding land uses.
- The manufactured home park on Hodgson Road (CSAH 49) is a long term land use providing affordable housing.
- The city will work with Anoka County to ensure appropriate access management on Hodgson Road (CSAH 49).

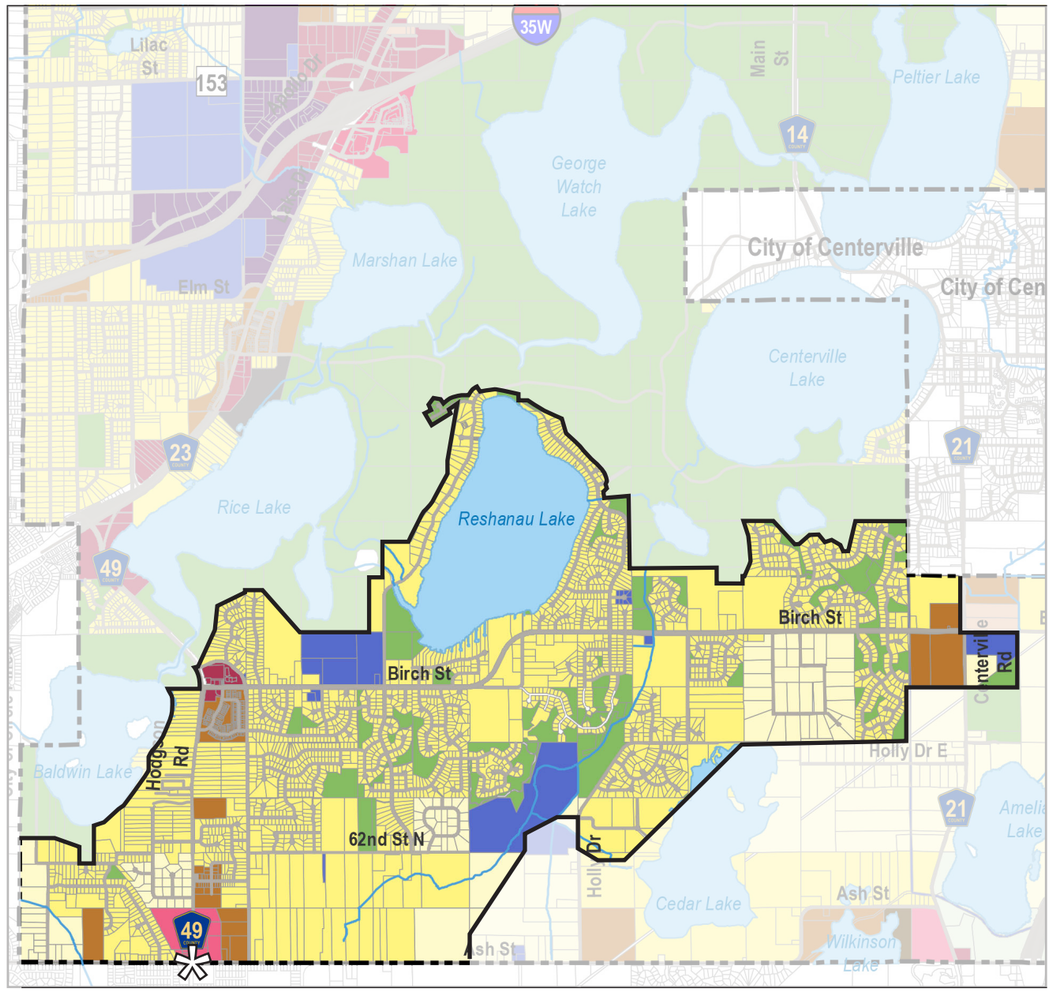
Infrastructure & Public Facilities

- Follow and implement the CSAH 34 (Birch Street) Access Management Study.
- Work with Anoka County, Ramsey County and the City of Shoreview to ensure appropriate access management on County Road J (Ash Street).
- Many of the undeveloped areas of District 1 can be served by extending 8-inch and 10-inch lateral sewers off the existing system. New lift stations will be needed to serve an area of about 220 acres north of Ash Street planned for residential development.

