



Application

17072 - 2022 Roadway Expansion

17523 - f. CSAH 12 (109th Avenue) Expansion to a 4-lane divided roadway with turn-lanes from Radisson to Lexington in Blaine

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 04/14/2022 2:01 PM

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## Primary Contact

Name:\*

Mr. Jack L Forslund  
Pronouns First Name Middle Name Last Name

Title:

Transportation Planner

Department:

Anoka County Transportation Division

Email:

jack.forslund@co.anoka.mn.us

Address:

1440 Bunker Lake Boulevard NW

\*

Andover Minnesota 55304-4005  
City State/Province Postal Code/Zip

Phone:\*

763-324-3179  
Phone Ext.

Fax:

763-324-3020

What Grant Programs are you most interested in?

Regional Solicitation - Roadways Including Multimodal Elements

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## Organization Information

Name:	ANOKA COUNTY		
Jurisdictional Agency (if different):			
Organization Type:	County Government		
Organization Website:			
Address:	1440 BUNKER LAKE BLVD		
*	ANDOVER	Minnesota	55304
	City	State/Province	Postal Code/Zip
County:	Anoka		
Phone:*	763-324-3100		
		Ext.	
Fax:	763-324-3020		
PeopleSoft Vendor Number	0000003633A15		

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## Project Information

Project Name	Anoka CSAH 12 (109th Avenue NE) Expansion Project
Primary County where the Project is Located	Anoka
Cities or Townships where the Project is Located:	Blaine
Jurisdictional Agency (If Different than the Applicant):	



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

The project will reconstruct a 2.3-mile section of CSAH 12 (109th Avenue NE) from CSAH 52 (Radisson Road NE) to CSAH 17 (Lexington Avenue NE) as a four-lane divided roadway in the City of Blaine. CSAH 12, an A Minor Arterial Expander, is currently a two-lane undivided roadway that has experienced substantial traffic growth in recent years and needs expansion to a four-lane divided roadway with intersection access modifications. The improved section would match that which currently exists to the west of the project, effectively eliminating a traffic bottleneck. Non-motorized accommodations in the project area are non-existent. The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 12 and a continuous 10-foot ADA-compliant multi-use trail on the south side. The entire length of the project is located along a Tier 2 RBTN alignment. Separated facilities will ensure that CSAH 12's multimodal function, safety and person-throughput are enhanced. The project will also upgrade all signalized intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA pedestrian ramps will also be included at non-signalized intersections.

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

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

CSAH 12 (109TH AVE NE) FROM CSAH 52 (RADISSON RD NE) TO CSAH 17 (LEXINGTON AVE NE) IN BLAINE;  
EXPAND ROADWAY, CURB AND GUTTER,  
CHANNELIZATION, STORM SEWER, TURN LANES, TRAIL,  
SIDEWALK AND LIGHTING.

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

**Project Length (Miles)**

2.3

*to the nearest one-tenth of a mile*

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## 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** \$10,000,000.00

**Match Amount** \$5,260,000.00

*Minimum of 20% of project total*

**Project Total** \$15,260,000.00

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

**Match Percentage** 34.47%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds** Anoka County

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

### Preferred Program Year

**Select one:** 2026

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

**Additional Program Years:** 2025

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

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## Project Information-Roadways

**County, City, or Lead Agency** Anoka County

**Functional Class of Road** A Minor Arterial Expander

**Road System** CSAH

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

**Road/Route No.** 12

*i.e., 53 for CSAH 53*

**Name of Road** 109th Avenue NE

*Example; 1st ST., MAIN AVE*

**Zip Code where Majority of Work is Being Performed** 55449

**(Approximate) Begin Construction Date** 03/01/2026

**(Approximate) End Construction Date** 11/30/2026

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

**From:**  
**(Intersection or Address)** CSAH 52 (Radisson Road NE)

**To:**  
**(Intersection or Address)** CSAH 17 (Lexington Avenue NE)

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At**

Miles of Sidewalk (nearest 0.1 miles)	2.3
Miles of Trail (nearest 0.1 miles)	2.3
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	2.3

**Primary Types of Work**

ROADWAY RECONSTRUCTION INCLUDING GRADING, AGGREGATE BASE, BITUMINOUS BASE, BITUMINOUS SURFACE, CURB AND GUTTER, RAISED MEDIAN, STORM SEWER, LIGHTING,

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

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## Requirements - All Projects

### All Projects

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

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

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

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

- Goal A: Transportation System Stewardship, Objectives A & B, Strategies A1 & A2 (pages 2.2 & 2.3)
- Goal B: Safety and Security, Objectives A & B, Strategies B1 & B6 (pages 2.5 & 2.8)
- Goal C: Access to Destinations, Objectives A, B, D & E, Strategies C1, C2, C9, C15, C16 & C17 (pages 2.10, 2.11, 2.17, 2.18, 2.22, 2.23 & 2.24)
- Goal D: Competitive Economy, Objectives A, B & C, Strategies D3 (pages 2.27 & 2.28)
- Goal E: Healthy and Equitable Communities, Objectives A, B, C & D, Strategies E1, E2, E3, E4, E5, E6 & E7 (pages 2.30, 2.31, 2.32, 2.33 & 2.34)

*Limit 2,800 characters, approximately 400 words*

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

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

- Anoka County 2040 Transportation Plan Update (November 2019): Pages 42, 43, I-2 and H-4 (See Attachment)
- Anoka County Highway System ADA Transition Plan (March 2018): Appendix B (See Attachment)
- Draft Blaine 2040 Comprehensive Plan: Pages 147, 152, 172, 179, 182, 185, 186, 187, 188 and 189 (See Attachment)

*Limit 2,800 characters, approximately 400 words*

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

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

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

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

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

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2022 funding cycle).

**Strategic Capacity (Roadway Expansion):** \$1,000,000 to \$10,000,000

**Roadway Reconstruction/Modernization:** \$1,000,000 to \$7,000,000

**Traffic Management Technologies (Roadway System Management):** \$500,000 to \$3,500,000

**Spot Mobility and Safety:** \$1,000,000 to \$3,500,000

**Bridges Rehabilitation/Replacement:** \$1,000,000 to \$7,000,000

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

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

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

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

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

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

**Date plan completed:** 03/01/2018

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

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

*Upload as PDF*

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

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

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

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

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

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

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

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

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

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

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## Roadways Including Multimodal Elements

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

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

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

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

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

### Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

*3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using 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 bridge clear span must exceed 20 feet.*

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

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

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

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

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

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

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## Requirements - Roadways Including Multimodal Elements

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$590,000.00
Removals (approx. 5% of total cost)	\$400,000.00
Roadway (grading, borrow, etc.)	\$2,030,000.00
Roadway (aggregates and paving)	\$3,500,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$1,580,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$1,820,000.00
Traffic Control	\$590,000.00
Striping	\$200,000.00
Signing	\$200,000.00
Lighting	\$400,000.00
Turf - Erosion & Landscaping	\$400,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$2,340,000.00
Other Roadway Elements	\$400,000.00
<b>Totals</b>	<b>\$14,450,000.00</b>

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### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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Path/Trail Construction	\$580,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$230,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$810,000.00</b>

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## 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
<b>Totals</b>	<b>\$0.00</b>

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## 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

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## Totals



<b>Total Cost</b>	\$15,260,000.00
<b>Construction Cost Total</b>	\$15,260,000.00
<b>Transit Operating Cost Total</b>	\$0.00

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## Congestion within Project Area:

*The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.*

<b>Free-Flow Travel Speed:</b>	47
<b>Peak Hour Travel Speed:</b>	36
<b>Percentage Decrease in Travel Speed in Peak Hour compared to Free-Flow:</b>	23.4%
<b>Upload Level of Congestion map:</b>	1649872259605_AnokaCSAH12_LvlOfCongestionMap_April2022.pdf

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## Congestion on adjacent Parallel Routes:

<b>Adjacent Parallel Corridor</b>	CSAH 14 (125th Avenue NE)
<b>Adjacent Parallel Corridor Start and End Points:</b>	
<b>Start Point:</b>	CSAH 52 (Radisson Road NE)
<b>End Point:</b>	CSAH 17 (Lexington Avenue NE)
<b>Free-Flow Travel Speed:</b>	49
<i>The Free-Flow Travel Speed is black number.</i>	
<b>Peak Hour Travel Speed:</b>	37
<i>The Peak Hour Travel Speed is red number.</i>	
<b>Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:</b>	24.49%
<b>Upload Level of Congestion Map:</b>	1649872259605_AnokaCSAH12_LvlOfCongestionMap_April2022.pdf

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## Principal Arterial Intersection Conversion Study:

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

*(80 Points)*

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

*(60 Points)*

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

(50 Points)

**Proposed interchange project that reduces delay at a Medium Priority Intersection:**

(40 Points)

**Proposed interchange project that reduces delay at a Low Priority Intersection:**

(0 Points)

**Not listed as a priority in the study:** Yes

(0 Points)

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

**Existing Employment within 1 Mile:** 3427

**Existing Manufacturing/Distribution-Related Employment within 1 Mile:** 1485

**Existing Post-Secondary Students within 1 Mile:** 0

**Upload Map** 1649872351518\_AnokaCSAH12\_RegnIEconomyMap\_April2022.pdf

*Please upload attachment in PDF form.*

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## Measure C: Current Heavy Commercial Traffic

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

**Along Tier 1:**

**Miles:** 0

*(to the nearest 0.1 miles)*

**Along Tier 2:**

**Miles:** 0

*(to the nearest 0.1 miles)*

**Along Tier 3:**

**Miles:** 0

*(to the nearest 0.1 miles)*

**The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:** Yes

**None of the tiers:**

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## Measure A: Current Daily Person Throughput

**Location** West of CSAH 17 (Lexington Avenue NE)

**Current AADT Volume** 8000

**Existing Transit Routes on the Project**

N/A

*For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).*

**Upload Transit Connections Map**

1649872437044\_AnokaCSAH12\_TransitConnectnsMap\_April2022.pdf

*Please upload attachment in PDF form.*

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**Response: Current Daily Person Throughput****Average Annual Daily Transit Ridership**

0

**Current Daily Person Throughput**

10400.0

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**Measure B: 2040 Forecast ADT**

**Use Metropolitan Council model to determine forecast (2040) ADT volume** Yes

**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**

**Forecast (2040) ADT volume**

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**Measure A: Engagement**

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

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

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

The percentage of residents of color (BIPOC) within the project area is greater than the County average (18% vs 16.2%). The percentage of residents younger than 17 within the project area is greater than the County average (32% vs 23.7%). The percentage of residents older than 65 within the project area is roughly the same as the County average (14% vs 14.5%). The County has a slightly higher percentage of residents with low-income than the project area average (7.1% vs 6%). See attached EJSCREEN 2015-2019 ACS Estimates Summary Report for details.

