Application

19836 - 2024 Traffic Management Technology
20334 - CSAH 1 (East River Road) Traffic Management Technology Improvement Corridor in Anoka, Coon Rapids, and Fridley
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 1 (East River Road) Traffic Management Technology Improvement Corridor

Primary County where the Project is Located Anoka
Cities or Townships where the Project is Located: Anoka, Coon Rapids, Fridley
Jurisdictional Agency (If Different than the Applicant):

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

The proposed project will add new and upgrade existing obsolete traffic management and intelligent transportation systems (ITS) throughout Anoka County, with a focus on CSAH 1 (5th Avenue/Coon Rapids Blvd) in Anoka from CSAH 14 (East Main Street) to Blackfoot Street and CSAH 1 (East River Road) in Fridley and Coon Rapids from CSAH 11 (Foley Blvd) to CSAH 8 (Osborne Road). The project will include: a new addition to the existing Advanced Traffic Management System (ATMS); central signal system software with expanded remote access and operations; upgraded traffic signal controllers and cabinets including conflict monitors; updated timing and coordination plans; video detection systems; ITS devices including CCTV cameras; communications upgrades including connections to a new trunk fiber optic cable that will be installed at all traffic signal locations; APS and countdown timers at multiple locations.

The benefits of the project include more efficient signal operations by coordinating signals along the corridors. This will result in mobility benefits for the vehicles traveling along the corridor. Mobility benefits will also be realized by the transit lines that operate along the corridor including bus routes 850, 852, and 888 which provides service between Anoka and downtown Minneapolis. The project will also include numerous safety benefits including a reduction in crashes due the signal coordination and installation of flashing yellow arrow (FYA) phasing. ADA-compliant curb ramps and Accessible Pedestrian Signals (APS) will also be installed with the project providing direct benefit to pedestrians and bicycles traveling along the 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.

Traffic signal, fiber installation and communication upgrades

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)

4.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$3,500,000.00

Match Amount

$2,760,000.00

Minimum of 20% of project total

Project Total

$6,260,000.00

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

Match Percentage

44.09%

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

Source of Match Funds

County State Aid and/or Local Funds

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:

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 Reliever, A-minor Expander

Road System

CSAH

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

Road/Route No.	1
i.e., 53 for CSAH 53	
Name of Road	5th Avenue/ Coon Rapids Blvd, East River Road
Example; 1st ST., MAIN AVE	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: **Road System**	CSAH 14, CSAH 11
Road/Route No.	14
i.e., 53 for CSAH 53	
Name of Road	East Main Street, Foley Blvd
Example; 1st ST., MAIN AVE	
To: **Road System**	Blackfoot Street, CSAH 8
DO NOT INCLUDE LEGAL DESCRIPTION	
Road/Route No.	8
i.e., 53 for CSAH 53	
Name of Road	Blackfoot Street, Osborne Road
Example; 1st ST., MAIN AVE	
In the City/Cities of:	Anoka, Coon Rapids, Fridley
(List all cities within project limits)	
OR:	
At: **Road System**	
(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)	
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)	
PROJECT LENGTH	
Miles	4.1
(nearest 0.1 miles)	
Primary Types of Work (check all the apply)	
New Construction	
Reconstruction	
Resurfacing	
Bituminous Pavement	
Concrete Pavement	
Roundabout	
New Bridge	
Bridge Replacement	
Bridge Rehab	
New Signal	Yes
Signal Replacement/Revision	Yes
Bike Trail	
Other (do not include incidental items)	ITS and traffic signal systems improvements including hardware and software, ATMS, fiber optic cable, communications, and signal timing and coordination
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	55303
Approximate Begin Construction Date	04/01/2028
Approximate End Construction Date	12/31/2028
Miles of Trail (nearest 0.1 miles)	0
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; Objective A: Efficiently preserve and maintain the regional transportation system in a state of good repair. Strategy A1 (Page 2.6): Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

Goal B: Safety and Security; Objective B: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport. Strategy B4 (Page 2.7): Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.

Goal C: Access to Destinations; Objective C: Increase travel time reliability and predictability for travel on highway and transit systems. Strategy C9 (Page 2.10) The Council will support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the principal arterial system and support access to the region's job, activity, and industrial and manufacturing concentrations.

Goal D: Competitive Economy; Objective D: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040. Strategy D4 (Page 2.11) The Council, MnDOT, and local governments will invest in a transportation system that provides travel conditions that compete well with peer metropolitan areas.

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 Pg: 8-9: 2.2 GOAL 2: SAFETY AND SECURITY

The County seeks to provide a safe and secure transportation system for all users. Safety and Security Objectives

With this broad, long-term goal in mind, the County has identified the following objectives to help realize this safety and security goal by 2040:

Reduce crash rate and improve safety and security for all modes of passenger travel and freight transport; and

Reduce the transportation system's vulnerability to natural and man-made incidents and threats.

Safety and Security Strategies: Incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction and operation;

Anoka County 2040 Transportation Plan Pg: 10-12: 2.3 GOAL 3: ACCESS TO DESTINATIONS

The County seeks to strategically improve mobility and reliability at high priority locations on its transportation system.

Access to Destinations Objectives:

- Increase travel time reliability and predictability for travel on highway and transit systems;

- Ensure access to freight terminals such as airports, and intermodal rail yards; and

- Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities

Access to Destinations Strategies:

- Manage access to principal and A-minor arterials to preserve and enhance their safety and capacity;

- Invest in prioritized non-freeway principal arterial intersections in accordance with the Principal

Arterial Intersection Conversion Study

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: http://anokacountyada.com/

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.

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)	$285,000.00
Removals (approx. 5% of total cost)	$0.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$285,000.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$5,210,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$5,780,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$480,000.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$480,000.00**

Specific Transit and TDM Elements

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

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

Transit Operating Costs

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

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 project does not include any PROTECT eligible items.

Totals

Total Cost	$6,260,000.00
Construction Cost Total	$6,260,000.00
Transit Operating Cost Total	$0.00

Measure A: Functional Classification of Project

The majority of the project funds will be invested on the principal arterial system:

(50 points)

The majority of the project funds will be invested on the A-minor arterial system: Yes

(25 points)

The majority of the project funds will be invested on the collector or local system with some investment either on the principal arterial or A-minor arterial system:

(0 points)

Measure 1B: Regional Truck Corridor Tiers

RESPONSE (Select one for your project, based on the updated 2021 Regional Truck Corridors):

The majority of the project funds will be invested on either a Tier 1, Tier 2, or Tier 3 corridor:

(50 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

A majority of the project funds will NOT be invested on a Tier 1, Tier 2, or Tier 3 corridor, but at least 10 percent of the funds will be invested on these corridors:

(25 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

No project funds will be invested on a Tier 1, Tier 2, or Tier 3 corridor: Yes

(0 Points)

Measure C: Integration within existing traffic management systems

Response:

Anoka County has invested in a countywide trunk fiber optic backbone with fiber optic splice vaults throughout the county. The County has had an Advanced Traffic Management System (ATMS), an Econolite produce called Centracs, since 2015. The County will continue to build on this framework by installing fiber optic along CSAH 1 to connect the signals on the corridor and complete the connection between the fiber optic backbone, central traffic management center, IT/ethernet systems, and signal cabinets. This project would allow for a cost-effective connection of all county-owned traffic signals to the fiber backbone. This project will also build on past improvements by completing the fiber optic traffic signal interconnect for the traffic signals included in this project, replacing several existing signal systems, and upgrading all signals with Flashing Yellow Arrow (FYA) phasing. New ATMS will also be added to all signals and all controllers and signal cabinets will be upgraded, greatly expanding communication and performance capabilities.

The County will reinvest in parts of its existing traffic management system, and enhance the system, improving information sharing and coordination among county departments and with stakeholder partners. The project will upgrade existing, obsolete traffic signal communication equipment by replacing existing signal cabinets, converting from loop detection to video detection, adding communications and ethernet switches, upgrading Emergency Vehicle Preemption, Accessible Pedestrian Signal upgrades, and installing Pan Tilt Zoom (PTZ) cameras. This enhanced central traffic management center, traffic signal software, communications, and upgraded equipment will allow Anoka County to access and manage remotely, retime, and coordinate corridors through the County's ATMS, which is also part of this project. At all signals, left-turn phasing will be modified to FYA phasing further improving operations.

The County will deploy connected vehicle (CV) technology to provide valuable, real-time information directly to transportation users, including drivers, pedestrians, and micro mobility users. Interested participants can install a commercially available smart phone application, TravelSafely, on their mobile devices. Traffic signal cabinets will be equipped with roadside units (RSUs) that monitor traffic information, such as signal status and presence of emergency vehicles, and broadcast to app users traveling the corridor. Users will be kept informed of signal timing, emergency vehicles, school zones, work zones, speeding vehicles, and presence of vulnerable road users. The app uses audio alerts to minimize distraction. This system will improve safety by alerting users to potentially dangerous road conditions.

(Limit 2,800 characters; approximately 400 words)

Measure D: Coordination with other agencies

Response:

The project will improve safety, mobility, and increase efficiency by establishing a more responsive, future-minded, and smart traffic control system at county-owned intersections and locations in Anoka County. The improvements will enhance coordination and inter-operability among local, county, MnDOT, and transit operations and management systems. The project will allow Anoka County signals to communicate and integrate with each other and with MnDOT-operated traffic signals throughout the County, enabling a new level of operational coordination between the County, its cities, and neighboring communities that own and operate the roadway, bicycle, pedestrian, transit, freight, and emergency networks.

Anoka County is working with the County Sheriff's Department and local police departments to share resources and increase the number of video cameras that provide video that is shared throughout the County. The cameras installed as part of this project would be a part of that effort.

This project would allow the County to create an ATMS, providing greater monitoring and control capabilities, improving response times to signal malfunctions, providing better data, and improving the county's ability to control traffic operations in coordination with MnDOT and neighboring counties.

The installation of modern traffic signal cabinets and controllers prepares the County for future requests for transit signal priority from transit agencies and also provides more efficient operations to the existing transit bus routes that utilize the corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Current Daily Person Throughput

Location	CSAH 1 (East River Road) south of CSAH 11 (Foley B
Current AADT Volume	18300.0
Existing transit routes at the location noted above	850, 852, 888-Northstar Commuter Rail
Select all transit routes that apply.	
Upload "Transit Connections" map	1702524537524_2_Anoka_Transit.pdf
Please upload attachment in PDF form	

Response - Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	23790.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	No

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	2040 Anoka County Transportation Plan
Forecast (2040) ADT volume	19800

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 Environmental Protection Agency's (EPA) Environmental Justice (EJ) Screen Community Report mapping tool used combines environmental and socioeconomic data. The CSAH 1 project area - southern segment, with a ½ mile buffer, has a total population of 5,767 people, 30 percent of whom are people of color. The Black population makes up 13 percent of the total population, followed by Two or more races (seven percent) and Hispanic (six percent). The remaining BIPOC populations include Asian (three percent) and Hawaiian/Pacific Islander (one percent). The project area is located within a Regional Environmental Justice Area with a low-income population that comprises 19 percent of the total population. The per capita income is $33,322. The northern segment, with a ½ mile buffer, has a total population of 7,976 people, 20 percent of whom are people of color. The Black population makes up 12 percent of the total population. The remaining BIPOC populations include Asian (three percent), Two or more races (two percent), and Hispanic (two percent). The project area is also located within a Regional Environmental Justice Area with a low-income population that comprises 25 percent of the total population.

Anoka County has shared information about the project on various online platforms, such as the Anoka County website, Facebook, Twitter, and NextDoor. This allows community residents to view the project details on an interactive map, which includes specific information about the project. Additionally, the interactive map enables residents to complete a survey that expresses their opinions about the project, while also identifying and understanding the views of BIPOC, low-income, and youth and elderly populations. This will help guide the planning and construction process.

The project team made several attempts to ensure diversity and youth were included in the Fridley Comprehensive planning process through in-person and survey-based techniques. Instead of holding a public meeting, the project team surveyed individuals at popular events such as the Home and Garden Show. Additionally, they attended a town meeting to engage with the community and gather input on the development of an online survey. The staff members also went to heavily trafficked areas on foot to deliver postcards with the online survey information, including transit stops along frequent routes and a Safe Routes to Schools public engagement event. The survey results indicated that the residents' top concerns were traffic congestion and safety issues. Consequently, this served as a catalyst for addressing congestion and related issues in Anoka County.

(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 heavily congested US 10, TH 610, TH 252 and TH 47 corridors will benefit from the supplementary capacity and improved mobility from the improvements on CSAH 1. The project aims to improve travel times, reduce traffic related crashes, and improve traffic flow. These improvements will have a positive impact on both low-income populations within the current project areas and the Greater MPS region, who are currently disproportionately affected by traffic-related issues. Other benefits include:

Pedestrian and Bicycle Safety Improvements: Historically, people of color and low-income populations have been disproportionately affected by traffic fatalities and serious injuries, primarily due to a lack of investment in their communities' infrastructure. The project will improve bicycle and pedestrian access and safety for people of all ages and abilities by creating a more efficient route to recreational destinations and improving crossings at intersections. The project will add accessible pedestrian signals (APS) and countdown timers at multiple locations along the corridors. This will have a direct safety benefit for pedestrians and bicycles including those traveling to and from schools including, but not limited to, Fred Moore Middle School, Saint Stephen's Catholic School, and Montessori Renaissance Academy.

Public Health: The CSAH 1 project resides in a Regional Environmental Justice areas with higher levels of diesel particulate matter (PM) than the state average, falling within the 80th percentile. PM is the exhaust emitted from trucks, single-occupancy vehicles, and other motor vehicles, and it contributes to various health issues, including lung diseases and cancers. With improved traffic flow and timed green lights, there will be fewer idling vehicles during the morning and evening commuter peak hours, helping to alleviate the amount of PM emitted.

Modal Options: Emissions, crashes, and traffic congestion affecting service, and infrastructure reinvestment priorities affecting safe travel have historically disproportionately negatively affected residents in the project areas. These proposed improvements increase safety and reduce transit travel delays, which disproportionately affect people who rely on transit in and around Anoka County. Providing better traffic flow results in more reliable arrival times and transit connections, enhancing the strength of the transit system.

The County and partners will ensure that fully accessible alternative routes are provided for residents and workers connecting to local and regional destinations during construction. Any lane restrictions will be during off-peak hours. Staff will monitor traffic operations and make signal timing adjustments as needed to avoid or minimize impacts on travelers.

(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:

As identified on the Socio-Economic Conditions maps, the northern project area includes 853 subsidized units that exist in census tracts within ½ miles of the project, while the southern segment includes 460 subsidized units. This is a total of 1,313 subsidized units throughout both project segments. The Equity and Affordable Housing (supplemental) map confirms the availability of affordable housing options within a mile of the project area including Walker Methodist River, Judge's Mansion, Franklin Lane, and Spring House Apartments.

The reconstruction of traffic signals and the installation of fiber will have a direct impact on the residents of affordable housing. For instance, affordable housing located to the west and north of CSAH 1, such as Franklin Lane, Walker Methodist River, and Judges Mansion Apartments, will benefit from the APS installations at four of the five signal reconstructions along the CSAH 1 corridor. For example, this means that the intersection of CSAH 1 and Brisban Street will have a safer crossing, connecting residents to Fred Moore Middle School, Anoka Senior Center, George Green Park, and Zion Lutheran Church. Affordable housing residents will also experience reduced travel times when using transit. For the northern segment, improved traffic signal management can reduce congestion and save time for Metro Transit Route 850 and 852 riders. These routes would improve and directly connect affordable housing residents to healthcare and childcare facilities, including Mercy Hospital, Mercy Specialty Center, and I Can! PlayCare, as well as economic and educational opportunities in Minneapolis and surrounding cities.

(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):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the ?Socio-Economic Conditions? map used for this measure.	1702524843798_3_Anoka_SocioEquity.pdf

Measure A: Upgrades to obsolete equipment

RESPONSE:

Anoka County lacks a central traffic management system, communications system, or software to manage its traffic signal/ITS systems. This project has been developed largely with the intention of replacing or upgrading equipment that has reached the end of its useful life to meet current standards and best practices for safety, interconnectivity, and efficiency. Within the project area obsolete cabinets/controllers will be replaced with updated models that provide better performance and functionality. The average age of the cabinets and controllers being replaced is approximately 25 years; these components have obsolete operating systems with firmware that is no longer supported with software updates. All of the signals are not yet interconnected. Anoka County will install fiber optic along the corridor which will allow the County to work towards its goal of installing a county-wide trunk fiber optic backbone which will enable the implementation of an Advanced Traffic Management System (ATMS) and interconnection of all County traffic signals. New technologies relying on video detection and deployment of Pan Tilt Zoom (PTZ) cameras makes upgrading to fiber very important to attain the necessary bandwidth. In addition to replacing cabinets and upgrading controllers, video detection at signalized intersections will replace existing inductive loop detection. Video detection requires less downtime when replacement is needed and provides for flexibility in adjusting detection zones to further optimize signal timing and coordination without additional infrastructure costs. FYA phasing will also be added to all signals to improve safety and operations at all signals along the corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Congested Roadway

RESPONSE:

Corridor:	CSAH 1
Corridor Start and End Points:	
Start Point:	CSAH 14
End Point:	9th Avenue
Free-Flow Travel Speed:	31
Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	23.0
Peak Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (online calculation):	25.81%
Upload the "Level of Congestion" map used for this measure.	1702525134402_5_Anoka_Congestion.pdf

Measure 5B: Emissions and congestion benefits of project

Response:

Improved traffic management technologies and traffic signal timing plans will reduce congestion and related emissions (CO, NOX, and VOC) largely through the ability to coordinate and monitor traffic signals along the CSAH 1 corridor. This project will allow Anoka County, MnDOT, and neighboring counties to better work together and reduce congestion and emissions in the ways described below.