Natural Resources

- Planning District 1 includes all or part of the following RMUs (Resource Management Units): Reshanau RMU, Middle Creek RMU, Sherman RMU and Baldwin RMU.

Figure 3-7. 2040 Future Land Use Map for Planning District 1

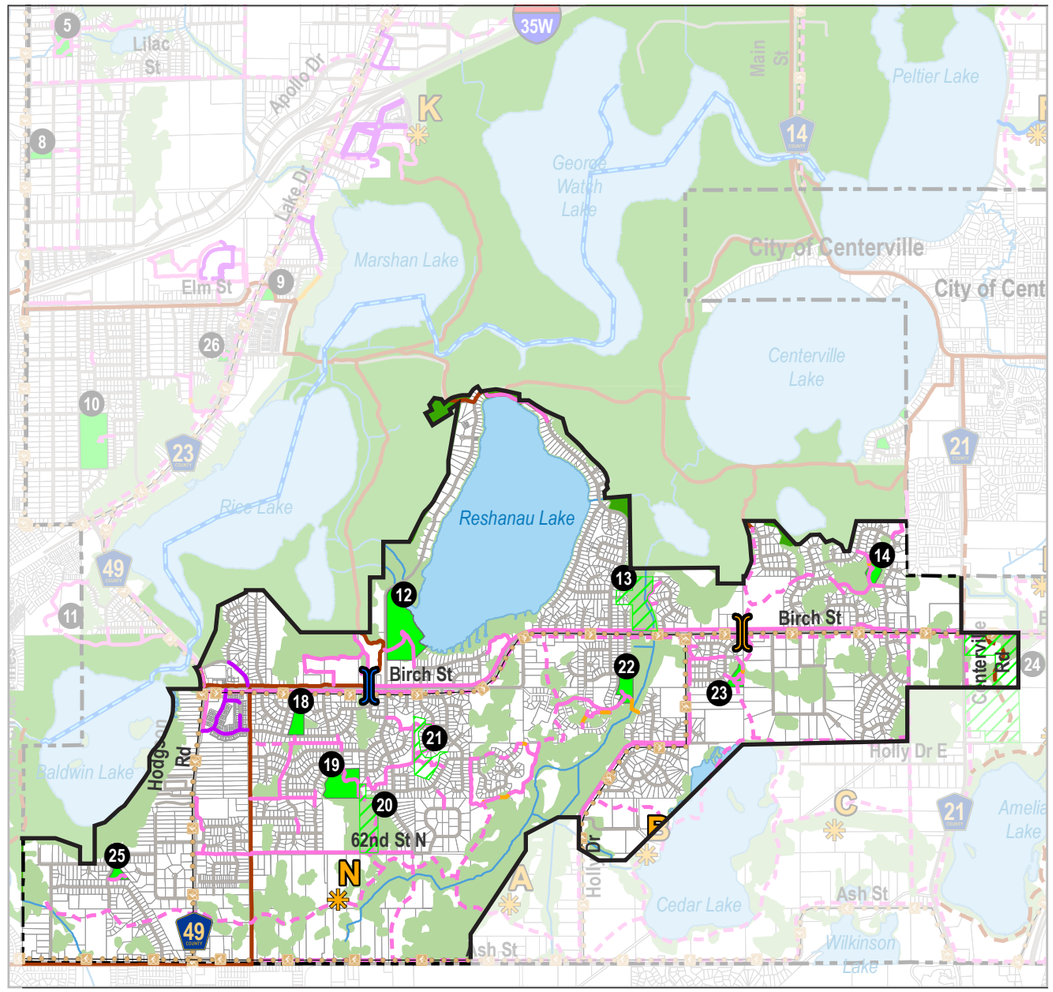


Legend

- Planning District 1 Boundary
- Gateway
- Permanent Rural
- Urban Reserve
- Low Density Residential
- Low Density Mixed Residential
- Medium Density Residential
- High Density Residential
- Planned Residential / Commercial
- Office Residential
- Signature Gateway District
- Commercial
- Town Center
- Business Campus
- Industrial
- Civic / Institutional
- Park / Open Space
- Private Airfield
- Open Water
- Right-of-Way
- Municipal Boundary
- Parcels
- Streams