**Response:**

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity (Virtual Open House) for the CSAH 12 (109th Avenue NE) Expansion Project from March 24-April 8, 2022. The website and open house were advertised through press releases, social media, and targeted posting of notices within or near the project area. The virtual open house included live chat sessions with the project team on 3/30/22, 3/31/22, and 4/1/22. Residents were invited to visit the event website, [www.anokastpprojects.com](http://www.anokastpprojects.com) (see attached website project summary), to ask questions and offer feedback to the project team. While on the website, residents were also invited to fill out a project survey, which also collected demographic info including race, age, and income-level. As of April 8th, over 300 people have visited the site to view the project and offer feedback.

The County has a history of employing a robust public involvement plan with all major projects which incorporates collaboration from city staff, policymakers and directly with residents, business owners and commuters. For residents and businesses adjacent to the project, our design and environmental impact team will meet with them

early in the process and provide them a project folder containing information on the project as well as information for their own use (e.g., plats, ROW limits). Throughout the project we also hold several public meetings at accessible locations as well as organize and attend stakeholder meetings with groups ranging from citizen advocacy groups to chambers of commerce. Additional outreach efforts include the use of social media, newsletters, local cable access TV stations and variable message boards to alert the public of upcoming meetings. Additionally, our website contains links for people to contact us for general information or requests, project specifics and even grievances. All of these efforts are put forth to ensure a successful project in the eyes of the community.

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

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## **Measure B: Equity Population Benefits and Impacts**

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

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

The proposed project will directly benefit equity and environmental justice populations, including black, indigenous, and people of color (BIPOC), low-income, persons with disabilities, youth, and older adults. The lack of non-motorized connections along CSAH 12 expose peds/cyclists to traffic, which is even more problematic to those with mobility limitations. Upon project completion, the 2.3-mile project corridor will have a continuous 6ft sidewalk and a continuous 10ft multi-use trail. Providing separated facilities will improve the safety for all users. The County's practice of constructing non-motorized connections on reconstructed roadways has its origins in active community engagement with all populations.

**Response:**

CSAH 12, a RBTN Tier 2 corridor, provides important connections to regional job concentrations and the regional transit system. Upon project completion, non-motorized users will be able to make seamless connections between regional and local destinations (see plan excerpt). The Blaine National Sports Center, with 52 athletic fields, is an important regional destination near the project (w/in 0.5 miles). The Blaine Wetland Sanctuary, which is directly adjacent to this project, is a 500-acre open space that the city has preserved and opened to the public as a recreational and environmental education area. This project will help improve connectivity between residential, commercial, and recreational areas along CSAH 12. This project will fill in an existing network gap and add new facilities in a developing area, which will benefit all users. The project will also upgrade all signalized intersections with ADA-compliant ped ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA ped ramps will also be included at non-signalized intersections. These improvements will also improve the visibility of the most vulnerable

travelers. The non-motorized improvements will expand opportunities for low-cost and active modes of transportation, equating to various economic and health benefits.

The project will expand the existing roadway and integrate critical safety improvements to reduce crash risk exposure, while also improving safety and comfort for all users. The project will provide roadway users with reliable travel times at reasonable travel speeds. The Blaine City Hall and Police Station are located near the project. Improvements to CSAH 12 are critical to ensure that city services, especially those involving emergencies, maintain acceptable response times.

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

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

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## Measure C: Affordable Housing Access

*Describe any affordable housing development 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:*

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

The number of existing subsidized units within ½ mile of the project as provided on the Socio-Economic Conditions map is 198. Anoka County is keenly aware that residents in each of these developments are more likely to live in vehicle free or single vehicle households. For this reason, the County is committed to including ADA-compliant facilities such as ADA-compliant pedestrian ramps and high visibility durable pavement markings to create a safer and more accessible environment for those walking through the area.

Substantial growth in residential development is currently occurring in areas adjacent to CSAH 12 (see Legends of Blaine STREAMS database profile below) and is anticipated to continue into the foreseeable future based on current development proposals and known areas of market interest. All of this is in accordance with the City's growth and redevelopment staging plan.

**Response:**

Property Info:

- Year Built: 2017
- Building Type: Apartment
- Groups Served: Family
- Total Units: 192
- Affordable Units: 192

Affordable Units by Bedroom:

- 1 BR: 73
- 2 BR: 79



- 3 BR: 40

Units by Area Median Income:

- 60%: 192

Funding Category:

- Tax Credit (LIHTC 4%)

The City's Comp Plan identifies additional affordable housing on the north side of CSAH 12, just east of CSAH 17. A new housing development has been proposed for this area that will include market-rate housing in the form of a 150-unit apartment complex and 128-unit townhome complex.

The project benefits these residents through improvements to and prioritization of multimodal transportation facilities. The current lack of non-motorized connections along CSAH 12 expose peds/bikes to traffic. Upon project completion, the 2.3-mile project corridor will have a continuous 6-ft sidewalk (north side) and a continuous 10-ft multi-use trail (south side). Separated facilities will ensure that CSAH 12's multimodal function, safety and person-throughput are enhanced. The project will also upgrade all signalized intersections with ADA-compliant ped ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA ped ramps will also be included at non-signalized intersections. These improvements will also improve the visibility of the most vulnerable travelers.

This project will fill in an existing network gap along a RBTN Tier 2 corridor and add new facilities in a

developing area, which will benefit all users. The Blaine City Hall and Police Station are located within the project area. Improvements to CSAH 12 are critical to ensure that city services, especially those involving emergencies, maintain acceptable response times.

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

---

## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649873085246\_AnokaCSAH12\_SocioEconomicMap\_April2022.pdf

---

## Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1989.0	2.3	4574.7	1989.0
	2	4575	1989

---

## Average Construction Year

Weighted Year 1989.0

---

## Total Segment Length (Miles)

Total Segment Length 2.3

---

## Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
64.8	51.9	12.9	3765	3765	48568.5	48568.5	Not Applicable	1649873490695_AnokaCSAH12_SynchroReports_April2022.pdf
48569								

## Vehicle Delay Reduced

Total Peak Hour Delay Reduced	48568.5
Total Peak Hour Delay Reduced	48568.5

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
14.04	12.97	1.07
14	13	1

## Total

Total Emissions Reduced:	1.07
Upload Synchro Report	1649873611104_AnokaCSAH12_SynchroReports_April2022.pdf

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

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

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

---

## Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

### Upload Synchro Report

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

---

## New Roadway Portion:

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

---

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

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

---

## Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:

Crash Modification Factor ID: 7566 (Conversion of Urban and Rural Two-Lane Roadways to Four-Lane Divided Roadways)

*(Limit 700 Characters; approximately 100 words)*

Rationale for Crash Modification Selected:

This CMF was used as the existing CSAH 12 is being expanded from a two-lane roadway to a divided four-lane roadway.

*(Limit 1400 Characters; approximately 200 words)*

Project Benefit (\$) from B/C Ratio: \$9,760,553.00

Total Fatal (K) Crashes: 1

Total Serious Injury (A) Crashes: 0

Total Non-Motorized Fatal and Serious Injury Crashes: 1

Total Crashes: 17

Total Fatal (K) Crashes Reduced by Project: 1

Total Serious Injury (A) Crashes Reduced by Project: 0

Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: 1

Total Crashes Reduced by Project: 11

Worksheet Attachment 1649873756936\_AnokaCSAH12\_BCworksheet\_April2022.pdf

*Please upload attachment in PDF form.*

---

## Roadway projects that include railroad grade-separation elements:

Current AADT volume: 0

Average daily trains: 0

Crash Risk Exposure eliminated: 0

---

## Measure A: Pedestrian Safety

**Determine if these measures do not apply to your project.** Does the project match either of the following descriptions?

If either of the items are checked yes, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.

Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings. No

Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides). No

**SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements**

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

**1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**

Treatments and countermeasures should be well-matched to the roadways context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

**Response:**

There are several safety improvements that are included as part of this modernization project on CSAH 12. The two controlled intersections at CSAH 52 (Radisson Rd NE) and CSAH 17 (Lexington Ave NE) will be enhanced to provide high-visibility crosswalk markings, countdown timers, APS push buttons, and ADA-compliant pedestrian ramps to allow non-motorized users to cross any leg of the intersection safely and comfortably. These improvements will address deficiencies identified in the County's ADA Transition Plan (see excerpt) and improve the visibility of the most vulnerable travelers. In an effort to maintain the safety along the corridor for all travel modes, crossings are encouraged only at the signalized intersections due to the 4-lane divided roadway section, high volume and high-speed environment.

The project will reconstruct CSAH 12 into a four-lane divided roadway with 8-ft paved shoulders, new sidewalk on the north side, and a multi-use trail on the south side. The entire length of the project is located along a Tier 2 RBTN alignment, and these new facilities will provide necessary pedestrian and bicycle options to eliminate a significant east-west gap between existing sidewalk and trail facilities. These improvements will strengthen connectivity to existing regional trails and provide for safer connections to regional and local destinations.

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

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

**Select one:**

No

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

**Response:**

Not applicable

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

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

**Select one:**

No

*If yes,*

*How many intersections will likely be affected?*

**Response:**

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

**Response:**

Not applicable

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

*If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks).*

**Response:**

Not applicable

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

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

**Response:**

Mid-block crossing locations are not included between CSAH 52 (Radisson Rd NE) and CSAH 17 (Lexington Ave NE) since CSAH 12 is proposed to be expanded to a four-lane divided highway with turn lanes. This widened lane configuration, in addition to the roadway's higher volume and travel speeds, create complex conditions for pedestrians to cross the street without being at a controlled intersection. The two controlled intersections at CSAH 52 (Radisson Rd NE) and CSAH 17 (Lexington Ave NE) will be enhanced to provide high-visibility crosswalk markings, countdown timers, APS push buttons, and ADA-compliant pedestrian ramps to allow non-motorized users to cross any leg of the intersection safely and comfortably. In an effort to maintain the safety along the corridor for all travel modes, crossings are enhanced and encouraged only at the signalized intersections until future development or enhanced crossing needs are identified.