Establishing a larger countywide ATMS and communications and ITS connections to fiber-optic interconnect will allow the County to:

- Monitor the signals using the County's central signal system software and ATMS, automatically sending alerts when signals are in flash, are using battery backup power, or have faulted detection.

- Use PTZ cameras to observe traffic conditions and manage incidents. PTZ cameras allow County personnel to monitor traffic movements through signalized intersections, supporting signal re-timing efforts. Cameras are also used to manage incidents by allowing traffic operators to quickly determine the extent of an event and dispatch the appropriate emergency response personnel and the needed type of tow and recovery vehicles.

- Use the County's central signal system software and ATMS to alter traffic operations remotely, providing the ability to quickly respond to changes in traffic patterns and events, including crashes or other incidents.

- Provide coordination between traffic signals where no coordination is possible today, yielding more fuel-efficient travel speeds and directly reducing stops, accelerations, and emissions.

With the addition of the central signal system software and modern traffic signal cabinets and controllers, the County will be able to:

- Monitor traffic signal performance.

- Monitor traffic volumes.

- Reduce maintenance issues resulting from legacy traffic signal controller malfunctions.

- Prepare for future implementation of Transit Signal Priority and other enhancements.

The addition of the central signal system software and traffic cameras will allow the County to improve signal operations performance, monitor the traffic signal network in real time, and make adjustments as needed when issues arise.

(Limit 2,800 characters; approximately 400 words)

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:

A Crash Modification Factor (CMF) of 0.79 for property damage crashes and 0.42 for injury crashes was implemented at signals because this project includes the re-timing of all traffic signals and the addition of communications hardware, software, and fiber optic interconnect to coordinate all traffic signal corridors and connect them to the proposed Anoka County ATMS.

A Crash Modification Factor (CMF) of 0.47 for fatal and property damage crashes for left turn only angle crashes and 0.25 for injury crashes because this project is changing from permissive only to flashing yellow arrow protected/permissive left turn phasing.

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

A review of this applicable CMF was completed to make sure it was from a reputable source and directly related to the proposed project elements

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$30,943,788.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	4
Total Non-Motorized Fatal and Serious Injury Crashes:	1
Total Crashes:	39
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	3
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	1
Total Crashes Reduced by Project:	18
Worksheet Attachment	1702525379874_6_Anoka_Safety.pdf

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

Measure 6B: Safety issues in project area

Response:

Some project area intersections experience left-turn crash problems. The project will address the left-turn problems by updating signal timing, improving signal visibility by adding flashing yellow arrows, and other signal timing and phasing measures as appropriate. The project also includes the addition of fiber optic ethernet interconnect to coordinate all traffic signal corridors and connect them to the proposed Anoka County Advanced Traffic Management System (ATMS), allowing the County and emergency responders to address crashes more quickly.

This project will implement multiple strategies identified in the Anoka County Roadway Safety Plan:

- The project will implement signal coordination along a corridor (Objective 17.2 A2).

- The project will improve visibility of signals at the intersection by adding flashing yellow arrows, as identified to improve driver awareness of intersections and signal control (Objective 17.2 B).

- The project will add APS and count-down timers at multiple locations and add video detection for bicyclists to improve safety and mobility, as identified to reduce pedestrian exposure to vehicular traffic (Objective 9.1 A).

The County will deploy connected vehicle (CV) technology to provide valuable, real-time information directly to transportation users, including drivers, pedestrians, and micro mobility users. Interested participants can install a commercially available smart phone application, TravelSafely, on their mobile devices. Traffic signal cabinets will be equipped with roadside units (RSUs) that monitor traffic information, such as signal status and presence of emergency vehicles, and broadcast to app users traveling the corridor. Users will be kept informed of signal timing, emergency vehicles, school zones, work zones, speeding vehicles, and the presence of vulnerable road users (e.g. pedestrians and bicycles). The app uses audio alerts to minimize distraction. This system will improve safety by alerting to users to potentially dangerous road conditions.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The project area includes bicycle and pedestrian infrastructure and transit connections. Existing bicycle and pedestrian infrastructure include multiuse trails or sidewalks along all minor arterials in developed areas. In addition, the entire CSAH 1 corridor is a Tier 1 Regional Bicycle Transportation Network (RBTN) alignment.

The corridors are served by on-demand service provided by Metro Mobility and by Metro Transit's express bus routes 850 and 852 which provide express service to Downtown Minneapolis. The project's new controllers will be capable of transit signal priority, creating opportunities to support future transit signal priority for Metro Transit. Currently there are Metro Transit express bus routes 850 and 852 that operate along CSAH 1. Transit Signal Priority improves the performance of specific bus routes, the overall regional transit system, and reduces delay for individuals using transit.

The project will enhance bicycle, pedestrian, and transit connections. Existing inductive loops typically cannot detect bicyclists; the project's video detection elements will detect bicyclists. The project's new controllers will have additional features to assist bicycle- and pedestrian supportive traffic signal programming. The CCTV cameras will improve safety for all modes by integrating bicycle and pedestrian monitoring capabilities with improved general traffic flow. Improvements will target key intersections used by pedestrians (transit or not-transit related), bicyclists (transit or non-transit related), and motorists, improving safety at high-traffic crossings. Accessible Pedestrian Signals (APS) will also be installed at all signalized intersections to improve pedestrian and bicycle safety along the corridor. Between 2020 and 2022 there were a total of four crashes that involved a bicycle or pedestrian, one of which resulted in a serious injury. Improvements included with the project will target key intersections used by pedestrians, bicyclists, and motorists with the goal of improving safety at high traffic crossings.

The project will improve ADA compliance in response to issues identified in the County's ADA Transition Plan. The project will add APS and count-down timers at all signalized intersections and add ADA-compliant pedestrian ramps at all signalized intersections.

Finally, the project will result in better coordination among Public Works, Police, and Public Safety, resulting in improved security for pedestrians, cyclists, and people using transit.

(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:

Anoka County has shared information about the project on various online platforms, such as the Anoka County website, Facebook, Twitter, and NextDoor. This allows community residents to view the project details on an interactive map, which includes specific information about the project. Additionally, the interactive map enables residents to complete a survey that expresses their opinions about the project, while also identifying and understanding the views of BIPOC, low-income, and youth and elderly populations. This will help guide the planning and construction process. See attached summary.

The project team made several attempts to ensure diversity and youth were included in the Fridley Comprehensive planning process through in-person and survey-based techniques. Instead of holding a public meeting, the project team surveyed individuals at popular events such as the Home and Garden Show. Additionally, they attended a town meeting to engage with the community and gather input on the development of an online survey. The staff members also went to heavily trafficked areas on foot to deliver postcards with the online survey information, including transit stops along frequent routes and a Safe Routes to Schools public engagement event. The survey results indicated that the residents' top concerns were traffic congestion and safety issues. Consequently, this served as a catalyst for addressing congestion and related issues in Anoka County.

(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.

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.

Yes

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	1702525752634_OtherAttach_Anoka_ProjectMap.pdf
Please upload attachment in PDF form	
Additional Attachments	
Please upload attachment in PDF form	
3. Review of Section 106 Historic Resources (15 Percent of Points)	
No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge	Yes
100%	
There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.	
100%	
Historic/archeological property impacted; determination of ?no adverse effect? anticipated	
80%	
Historic/archeological property impacted; determination of ?adverse effect? anticipated	
40%	
Unsure if there are any historic/archaeological properties in the project area.	
0%	
Project is located on an identified historic bridge	
4. Right-of-Way (25 Percent of Points)	
Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired	Yes
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	
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):	$6,260,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$6,260,000.00
Enter amount of any outside, competitive funding:	$0.00

Attach documentation of award:

Points Awarded in Previous Criteria

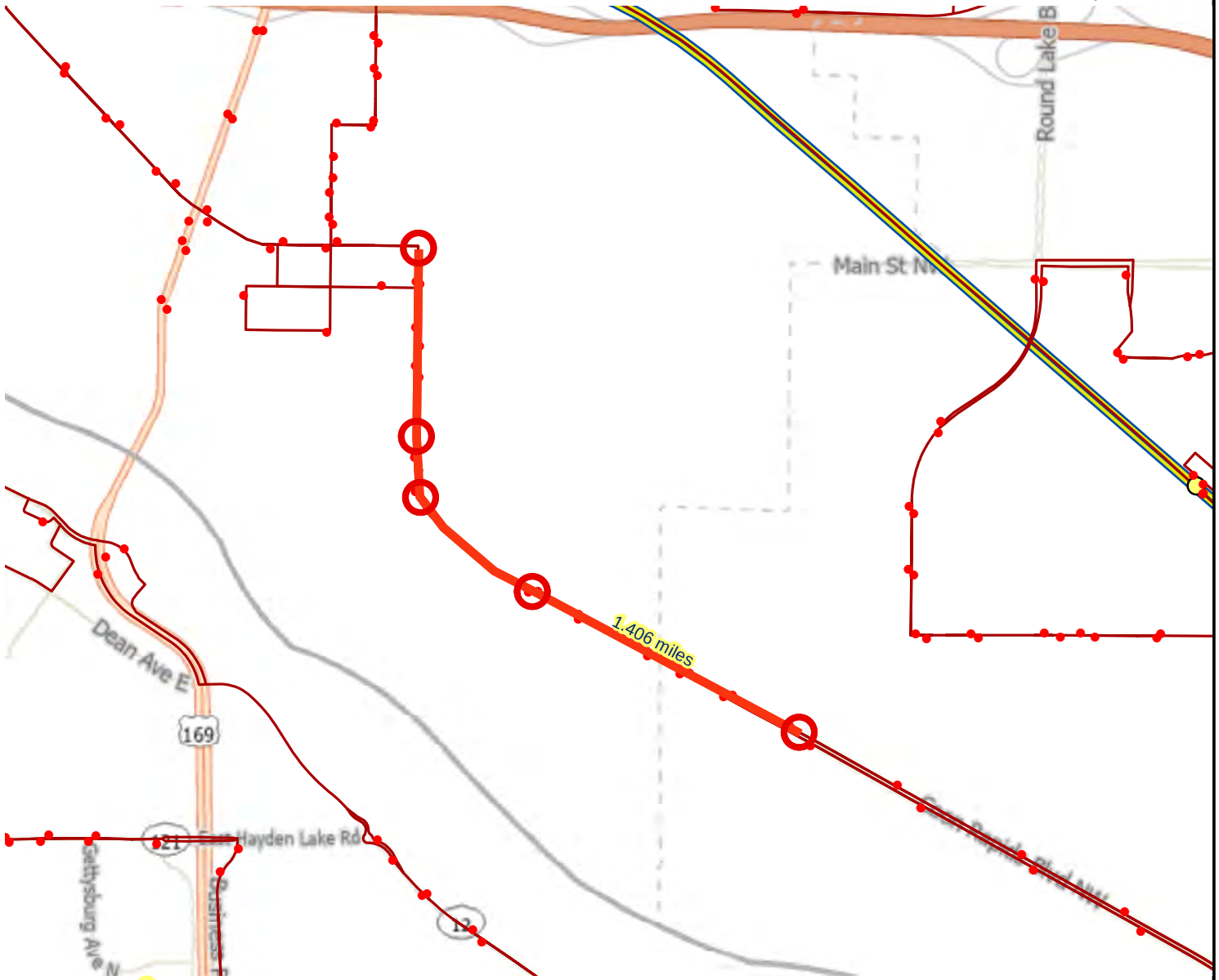
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
OtherAttach_AnokaCounty_STPSummary2023_ERiverRdTrafficSignalMgmt.pdf	Public Engagement Website Summary	589 KB
OtherAttach_Anoka_Onepager.pdf	Project Summary	824 KB
OtherAttach_CityLOS_Anoka.pdf	Anoka Letter of Support	128 KB
OtherAttach_CityLOS_CoonRapids.pdf	Coon Rapids Letter of Support	147 KB
OtherAttach_CityLOS_Fridley.pdf	Fridley Letter of Support	90 KB
OtherAttach_CountyRes_Anoka.pdf	County Resolution	391 KB

Transit Connections

Traffic Management Technologies Project: Northern CSAH1 Segment - CSAH 14 to Blackfoot Street | Map ID: 17011



Results

Transit with a Direct Connection to project:
850 852

**indicates Planned Alignments*

Transit Market areas: 3, 8

Project Points
Project
Project Area
Active Stop
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Transit Routes

Arterial Bus Rapid Transit
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Modern Streetcar

Undetermined
Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit

Light Rail
Modern Streetcar
Undetermined

0 0.2 0.4 0.8 1.2 1.6 Miles

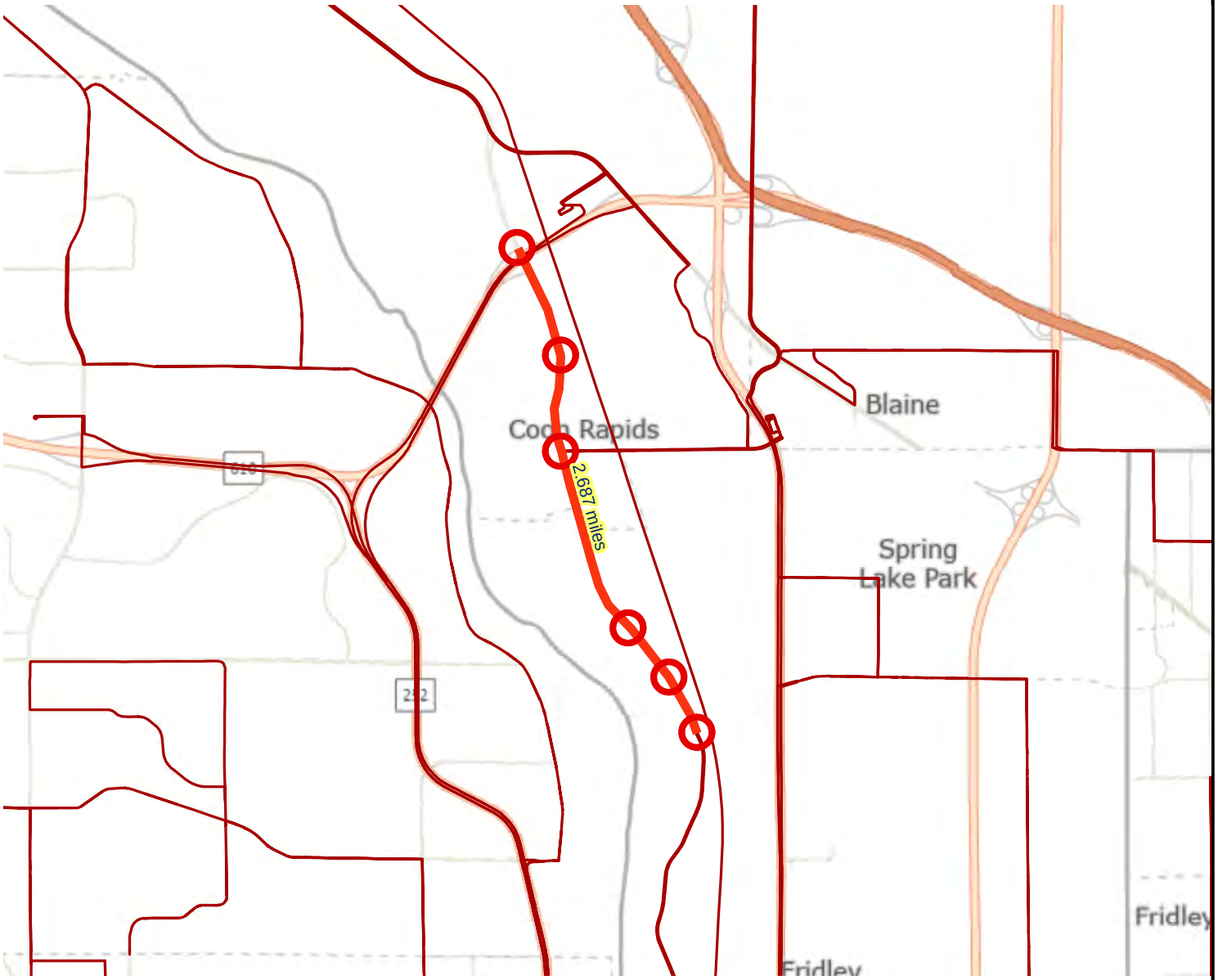
Created: 11/28/2023
LandscapeRSA3

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

METROPOLITAN COUNCIL

Transit Connections

Traffic Management Technologies Project: Southern CSAH1 Segment - FoleyBlvd to Osborne Rd | Map ID: 1701199



Results

Transit with a Direct Connection to project:
850 852 888

**indicates Planned Alignments*

Transit Market areas: 3

Project Points — Transit Routes

Project

Project Area

0 0.5 1 2 3 4 Miles

Created: 11/28/2023
LandscapeRSA3

METROPOLITAN COUNCIL

Socio-Economic Conditions

Traffic Management Technologies Project: Northern CSAH1 Segment - CSAH 14 to Blackfoot Street | Map ID: 17011987875