3,000 0 3,000 Feet

Figure 3-8. Parks, Greenways & Trail System Map for Planning District 1



Legend

- Planning District 1 Boundary
- Future Neighborhood Park Search Area's
- Existing Tunnel
- Proposed Tunnel
- Future Pedestrian Bridge
- Water Trail
- Watermark Drainage Outlet
- Existing Asphalt
- Existing Concrete Trail
- Existing Boardwalk Trail
- Proposed Trails
- Proposed On-Street Route
- Existing Regional Trail
- Proposed Regional Trail
- Watermark Drainage Outlet
- Greenway System
- Undeveloped Park
- City Parks
- Regional Parks
- Existing Wetland Banks
- Proposed Wetland Bank
- Open Water
- Right-of-Way
- Municipal Boundary
- Parcels
- Streams

3,000 0 3,000 Feet

N

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) *

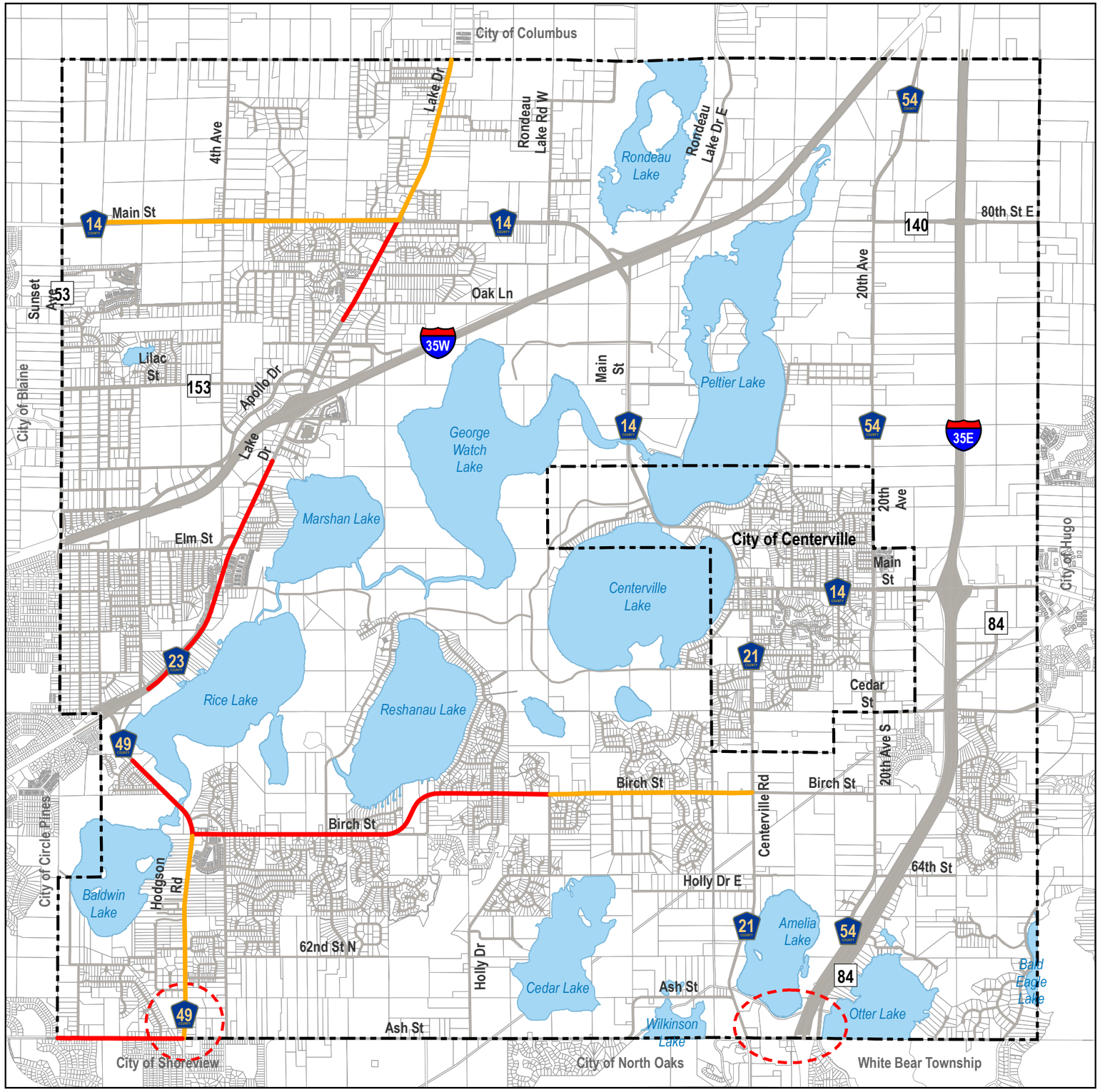
Year	Number of Crashes					
		Personal Injury Crashes				
	Fatal Crashes	Type A Incapacitating Injury	Type B Non-Incapacitating Injury	Type C Possible Injury	Property Damage Crashes	Total Crashes
2011	2	1	14	35	142	194
2012	1	4	18	29	158	210
2013	1	3	11	29	172	216
2014	0	0	14	48	175	237
2015	0	3	19	38	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