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



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

**Response:**

The proposed project on CSAH 12 will introduce several geometric elements that will manage speeds in the project area. The new raised center median will separate opposing traffic flows, restrict turning movements at undesired locations, and calm traffic. Speed management will also be improved by the introduction of the dedicated, buffered non-motorized facilities parallel to CSAH 12 on both sides of the roadway. These dedicated facilities will allow roadway users choosing to walk, bicycle, or roll to travel safely and separately from vehicle travel lanes.

Dedicated turn lanes are added at Town Square Drive NE and Sanctuary Drive/Radisson Woods Dr NE to alleviate peak hour congestion and improve safety at the intersections. Existing dedicated turn lanes will be preserved at all other intersecting streets to maintain capacity at these locations. These elements are substantial improvements to enhance travel mobility, safety for all users of the corridor, and connectivity within the region.

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

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

**Response:**

The existing and proposed design, operation, and posted speed limit will remain unchanged at 55 MPH.

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

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

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

Existing road configuration is a One-way, 3+ through lanes  
or

Existing road configuration is a Two-way, 4+ through lanes

Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more Yes

Existing road has AADT of greater than 15,000 vehicles per day

List the AADT

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

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

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)

Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)

Existing road is within 500 of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

Yes

If checked, please describe:

CSAH 12 (109th Ave NE) at Radisson Rd NE is located within 500-ft of a commercial area on the southeast and southwest quadrants of the intersection. Destinations include a Mexican Restaurant, Brewery, Health Clinics, machinery businesses, banks, a golf course and home improvement businesses. The National Sports Center, Blaine Soccer Complex and SuperRink are located just beyond the half mile buffer (0.6 miles from CSAH 12 and Radisson Rd). This location is a major driver of traffic to the area during events and provides the potential for heavy pedestrian traffic, particularly young pedestrians walking to get food between events.

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

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

If checked, please describe:

CSAH 12 (109th Ave NE) is located within 500-ft of several pedestrian generators. These generators include a daycare, six parks, the Blaine Police Department, Blaine City Hall and Town Square, Veterans Memorial, Senior Apartments, Multi-family housing, and a community garden.

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

---

## Measure A: Multimodal Elements and Existing Connections

The project will provide facilities for safe walking and bicycling that do not exist today. Upon project completion, the 2.3-mile project corridor will have a continuous 6-ft sidewalk and a continuous 10-ft multi-use trail. This trail will safely accommodate two-way directional traffic. Providing separated facilities will improve the safety for all users. Non-motorized users will no longer be forced to travel in the roadway (8,000 vpd w/ posted speeds of 55 mph). Separated facilities will ensure that CSAH 12's multimodal function, safety and person-throughput are enhanced.

**Response:**

The entire length of the project is located along a Tier 2 RBTN alignment. As reflected in the City's Comp Plan, this project will encourage community connectivity and strengthen local connections to existing regional bikeways. Upon project completion, non-motorized users will be able to make seamless connections between regional and local destinations. The Blaine National Sports Center, with 52 athletic fields, is an important regional destination near the project (w/in 0.5 miles). The Blaine Wetland Sanctuary (directly adjacent to CSAH 12) is a 500-acre open space that the city has preserved and opened to the public as a recreational and environmental education area. This project will help improve connectivity between residential, commercial, and recreational areas along CSAH 12. This project will fill in an existing network gap and add new facilities in a developing area, which will benefit all users.

The project will address locations identified as deficient in the County's ADA Transition Plan (see excerpt). The project will upgrade CSAH 12 signalized intersections with ADA-compliant ped ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA ped ramps will also be included at other intersections.

These improvements will also improve the visibility of the most vulnerable travelers. The non-motorized improvements will expand opportunities for low-cost and active modes of transportation, equating to various economic and health benefits.

The project will expand the existing roadway to a 4-lane divided facility with designated turn lanes at key locations and integrate critical safety improvements through separated multimodal facilities to reduce crash risk exposure, while also improving safety and comfort for all users. The project will provide roadway users with reliable travel times at reasonable travel speeds.

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

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

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

### 1. Public Involvement (20 Percent of Points)

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

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

Yes

100%

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

50%

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

50%

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

25%

**No outreach has led to the selection of this project.**

0%

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

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity (Virtual Open House) for the CSAH 12 (109th Avenue NE) Roadway Improvement Project from March 24-April 8, 2022. The website and open house were advertised through press releases, social media, and targeted posting of notices within or near the project area. The virtual open house included live chat sessions with the project team on 3/30/22, 3/31/22, and 4/1/22. Residents were invited to visit the event website, [www.anokastpprojects.com](http://www.anokastpprojects.com) (see attached website project summary), to ask questions and offer feedback to the project team. While on the website, residents were also invited to fill out a project survey, which also collected demographic info including Race, Age, and Income-level. As of April 8th, over 300 people had visited the site to view the project and offer feedback.

**Response:**

Throughout the entire 2040 transportation plan update process, the County sought input from the public and transportation partners. This effort included an individual meeting with Blaine staff at the onset of the planning process to discuss planned development activities and to gain a better understanding of the priorities of the city as it relates to this planning process (see the City's input on this project in attachment). A public meeting was held, which introduced the planning effort, the purpose and goals of the project, and the results of the technical analyses completed as part of the process. A webpage devoted to the Plan was developed and updated periodically, which provided the opportunity to comment on the Plan. The County also circulated a draft of the plan for review and comment by partnering agencies. Additional coordination occurred and revisions to the plan were made, as deemed appropriate. A public hearing was conducted on December 18, 2018 to receive public comment on the Plan. Those

attending had the right to provide comments on the Plan. All meeting notices were published in the Anoka County Union Herald and also posted on the County's website. The City conducted a similar process with their plan.

An open house meeting for the County's ADA Transition Plan was held on October 30, 2017. Details of the condition assessment of the traffic signals and pedestrian facilities adjacent to CSAH 12 were also available on the County's ADA Transition Plan webpage.

The County will continue to utilize both traditional meetings and web-based content to ensure all interested populations have the opportunity to provide input on this important project.

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

## **2.Layout (25 Percent of Points)**

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

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

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).**

**Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

100%

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

75%

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



50%

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

25%

Layout has not been started

0%

Attach Layout

1649876036103\_AnokaCSAH12\_ConceptLayout\_April2022.pdf

Please upload attachment in PDF form.

Additional Attachments

1649897535186\_AnokaCSAH12\_BlaineSupportLtr\_April2022.pdf

Please upload attachment in PDF form.

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

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

Yes

25%

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

0%

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

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

Yes

100%

#### Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$15,260,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$15,260,000.00

Enter amount of any outside, competitive funding: \$0.00

Attach documentation of award:

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

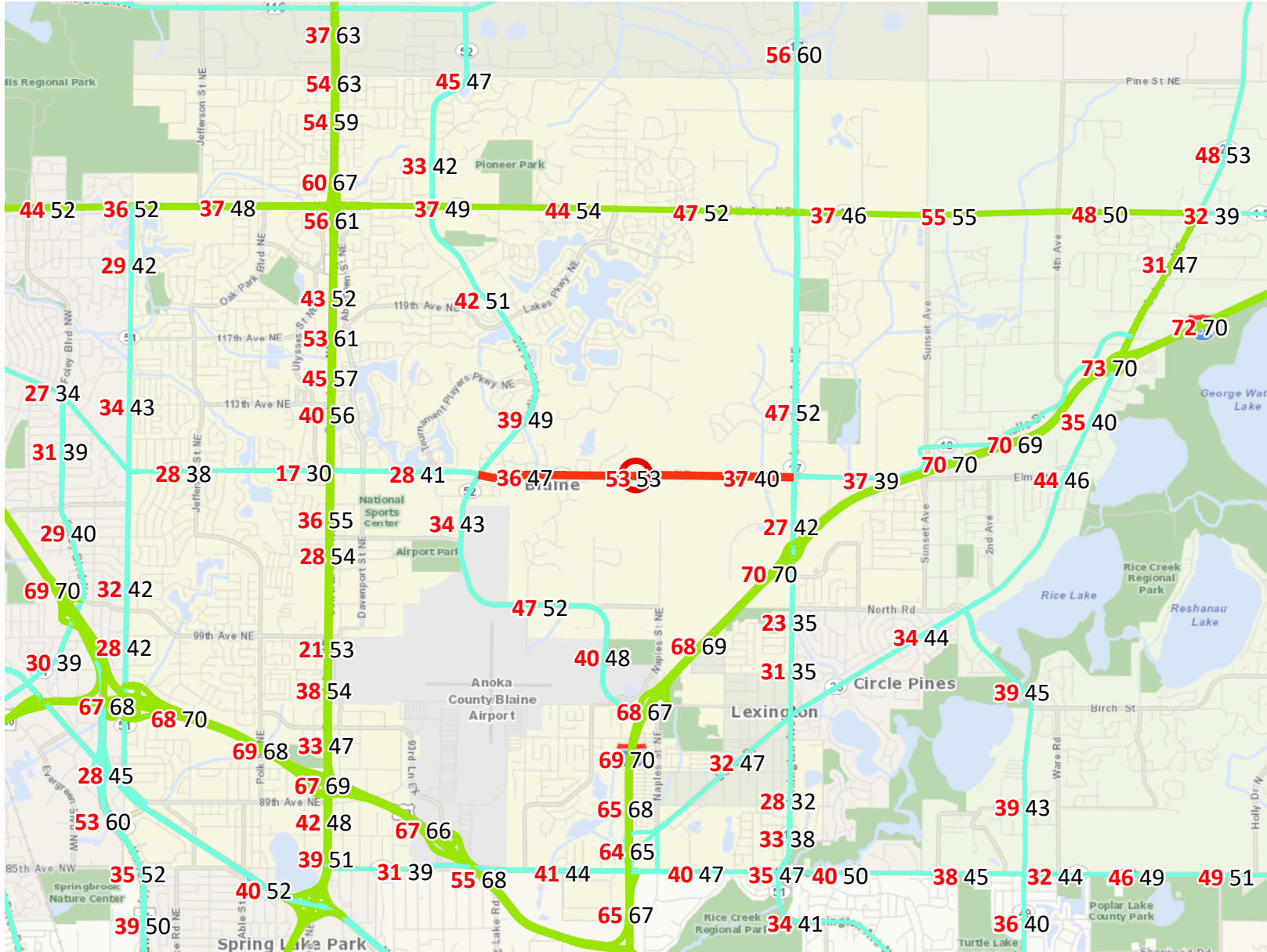
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### Other Attachments