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 853

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

Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 11/28/2023
LandscapeRSA2

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

METROPOLITAN COUNCIL

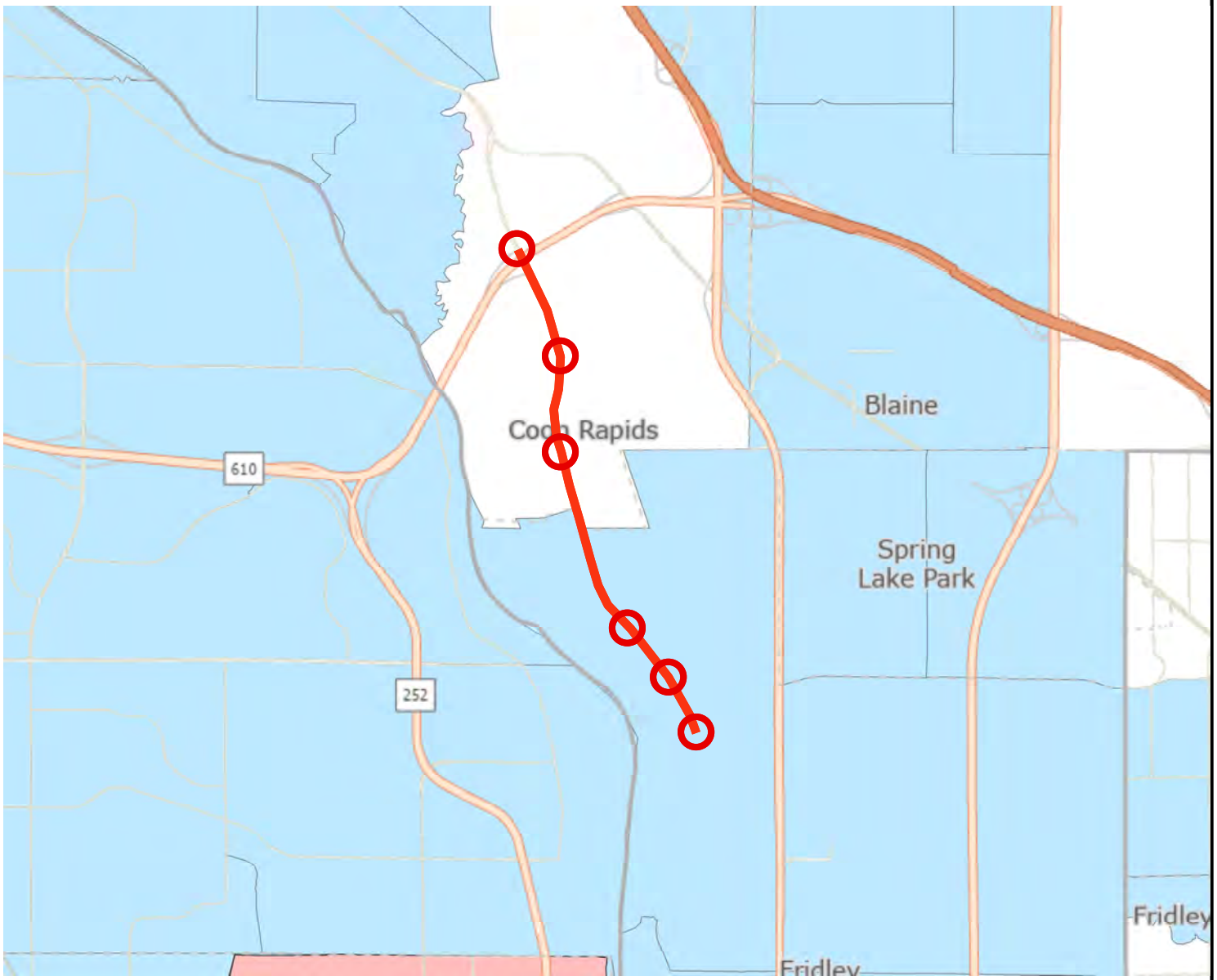
Socio-Economic Conditions

Traffic Management Technologies Project: Southern CSAH1 Segment - FoleyBlvd to Osborne Rd | Map ID: 1701199493914

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 460

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

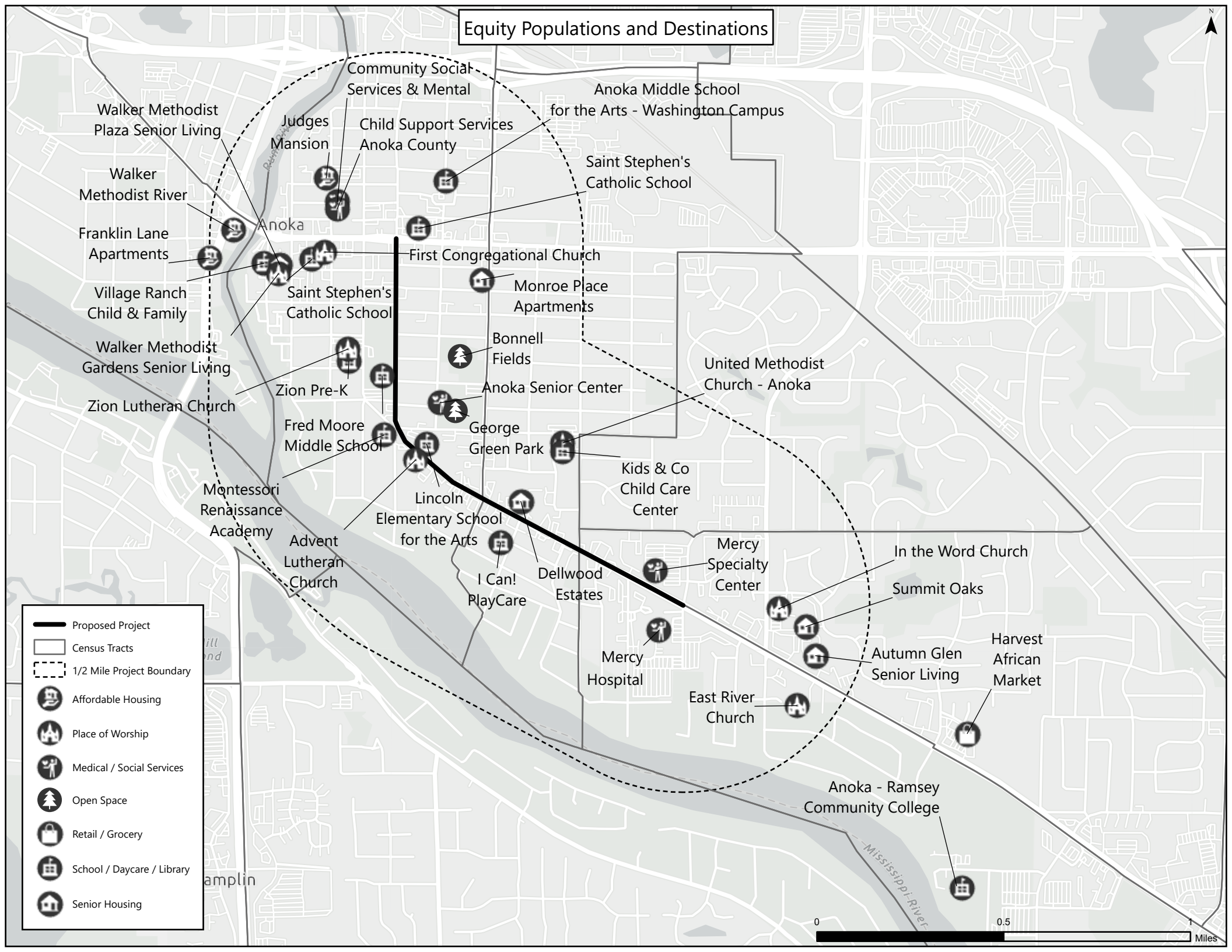


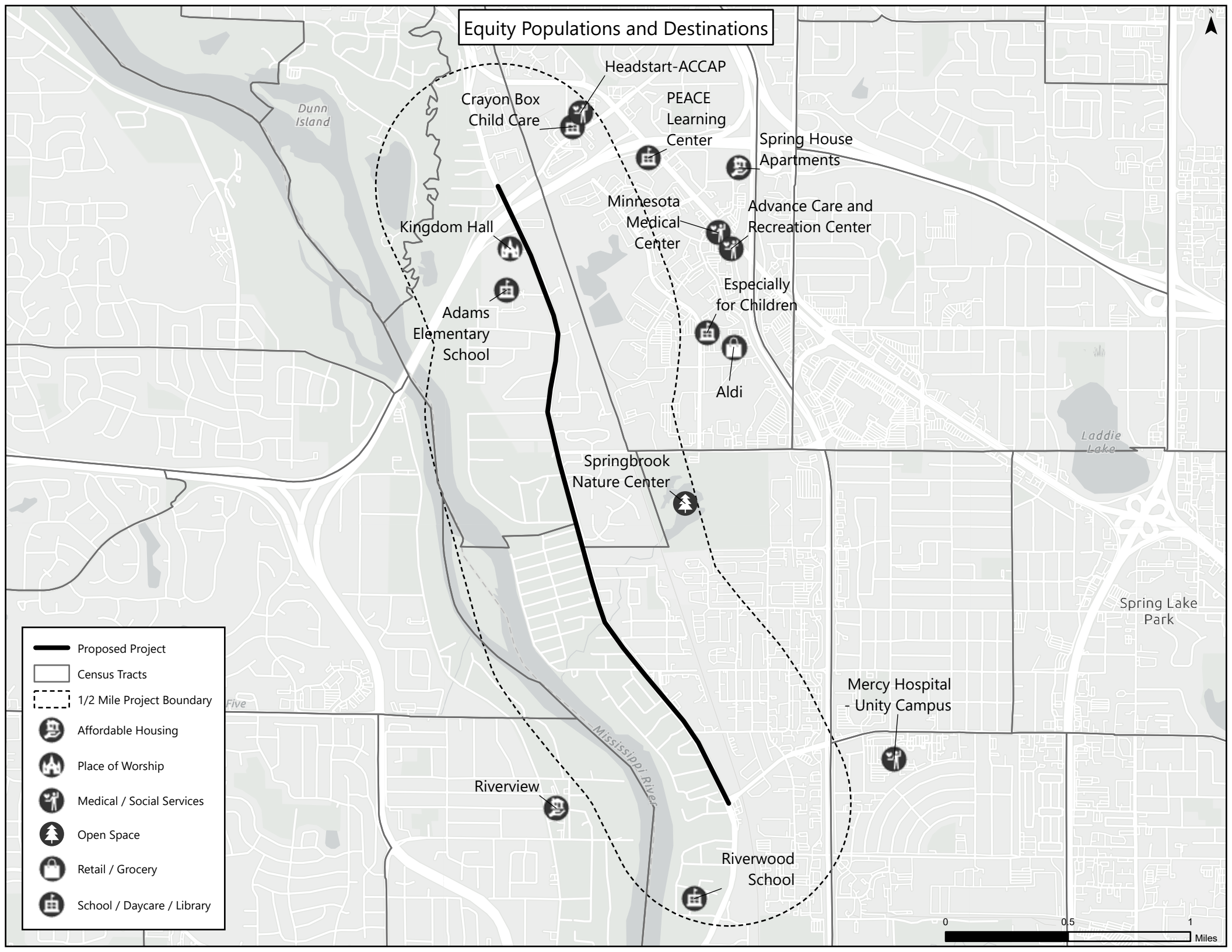
Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.5 1 2 3 4 Miles

Created: 11/28/2023
LandscapeRSA2

METROPOLITAN COUNCIL


Equity Populations and Destinations
Community Social Services & Mental
Anoka Middle School for the Arts - Washington Campus
Walker Methodist Plaza Senior Living
Judges Mansion
Child Support Services Anoka County
Saint Stephen's Catholic School
Walker Methodist River
Anoka
Franklin Lane Apartments
First Congregational Church
Monroe Place Apartments
Village Ranch Child & Family
Saint Stephen's Catholic School
Bonnell Fields
Walker Methodist Gardens Senior Living
Zion Pre-K
United Methodist Church - Anoka
Anoka Senior Center
Zion Lutheran Church
George Green Park
Fred Moore Middle School
Kids & Co Child Care Center
Montessori Renaissance Academy
Lincoln Elementary School for the Arts
Advent Lutheran Church
Mercy Specialty Center
In the Word Church
I Can! PlayCare
Dellwood Estates
Summit Oaks
Mercy Hospital
Autumn Glen Senior Living
Harvest African Market
East River Church
Anoka - Ramsey Community College
Mississippi River
Proposed Project
Census Tracts
1/2 Mile Project Boundary
Affordable Housing
Place of Worship
Medical / Social Services
Open Space
Retail / Grocery
School / Daycare / Library
Senior Housing
0
0.5
1
Miles


Equity Populations and Destinations
Headstart-ACCAP
Crayon Box Child Care
PEACE Learning Center
Spring House Apartments
Minnesota Medical Center
Advance Care and Recreation Center
Kingdom Hall
Especially for Children
Adams Elementary School
Aldi
Springbrook Nature Center
Laddie Lake
Spring Lake Park
Mercy Hospital - Unity Campus
Riverview
Riverwood School
Dunn Island
Mississippi River
Proposed Project
Census Tracts
1/2 Mile Project Boundary
Affordable Housing
Place of Worship
Medical / Social Services
Open Space
Retail / Grocery
School / Daycare / Library
0
0.5
1
Miles

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, MN

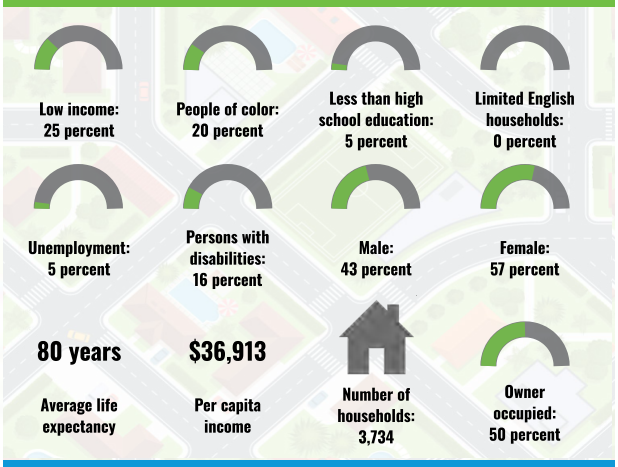
.5 miles Ring around the Corridor
Population: 7,976
Area in square miles: 2.19

A3 Landscape

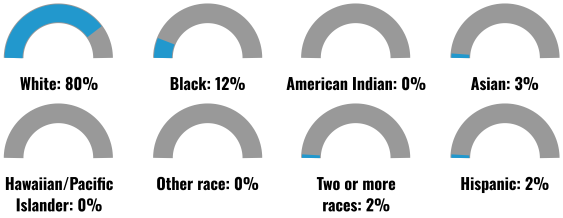
LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	94%
Spanish	1%
French, Haitian, or Cajun	1%
Chinese (including Mandarin, Cantonese)	1%
Other and Unspecified	2%
Total Non-English	6%

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE

LIMITED ENGLISH SPEAKING BREAKDOWN

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.

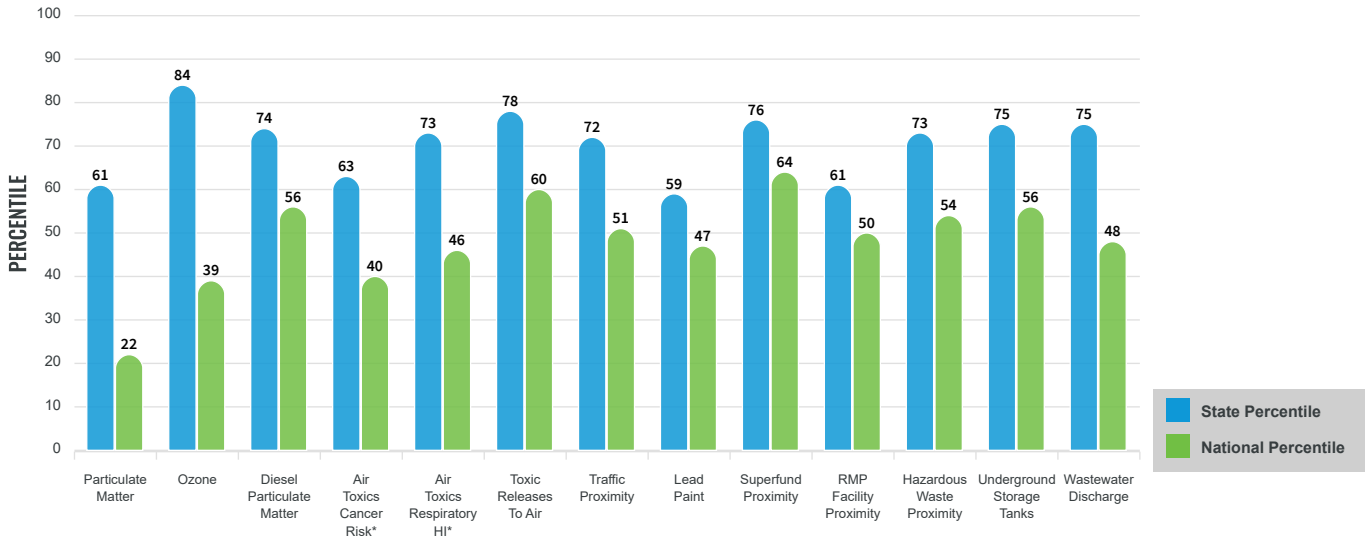
Environmental Justice & Supplemental Indexes

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.