CITY OF LINO LAKES 2040 COMP PLAN

Figure 6-11
Existing Congestion

Legend

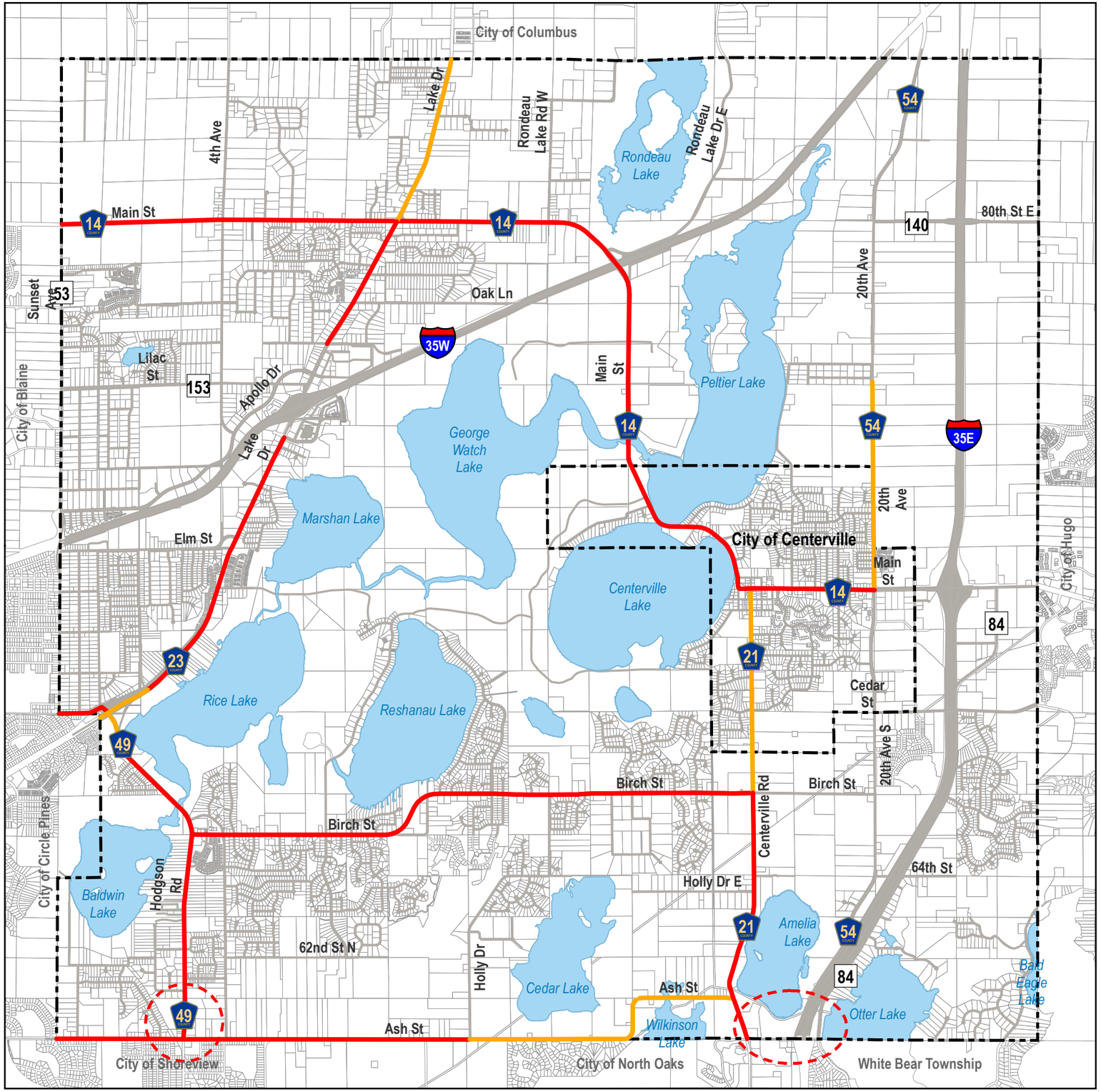
Volume/Capacity Ratio

- 0.85 - 1.00 (Approaching Capacity)
- 1.01 + (Over Capacity)
- Congestion Area of Concern
- Open Water
- Right-of-Way
- Municipal Boundary
- Parcels

3,500 1,750 0 3,500 Feet

N

Date: 1/22/2018



CITY OF LINO LAKES 2040 COMP PLAN

Figure 6-12
2040 Congestion

Legend

Volume/Capacity Ratio

- 0.85 - 1.00 (Approaching Capacity)
- 1.01 + (Over Capacity)
- Congestion Area of Concern
- Open Water
- Right-of-Way
- Municipal Boundary
- Parcels