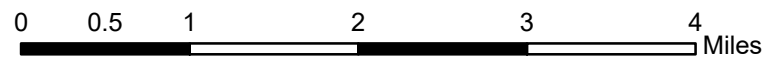
File Name	Description	File Size
AnokaCSAH12_1PgProjectSumm_April2022.pdf	One Page Project Summary	726 KB
AnokaCSAH12_2040BlaineCompPlanExcerpt_April2022.pdf	Excerpt from Blaine 2040 Comprehensive Plan	1.4 MB
AnokaCSAH12_ACHD2040TransportationPlanUpdateExcerpt_April2022.pdf	Anoka County 2040 Transportation Plan Update Excerpt	1.5 MB
AnokaCSAH12_ACHDTransitionPlanExcerpt_April2022.pdf	Anoka County Highway System ADA Transition Plan Excerpt	1.7 MB
AnokaCSAH12_AffordableHousing_April2022.pdf	Affordable Housing Property Details - Streams	1.2 MB
AnokaCSAH12_AnokaCoResolution_April2022.pdf	Anoka County Resolution	405 KB
AnokaCSAH12_EJSCREEN2015-2019ACSSummaryReport_April2022.pdf	EJSCREEN ACS Summary Report	1.4 MB
AnokaCSAH12_EquityDestinationsMap_April2022.pdf	Equity Destinations Map	6.3 MB
AnokaCSAH12_ExistingPhotos_April2022.pdf	Existing Photos	913 KB
AnokaCSAH12_WebEngSumm_April2022.pdf	Website Engagement Project Summary	658 KB

# Level of Congestion

Strategic Capacity Project: CSAH 12 Expansion | Map ID: 1647618408008



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



Created: 3/18/2022  
LandscapeRSA1

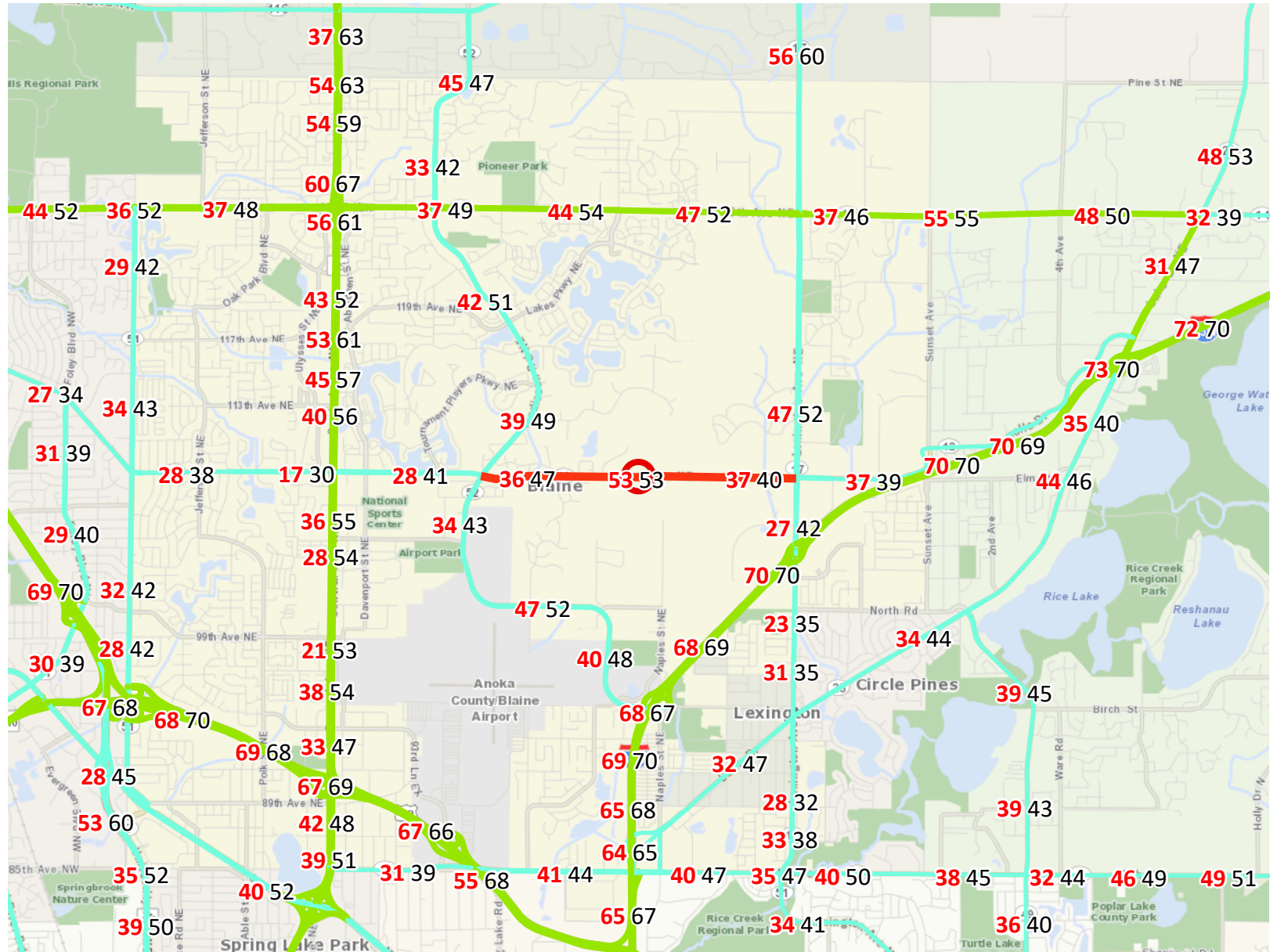


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gisnotice.aspx>



# Level of Congestion

Strategic Capacity Project: CSAH 12 Expansion | Map ID: 1647618408008



○ Project Points    — Principal Arterials    — Principal Arterials Planned

— Project    — A Minor Arterials    — A Minor Arterials Planned

0 0.5 1 2 3 4 Miles

Created: 3/18/2022  
LandscapeRSA1



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



# Regional Economy

Strategic Capacity Project: CSAH 12 Expansion | Map ID: 1647618408008

## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 0

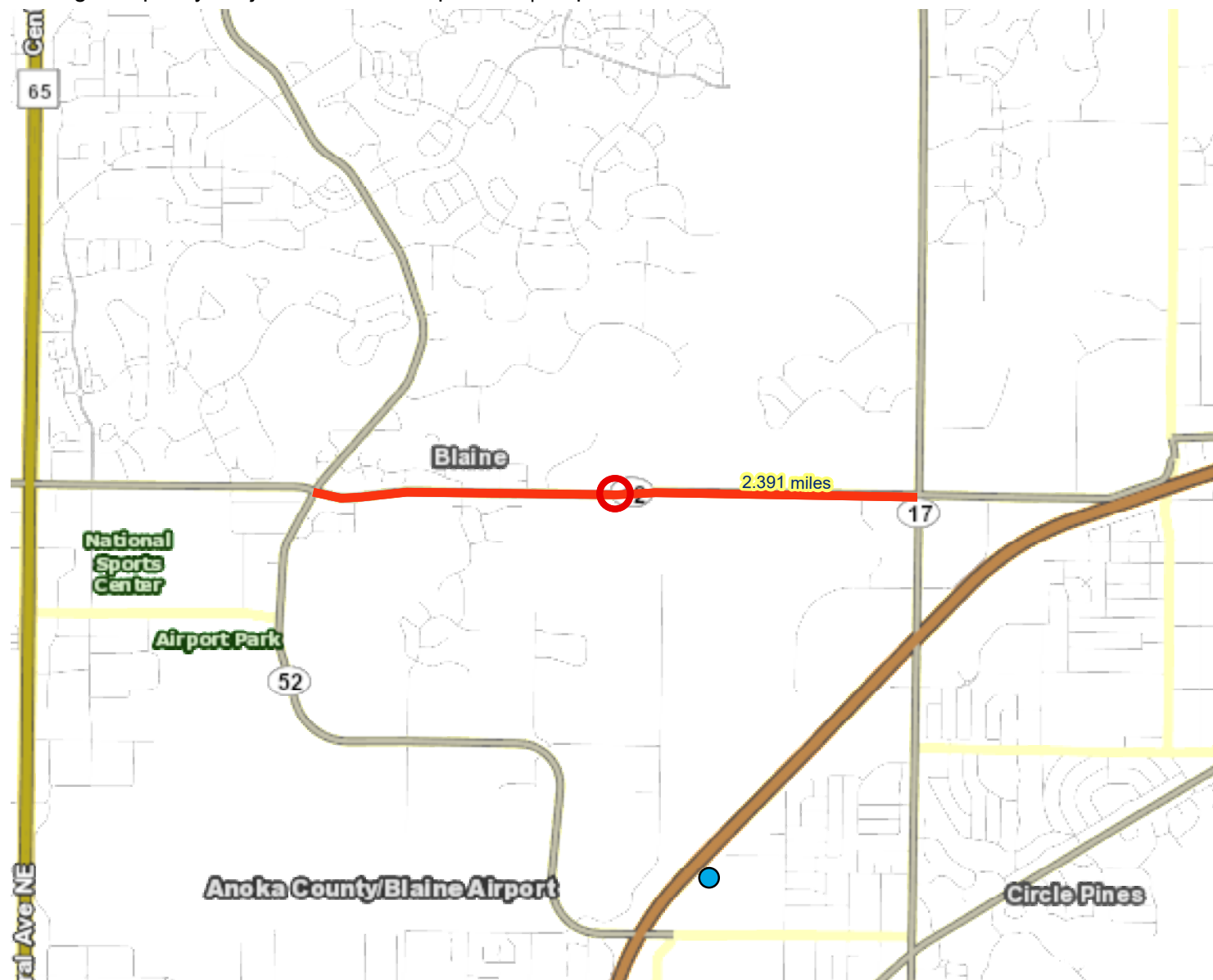
Totals by City:

### Blaine

Population: 5213

Employment: 3427

Mfg and Dist Employment: 1485



Project Points



Postsecondary Education Centers



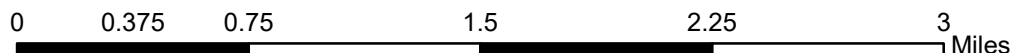
Job Concentration Centers



Project



Manufacturing/Distribution Centers



Created: 3/18/2022  
LandscapeRSA5



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





# Transit Connections

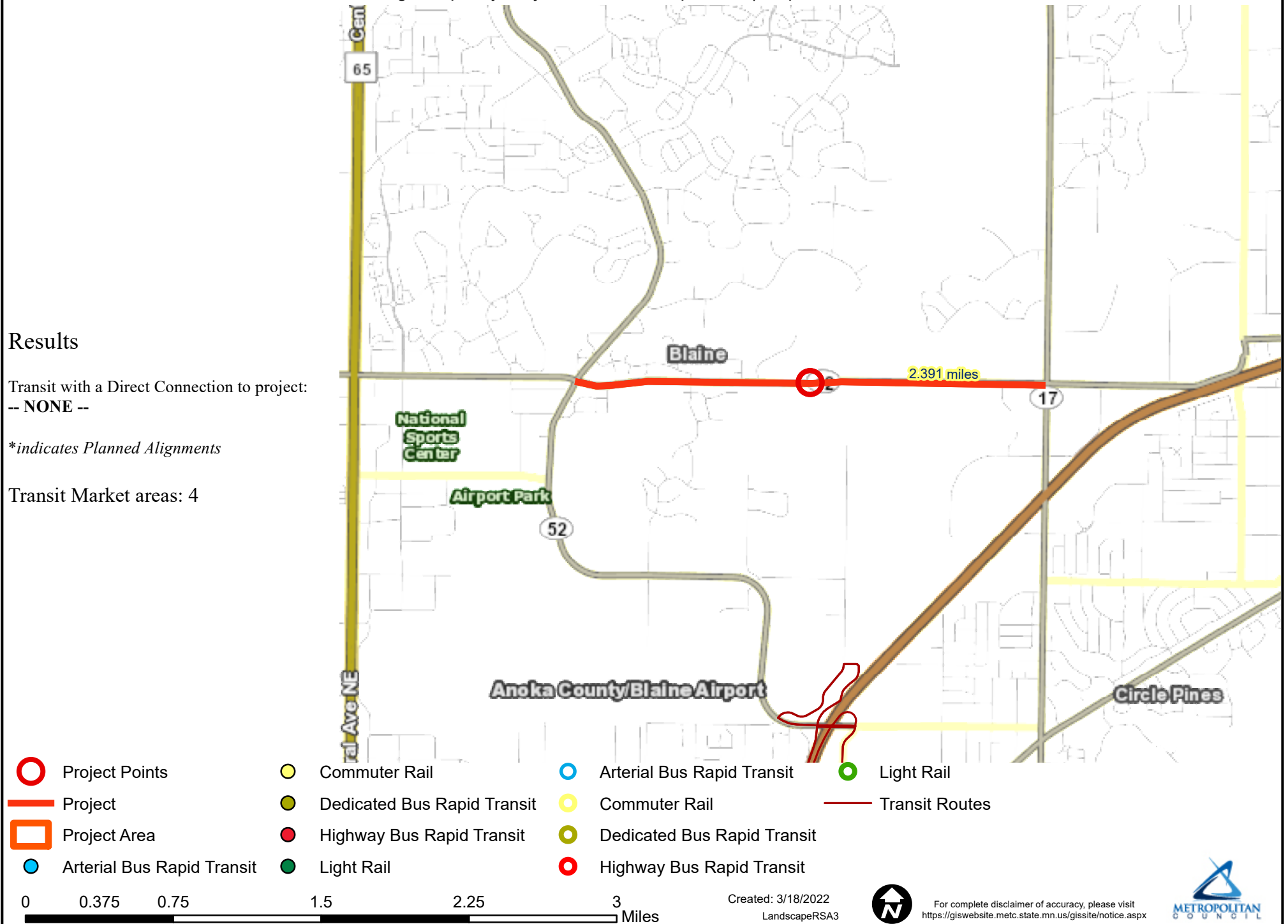
Strategic Capacity Project: CSAH 12 Expansion | Map ID: 1647618408008

## Results

Transit with a Direct Connection to project:  
-- NONE --

*\*indicates Planned Alignments*

Transit Market areas: 4



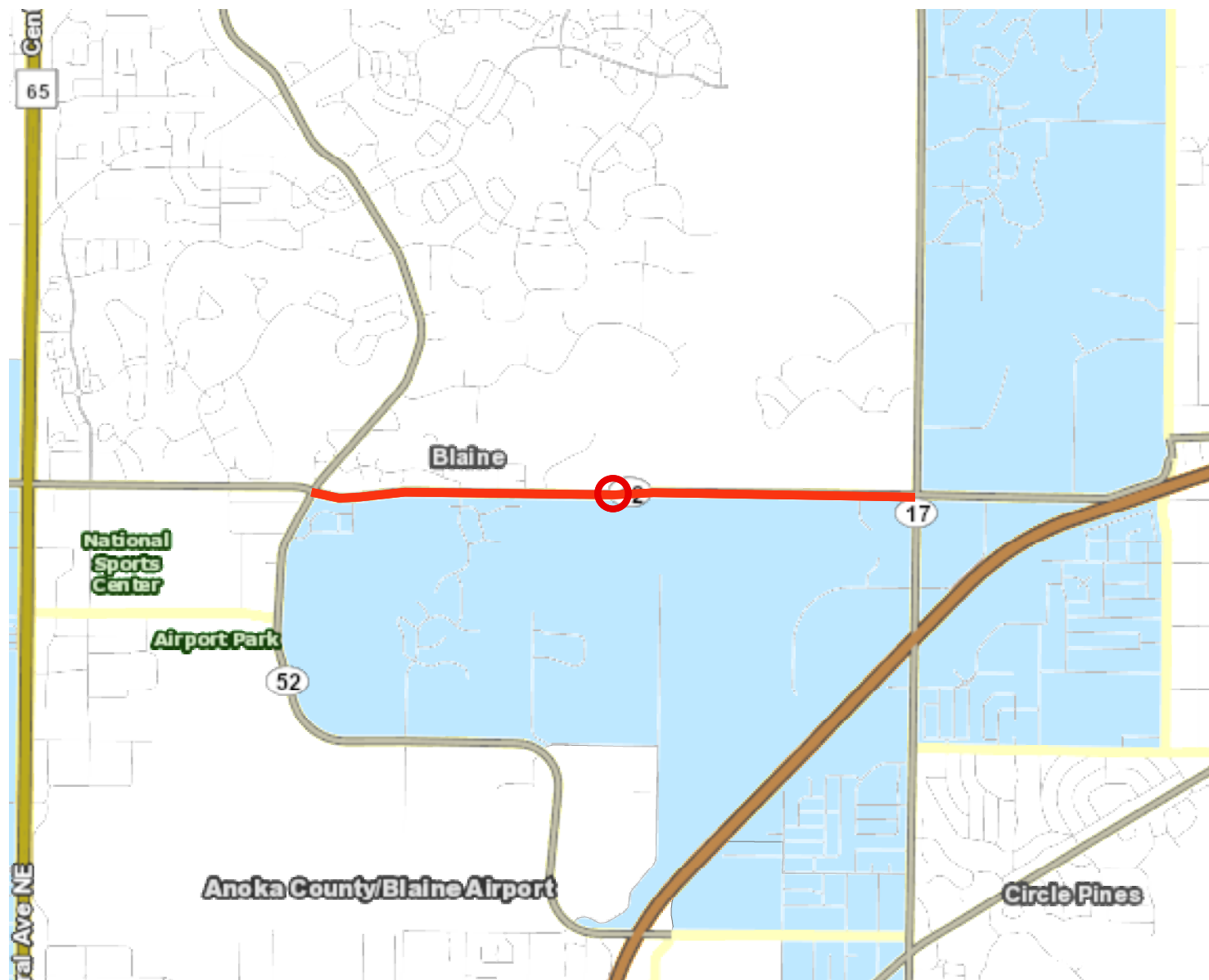
## Socio-Economic Conditions

Strategic Capacity Project: CSAH 12 Expansion | Map ID: 1647618408008

### Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 198

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



Points



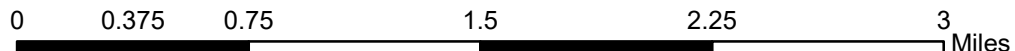
Area of Concentrated Poverty



Lines



Regional Environmental Justice Area



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LandscapeRSA2



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**CSAH 12 Expansion Project****Existing vs. Build Analysis - CSAH 12 (109th Ave) at CSAH 52 (Radisson Rd)****Existing Conditions**

<b>Intersection #</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
Volumes (vph)	1605	855	750	555	3765
Delay (sec/veh)	71.7	39.3	70.3	77.0	64.8
Total Delay (seconds)	115079	33602	52725	42735	244140

**Emissions**

CO (kg)	4.20	1.67	2.03	1.95	9.85
NOx (kg)	0.82	0.32	0.39	0.38	1.91
VOC (kg)	0.97	0.39	0.47	0.45	2.28
Emissions Total					14.04

**Proposed Build Conditions**

<b>Intersection #</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
Volumes (vph)	1605	855	750	555	3765
Delay (sec/veh)	48.3	33.8	71.7	63.5	51.9
Total Delay (seconds)	77522	28899	53775	35243	195438

**Emissions**

























CO (kg)	3.61	1.58	2.04	1.86	9.09
NOx (kg)	0.70	0.31	0.40	0.36	1.77
VOC (kg)	0.84	0.37	0.47	0.43	2.11
Emissions Total					12.97

Delay Reduction (seconds)	48702
Emissions Reduction (kg)	1.07

# Lanes, Volumes, Timings

## 3: CSAH 52 & CSAH 12

02/21/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	285	125	100	380	75	260	1200	145	55	470	330
Future Volume (vph)	340	285	125	100	380	75	260	1200	145	55	470	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	270		270	375		300	350		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			171			135			359
Link Speed (mph)		55			55			50			50	
Link Distance (ft)		1762			3123			1600			1766	
Travel Time (s)		21.8			38.7			21.8			24.1	
Lane Group Flow (vph)	370	310	136	109	413	82	283	1304	158	60	511	359
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Total Split (s)	35.0	55.0	55.0	22.0	42.0	42.0	30.0	61.0	61.0	12.0	43.0	43.0
Total Lost Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5
Act Effect Green (s)	30.0	50.9	50.9	13.9	34.8	34.8	25.0	55.2	55.2	7.0	37.2	37.2
Actuated g/C Ratio	0.20	0.34	0.34	0.09	0.23	0.23	0.17	0.37	0.37	0.05	0.25	0.25
v/c Ratio	1.05	0.49	0.22	0.66	0.96	0.16	0.96	1.00	0.24	0.73	0.58	0.54
Control Delay	116.8	43.0	6.2	84.6	90.2	0.7	104.0	72.3	8.2	113.4	52.9	7.6
Queue Delay	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 Delay	116.8	43.0	6.2	84.6	90.2	0.7	104.0	72.3	8.2	113.4	52.9	7.6
LOS	F	D	A	F	F	A	F	E	A	F	D	A
Approach Delay		70.3			77.0			71.7			39.3	
Approach LOS		E			E			E			D	