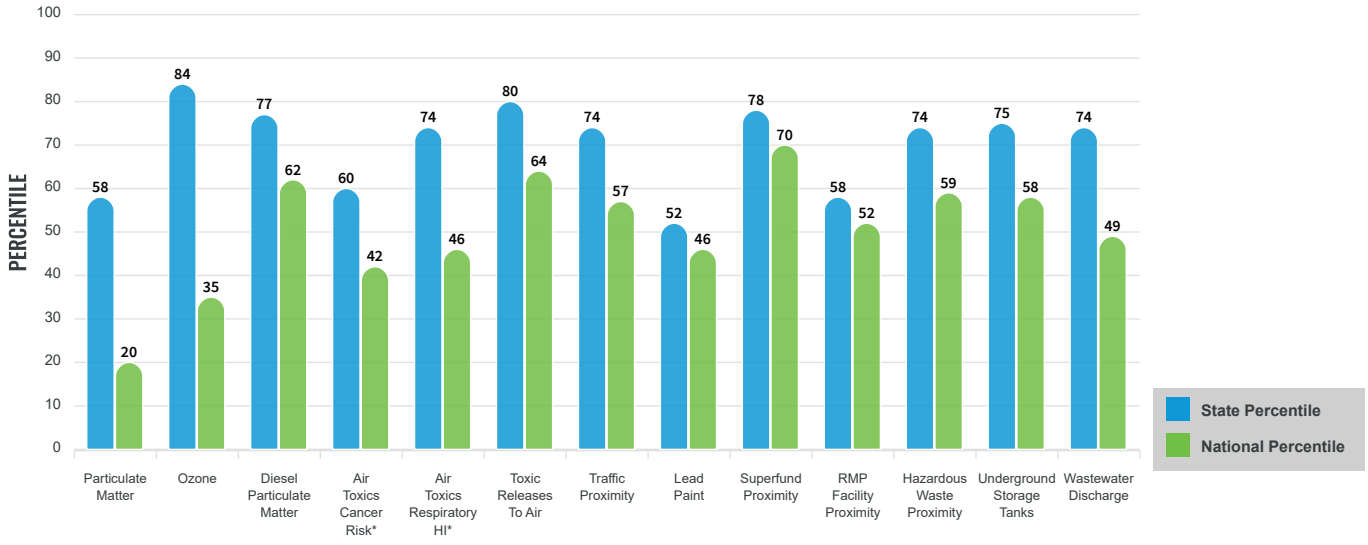
EJ INDEXES FOR THE SELECTED LOCATION



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 .5 miles Ring around the Corridor

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)	6.91	6.78	42	8.08	18
Ozone (ppb)	59.6	58.2	89	61.6	36
Diesel Particulate Matter (µg/m^3)	0.296	0.21	71	0.261	67
Air Toxics Cancer Risk* (lifetime risk per million)	21	22	12	25	5
Air Toxics Respiratory HI*	0.3	0.26	50	0.31	31
Toxic Releases to Air	2,900	1,500	91	4,600	78
Traffic Proximity (daily traffic count/distance to road)	190	140	81	210	73
Lead Paint (% Pre-1960 Housing)	0.27	0.33	51	0.3	55
Superfund Proximity (site count/km distance)	0.18	0.19	74	0.13	83
RMP Facility Proximity (facility count/km distance)	0.2	0.48	48	0.43	57
Hazardous Waste Proximity (facility count/km distance)	1.5	1.3	72	1.9	68
Underground Storage Tanks (count/km^2)	3.1	1.8	81	3.9	68
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.0021	0.19	77	22	54
SOCIOECONOMIC INDICATORS					
Demographic Index	22%	22%	65	35%	37
Supplemental Demographic Index	10%	11%	58	14%	36
People of Color	20%	20%	64	39%	38
Low Income	25%	23%	61	31%	46
Unemployment Rate	5%	4%	67	6%	55
Limited English Speaking Households	0%	2%	67	5%	57
Less Than High School Education	5%	7%	54	12%	36
Under Age 5	5%	6%	50	6%	54
Over Age 64	21%	17%	71	17%	70
Low Life Expectancy	17%	17%	46	20%	29

*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	1
Water Dischargers	0
Air Pollution	4
Brownfields	2
Toxic Release Inventory	1

Other community features within defined area:

Schools	3
Hospitals	1
Places of Worship	2

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	Yes

Report for .5 miles Ring around the Corridor

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	17%	17%	46	20%	29
Heart Disease	6.4	5.6	69	6.1	56
Asthma	9.6	9	80	10	40
Cancer	6.9	6.4	58	6.1	64
Persons with Disabilities	14.6%	11.4%	78	13.4%	63

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	20%	8%	93	12%	85
Wildfire Risk	0%	4%	86	14%	78

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	14%	11%	64	14%	58
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 .5 miles Ring around the Corridor

EJScreen Community Report

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

Coon Rapids, MN

.5 miles Ring around the Corridor
Population: 5,767
Area in square miles: 3.48

A3 Landscape

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	87%
Spanish	1%
Russian, Polish, or Other Slavic	2%
Other Asian and Pacific Island	1%
Arabic	1%
Other and Unspecified	7%
Total Non-English	13%

COMMUNITY INFORMATION

- Low income: 19 percent
- People of color: 30 percent
- Less than high school education: 6 percent
- Limited English households: 4 percent
- Unemployment: 3 percent
- Persons with disabilities: 13 percent
- Male: 48 percent
- Female: 52 percent
- 80 years — Average life expectancy
- $33,322 — Per capita income
- Number of households: 2,342
- Owner occupied: 80 percent

BREAKDOWN BY RACE

- White: 70%
- Black: 13%
- American Indian: 0%
- Asian: 3%
- Hawaiian/Pacific Islander: 1%
- Other race: 0%
- Two or more races: 7%
- Hispanic: 6%

BREAKDOWN BY AGE

From Ages 1 to 4	7%
From Ages 1 to 18	20%
From Ages 18 and up	80%
From Ages 65 and up	16%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	19%
Speak Other Indo-European Languages	78%
Speak Asian-Pacific Island Languages	3%
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.

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.

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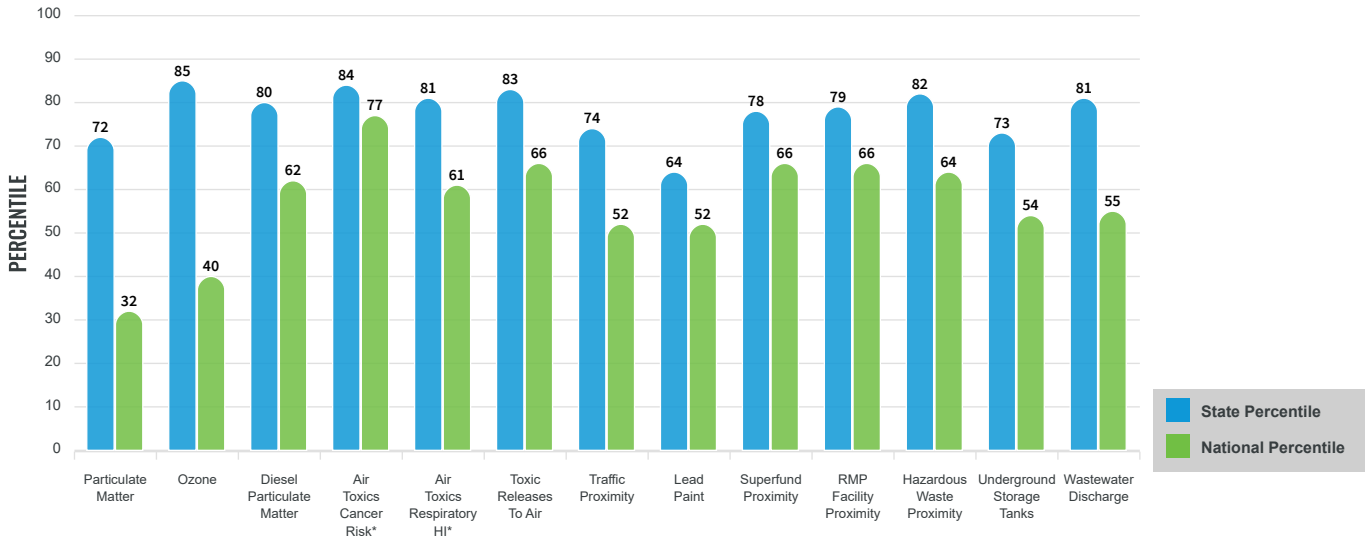
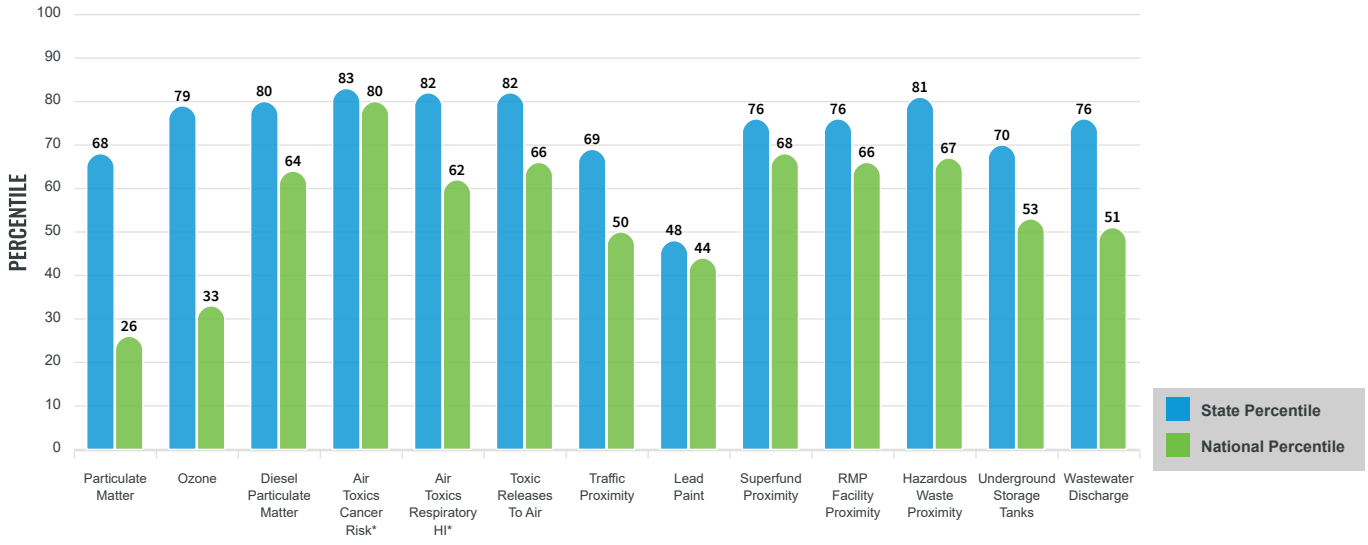


SUPPLEMENTAL INDEXES

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 .5 miles Ring around the Corridor

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)	7.28	6.78	56	8.08	27
Ozone (ppb)	59.4	58.2	84	61.6	35
Diesel Particulate Matter (µg/m^3)	0.342	0.21	81	0.261	75
Air Toxics Cancer Risk* (lifetime risk per million)	51	22	69	25	94
Air Toxics Respiratory HI*	0.35	0.26	50	0.31	31
Toxic Releases to Air	3,400	1,500	92	4,600	81
Traffic Proximity (daily traffic count/distance to road)	110	140	69	210	59
Lead Paint (% Pre-1960 Housing)	0.26	0.33	49	0.3	54
Superfund Proximity (site count/km distance)	0.22	0.19	79	0.13	87
RMP Facility Proximity (facility count/km distance)	0.86	0.48	81	0.43	86
Hazardous Waste Proximity (facility count/km distance)	3.9	1.3	91	1.9	85
Underground Storage Tanks (count/km^2)	2	1.8	72	3.9	59
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.0044	0.19	83	22	61
SOCIOECONOMIC INDICATORS					
Demographic Index	24%	22%	69	35%	41
Supplemental Demographic Index	10%	11%	54	14%	33
People of Color	30%	20%	77	39%	49
Low Income	19%	23%	47	31%	34
Unemployment Rate	3%	4%	54	6%	44
Limited English Speaking Households	4%	2%	82	5%	71
Less Than High School Education	6%	7%	63	12%	42
Under Age 5	7%	6%	71	6%	72
Over Age 64	16%	17%	52	17%	53
Low Life Expectancy	18%	17%	55	20%	35

*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	2
Water Dischargers	0
Air Pollution	19
Brownfields	0
Toxic Release Inventory	12

Other community features within defined area:

Schools	1
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	Yes

Report for .5 miles Ring around the Corridor

EJScreen Environmental and Socioeconomic Indicators Data

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INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	17%	55	20%	35
Heart Disease	5.5	5.6	52	6.1	39
Asthma	9.3	9	68	10	30
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Persons with Disabilities	12%	11.4%	61	13.4%	46

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	21%	8%	94	12%	86
Wildfire Risk	0%	4%	0	14%	0

CRITICAL SERVICE GAPS

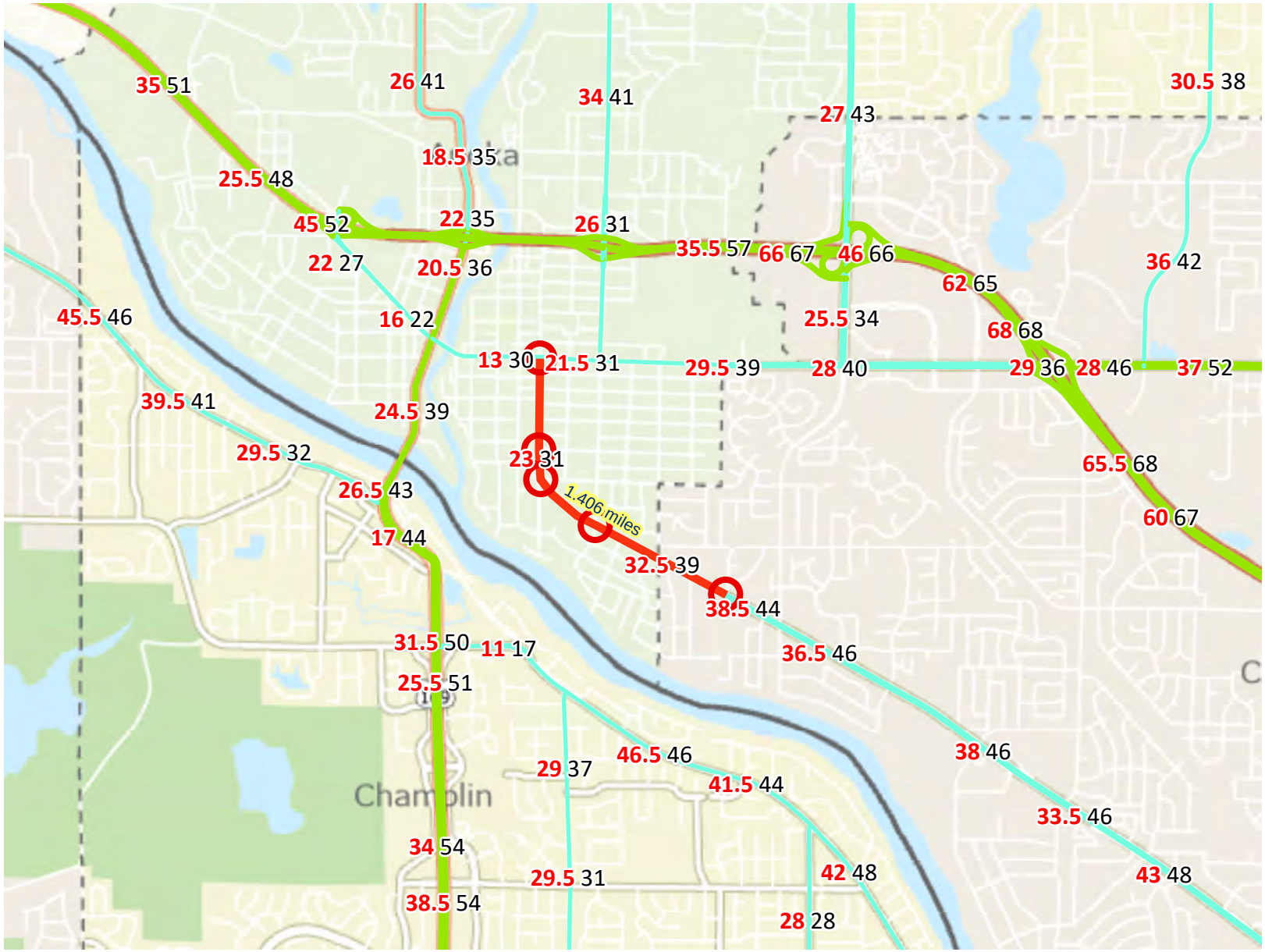
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	8%	11%	45	14%	41
Lack of Health Insurance	4%	5%	51	9%	29
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for .5 miles Ring around the Corridor