3,500 1,750 0 3,500 Feet

N

Date: 1/22/2018

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

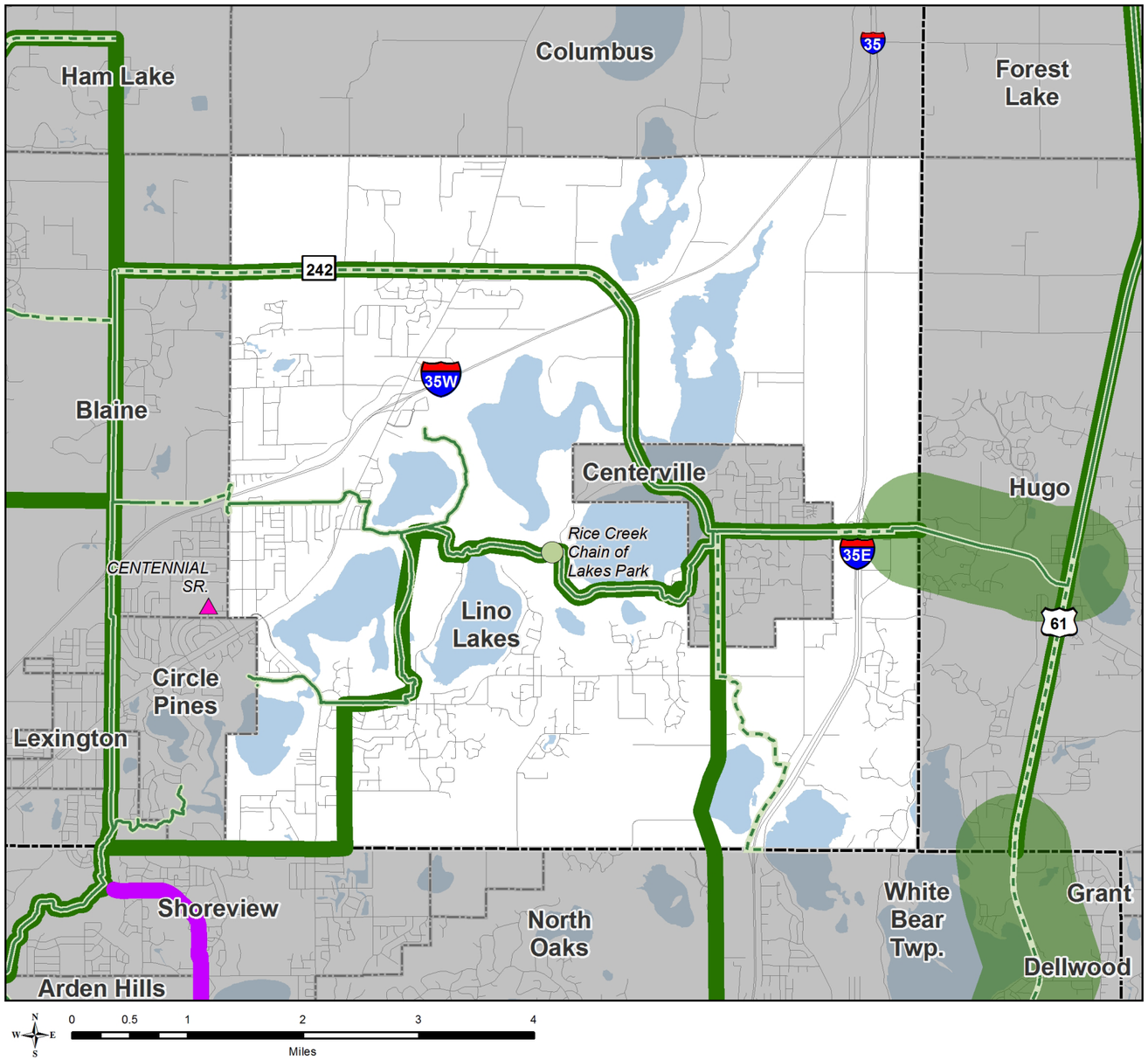
The Metropolitan Council established a Regional Bicycle Transportation Network (RBTN) in 2015. The RBTN (Figure 6-15) establishes regional priorities for bicycle transportation so that regional destinations are accessible by bicycle.

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

Goals and Policies

The goals and policies that follow were established in the 2004 Parks, Natural Open Space / Greenways and Trail System Plan and in the 2030 Comprehensive Plan, and reaffirmed as part of the 2040 Comprehensive Plan process.

Goal 1: Continue development and maintenance of an appropriate balance of active and passive recreational activities to serve the diverse needs of the community for people of all ages and abilities, including, where possible, neighborhood parks, larger multi-use community parks and the Rice Creek Chain of Lakes Park Reserve (Regional Park).