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 64.8

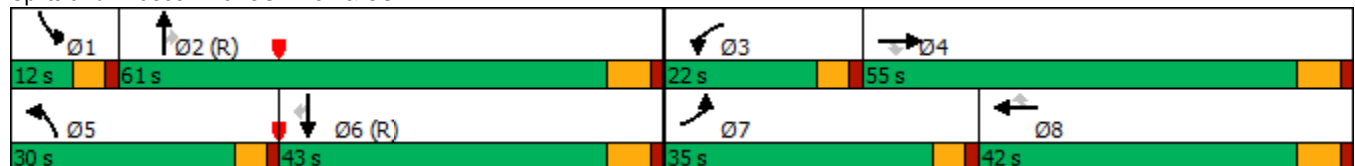
Intersection LOS: E

Intersection Capacity Utilization 97.0%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: CSAH 52 & CSAH 12



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3: CSAH 52 & CSAH 12

























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Direction	EB	WB	NB	SB	All
Future Volume (vph)	750	555	1605	855	3765
Total Delay / Veh (s/v)	70	77	72	39	65
CO Emissions (kg)	2.03	1.95	4.20	1.67	9.84
NOx Emissions (kg)	0.39	0.38	0.82	0.32	1.92
VOC Emissions (kg)	0.47	0.45	0.97	0.39	2.28

# Lanes, Volumes, Timings

## 3: CSAH 52 & CSAH 12

02/21/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	285	125	100	380	75	260	1200	145	55	470	330
Future Volume (vph)	340	285	125	100	380	75	260	1200	145	55	470	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		300	270		270	375		300	350		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			171			135			359
Link Speed (mph)		55			55			50			50	
Link Distance (ft)		1762			3123			1600			1766	
Travel Time (s)		21.8			38.7			21.8			24.1	
Lane Group Flow (vph)	370	310	136	109	413	82	283	1304	158	60	511	359
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Total Split (s)	35.0	55.0	55.0	22.0	42.0	42.0	30.0	61.0	61.0	12.0	43.0	43.0
Total Lost Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5
Act Effect Green (s)	30.0	39.0	39.0	13.9	23.0	23.0	30.6	63.3	63.3	10.8	43.5	43.5
Actuated g/C Ratio	0.20	0.26	0.26	0.09	0.15	0.15	0.20	0.42	0.42	0.07	0.29	0.29
v/c Ratio	1.05	0.34	0.27	0.66	0.76	0.21	0.79	0.87	0.21	0.47	0.50	0.50
Control Delay	116.8	46.0	7.5	84.6	70.3	1.3	72.3	48.0	7.6	78.5	47.5	6.9
Queue Delay	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 Delay	116.8	46.0	7.5	84.6	70.3	1.3	72.3	48.0	7.6	78.5	47.5	6.9
LOS	F	D	A	F	E	A	E	D	A	E	D	A
Approach Delay		71.7			63.5			48.3			33.8	
Approach LOS		E			E			D			C	

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 51.9

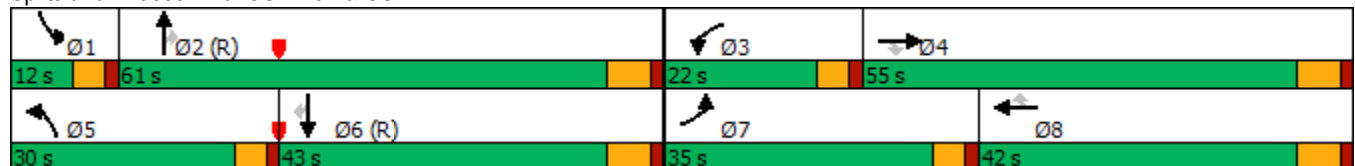
Intersection LOS: D

Intersection Capacity Utilization 87.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: CSAH 52 & CSAH 12



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3: CSAH 52 & CSAH 12

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Direction	EB	WB	NB	SB	All
Future Volume (vph)	750	555	1605	855	3765
Total Delay / Veh (s/v)	72	64	48	34	52
CO Emissions (kg)	2.04	1.86	3.61	1.58	9.10
NOx Emissions (kg)	0.40	0.36	0.70	0.31	1.77
VOC Emissions (kg)	0.47	0.43	0.84	0.37	2.11

**CSAH 12 Expansion Project****Existing vs. Build Analysis - CSAH 12 (109th Ave) at CSAH 52 (Radisson Rd)****Existing Conditions**

<b>Intersection #</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
Volumes (vph)	1605	855	750	555	3765
Delay (sec/veh)	71.7	39.3	70.3	77.0	64.8
Total Delay (seconds)	115079	33602	52725	42735	244140

**Emissions**

CO (kg)	4.20	1.67	2.03	1.95	9.85
NOx (kg)	0.82	0.32	0.39	0.38	1.91
VOC (kg)	0.97	0.39	0.47	0.45	2.28
Emissions Total					14.04

**Proposed Build Conditions**

<b>Intersection #</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
Volumes (vph)	1605	855	750	555	3765
Delay (sec/veh)	48.3	33.8	71.7	63.5	51.9
Total Delay (seconds)	77522	28899	53775	35243	195438

**Emissions**

























CO (kg)	3.61	1.58	2.04	1.86	9.09
NOx (kg)	0.70	0.31	0.40	0.36	1.77
VOC (kg)	0.84	0.37	0.47	0.43	2.11
Emissions Total					12.97

Delay Reduction (seconds)	48702
Emissions Reduction (kg)	1.07

# Lanes, Volumes, Timings

## 3: CSAH 52 & CSAH 12

02/21/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	285	125	100	380	75	260	1200	145	55	470	330
Future Volume (vph)	340	285	125	100	380	75	260	1200	145	55	470	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	270		270	375		300	350		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			171			135			359
Link Speed (mph)		55			55			50			50	
Link Distance (ft)		1762			3123			1600			1766	
Travel Time (s)		21.8			38.7			21.8			24.1	
Lane Group Flow (vph)	370	310	136	109	413	82	283	1304	158	60	511	359
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Total Split (s)	35.0	55.0	55.0	22.0	42.0	42.0	30.0	61.0	61.0	12.0	43.0	43.0
Total Lost Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5
Act Effect Green (s)	30.0	50.9	50.9	13.9	34.8	34.8	25.0	55.2	55.2	7.0	37.2	37.2
Actuated g/C Ratio	0.20	0.34	0.34	0.09	0.23	0.23	0.17	0.37	0.37	0.05	0.25	0.25
v/c Ratio	1.05	0.49	0.22	0.66	0.96	0.16	0.96	1.00	0.24	0.73	0.58	0.54
Control Delay	116.8	43.0	6.2	84.6	90.2	0.7	104.0	72.3	8.2	113.4	52.9	7.6
Queue Delay	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 Delay	116.8	43.0	6.2	84.6	90.2	0.7	104.0	72.3	8.2	113.4	52.9	7.6
LOS	F	D	A	F	F	A	F	E	A	F	D	A
Approach Delay		70.3			77.0			71.7			39.3	
Approach LOS		E			E			E			D	

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 64.8

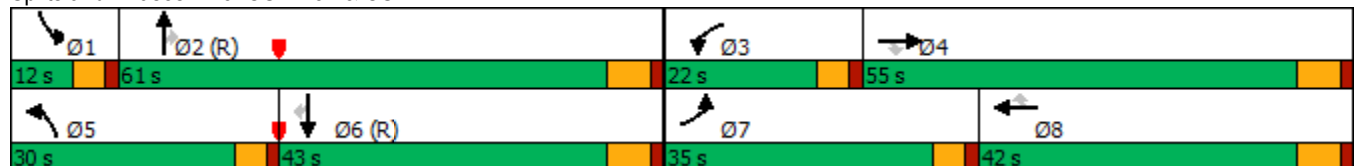
Intersection LOS: E

Intersection Capacity Utilization 97.0%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: CSAH 52 & CSAH 12



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3: CSAH 52 & CSAH 12

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






















Direction	EB	WB	NB	SB	All
Future Volume (vph)	750	555	1605	855	3765
Total Delay / Veh (s/v)	70	77	72	39	65
CO Emissions (kg)	2.03	1.95	4.20	1.67	9.84
NOx Emissions (kg)	0.39	0.38	0.82	0.32	1.92
VOC Emissions (kg)	0.47	0.45	0.97	0.39	2.28



# Lanes, Volumes, Timings

## 3: CSAH 52 & CSAH 12

02/21/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	285	125	100	380	75	260	1200	145	55	470	330
Future Volume (vph)	340	285	125	100	380	75	260	1200	145	55	470	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		300	270		270	375		300	350		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			171			135			359
Link Speed (mph)		55			55			50			50	
Link Distance (ft)		1762			3123			1600			1766	
Travel Time (s)		21.8			38.7			21.8			24.1	
Lane Group Flow (vph)	370	310	136	109	413	82	283	1304	158	60	511	359
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Total Split (s)	35.0	55.0	55.0	22.0	42.0	42.0	30.0	61.0	61.0	12.0	43.0	43.0
Total Lost Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5
Act Effect Green (s)	30.0	39.0	39.0	13.9	23.0	23.0	30.6	63.3	63.3	10.8	43.5	43.5
Actuated g/C Ratio	0.20	0.26	0.26	0.09	0.15	0.15	0.20	0.42	0.42	0.07	0.29	0.29
v/c Ratio	1.05	0.34	0.27	0.66	0.76	0.21	0.79	0.87	0.21	0.47	0.50	0.50
Control Delay	116.8	46.0	7.5	84.6	70.3	1.3	72.3	48.0	7.6	78.5	47.5	6.9
Queue Delay	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 Delay	116.8	46.0	7.5	84.6	70.3	1.3	72.3	48.0	7.6	78.5	47.5	6.9
LOS	F	D	A	F	E	A	E	D	A	E	D	A
Approach Delay		71.7			63.5			48.3			33.8	
Approach LOS		E			E			D			C	

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 51.9

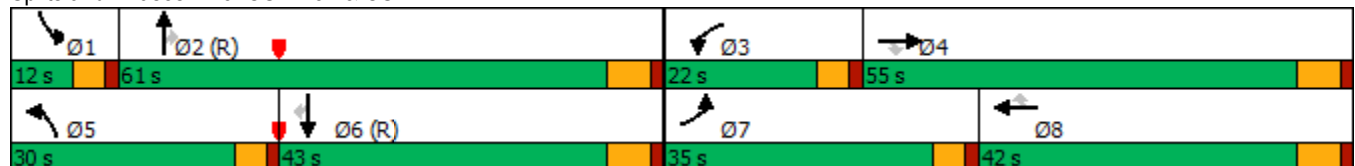
Intersection LOS: D

Intersection Capacity Utilization 87.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: CSAH 52 & CSAH 12