Level of Congestion

Traffic Management Technologies Project: Northern CSAH1 Segment - CSAH 14 to Blackfoot Street | Map ID: 1701198787523



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

0 0.375 0.75 1.5 2.25 3 Miles

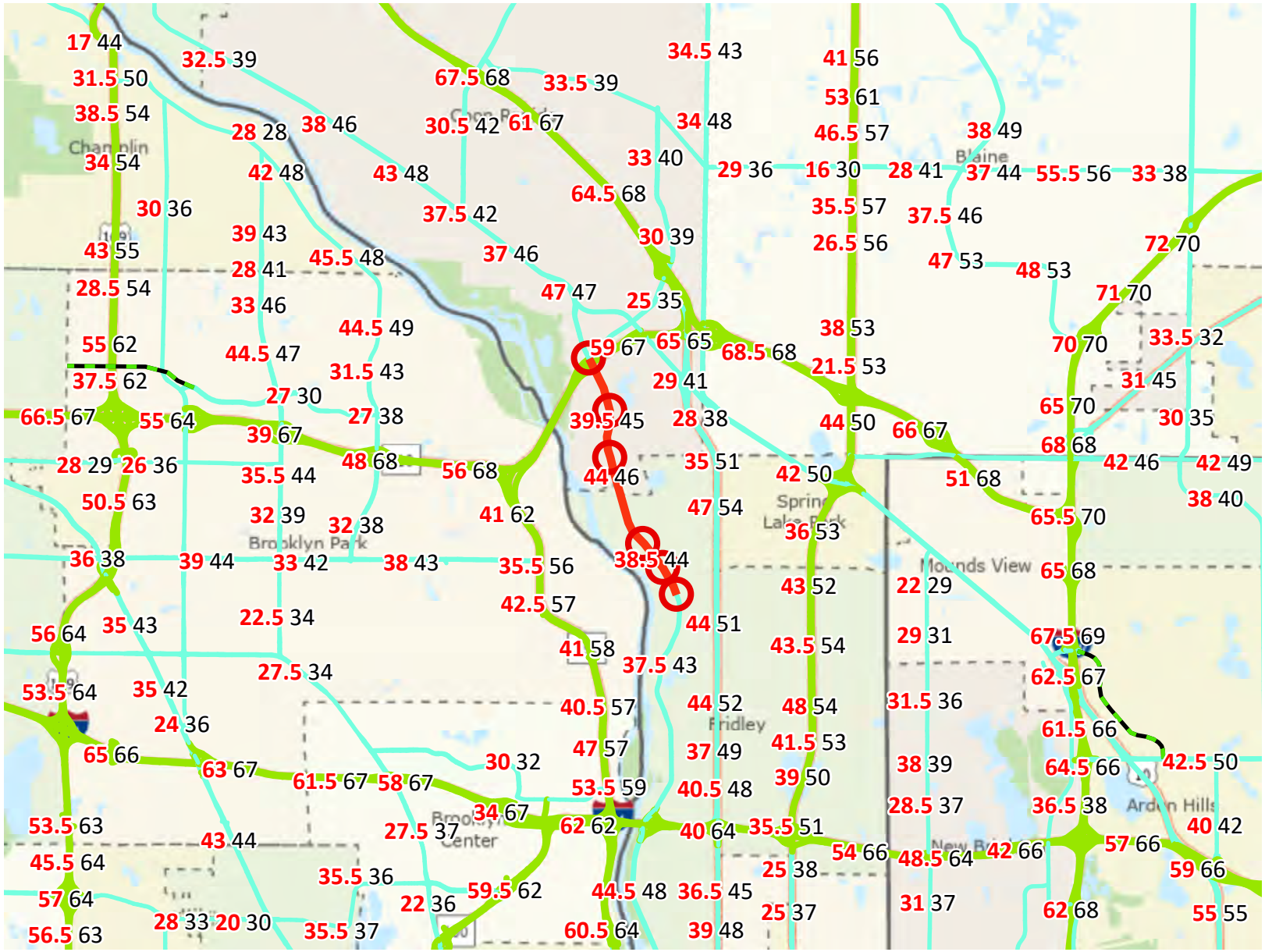
Created: 11/28/2023
LandscapeRSA1

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

METROPOLITAN COUNCIL

Level of Congestion

Traffic Management Technologies Project: Southern CSAH1 Segment - FoleyBlvd to Osborne Rd | Map ID: 1701199493914



Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Misc	**District**		**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	2 Corridors of CSAH 1 in Anoka County				

B. Project Description

Proposed Work	Communication/equipment upgrades for corridor signal retiming through County ATMS		
Project Cost*	$5,447,004	**Installation Year**	2026
Project Service Life	20 years	**Traffic Growth Factor**	2.0%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor - Coordinate Arterial Signals

0.79	**Fatal (K) Crashes**	**Reference**	CMF Clearing House
0.42	**Serious Injury (A) Crashes**		
0.42	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.42	**Possible Injury (C) Crashes**		
0.79	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor - Coordinate Arterial Signals and FYA Phasing

0.47	**Fatal (K) Crashes**	**Reference**	CMF Clearing House
0.25	**Serious Injury (A) Crashes**		
0.25	**Moderate Injury (B) Crashes**	**Crash Type**	Left-Turn/Angle Crashes
0.25	**Possible Injury (C) Crashes**		
0.47	**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	All	Left-Turn/Angle Crashes
K crashes	0	0
A crashes	2	2
B crashes	5	2
C crashes	6	4
PDO crashes	15	3

F. Benefit-Cost Calculation

$30,943,788	**Benefit (present value)**	**B/C Ratio = 5.69**
$5,447,004	**Cost**	

Proposed project expected to reduce 7 crashes annually, 1 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:	2.0%	**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	2.66	0.89	$708,715
B crashes	4.40	1.47	$366,473
C crashes	6.48	2.16	$280,599
PDO crashes	4.73	1.58	$23,664
			$1,379,451

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$1,379,451	$1,379,451
2027	$1,407,040	$1,395,873
2028	$1,435,180	$1,412,490
2029	$1,463,884	$1,429,306
2030	$1,493,162	$1,446,321
2031	$1,523,025	$1,463,539
2032	$1,553,485	$1,480,962
2033	$1,584,555	$1,498,593
2034	$1,616,246	$1,516,433
2035	$1,648,571	$1,534,486
2036	$1,681,543	$1,552,754
2037	$1,715,173	$1,571,239
2038	$1,749,477	$1,589,944
2039	$1,784,466	$1,608,872
2040	$1,820,156	$1,628,025
2041	$1,856,559	$1,647,406
2042	$1,893,690	$1,667,018
2043	$1,931,564	$1,686,864
2044	$1,970,195	$1,706,946
2045	$2,009,599	$1,727,266
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 = $30,943,788

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

▾ Countermeasure: Change from permissive only to flashing yellow arrow protected/permissive left turn

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☑	0.598	40.2	★★★★★	Left turn	All	Not specified	SIMPSON AND TROY, 2015	CMFs of left-turn related cras...[READ MORE]

▾ Countermeasure: Coordinate arterial signals

☑	0.42	58	★★★★★	All	A (serious injury),B (minor injury),C (possible injury)	Suburban	WILLIAMSON ET AL., 2018	In the spatial analysis, each ...[READ MORE]
☐	0.79	21	★★★★★	All	All	Urban and suburban	WILLIAMSON ET AL., 2018	In the spatial analysis, each ...[READ MORE]
☑	0.79	21	★★★★★	All	O (property damage only)	Urban and suburban	WILLIAMSON ET AL., 2018	In the spatial analysis, each ...[READ MORE]

CSAH 1 and 89th Avenue

INCIDENTID	RTESYSCOD	RTENUMBE	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_DI	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MO
982941	04-CSAH	1	7.043	Anoka	Coon Rapids		D-METRO	Golden Valley		21289388	2.14E+08	12-Dec

CSAH 1 and 85th Avenue

INCIDENTID	RTESYSCOD	RTENUMBE	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_DI	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MO
900127	04-CSAH	1	6.539	Anoka	Coon Rapids		D-METRO	Golden Valley		21075445	2.11E+08	4-Apr
819237	04-CSAH	1	6.549	Anoka	Coon Rapids		D-METRO	Golden Valley		20168301	2.02E+08	7-Jul
885983	04-CSAH	1	6.557	Anoka	Coon Rapids		D-METRO	Golden Valley		21015998	2.1E+08	1-Jan
1029086	04-CSAH	1	6.558	Anoka	Coon Rapids		D-METRO	Golden Valley		22129823	2.22E+08	6-Jun
1033757	04-CSAH	1	6.558	Anoka	Coon Rapids		D-METRO	Golden Valley		22152703	2.22E+08	7-Jul
976872	04-CSAH	1	6.563	Anoka	Coon Rapids		D-METRO	Golden Valley		21272373	2.13E+08	12-Dec
1071564	04-CSAH	1	6.565	Anoka	Coon Rapids		D-METRO	Golden Valley		22289651	2.24E+08	12-Dec
820321	07-CR	132	0.006	Anoka	Coon Rapids		D-METRO	Golden Valley		20174059	2.02E+08	7-Jul
936560	07-CR	132	0.012	Anoka	Coon Rapids		D-METRO	Golden Valley		21191001	2.12E+08	8-Aug
1003874	07-CR	132	0.013	Anoka	Coon Rapids		D-METRO	Golden Valley		22025021	2.2E+08	2-Feb

CSAH 1 and 79th Avenue

INCIDENTID	RTESYSCOD	RTENUMBE	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_DI	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MO
811881	04-CSAH	1	5.591	Anoka	Fridley		D-METRO	Golden Valley		20122935	2.01E+08	5-May
930260	10-MUN	442	0	Anoka	Fridley		D-METRO	Golden Valley		21164344	2.12E+08	7-Jul
1061636	10-MUN	442	0.005	Anoka	Fridley		D-METRO	Golden Valley		22264690	2.23E+08	11-Nov
972848	10-MUN	442	0.011	Anoka	Fridley		D-METRO	Golden Valley		21256507	2.13E+08	11-Nov

CSAH 1 and CSAH 8

INCIDENTID	RTESYSCOD	RTENUMBE	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_DI	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MO
811979	04-CSAH	1	4.955	Anoka	Fridley		D-METRO	Golden Valley		20124030	2.01E+08	5-May

CSAH 1 and East Main Street

INCIDENTID	RTESYSCOD	RTENUMBE	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_DI	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MO
907995	04-CSAH	14	0	Anoka	Anoka		D-METRO	Golden Valley		21112002	2.11E+08	5-May
1027811	04-CSAH	14	0.001	Anoka	Anoka		D-METRO	Golden Valley		22123717	2.22E+08	6-Jun
1047675	05-MSAS	119	0.003	Anoka	Anoka		D-METRO	Golden Valley		22213287	2.23E+08	9-Sep
835719	05-MSAS	119	0.008	Anoka	Anoka		D-METRO	Golden Valley		20201638	2.02E+08	8-Aug
837324	05-MSAS	134	1.14	Anoka	Anoka		D-METRO	Golden Valley		20210578	2.02E+08	8-Aug

780416	05-MSAS	134	1.157	Anoka	Anoka	D-METRO	Golden Valley	20013715	2E+08	1-Jan
1047385	05-MSAS	134	1.159	Anoka	Anoka	D-METRO	Golden Valley	22212859	2.23E+08	9-Sep
1010287	05-MSAS	134	1.159	Anoka	Anoka	D-METRO	Golden Valley	22043670	2.21E+08	3-Mar

CSAH 1 and Brisbin Street

INCIDENTII	RTESYSCOI	RTENUMBI	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_DI	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MC
1050881	04-CSAH	1	13.721	Anoka	Anoka		D-METRO	Golden Valley		22226909	2.23E+08	10-Oct

CSAH 1 and South Street

INCIDENTII	RTESYSCOI	RTENUMBI	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_DI	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MC
875233	04-CSAH	1	13.592	Anoka	Anoka		D-METRO	Golden Valley		21013357	2.1E+08	1-Jan
998425	04-CSAH	1	13.596	Anoka	Anoka		D-METRO	Golden Valley		22009213	2.2E+08	1-Jan
867211	04-CSAH	1	13.598	Anoka	Anoka		D-METRO	Golden Valley		20295522	2.03E+08	12-Dec
940571	04-CSAH	1	13.597	Anoka	Anoka		D-METRO	Golden Valley		21207211	2.13E+08	9-Sep
1023699	04-CSAH	1	13.599	Anoka	Anoka		D-METRO	Golden Valley		22104744	2.21E+08	5-May
1020653	05-MSAS	116	0.015	Anoka	Anoka		D-METRO	Golden Valley		22090671	2.21E+08	5-May

CSAH 1 and 7th Avenue

INCIDENTII	RTESYSCOI	RTENUMBI	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_DI	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MC
1026106	04-CSAH	1	13.287	Anoka	Anoka		D-METRO	Golden Valley		22115523	2.22E+08	6-Jun
1039062	04-CSAH	1	13.294	Anoka	Anoka		D-METRO	Golden Valley		22176124	2.22E+08	8-Aug
843858	05-MSAS	156	0.002	Anoka	Anoka		D-METRO	Golden Valley		20242469	2.03E+08	9-Sep
933304	05-MSAS	156	0.002	Anoka	Anoka		D-METRO	Golden Valley		21177837	2.12E+08	8-Aug

CSAH 1 and Blackfoot Street

INCIDENTII	RTESYSCOI	RTENUMBI	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_DI	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MC
886460	04-CSAH	1	12.688	Anoka	Coon Rapids		D-METRO	Golden Valley		21017583	2.1E+08	1-Jan
1069202	04-CSAH	1	12.689	Anoka	Coon Rapids		D-METRO	Golden Valley		22281080	2.24E+08	12-Dec
805643	05-MSAS	119	0	Anoka	Coon Rapids		D-METRO	Golden Valley		20073772	2.01E+08	3-Mar
1023657	05-MSAS	119	0	Anoka	Coon Rapids		D-METRO	Golden Valley		22104751	2.21E+08	5-May

CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIVE_I	RELATIONT
23	2021	05-Thu	11		Property Damage Only	0	2	Front to Re	Motor Veh	On Roadwa	Four-Way I

CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIVE_I	RELATIONT
10	2021	07-Sat	20	North	Possible Injury	0	2		Parked Mo	On Roadwa	T Intersecti
12	2020	01-Sun	12	Not Applica	Serious Injury	0	3	Sideswipe -	Motor Veh	On Roadwa	Four-Way I
22	2021	06-Fri	21		Property Damage Only	0	2	Front to Re	Motor Veh	On Roadwa	Four-Way I
17	2022	06-Fri	15		Minor Injury	0	1		Pedestrian	On Roadwa	Four-Way I
13	2022	04-Wed	19	North	Property Damage Only	0	2	Angle	Motor Veh	On Roadwa	Four-Way I
1	2021	04-Wed	11	South	Property Damage Only	0	2	Front to Re	Motor Veh	On Roadwa	Four-Way I
31	2022	07-Sat	14		Property Damage Only	0	3	Sideswipe -	Motor Veh	On Roadwa	Four-Way I
18	2020	07-Sat	8	North	Minor Injury	0	4	Front to Re	Motor Veh	On Roadwa	Four-Way I
26	2021	05-Thu	2	West	Minor Injury	0	1		Fell/Jumpe	On Roadwa	Not at Inte
3	2022	05-Thu	17	West	Property Damage Only	0	2	Front to Re	Motor Veh	On Roadwa	Four-Way I

CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIVE_I	RELATIONT
27	2020	04-Wed	13	North	Serious Injury	0	3	Front to Fr	Motor Veh	On Roadwa	Four-Way I
25	2021	01-Sun	08	North	Property Damage Only	0	2	Other	Motor Veh	On Roadwa	Four-Way I
28	2022	02-Mon	16		Possible Injury	0	2	Front to Re	Motor Veh	On Roadwa	Four-Way I
11	2021	05-Thu	19	Not Applica	Minor Injury	0	2		Other - Fix	On Roadwa	Four-Way I

CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIVE_I	RELATIONT
28	2020	05-Thu	15	North	Minor Injury	0	1		Pedalcyclis	On Roadwa	Four-Way I

CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIVE_I	RELATIONT
26	2021	04-Wed	15		Property Damage Only	0	2	Angle	Motor Veh	On Roadwa	Four-Way I
10	2022	06-Fri	15		Serious Injury	0	1		Utility Pole	On Roadsic	Four-Way I
23	2022	06-Fri	18	Not Applica	Property Damage Only	0	2	Front to Fr	Motor Veh	On Roadwa	Four-Way I
17	2020	02-Mon	08	West	Possible Injury	0	2	Front to Fr	Motor Veh	On Roadwa	Four-Way I
26	2020	04-Wed	14	East	Property Damage Only	0	2	Front to Re	Motor Veh	On Roadwa	Not at Inte

	16	2020	05-Thu	15	East	Property Damage Only	0	3	Front to Re	Motor Veh	On Roadwa	Four-Way I
	23	2022	06-Fri	10		Property Damage Only	0	2	Angle	Motor Veh	On Roadwa	Four-Way I
01		2022	03-Tues	19	East	Possible Injury	0	3	Angle	Motor Veh	On Roadwa	Four-Way I

CRASH_DA	CRASH_YE/	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIVE_I	RELATIONT
11	2022	03-Tues	07		Property Damage Only	0	2	Angle	Motor Veh	On Roadwa	T Intersecti