Policies:

a. Continue to pursue the development of a multi-sport recreation complex either on the city-owned property at Birch Street and Centerville Road, or another suitable site.
b. Foster and maintain cooperation between the city and school districts to facilitate joint use of indoor and outdoor facilities for organized and recreational activities.
c. Acquire, reserve, develop and maintain sufficient park and open space land to fulfill the identified and projected needs of the present and future populations.
d. Continue collaboration with the YMCA, Anoka County and similar organizations to provide shared recreational facilities for the entire community.
e. Continue, whenever possible, inclusion of neighborhood parks in future developments and planned redevelopments.
f. Direct and manage activities in an appropriate manner by balancing the use of programming activities in the neighborhood parks.
g. Promote and prioritize park, trail, recreation and open space improvements in accordance with a five-year capital improvement program, updated on an annual basis.
h. Include funding for the development, maintenance and replacement of park and trail amenities in the City of Lino Lakes Capital Improvement Plan.
i. Design, develop and maintain parks with appropriate lighting, landscaping, amenities, etc. to ensure a high degree of public and property safety and improved quality of life.
j. Use citizen participation in the planning, development, and operation of recreational open space.

Goal 2: Collaborate with Anoka County to guarantee and improve public access of the Rice Creek Chain of Lakes Park Reserve (Regional Park) waterways for recreational use and enjoyment of the community.

Policies:

a. Identify, develop and maintain new public access points to area lakes and waterways so that residents can enjoy these unique recreational opportunities.
b. Ensure the new access points are designed to minimize adverse impacts on lakeshore quality, water quality and adjacent environmental features: i.e. uplands, etc.
c. Utilize the Regional Park as an aesthetic and recreational community amenity while preserving the park's biosystems.

Goal 3: Develop, maintain and connect the current and proposed trails and greenway systems in the City of Lino Lakes and the Rice Creek Chain of Lakes Park Reserve (Regional Park) in a manner that preserves and sustains the natural environment.

Policies:

a. Preserve the open character of Lino Lakes through the preservation of natural open space and the establishment of greenway corridors.
b. Continue to work with adjacent jurisdictions to achieve interconnectivity among local and regional trails.
c. To the extent possible, require an interconnected trail system to be developed concurrently with the infrastructure of the subdivision or new development.
d. Develop and improve trails and bike routes to coincide with the upgrading of city, county and state roads.
e. Locate trails within or adjacent to greenway corridors, where appropriate, in a manner that minimized disturbance to the natural features of the greenway.
f. Provide safe and convenient pedestrian and bicycle access to all recreational facilities within the community and to destination areas, such as the Regional Park and business districts.
g. Promote greenway planning, of a proper size and configuration, to protect environmentally sensitive areas of the city.

Economic Development

To implement the goals and polices of the Economic Development Plan, the city will consider the following actions:

	Timing
1. Collaborate with business support organizations to serve the needs of current and future businesses.	Ongoing
2. Develop strategies and programs to attract high tech and high value industrial and business and professional services enterprises that have an emphasis on job creation.	Ongoing
3. Continue to support local business retention and expansion initiatives by implementing a Business Retention and Expansion Program.	Ongoing
4. Promote the rehabilitation and redevelopment of existing commercial facilities by continuing to pursue and make available various financial programs and assistance.	Ongoing
5. The Economic Development Advisory Committee (EDAC) will continue to prepare five-year economic development plans and one year action plans.	Ongoing
6. Consider the use of available financial incentives (i.e. TIF/tax abatements/grants, etc.) to attract businesses to relocate or start up in Lino Lakes.	Ongoing
7. Work to actively market Lino Lakes as a great place to live and work.	Ongoing
8. Promote development of identified "Opportunity Areas": Legacy at Woods Edge, CR 49/J and I-35E Corridor.	Ongoing

Transportation

To implement the goals and polices of the Transportation Plan, the city will consider the following actions:

	Timing
1. The city should periodically review and update the Transportation Plan and its traffic forecasting model, based on estimates of future development, population trends, changing financial resources, and citizen and local government input. Depending on the speed and degree of change, it is recommended that the plan be reviewed at least every five to ten years.	Short
2. The City of Lino Lakes will continue 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.	Ongoing
3. Recommended changes to the functional classification system will be adopted by the city as part of the adoption of the overall Comprehensive Plan Update. Changes that involve "Other" Minor arterials, Major Collectors or Minor Collectors may be made without the approval of another agency, provided these changes are consistent with state and county plans. However, the changes and the resulting functional classification should be officially reported to the Metropolitan Council under separate communication to ensure that the Metropolitan Council has the opportunity to update their records. Any proposed change to a Principal Arterial or 'A' Minor Arterial designation will need to be approved by the Transportation Advisory Board (TAB) of the Metropolitan Council. Since these changes are likely to involve either state or county roadways, the city should work closely with these agencies to ensure that the process of approval is carried forward.	Ongoing
4. The City of Lino Lakes will work to support the access management guidelines of other jurisdictions. The city is aware that both Anoka County and the Minnesota Department of Transportation (MnDOT) have access guidelines managing their	Ongoing

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

CITY OF LINO LAKES

November 16, 2023

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

RE: 2024 Met Council Regional Solicitation Grant Application Letter of Support
CSAH 49 (Hodgson Road) and CSAH (Birch Street) Intersection
CSAH 14 (Main Street) and CSAH 23 (Lake Drive) Intersection

Dear Mr. MacPherson:

The City of Lino Lakes, Minnesota supports the advancement of both the CSAH 49 (Hodgson Road) and CSAH (Birch Street) Intersection and CSAH 14 (Main Street) and CSAH 23 (Lake Drive) Intersection improvements in Lino Lakes. The City also supports Anoka County's application for federal funding through the 2024 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 congestion, 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

Anoka County
MINNESOTA

Solicitation for Transportation Funding

Website Summary

Intersection of Hodgson Road and Birch Street in Lino Lakes

A Unique Approach

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

www.anokastpprojects.com

This mobile-friendly website provides transparency into the funding process, educates readers on how projects are funded, and allows the community to see and comment on future transportation and mobility improvements. The six projects fit into four funding categories: Roadway Expansion, Roadway Spot Mobility & Safety, Traffic Management Technologies, and Multi-use Trail.

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!

The website opens into a series of storyboards that guide the reader through the content they are about to see, and why it matters. This approach provides our key messages and call-to-action up front so the reader knows how to navigate the information and what is being asked of them. Six project overview pages are arranged within an interactive map using pins organized by funding category. An additional content tab provides information on how projects get funding and the STP timeline, as well as links to external resources such as the Metropolitan Council.

The website was launched on November 3, 2023, and will remain live past the application deadline. When the Metropolitan Council announces its awards later in the year, an update will be made and promoted to stay connected to the people who participated in this phase of engagement.

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 November 3, 2023:

Notifications on the following **websites**:

- Anoka County
- City of Coon Rapids
- City of Lino Lakes
- City of Blaine
- City of Fridley

NextDoor **post**

Anoka County Twitter **post**

Anoka County Construction Weekly **email distribution**

Electronic announcement (PowerPoint slide looping on screen) at Anoka County **government buildings**:

- Anoka County Health and Human Services Center
- Anoka County Job Training Center

Public Feedback Opportunities

Various opportunities to provide comments and feedback encouraged site visitors to share their thoughts in the format that worked best for them.

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

Contact information for **emails** and **phone calls** with county staff was also provided for a more traditional ways to connect.

Public input was requested **online** through open-ended and demographic survey questions embedded into each project page. *See page 2.*

Website Performance: November 3-December 8, 2023

93
Total Visitors

131
Total Visits*

* includes multiple visits by the same user

1m 2s
Average Visit Length

20% Mobile

3% Tablet

76% Desktop

TOP MINNESOTA VISITOR LOCATIONS

Minneapolis	Cambridge
Andover	Columbia Heights
Coon Rapids	Ramsey
Anoka	Saint Paul
Blaine	Columbus

ACQUISITION Direct visits: **109** | Referral visits: **4** | Via search: **18**

PEAK VISITATION Tuesday, **Nov. 14** | Wednesday, **Nov. 29**

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