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3: CSAH 52 & CSAH 12

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Direction	EB	WB	NB	SB	All
Future Volume (vph)	750	555	1605	855	3765
Total Delay / Veh (s/v)	72	64	48	34	52
CO Emissions (kg)	2.04	1.86	3.61	1.58	9.10
NOx Emissions (kg)	0.40	0.36	0.70	0.31	1.77
VOC Emissions (kg)	0.47	0.43	0.84	0.37	2.11

**Traffic Safety Benefit-Cost Calculation**

Highway Safety Improvement Program (HSIP) Reactive Project

**A. Roadway Description**

<b>Route</b>	CSAH 12 (109th Ave)	<b>District</b>	Metro	<b>County</b>	Anoka
<b>Begin RP</b>		<b>End RP</b>		<b>Miles</b>	
<b>Location</b>	CSAH 52 (Radisson Rd) to CSAH 17 (Lexington Ave)				

**B. Project Description**

<b>Proposed Work</b>	Expand CSAH 12 from a 2-lane roadway to a 4-lane divided roadway with separated trail facilities				
<b>Project Cost*</b>	\$15,260,000	<b>Installation Year</b>	2025		
<b>Project Service Life</b>	20 years	<b>Traffic Growth Factor</b>	1.1%		

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

**C. Crash Modification Factor**

0.341	Fatal (K) Crashes	Reference	CMF 7566 - Convert 2 lane roadway to 4 lane divided
0.341	Serious Injury (A) Crashes		
0.341	Moderate Injury (B) Crashes	Crash Type	CSAH 12 Segment Crashes
0.341	Possible Injury (C) Crashes		
0.341	Property Damage Only Crashes		

[www.CMFclearinghouse.org](http://www.CMFclearinghouse.org)

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

Fatal (K) Crashes	Reference	
Serious Injury (A) Crashes		
Moderate Injury (B) Crashes	Crash Type	
Possible Injury (C) Crashes		
Property Damage Only Crashes		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

**E. Crash Data**

<b>Begin Date</b>	1/1/2019	<b>End Date</b>	12/31/2021	3 years
<b>Data Source</b>	MnCMAT2			
<b>Crash Severity</b>	<b>CSAH 12 Segment Crashes</b>		<b>&lt; optional 2nd CMF &gt;</b>	
K crashes	1			
A crashes	0			
B crashes	1			
C crashes	2			
PDO crashes	13			

**F. Benefit-Cost Calculation**

\$9,760,553

Benefit (present value)

\$15,260,000

Cost

**B/C Ratio = 0.64***Proposed project expected to reduce 4 crashes annually, 1 of which involving fatality or serious injury.***F. Analysis Assumptions**

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

Link: [mndot.gov/planning/program/appendix\\_a.html](http://mndot.gov/planning/program/appendix_a.html)

Real Discount Rate: 0.7% Default

Traffic Growth Rate: 1.1% Revised

Project Service Life: 20 years Revised

**G. Annual Benefit**

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.66	0.22	\$329,500
A crashes	0.00	0.00	\$0
B crashes	0.66	0.22	\$50,523
C crashes	1.32	0.44	\$52,720
PDO crashes	8.57	2.86	\$37,124

**\$469,867****H. Amortized Benefit**

Year	Crash Benefits	Present Value
2025	\$469,867	\$469,867
2026	\$475,036	471733.4032
2027	\$480,261	\$473,607
2028	\$485,544	\$475,488
2029	\$490,885	\$477,377
2030	\$496,285	\$479,273
2031	\$501,744	\$481,177
2032	\$507,263	\$483,089
2033	\$512,843	\$485,007
2034	\$518,484	\$486,934
2035	\$524,187	\$488,868
2036	\$529,953	\$490,810
2037	\$535,783	\$492,760
2038	\$541,676	\$494,717
2039	\$547,635	\$496,682
2040	\$553,659	\$498,655
2041	\$559,749	\$500,636
2042	\$565,906	\$502,624
2043	\$572,131	\$504,621
2044	\$578,425	\$506,625
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

**Total = \$9,760,553**

0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

**NOTE:**

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



## CMF / CRF Details

**CMF ID: 7566**

**Convert 2 lane roadway to 4 lane divided roadway**

**Description:** Conversion of urban and rural two-lane roadways to four-lane divided roadways

**Prior Condition:** 2 lane roadway

**Category:** Roadway

**Study:** [\*Evaluation of the Safety Effectiveness of the Conversion of Two-Lane Roadways to Four-Lane Divided Roadways: Bayesian vs. Empirical Bayes, Ahmed et al., 2015\*](#)

**Star Quality Rating:**



[\[View score details\]](#)

### Crash Modification Factor (CMF)

**Value:**

0.341

**Adjusted Standard Error:**

**Unadjusted Standard Error:**

0.091

### Crash Reduction Factor (CRF)

**Value:**

65.88 (This value indicates a **decrease** in crashes)

<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	9.05

Applicability	
<b>Crash Type:</b>	All
<b>Crash Severity:</b>	All
<b>Roadway Types:</b>	Not specified
<b>Number of Lanes:</b>	2
<b>Road Division Type:</b>	Undivided
<b>Speed Limit:</b>	
<b>Area Type:</b>	Urban
<b>Traffic Volume:</b>	
<b>Time of Day:</b>	All
<i>If countermeasure is intersection-based</i>	
<b>Intersection Type:</b>	
<b>Intersection Geometry:</b>	
<b>Traffic Control:</b>	
<b>Major Road Traffic Volume:</b>	
<b>Minor Road Traffic Volume:</b>	

Development Details	
<b>Date Range of Data Used:</b>	2002 to 2012
<b>Municipality:</b>	

<b>State:</b>	FL
<b>Country:</b>	USA
<b>Type of Methodology Used:</b>	Before/after using empirical Bayes or full Bayes
<b>Sample Size Used:</b>	

Other Details	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Nov-01-2015
<b>Comments:</b>	

---

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

*The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.*





# Crash Case Listing

## CSAH 12 Segment Crashes

Report Version 1.0  
February 2020

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time	Day of Week	Basic Type	Num Veh	Sev
04-CSAH	12	3.431	02	Blaine	00847042	10/18/20	1228	SUN	Rear End	2	N
<del>4 Radisson Rd Crash</del>	<del>12</del>	<del>3.432</del>	<del>02</del>	<del>Blaine</del>	<del>00810355</del>	<del>05/11/20</del>	<del>0830</del>	<del>MON</del>	<del>Rear End</del>	<del>2</del>	<del>N</del>
04-CSAH	12	3.433	02	Blaine	00939064	09/07/21	1740	TUE	SSS	2	N
04-CSAH	12	3.509	02	Blaine	00889951	02/11/21	1712	THU	Rear End	2	N
04-CSAH	12	3.521	02	Blaine	00807056	04/14/20	1447	TUE	Rear End	2	C
04-CSAH	12	3.573	02	Blaine	00768431	12/05/19	1620	THU	Rear End	2	B
<del>Wild Animal Hit</del>	<del>12</del>	<del>3.613</del>	<del>02</del>	<del>Blaine</del>	<del>00705750</del>	<del>04/23/19</del>	<del>2101</del>	<del>TUE</del>	<del>Other</del>	<del>1</del>	<del>N</del>
04-CSAH	12	3.662	02	Blaine	00736278	07/26/19	1802	FRI	SSS	2	N
04-CSAH	12	4.005	02	Blaine	00727652	06/18/19	1300	TUE	Other	2	N
04-CSAH	12	4.009	02	Blaine	00891177	02/17/21	1624	WED	Rear End	2	N
<del>Wild Animal Hit</del>	<del>12</del>	<del>4.014</del>	<del>02</del>	<del>Blaine</del>	<del>00726248</del>	<del>06/11/19</del>	<del>2350</del>	<del>TUE</del>	<del>Other</del>	<del>1</del>	<del>N</del>
<del>Wild Animal Hit</del>	<del>12</del>	<del>4.070</del>	<del>02</del>	<del>Blaine</del>	<del>00844013</del>	<del>10/01/20</del>	<del>2130</del>	<del>THU</del>	<del>Other</del>	<del>1</del>	<del>N</del>
<del>Wild Animal Hit</del>	<del>12</del>	<del>4.167</del>	<del>02</del>	<del>Blaine</del>	<del>00771835</del>	<del>12/16/19</del>	<del>0653</del>	<del>MON</del>	<del>Other</del>	<del>1</del>	<del>N</del>
04-CSAH	12	4.217	02	Blaine	00969116	10/25/21	1234	MON	Ped	1	K
<del>Wild Animal Hit</del>	<del>12</del>	<del>4.229</del>	<del>02</del>	<del>Blaine</del>	<del>00740163</del>	<del>09/17/19</del>	<del>1950</del>	<del>TUE</del>	<del>Other</del>	<del>1</del>	<del>N</del>
04-CSAH	12	4.231	02	Blaine	00908794	05/30/21	1631	SUN	SVROR	1	N
<del>Wild Animal Hit</del>	<del>12</del>	<del>4.299</del>	<del>02</del>	<del>Blaine</del>	<del>00603016</del>	<del>02/04/19</del>	<del>0805</del>	<del>MON</del>	<del>Other</del>	<del>1</del>	<del>N</del>
<del>Wild Animal Hit</del>	<del>12</del>	<del>4.303</del>	<del>02</del>	<del>Blaine</del>	<del>00755279</del>	<del>10/17/19</del>	<del>1844</del>	<del>THU</del>	<del>Other</del>	<del>1</del>	<del>N</del>
04-CSAH	12	4.339	02	Blaine	00866608	12/04/20	1346	FRI	Rear End	2	N
<del>Wild Animal Hit</del>	<del>12</del>	<del>4.402</del>	<del>02</del>	<del>Blaine</del>	<del>00929747</del>	<del>07/21/21</del>	<del>2140</del>	<del>WED</del>	<del>Other</del>	<del>1</del>	<del>N</del>
04-CSAH	12	4.544	02	Blaine	00874965	12/31/20	0923	THU	Rear End	2	N
<del>Wild Animal Hit</del>	<del>12</del>	<del>4.789</del>	<del>02</del>	<del>Blaine</del>	<del>00892987</del>	<del>02/24/21</del>	<del>1727</del>	<del>WED</del>	<del>Other</del>	<del>1</del>	<del>N</del>
<del>Wild Animal Hit</del>	<del>12</del>	<del>4.791</del>	<del>02</del>	<del>Blaine</del>	<del>00674423</del>	<del>01/06/19</del>	<del>1640</del>	<del>SUN</del>	<del>Other</del>	<del>1</del>	<del>N</del>
<del>Wild Animal Hit</del>	<del>12</del>	<del>4.819</del>	<del>02</del>	<del>Blaine</del>	<del>00675521</del>	<del>01/11/19</del>	<del>1950</del>	<del>FRI</del>	<del>Other</del>	<del>1</del>	<del>N</del>
<del>Wild Animal Hit</del>	<del>12</del>	<del>5.013</del>	<del>02</del>	<del>Blaine</del>	<del>00971922</del>	<del>11/06/21</del>	<del>2019</del>	<del>SAT</del>	<del>Other</del>	<del>1</del>	<del>N</del>
04-CSAH	12	5.128	02	Blaine	00930419	07/26/21	0415	MON	Other	1	C
04-CSAH	12	5.136	02	Blaine	00934835	08/17/21	1233	TUE	SVROR	1	N
04-CSAH	12	5.401	02	Blaine	00869744	12/23/20	1445	WED	Rear End	2	N
04-CSAH	52	4.037	02	Blaine	00977067	12/02/21	1809	THU	Rear End	2	N
<del>Wild Animal Hit</del>	<del>855</del>	<del>0.571</del>	<del>02</del>	<del>Blaine</del>	<del>00862360</del>	<del>11/10/20</del>	<del>1744</del>	<del>TUE</del>	<del>Other</del>	<del>1</del>	<del>N</del>
10-MUN	875	0.111	02	Blaine	00759661	11/04/19	1659	MON	Rear End	2	N