CRASH_DA	CRASH_YE/	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIVE_I	RELATIONT
19	2021	03-Tues	10	Not Applica	Possible Injury	0	2	Angle	Motor Veh	On Roadwa	Four-Way I
13	2022	05-Thu	09	Not Applica	Property Damage Only	0	2	Angle	Motor Veh	On Roadwa	Four-Way I
09	2020	04-Wed	06	Not Applica	Possible Injury	0	2	Front to Fr	Motor Veh	On Roadwa	Four-Way I
14	2021	03-Tues	15	Not Applica	Minor Injury	0	1		Pedestrian	On Roadwa	Four-Way I
19	2022	05-Thu	18	Not Applica	Possible Injury	0	2	Front to Re	Motor Veh	On Roadwa	Four-Way I
03	2022	03-Tues	18		Minor Injury	0	2	Sideswipe -	Motor Veh	On Roadwa	Four-Way I

CRASH_DA	CRASH_YE/	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIVE_I	RELATIONT
01	2022	04-Wed	16		Property Damage Only	0	2	Sideswipe -	Motor Veh	On Roadwa	Not at Inte
10	2022	04-Wed	19	Not Applica	Serious Injury	0	1		Pedestrian	On Roadwa	Four-Way I
30	2020	04-Wed	13		Possible Injury	0	2	Angle	Motor Veh	On Roadwa	Intersectio
10	2021	03-Tues	08	Not Applica	Possible Injury	0	2	Angle	Motor Veh	On Roadwa	Four-Way I

CRASH_DA	CRASH_YE/	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIVE_I	RELATIONT
25	2021	02-Mon	10	West	Property Damage Only	0	2	Angle	Motor Veh	On Roadwa	Four-Way I
19	2022	02-Mon	16		Possible Injury	0	2	Front to Re	Motor Veh	On Roadwa	Four-Way I
30	2020	02-Mon	12	West	Property Damage Only	0	2	Angle	Motor Veh	On Roadwa	Four-Way I
19	2022	05-Thu	19	Not Applica	Property Damage Only	0	2	Sideswipe -	Motor Veh	On Roadwa	Four-Way I

LIGHTCONI	WEATHERF	WEATHERS	RDWYSURF	WORKZON	ROADWAY_	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPEL	VEHICLETY
Daylight	Clear		Dry	NOT APPLI	EAST RIVEF	89TH AVE N	040000659	Rear End	Motor Veh	Passenger

LIGHTCONI	WEATHERF	WEATHERS	RDWYSURF	WORKZON	ROADWAY_	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPEL	VEHICLETY
Dark (Str Li	Clear		Dry	NOT APPLI	EAST RIVER	RD NE	040000659	Other	Motor Veh	Passenger
Daylight	Clear		Dry	NOT APPLI	EAST RIVER	RD NE	040000659	Sideswipe Opposing	Motor Veh	Sport Utilit
Dark (Str Li	Clear		Dry	NOT APPLI	EAST RIVER	RD NE	040000659	Rear End	Motor Veh	Pickup
Daylight	Clear		Dry	NOT APPLI	EAST RIVER	RD NE	040000659	Pedestrian	Motor Veh	Passenger
Daylight	Clear		Dry	NOT APPLI	EAST RIVEF	85TH AVE N	040000659	Angle	Motor Veh	Passenger
Daylight	Clear		Dry	NOT APPLI	EAST RIVEF	85TH AVE N	040000659	Rear End	Motor Veh	Passenger
Daylight	Cloudy		Wet	NOT APPLI	EAST RIVEF	85 AVE NW	040000659	Sideswipe Same Direction	Motor Veh	Passenger
Daylight	Clear		Dry	NOT APPLI	85TH AVE	NW	070000659	Rear End	Motor Veh	Passenger
Dark (Str Li	Clear		Dry	NOT APPLI	85TH AVE	NW	070000659	Single Vehicle Other	Motor Veh	Motorcycle
Daylight	Clear		Dry	NOT APPLI	85TH AVE N	EAST RIVEF	070000659	Rear End	Motor Veh	Sport Utilit

LIGHTCONI	WEATHERF	WEATHERS	RDWYSURF	WORKZON	ROADWAY_	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPEL	VEHICLETY
Daylight	Clear		Dry	NOT APPLI	EAST RIVER	RD NE	040000659	Left Turn	Motor Veh	Passenger
Daylight	Clear		Dry	NOT APPLI	79TH WAY	EAST RIVEF	100002394	Other	Motor Veh	Passenger
Sunset	Clear		Dry	NOT APPLI	79TH WAY	EAST RIVEF	100002394	Rear End	Motor Veh	Sport Utilit
Dark (Str Li	Rain	Snow	Wet	NOT APPLI	79TH WAY	EAST RIVEF	100002394	Other	Motor Veh	Passenger

LIGHTCONI	WEATHERF	WEATHERS	RDWYSURF	WORKZON	ROADWAY_	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPEL	VEHICLETY
Daylight	Clear		Dry	NOT APPLI	EAST RIVEF	RAMP49	040000659	Bike	Motor Veh	Pickup

LIGHTCONI	WEATHERF	WEATHERS	RDWYSURF	WORKZON	ROADWAY_	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPEL	VEHICLETY
Daylight	Clear		Dry	NOT APPLI	MAIN ST	NW	040000659	Angle	Motor Veh	Sport Utilit
Daylight	Clear		Dry	NOT APPLI	MAIN ST N	5TH AVE	040000659	Single Vehicle Run Off Road	Motor Veh	Pickup
Sunset	Rain		Wet	NOT APPLI	5TH AVE	EAST MAIN	050002393	Head On	Motor Veh	Passenger
Daylight	Clear		Dry	NOT APPLI	5TH AVE		050002393	Rear End	Hit-And-Run Vehicle	
Daylight	Clear		Dry	NOT APPLI	MAIN ST		050002393	Rear End	Motor Veh	Sport Utilit

Daylight	Clear	Dry	NOT APPLI	MAIN ST		050002393	Rear End	Motor Veh	School Bus
Daylight	Rain	Wet	NOT APPLI	E MAIN ST		050002393	Angle	Motor Veh	Pickup
Dark (Str Li	Clear	Dry	NOT APPLI	E MAIN ST	5TH AVE	050002393	Left Turn	Motor Veh	Pickup

LIGHTCONI	WEATHERF	WEATHERS	RDWYSURF	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPEL	VEHICLETY
Daylight	Cloudy	Dry	NOT APPLI	5TH AVE	BRISBIN ST		040000659	Angle	Motor Veh	Sport Utilit

LIGHTCONI	WEATHERF	WEATHERS	RDWYSURF	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPEL	VEHICLETY
Daylight	Snow	Snow	NOT APPLI	E RIVER RD			040000659	Angle	Motor Veh	Sport Utilit
Daylight	Clear	Wet	NOT APPLI	5TH AVE	SOUTH ST		040000659	Angle	Motor Veh	Passenger
Dark (Str Li	Clear	Dry	NOT APPLI	5TH AVE			040000659	Rear End	Motor Veh	Pickup
Daylight	Clear	Dry	NOT APPLI	5TH AVE	SOUTH ST		040000659	Pedestrian	Motor Veh	Sport Utilit
Daylight	Clear	Dry	NOT APPLI	5TH AVE			040000659	Rear End	Motor Veh	Sport Utilit
Daylight	Clear	Dry	NOT APPLI	SOUTH ST	MILITARY F		050002393	Sideswipe Opposing	Motor Veh	Sport Utilit

LIGHTCONI	WEATHERF	WEATHERS	RDWYSURF	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPEL	VEHICLETY
Daylight	Clear	Dry	NOT APPLI	E RIVER RD			040000659	Sideswipe Same Direction	Motor Veh	Passenger
Daylight	Clear	Dry	NOT APPLI	E RIVER RD	7TH AVE		040000659	Pedestrian	Hit-And-Run Vehicle	
Daylight	Cloudy	Dry	NOT APPLI	7TH AVE			050002393	Angle	Motor Veh	Passenger
Daylight	Cloudy	Dry	NOT APPLI	7TH AVE			050002393	Angle	Motor Veh	Sport Utilit

LIGHTCONI	WEATHERF	WEATHERS	RDWYSURF	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPEL	VEHICLETY
Daylight	Clear	Dry	NOT APPLI	COON RAPIDS BLVD N			040000659	Angle	Motor Veh	Sport Utilit
Daylight	Cloudy	Slush	NOT APPLI	E RIVER RD	BLACKFOO		040000659	Rear End	Motor Veh	Other
Daylight	Clear	Dry	NOT APPLI	BLACKFOOT ST NW			050002393	Angle	Motor Veh	Passenger
Daylight	Clear	Dry	NOT APPLI	BLACKFOO	COON RAP		050002393	Sideswipe Opposing	Motor Veh	Sport Utilit

DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Westbounc	Turning Lef	28	Female	Apparently	Unknown				Two-Way, I	Traffic Con	45	Straight

DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Northboun	Moving For	22	Male	Apparently	Driver Distracted				Two-Way, I	Traffic Con	45	Straight
Northboun	Moving For	31	Female	Apparently	Swerved or	Other Contributing Action			Two-Way, I	Traffic Con	45	Straight
Westbounc	Moving For	28	Male	Unknown	Unknown				Two-Way, I	Traffic Con	50	Straight
Southboun	Turning Lef	18	Male	Apparently	Unknown				Two-Way, I	Traffic Con	40	Straight
Northboun	Turning Rig	45	Female	Apparently	Failure to Yield Right-of-Way				Two-Way, I	Traffic Con	45	Straight
Southboun	Turning Lef	70	Female	Apparently	No Clear Contributing Action				Two-Way, I	Traffic Con	45	Straight
Westbounc	Moving For	19	Male	Apparently	Ran Red Light				Two-Way, I	Traffic Con	45	Straight
Northboun	Moving For	51	Male	Medical Iss	Unknown				Two-Way, I	Traffic Con	45	Straight
Westbounc	Moving For	45	Male	Apparently	Other Contributing Action				Two-Way, I	No Control	50	Straight
Westbounc	Turning Rig	51	Male	Apparently	No Clear Contributing Action				Two-Way, I	Traffic Con	50	Straight

DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Eastbound	Turning Lef	85	Female	Other	Disregard C	Failed to Keep in Proper Lane			Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For	19	Female	Apparently	Ran Red Light				Two-Way, I	Traffic Con	45	Straight
Southboun	Vehicle Sto	61	Male	Apparently	No Clear Contributing Action				Two-Way, I	Traffic Con	40	Straight
Southboun	Turning Lef	30	Male	Apparently	Ran Red Light				Two-Way, I	Traffic Con	45	Straight

DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Northboun	Moving For	38	Male	Apparently	Unknown				Two-Way, I	Traffic Con	40	Straight

DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Northboun	Moving For	65	Female	Apparently	Unknown				Two-Way, I	Traffic Con	30	Straight
Eastbound	Moving For	69	Male	Medical Iss	Failed to K	Operated Motor Vehicle: Careless			Two-Way, I	Traffic Con	35	Straight
Eastbound	Moving For	21	Female	Apparently	Unknown				Two-Way, I	Traffic Con	30	Straight
Eastbound	Turning Left								Two-Way, I	Traffic Control Signal		
Eastbound	Slowing	43	Female	Apparently	No Clear Contributing Action				Two-Way, I	No Control	30	Straight

Eastbound	Moving For	65	Female	Apparently	No Clear Contributing Action		Two-Way, I	Traffic Con	30	Straight
Northboun	Moving For	25	Male	Apparently	No Clear Contributing Action		Two-Way, I	Traffic Con	30	Straight
Westbounc	Turning Lef	29	Female	Apparently	Failure to Y	Improper Turn/Merge	Two-Way, I	Traffic Con	30	Straight

DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Northboun	Moving For	24	Male	Apparently	No Clear Contributing Action				Two-Way, I	Traffic Con	25	Straight

DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Northboun	Vehicle Sto	72	Female	Apparently	No Clear Contributing Action				Two-Way, I	Traffic Con	30	Curve Right
Eastbound	Turning Lef	46	Male	Apparently	Ran Red Light				Two-Way, I	Traffic Con	30	Curve Left
Northboun	Moving For	24	Male	Asleep or F	Unknown				Two-Way, I	Traffic Con	35	Curve Right
Southboun	Moving For	75	Female	Apparently	No Clear Contributing Action				Two-Way, I	Traffic Con	35	Straight
Southboun	Moving For	71	Female	Medical Iss	No Clear Contributing Action				Two-Way, I	Traffic Con	30	Straight
Southboun	Turning Lef	42	Male	Apparently	Unknown				Two-Way, I	Traffic Con	30	Curve Left

DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Westbounc	Moving For	16	Male	Apparently	No Clear Contributing Action				Two-Way, I	Not Applica	35	Straight
Eastbound	Turning Left								Two-Way, I	Traffic Con	35	Straight
Northboun	Moving For	17	Male	Apparently	No Clear Contributing Action				Two-Way, I	Traffic Con	30	Curve Right
Southboun	Turning Lef	41	Male	Apparently	Failure to Yield Right-of-Way				Two-Way, I	Traffic Con	30	Straight

DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Westbounc	Moving For	36	Male	Apparently	No Clear Contributing Action				Two-Way, I	Traffic Con	50	Straight
Northboun	Making a U	47	Male	Apparently	Failure to Yield Right-of-Way				Two-Way, I	Traffic Con	30	Straight
Westbounc	Moving For	20	Male	Apparently	No Clear Contributing Action				Two-Way, I	Traffic Con	50	Straight
Northboun	Making a U	71	Female	Medical Iss	Operated Motor Vehicle: Careless/Negligent/				Two-Way, I	Traffic Con	15	Straight

GRADEU1	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI
Level	Motor Veh	Passenger	Northboun	Moving For	27	Male	Apparently	Unknown				Two-Way,

GRADEU1	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI
Level	Parked/Sta	Passenger	Northboun	Parked or Entering or Leaving								Two-Way,
Level	Motor Veh	Passenger	Southboun	Turning Lef	41	Male	Apparently	No Clear Contributing Action				Two-Way,
Level	Motor Veh	Sport Utilit	Westbounc	Vehicle Sto	44	Male	Apparently	No Clear Contributing Action				Two-Way,
Level	Pedestrian				23	Male	Apparently	No Improper Action		Walk/Cycle	Intersection - Marked
Level	Motor Veh	Sport Utilit	Northboun	Moving For	35	Female	Apparently	No Clear Contributing Action				Two-Way,
Level	Motor Veh	Sport Utilit	Southboun	Turning Lef	40	Female	Apparently	No Clear Contributing Action				Two-Way,
Level	Motor Veh	Passenger	Northboun	Moving For	64	Male	Apparently	No Clear Contributing Action				Two-Way,
Level	Motor Veh	Pickup	Northboun	Turning Lef	41	Male	Apparently	Unknown				Two-Way,
Level												
Level	Motor Veh	Sport Utilit	Westbounc	Moving For	35	Male	Apparently	Following Too Closely				Two-Way,

GRADEU1	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI
Level	Motor Veh	Passenger	Northboun	Moving For	45	Male	Apparently	No Clear Contributing Action				Two-Way,
Level	Motor Veh	Passenger	Westbounc	Moving For	78	Female	Apparently	No Clear Contributing Action				Two-Way,
Level	Motor Veh	Sport Utilit	Southboun	Moving For	51	Male	Apparently	Unknown				Two-Way,
Level	Motor Veh	Passenger	Northboun	Moving For	42	Male	Unknown	No Clear Contributing Action				Two-Way,

GRADEU1	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI
Level	Bicycle				23	Male	Apparently	Unknown		Walk/Cycle	Intersection - Marked

GRADEU1	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI
Level	Motor Veh	Sport Utilit	Westbounc	Moving For	77	Male	Apparently	Unknown				Two-Way,
Level												
Level	Motor Veh	Passenger	Westbounc	Moving For	17	Female	Apparently	Unknown				Two-Way,
Level	Motor Veh	Passenger	Eastbound	Moving For	18	Female	Apparently	No Clear Contributing Action				Two-Way,
Level	Motor Veh	Passenger	Eastbound	Moving For	25	Male	Apparently	Unknown				Two-Way,

Level	Motor Veh	Sport Utilit	Eastbound	Moving For	53	Male	Apparently	No Clear Contributing Action			Two-Way, I
Level	Motor Veh	Pickup	Eastbound	Moving For	30	Male	Apparently	Failure to Yield Right-of-Way			Two-Way, I
Level	Motor Veh	Sport Utilit	Eastbound	Moving For	55	Male	Apparently	No Clear Contributing Action			Two-Way, I

GRADEU1	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI
Level	Motor Veh	Passenger (	Northboun	Turning Lef	49	Female	Apparently	Ran Red Light				Two-Way, I

GRADEU1	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI
Level	Motor Veh	Passenger (	Northboun	Negotiating	27	Female	Apparently	Unknown				Two-Way, I
Level	Motor Veh	Sport Utilit	Southboun	Moving For	71	Female	Apparently	No Clear Contributing Action				Two-Way, I
Level	Motor Veh	Sport Utilit	Northboun	Moving For	39	Female	Apparently	No Clear Contributing Action				Two-Way, I
Level	Pedestrian				13	Female	Apparently	Failure to Obey Traffic	Going to or	Intersection - Marked (		
Level	Motor Veh	Passenger (	Southboun	Vehicle Sto	35	Male	Apparently	No Clear Contributing Action				Two-Way, I
Level	Motor Veh	Motorcycle	Northboun	Moving For	23	Male	Apparently	Unknown				Two-Way, I

GRADEU1	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI
Level	Motor Veh	Passenger '	Westbounc	Changing L	43	Male	Apparently	Improper Turn/Merge				Two-Way, I
Level	Pedestrian				43	Male	Has Been D	No Improper Action	Walk/Cycle	Intersection - Marked (		
Level	Motor Veh	Passenger (	Northboun	Turning Lef	63	Female	Apparently	Failure to Yield Right-of-Way				Two-Way, I
Level	Motor Veh	Passenger '	Southboun	Moving For	49	Male	Apparently	No Clear Contributing Action				Two-Way, I

GRADEU1	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI
Level	Motor Veh	Passenger (	Eastbound	Moving For	69	Female	Apparently	No Clear Contributing Action				Two-Way, I
Level	Motor Veh	Passenger '	Northboun	Moving For	33	Female	Apparently	No Clear Contributing Action				Two-Way, I
Level	Motor Veh	Sport Utilit	Westbounc	Changing L	48	Female	Apparently	Improper T	Driver Distracted			Two-Way, I
Level	Motor Veh	Pickup	Northboun	Moving For	57	Male	Apparently	No Clear Contributing Action				Two-Way, I

TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU2	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU3	SEXU3	PHYSICALC	CONTRIBFA	CONTRIBFA
Traffic Control Signal		Straight	Level									

TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU2	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU3	SEXU3	PHYSICALC	CONTRIBFA	CONTRIBFA
Traffic Con	45	Straight	Level									
Traffic Con	45	Straight	Level	Motor Veh	Passenger	Southboun	Turning Lef	31	Male	Apparently	Other Contributing Act	
Traffic Con	50	Straight	Level									
Crosswalk												
Traffic Con	45	Straight	Level									
Traffic Con	45	Straight	Level									
Traffic Con	45	Straight	Level	Motor Veh	Sport Utilit	Southboun	Moving For	75	Female	Apparently	No Clear Contributing A	
Traffic Con	45	Straight	Level	Parked/Sta	Sport Utilit	Not on Roa	Parked or Entering or Leaving					
Traffic Con	50	Straight	Level									

TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU2	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU3	SEXU3	PHYSICALC	CONTRIBFA	CONTRIBFA
Traffic Con	40	Straight	Level	Motor Veh	Passenger	Northboun	Moving For	31	Female	Apparently	No Clear Contributing A	
Traffic Con	30	Straight	Level									
Traffic Con	40	Straight	Level									
Traffic Con	45	Straight	Level									

TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU2	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU3	SEXU3	PHYSICALC	CONTRIBFA	CONTRIBFA
Crosswalk												

TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU2	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU3	SEXU3	PHYSICALC	CONTRIBFA	CONTRIBFA
Traffic Con	30	Straight	Level									
Traffic Con	30	Straight	Level									
Traffic Control Signal		Straight	Level									
No Control	30	Straight	Level									

Traffic Con	30	Straight	Level	Motor Veh	Sport Utilit	Eastbound	Moving For	23	Male	Apparently	No Clear Contributing A	
Traffic Con	30	Straight	Level									
Traffic Con	30	Straight	Level	Motor Veh	Passenger (	Westbounc	Moving For	26	Male	Apparently	Following Too Closely	

TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU2	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU3	SEXU3	PHYSICALC	CONTRIBFA	CONTRIBFA
Traffic Con	25	Straight	Level									

TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU2	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU3	SEXU3	PHYSICALC	CONTRIBFA	CONTRIBFA
Traffic Con	30	Curve Righ	Level									
Traffic Con	30	Curve Left	Level									
Traffic Con	35	Curve Righ	Level									
Crosswalk												
Traffic Con	30	Straight	Level									
Traffic Con	30	Curve Righ	Level									

TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU2	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU3	SEXU3	PHYSICALC	CONTRIBFA	CONTRIBFA
Not Applica	35	Straight	Level									
Crosswalk												
Traffic Con	30	Curve Righ	Level									
Traffic Con	30	Straight	Level									

TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU2	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU3	SEXU3	PHYSICALC	CONTRIBFA	CONTRIBFA
Traffic Con	50	Straight	Level									
Traffic Con	30	Straight	Level									
Traffic Con	50	Straight	Level									
Traffic Con	15	Straight	Level									

NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU3	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU4	SEXU4
NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU3	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU4	SEXU4
ion	Two-Way, I	Traffic Con	45	Straight	Level							
Action	Two-Way, I	Traffic Con	45	Straight	Level							
	Other	No Control	45	Straight	Level	Parked/Sta	Passenger	Not on Roa	Parked or Entering or Leaving			
NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU3	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU4	SEXU4
Action	Two-Way, I	Traffic Con	40	Straight	Level							
NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU3	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU4	SEXU4
NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU3	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU4	SEXU4

Action		Two-Way, I	Traffic Con	30	Straight	Level							
		Two-Way, I	Traffic Con	30	Straight	Level							
NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU3	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU4	SEXU4	
NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU3	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU4	SEXU4	
NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU3	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU4	SEXU4	
NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU3	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU4	SEXU4	

PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										477455.8	4997567	45.13122

PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										477483.1	4996772	45.12407
										477479.3	4996788	45.12421
										477476.1	4996801	45.12433
										477459.9	4996800	45.12432
										477476	4996801	45.12433
										477457.7	4996808	45.12439
										477473.1	4996813	45.12443
		Other				No Controls		Straight	Level	477469.5	4996803	45.12435
										477478.7	4996805	45.12436
										477479.4	4996805	45.12436

PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										478023.67(	4995367.8	45.11145
										478004.79(	4995374.4(	45.11151
										478012.83	4995373.9	45.1115
										478021.41(	4995373.3	45.1115

PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										478579.99	4994514.9	45.10379

PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										469872.46(	5005013.7	45.19797
										469874.21	5005002.3	45.19787
										469872.20	5005007.0	45.19791
										469872.05	5005015.9	45.19799
										469839.57(	5005004.8	45.19789

											469867.45	5005002.8	45.19787
											469870.34	5005002.5	45.19787
											469870.90	5005002.5	45.19787
PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE	
										469867.01	5004395.8	45.19241	
PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE	
										469876.84	5004189.8	45.19056	
										469873.79	5004195.6	45.19061	
										469873.50	5004197.9	45.19063	
										469873.53	5004197.7	45.19063	
										469873.29	5004199.6	45.19065	
										469880.78	5004194.7	45.1906	
PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE	
										470251.64	5003884.2	45.18782	
										470242.36	5003889.3	45.18787	
										470240.39	5003893.0	45.1879	
										470240.39	5003893.6	45.18791	
PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE	
										471102.28	5003429.3	45.18376	
										471099.91	5003430.5	45.18377	
										471102.10	5003430.1	45.18377	
										471101.93	5003429.5	45.18376	

LONGITUD	CRASH_DA	STATUS	STATUS_N(	AGENCY_O	AGENCY_O	NARRATIVE
-93.2867	########	Accepted	Reportable	Coon Rapic	Police	DRIVER #1

LONGITUD	CRASH_DA	STATUS	STATUS_N(	AGENCY_O	AGENCY_O	NARRATIVE
-93.2863	########	Accepted	Reportable	Coon Rapic	Police	UNIT 1
-93.2864	########	Accepted	Reportable	Coon Rapic	Police	***THIS
-93.2864	########	Accepted	Reportable	Coon Rapic	Police	DISPATCH
-93.2866	########	Accepted	Reportable	Coon Rapic	Police	UNIT 1
-93.2864	########	Accepted	Reportable	Coon Rapic	Police	DRIVER
-93.2866	########	Accepted	Reportable	Coon Rapic	Police	SOUTHBO
-93.2864	########	Accepted	Reportable	Coon Rapic	Police	UNIT 1 WAS WESTBOUND 85TH AVE NW APPROACHING EAST RIVER ROAD NW.
-93.2865	########	Accepted	Reportable	Coon Rapic	Police	U1 SAID
-93.2864	########	Accepted	Reportable	Coon Rapic	Police	UNIT 1 HAD STALLED OUT AND WOULD NOT CORRECTLY OPERATE. DRIVER 1 WA
-93.2864	########	Accepted	Reportable	Coon Rapic	Police	I WAS

LONGITUD	CRASH_DA	STATUS	STATUS_N(	AGENCY_O	AGENCY_O	NARRATIVE
-93.2794	########	Accepted	Reportable	Fridley Poli	Police	The
-93.2796	########	Accepted	Reportable	Fridley Poli	Police	On
-93.2795	########	Accepted	Reportable	Fridley Poli	Police	On
-93.2794	########	Accepted	Reportable	Fridley Poli	Police	On

LONGITUD	CRASH_DA	STATUS	STATUS_N(	AGENCY_O	AGENCY_O	NARRATIVE
-93.2723	########	Accepted	Reportable	Fridley Poli	Police	A white

LONGITUD	CRASH_DA	STATUS	STATUS_N(	AGENCY_O	AGENCY_O	NARRATIVE
-93.3836	########	Accepted	Reportable	Anoka Poli(	Police	Vehicle #1 was traveling northbound on 5th Ave crossing Main St, she stated she
-93.3836	########	Accepted	Reportable	Anoka Poli(	Police	UNIT 1 WAS EASTBOUND ON THE 400 BLOCK OF EAST MAIN ST IN LANE 1. IT SW
-93.3836	########	Accepted	Reportable	Anoka Poli(	Police	ED TO THE
-93.3836	########	Accepted	Reportable	Anoka Poli(	Police	was
-93.384	########	Accepted	Reportable	Anoka Poli(	Police	UNIT 1 TRAVELLING EASTBOUND ON EAST MAIN ST. APPROACHING 5TH AVE. IN

-93.3836	########	Accepted	Reportable	Anoka Poli	Police	OFFICER DISPATCHED TO LOCATION FOR SQUAD INVOLVED ACCIDENT. THE ACC
-93.3836	########	Accepted	Reportable	Anoka Poli	Police	UNIT 1 NORTH ON 5 AVE ENTERING THE INTERSECTION AT E MAIN ST FOR A GRE
-93.3836	########	Accepted	Reportable	Anoka Poli	Police	DISPATCH

LONGITUD	CRASH_DA	STATUS	STATUS_N	AGENCY_O	AGENCY_O	NARRATIVE
-93.3836	########	Accepted	Reportable	Anoka Poli	Police	UNIT 1 WAS NORTH BOUND ON 5TH AVENUE. UNIT 2 WAS WEST BOUND ON BR

LONGITUD	CRASH_DA	STATUS	STATUS_N	AGENCY_O	AGENCY_O	NARRATIVE
-93.3835	########	Accepted	Reportable	Anoka Poli	Police	VEHICLE 1 WAS STOPPED FOR A RED LIGHT. VEHICLE 2 ATTEMPTED TO STOP ANI
-93.3835	########	Accepted	Reportable	Anoka Poli	Police	I WAS RUNNING STATIONARY RADAR IN THE 1500-BLK OF 5TH AVE WHEN I WAS
-93.3835	########	Accepted	Reportable	Anoka Poli	Police	dr 2 stated she was southbound on 5th ave and that veh 1 began to drift into he
-93.3835	########	Accepted	Reportable	Anoka Poli	Police	ANOKA COUNTY DEPUTY CAME UPON A CAR VS PEDESTRIAN INJURY CRASH AT T
-93.3835	########	Accepted	Reportable	Anoka Poli	Police	05/19/20
-93.3834	########	Accepted	Reportable	Anoka Poli	Police	PERSONAL INJURY CRASH MOTORCYCLE VS MOTOR VEHICLE AT THE ABOVE LOC

LONGITUD	CRASH_DA	STATUS	STATUS_N	AGENCY_O	AGENCY_O	NARRATIVE
-93.3787	########	Accepted	Reportable	Anoka Poli	Police	UNIT 1 WAS WESTBOUND ON THE 700 BLOCK OF EAST RIVER RD IN LANE 2. UNI
-93.3788	########	Accepted	Reportable	Anoka Poli	Police	OFFICER DISPATCHED TO THE LOCATION FOR A MALE WHO STATED HE WAS HIT
-93.3788	########	Accepted	Reportable	Anoka Poli	Police	UNIT 1 WAS TRAVELING NORTHBOUND ON 7TH AVENUE AND WAS GOING THRO
-93.3788	########	Accepted	Reportable	Anoka Poli	Police	OFFICER WAS DISPATCHED TO THE LOCATION ON A PROPERTY DAMAGE ACCIDE

LONGITUD	CRASH_DA	STATUS	STATUS_N	AGENCY_O	AGENCY_O	NARRATIVE
-93.3678	########	Accepted	Reportable	Coon Rapic	Police	DISPATCH
-93.3679	########	Accepted	Reportable	Coon Rapic	Police	conductin
-93.3678	########	Accepted	Reportable	Coon Rapic	Police	WAS
-93.3678	########	Accepted	Reportable	Coon Rapic	Police	RESPOND

UNIT 2 WAS NORTHBOUND EAST RIVER ROAD NW APPROACHING 85 AVE NW. UNIT 3 WAS SOUTHBOUND EAST RIVER ROAD NW APPROACHING 85 A

AS BEING PULLED BY ANOTHER VEHICLE USING A TOW ROPE TRAVELING WESTBOUND ON 85TH AVE NW. AS UNIT 1 AND DRIVER 1 WERE COMING UP

e had a green light, when she struck Vehicle #2. Vehicle #2 traveling westbound on Main St crossing 5th Ave when it collided with Vehicle #1, he state
VERVED OVER LANE 2, ONTO THE RIGHT SIDEWALK, AND STRUCK A FIRE HYDRANT, SMALL TREE, LIGHT POLE, GARBAGE CAN, AND THEN A TRAFFIC LIC

LEFT LANE. UNIT 1 STOPPED FOR STOPPED TRAFFIC IN FRONT OF IT WHEN UNIT 2 REAR ENDED UNIT 1. SPOKE WITH DRIVER OF UNIT 2 WHO STATED

IDENT OCCURRED IN THE RIGHT LANE, EAST BOUND ON EAST MAIN ST, AT THE 5TH AVE INTERSECTION. UNIT 1 (SCHOOL BUS) REAR ENDED UNIT 2 (A
EEN LIGHT. UNIT 2 EAST ON MAIN ST ENTERING THE 5 AVE INTERSECTION AGAINST A RED LIGHT STRIKING THE LEFT SIDE OF UNIT 1.

ISBIN STREET AND PROCEEDED OUT ON THE 5TH AVENUE AGAINST A RED LIGHT, COLLIDING WITH UNIT 1. THE INCIDENT WAS OBSERVED BY A NORT

D STARTED TO SLIDE BASED OFF ROAD CONDITIONS AND SLID INTO UNIT 1. SEE NARRATIVE FOR FULL REPORT.
S NOTIFIED OF A CRASH THAT HAD JUST OCCURRED AT THIS INTERSECTION. I ARRIVED AND OBSERVED A VEHICLE IN THE INTERSECTION DISPLAYING I
r lane and hit her head on. dr 1 stated he does not know what happened. he does not remember what happened. veh 2 was spun almost a 180 deg
THIS INTERSECTION. SHORTLY AFTER HE ADVISED THE PEDESTRIAN HAD MINOR INJURIES AND SLOWED OTHERS RESPONDING TO ROUTINE. UPON AR

CATION. OFFICERS ARRIVED WITH ALLINA AND MADE CONTACT WITH THE MOTORCYCLE DRIVER FORSYTH WHO HAD A LEG INJURY. FORSYTH STATED

IT 2 WAS IN THE SAME LOCATION BUT IN LANE 1. UNIT 2 TRIED CHANGING LANES AND DID NOT NOTICE UNIT 1 IN THE LANE TO THE RIGHT. UNIT 2 T
BY A VEHICLE. OFFICER ARRIVED AND SPOKE TO UNIT 2 IN THE REAR OF THE AMBULANCE. UNIT 2 STATED THAT HE WAS CROSSING THE CROSS WALK
OUGH THE INTERSECTION OF EAST RIVER ROAD. UNIT 2 WAS SOUTHBOUND AND WAS TURNING LEFT ONTO EAST RIVER ROAD. UNIT 2 DID NOT YIELD
ENT. OFFICER SPOKE WITH DRIVER OF VEHICLE 1 AND 2. BOTH DRIVERS ADMITTED TO HAVING A GREEN LIGHT AT THE INTERSECTION. DRIVER 1 WAS

AVE NW. THE DRIVER OF UNIT 2 AND UNIT 3 SAID UNIT 1 RAN THE RED LIGHT CAUSING UNIT 2 TO STRIKE UNIT 1 ON THE DRIVERS SIDE OF THE VEHICL

TO EAST RIVER ROAD, DRIVER 1 WAS UNABLE TO KEEP THE BIKE UP AND FELL ON THE LEFT SIDE OF UNIT 1. DRIVER 1 STATED HE WAS HOLDING A TC

d that he was going thru a yellow light. No witnesses came forward to corroborate either claim.
GHT HEAD-ON. WITNESSES THOUGHT THE DRIVER WAS HAVING A MEDICAL EMERGENCY. SEVERAL AIRBAGS WERE DEPLOYED. THE DRIVER REGAINE

THE BRAKES ON UNIT 2 DID NOT OPERATE PROPERLY WHEN HE WAS TRYING TO STOP. THERE WAS A THIRD PARTY IN UNIT 2 ONLY IDENTIFIED AS ISA

.UH093), AND UNIT 2 REAR ENDED UNIT 3 (SQUAD). UNIT 3 WAS A MARKED SECURITY UNIT SQUAD FOR ANOKA POLICE DEPARTMENT. THE SQUAD W

H AMBULANCE CREW. NO CITATIONS ISSUED.

MN PLATE BEX074. I MADE CONTACT WITH THE DRIVER WHO I LATER IDENTIFIED AS MARANA. HE ADVISED ME THAT HE WAS COMING NORTH ON 5
ree turn
.RIVAL I LEARNED THAT BAUMANN WAS IN MN LICENSE CRC201 AND IN THE RIGHT OR OUTSIDE LANE SOUTH ON 5TH AVE. THE LIGHT FOR HER HAD J

THAT HE WAS DRIVING MN TEMP TAG 01216759, NORTHBOUND ON 5TH AVE WHEN A VEHICLE THAT WAS GOING SOUTHBOUND ATTEMPTED TO TA

"HEN SIDESWIPED UNIT 1. BOTH VEHICLES HAD MINOR DAMAGE. NO INJURIES. NEITHER VEHICLE WAS TOWED. NO CITATIONS.
(I HIS MOBILITY CHAIR AND WAS HIT BY A NEWER MODEL BLUE LONG BED CHEVROLET SILVERADO. UNIT 2 STATED THAT HE DID NOT SEE THE LICENC
 TO UNIT 1 AND COLLIDED INTO THE SIDE OF UNIT 1. THE INTERSECTION IS MARKED WITH A SIGN THAT STATES "ON GREEN MUST YIELD TURNING LE
TRAVELING SB ON 7 AVE ATTEMPTING TO MAKE A LEFT HAND TURN TO GO EB ON EAST RIVER RD. DRIVER 2 WAS TRAVELING NB 7 AVE SOUTH OF TH

LE. AFTER BEING STRUCK UNIT 1 SPUN OUT AND STRUCK UNIT 3 IN THE DRIVERS SIDE REAR QUARTER PANEL. UNIT 1 HAD DAMAGE TO THE DRIVER SI

OW ROPE. WHEN DRIVER 1 HIT THE GROUND HE STATED HE HAD PAIN IN HIS LEFT SIDE/HIP AREA. DRIVER 1 STATED HE WOULD NOT LIKE TO BE BROU

ED CONSCIOUSNESS AND WAS TRANSPORTED BY AN AMBULANCE. THE TRUCK SUSTAINED MASSIVE FRONT-END DAMAGE AND WAS TOWED TO NORT

AIAH HILL BORN IN 2000. UNIT 2 TOWED FROM THE SCENE. PARTIES UNABLE TO EXCHANGE INFORMATION ON SCENE BECAUSE OF TRAFFIC CONCERN

/AS DRIVEN BY SECURITY OFFICER SCHLESIGER. OFFICER WAS INFORMED THAT THE TRAFFIC LIGHT JUST TURNED GREEN, AND VEHICLES WERE SLOWL

5TH AVE AND FOLLOWED A VEHICLE EAST ON MILITARY RD THROUGH WHAT HE THOUGHT WAS A GREEN LIGHT AT THIS INTERSECTION. MR. MARAN/

UST CHANGED TO GREEN AND SHE JUST STARTED OUT MOVING FORWARD AND STRUCK THE PEDESTRIAN. THE PEDESTRIAN VANG WAS JUST STARTI

AKE A LEFT TURN ON SOUTH ST AND HIT HIM. AFTERWARDS, OFFICERS SPOKE WITH THE OTHER PARTY INVOLVED MODEEN DRIVING MC LIC HTM342 '

CE PLATE OF THE TRUCK. UNIT 2 STATED THAT HE WAS SEEING FUNNY COLORS AND WAS TRANSPORTED BY ALLINA AND RELEASED A SHORT TIME LAT
FT". PASSENGER OF UNIT 1 WAS TAKEN TO THE HOSPITAL COMPLAINING OF HEAD, NECK AND SHOULDER PAIN.
E INTERSECTION ATTEMPTING TO CONTINUE NB THROUGH THE INTERSECTION. DRIVER 1 FAILED TO YIELD TO THE RIGHT OF WAY CAUSING THE COLL

DE DOORS AND WAS TOWED TO NORTH STAR TOWING. UNIT 2 HAD DAMAGE TO THE FRONT END AND IT WAS TOWED TO NORTH STAR TOWING. UN

JGHT TO THE HOSPITAL, BUT WOULD SELF TRANSPORT.

TH STAR. THIS APPEARED TO BE A MEDICAL ISSUE SO NO CITATION WAS ISSUED.

NS.

.Y MOVING FORWARD. SCHOOL BUS DRIVER, HALL STATED THAT SHE APPLIED THE BRAKES BUT COULD NOT COME TO A COMPLETE STOP. OFFICER OE

A WAS COMPLAINING OF HIP PAIN BUT AFTER THE AMBULANCE ARRIVED HE REFUSED MEDICAL ATTENTION. THE OTHER VEHICLE WAS DISPLAYING

NG TO CROSS FROM THE WEST SIDE OF THE INTERSECTION TO THE EAST SIDE WITH SOME OTHER JUVENILE FRIENDS. SOMEONE SAID "WE BETTER HU

WHO REPORTED THE SAME INCIDENT. MODEEN STATED THAT HE DIDN'T SEE THE MOTORCYCLE AS HE WAS MAKING A LEFT TURN ONTO SOUTH ST. F

TER. UNIT 2 ADMITTED THAT HE WAS INTOXICATED. NO DRIVER INFORMATION OR VEHICLE INFORMATION FROM UNIT 1. PENDING CHARGES FOR UN

.ISION. DRIVER 1 REPORTED A POSSIBLE INJURY. NO OTHER INJURIES REPORTED. DRIVER 1 WAS ISSUED CITATION. SEE BWC OR SUPPLEMENT FOR FUF

NIT 3 HAD DAMAGE TO THE DRIVERS SIDE QUARTER PANEL AND WAS ABLE TO DRIVE AWAY FROM THE SCENE. NO INJURIES.

3SERVED MODERATE DAMAGE, AND NO VEHICLES WERE TOWED.

PLATE 023XPZ AND WAS DRIVEN BY WHITE. SHE STATED SHE WAS SOUTHBOUND ON 5TH AVE WITH A GREEN LIGHT AT THE INTERSECTION WHEN TH

JRRY." THE WITNESS WETZEL STATED THE LIGHT FOR BAUMANN AND SOUTHBOUND TRAFFIC WAS GREEN. WETZEL ALSO STATED IT WAS A VERY SLO

:ORSYTH WAS THEN TRANSPORTED TO MERCY HOSPITAL BY ALLINA.

JIT 1 IF DRIVER IS IDENTIFIED.

RTHER.

HE OTHER VEHICLE PULLED OUT IN FRONT OF HER.

W-SPEED COLLISION. VANG WAS REPORTING AN INJURED LEFT ANKLE. VANG ALSO STRUCK AND BROKE THE PASSENGER-SIDE MIRROR ON BAUMANN

N'S VEHICLE. VANG WAS TRANSPORTED TO MERCY HOSPITAL BY ALLINA PARAMEDICS.

Number	Location	Recommended Signal Work
1	CSAH 1 and CSAH 14 (Main Street)	Full Signal Reconstruction
2	CSAH 1 and Brisbin Street	Full Signal Reconstruction
3	CSAH 1 and South Street	Full Signal Reconstruction
4	CSAH 1 and 7th Avenue	Full Signal Reconstruction
5	CSAH 1 and Blackfoot Street	Signal Retrofit

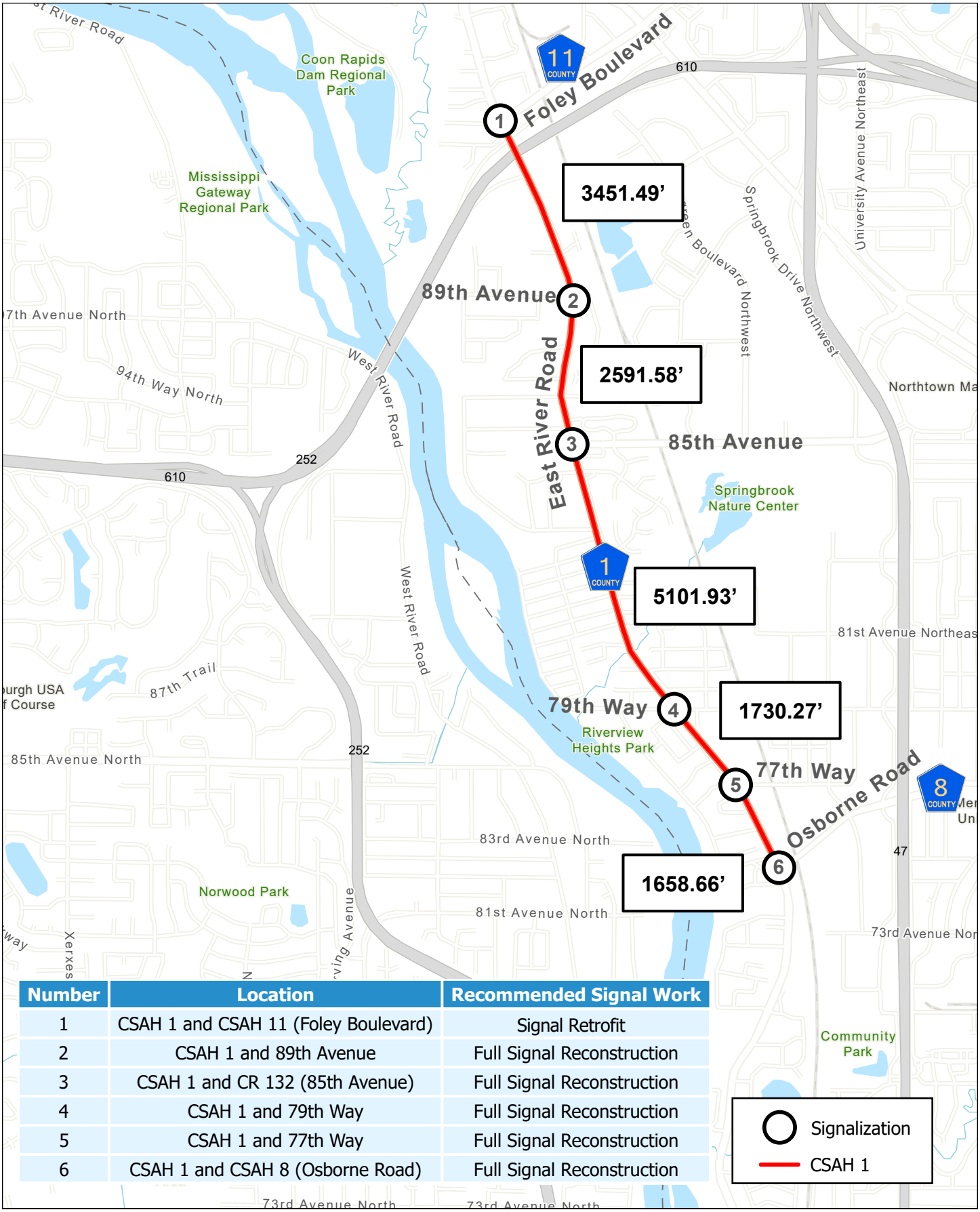
Signalization
CSAH 1

0 0.5 1 Miles

Northern CSAH 1 Segment - CSAH 14 to Blackfoot Street

CSAH 1 Fiber Installation and Signal Replacement

Anoka County



Number	Location	Recommended Signal Work
1	CSAH 1 and CSAH 11 (Foley Boulevard)	Signal Retrofit
2	CSAH 1 and 89th Avenue	Full Signal Reconstruction
3	CSAH 1 and CR 132 (85th Avenue)	Full Signal Reconstruction
4	CSAH 1 and 79th Way	Full Signal Reconstruction
5	CSAH 1 and 77th Way	Full Signal Reconstruction
6	CSAH 1 and CSAH 8 (Osborne Road)	Full Signal Reconstruction

Southern CSAH 1 Segment - CSAH 11 to Osborne Road

CSAH 1 Fiber Installation and Signal Replacement

Anoka County

0 0.5 1 Miles

ANOKA
REAL. CLASSIC.

Public Services – Engineering

December 1, 2023

Mr. Jim Hovland, Chair
Metropolitan Council, Transportation Advisory Board
390 North Robert Street
St. Paul, MN 55101

Subject: Letter of Support for Traffic Control Improvements on 5th Avenue and East River Road in Anoka.

Dear Mr. Hovland and Board Members;

The City of Anoka would like to extend our support on Anoka County's regional solicitation application for Federal Highway Administration (FHWA) funding to install fiber optic cable communication lines and perform traffic signal timing improvements along 5th Avenue and East River Road within the City of Anoka.

Currently, there are traffic signals located along 5th Avenue and East River Road at multiple intersections located within the City of Anoka. The proposed project will provide improved mobility, increased safety and address transportation deficiencies through the corridor. Additionally, the project will decrease greenhouse gas emissions from vehicles unnecessarily stopped at traffic signals and significantly reduce overall travel times.

Anoka appreciates the opportunity and supports Anoka County in its application for this important funding.

Sincerely,

Ben Nelson | Assisant City Engineer

cc: Joe MacPherson, County Engineer
Jerry Auge, Assistant County Engineer
Sean Thiel, Senior Manager – Traffic Engineering and Signals
Jack Forslund, Anoka County Transportation Planner

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

November 27, 2023

Mr. Jim Hovland, Chair
Metropolitan Council, Transportation Advisory Board
390 North Robert Street
St. Paul, MN 55101

Subject: Letter of Support for Traffic Control Improvements on East River Rd in Coon Rapids

Dear Mr. Hovland and Board Members;

We support the Anoka County application for Federal Highway Administration (FHWA) funding to install fiber optic cable communication lines and perform traffic signal timing improvements along East River Road within the City of Coon Rapids.

Currently, there are multiple traffic signals located along East River Road at the intersections of 84th Avenue, 85th Avenue, and 89th Avenue within the City of Coon Rapids. The proposed project will provide improved travel mobility and safety through the corridor. Additionally, the project will help lessen greenhouse gas emissions from vehicles unnecessarily stopped at traffic signals and significantly reduce overall travel times. We strongly support Anoka County in its application for this important funding.

Sincerely,

Tim Himmer
Public Works Director

cc: Joe MacPherson, County Engineer
Jerry Auge, Assistant County Engineer
Jack Forslund, Anoka County Transportation Planner
Mark Hansen, Coon Rapids City Engineer

Fridley Civic Campus
7071 University Ave N.E. Fridley, MN 55432
763-571-3450 | FAX: 763-571-1287 | FridleyMN.gov

December 8, 2023 PW23-091

Mr. Jim Hovland, Chair
Metropolitan Council, Transportation Advisory Board
390 North Robert Street
St. Paul, MN 55101

RE: Letter of Support for Traffic Control Improvements on East River Rd in Fridley

Dear Mr. Hovland and Board Members:

The City of Fridley is in full support of the Anoka County application for Federal Highway Administration (FHWA) funding to install fiber optic cable communication lines and perform traffic signal timing improvements along East River Road within the City of Fridley.

East River Road is an important corridor for the City of Fridley, serving our institutions, residents, commerce, and employees in the western half of the city. It is also the westernmost north-south roadway continuous through the entire community. We feel strongly that this project is not only an enhancement to the local and regional transportation system, but also an essential safety project for the well-being of the residents, students, workers, visitors, and travelers in northern Fridley and Coon Rapids. The current interchange is inadequate insofar as access, leading to out of the way trip routing for commercial and personal traffic, and potentially critical delays in emergency vehicle access.

Currently, there are traffic signals located along East River Road at multiple intersections located within the City of Fridley. The proposed project will provide improved travel mobility and safety through the corridor. Additionally, the project will help lessen greenhouse gas emissions from vehicles unnecessarily stopped at traffic signals and significantly reduce overall travel times. We strongly support Anoka County in its application for this important funding.

Best regards,

James Kosluchar, PE
Public Works Director/City Engineer

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: December 1, 2023 **RESOLUTION #2023-134**

OFFERED BY COMMISSIONER: Meisner

AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION FOR CSAH 1 TRAFFIC MANAGEMENT TECHNOLOGY IMPROVEMENTS

WHEREAS, CSAH 1 (East River Road), an "A-Minor" Reliever/Expander Arterial, is a vital transportation corridor utilized by thousands of travelers each day; and,

WHEREAS, Anoka County and the Cities of Anoka, Coon Rapids, Fridley, and Columbia Heights have identified the need to improve travel mobility and safety within and throughout the CSAH 1 corridor; and,

WHEREAS, existing traffic volumes on CSAH 1 have been increasing and are projected to continue to increase; and,

WHEREAS, proposed traffic management technology improvements (Fiber Connectivity, Traffic Signal Improvements, Accessible Pedestrian Signal) to the CSAH 1 corridor 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 CSAH 1 in the cities of Anoka, Coon Rapids, Fridley, and Columbia Heights; 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 Traffic Management Technologies category, to receive federal transportation funds to make traffic management technology improvements to CSAH 1 in the cities of Anoka, Coon Rapids, Fridley, and Columbia Heights.

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	