**Crash Case Listing**  
**CSAH 12 Segment Crashes**

Report Version 1.0  
February 2020

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time	Day of Week	Basic Type	Num Veh	Sev
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Selection Filter:

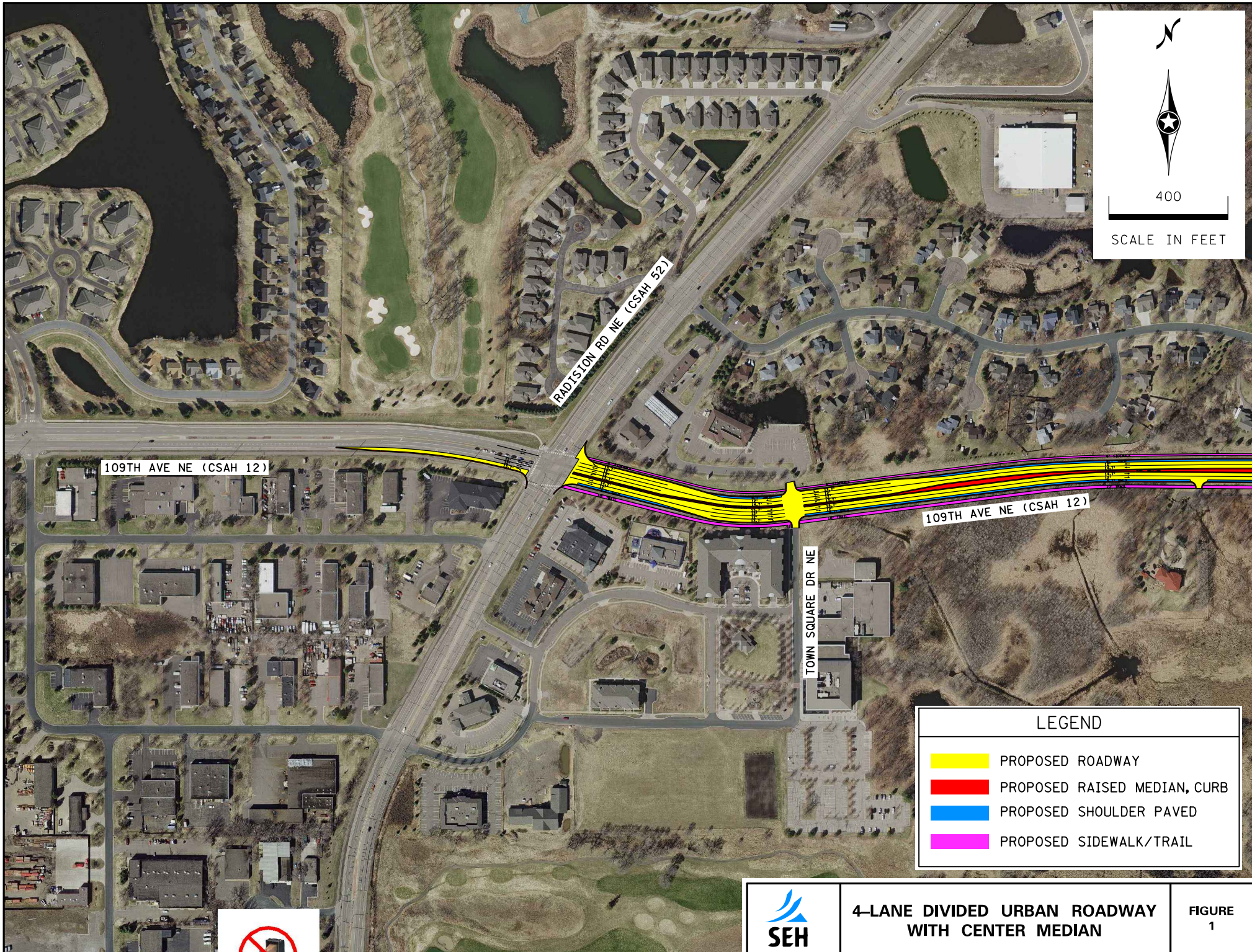
WORK AREA: State - FILTER: Year('2019','2020','2021') - SPATIAL FILTER APPLIED

Analyst: Notes:

Justin Anibas



FILE NAME: X:\NEPA\ANOKA\163876-8-planning\2022 Regional Solicitation\Anoka\_CSAH 12 (Expansion)\cadd\CSAH 12 - 109th Ave. figures.dgn  
MODEL NAME: 4MODELS  
3/30/2022 6:25:33 PM



N

400

SCALE IN FEET

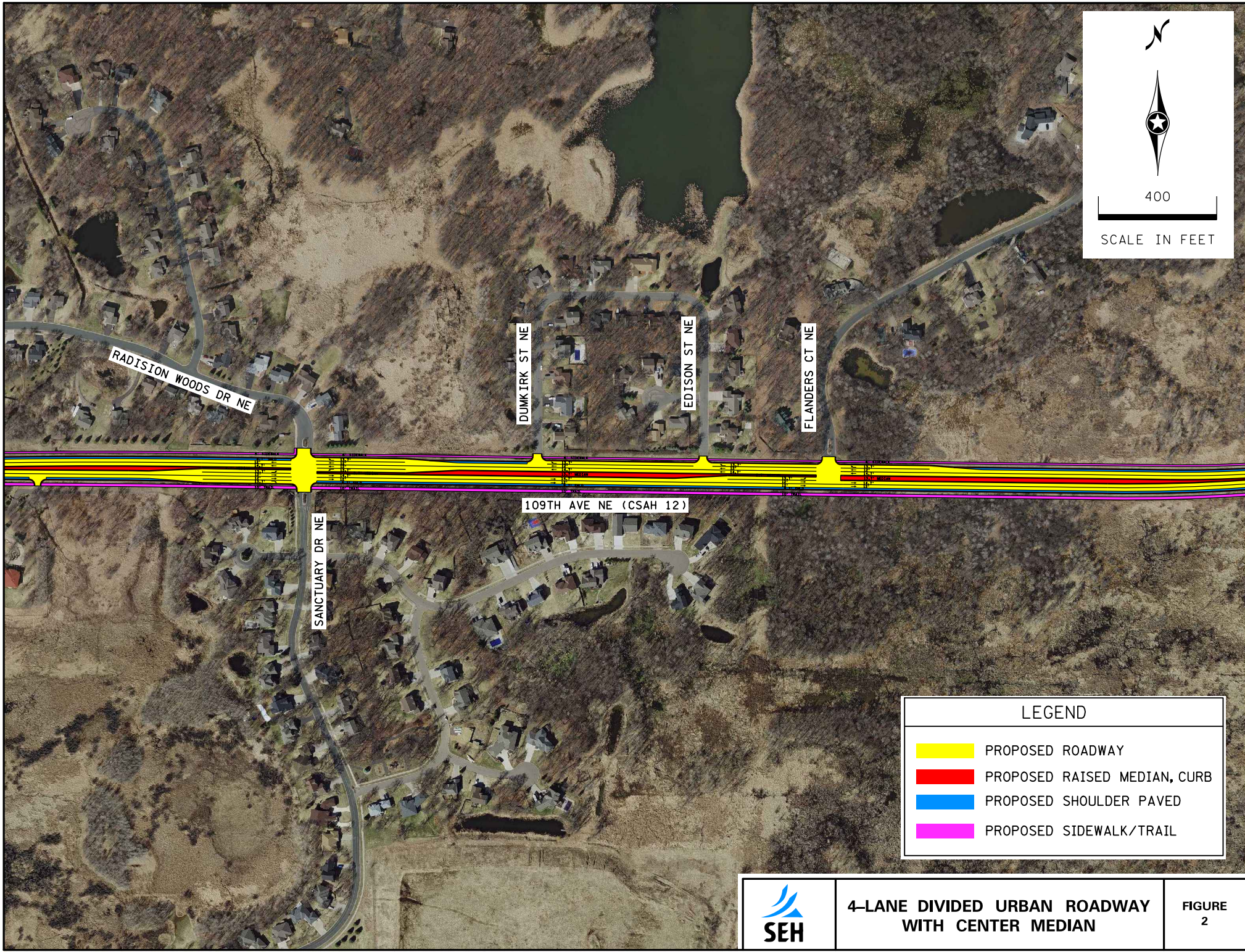
LEGEND

	PROPOSED ROADWAY
	PROPOSED RAISED MEDIAN, CURB
	PROPOSED SHOULDER PAVED
	PROPOSED SIDEWALK/TRAIL

	<b>4-LANE DIVIDED URBAN ROADWAY WITH CENTER MEDIAN</b>	<b>FIGURE 1</b>
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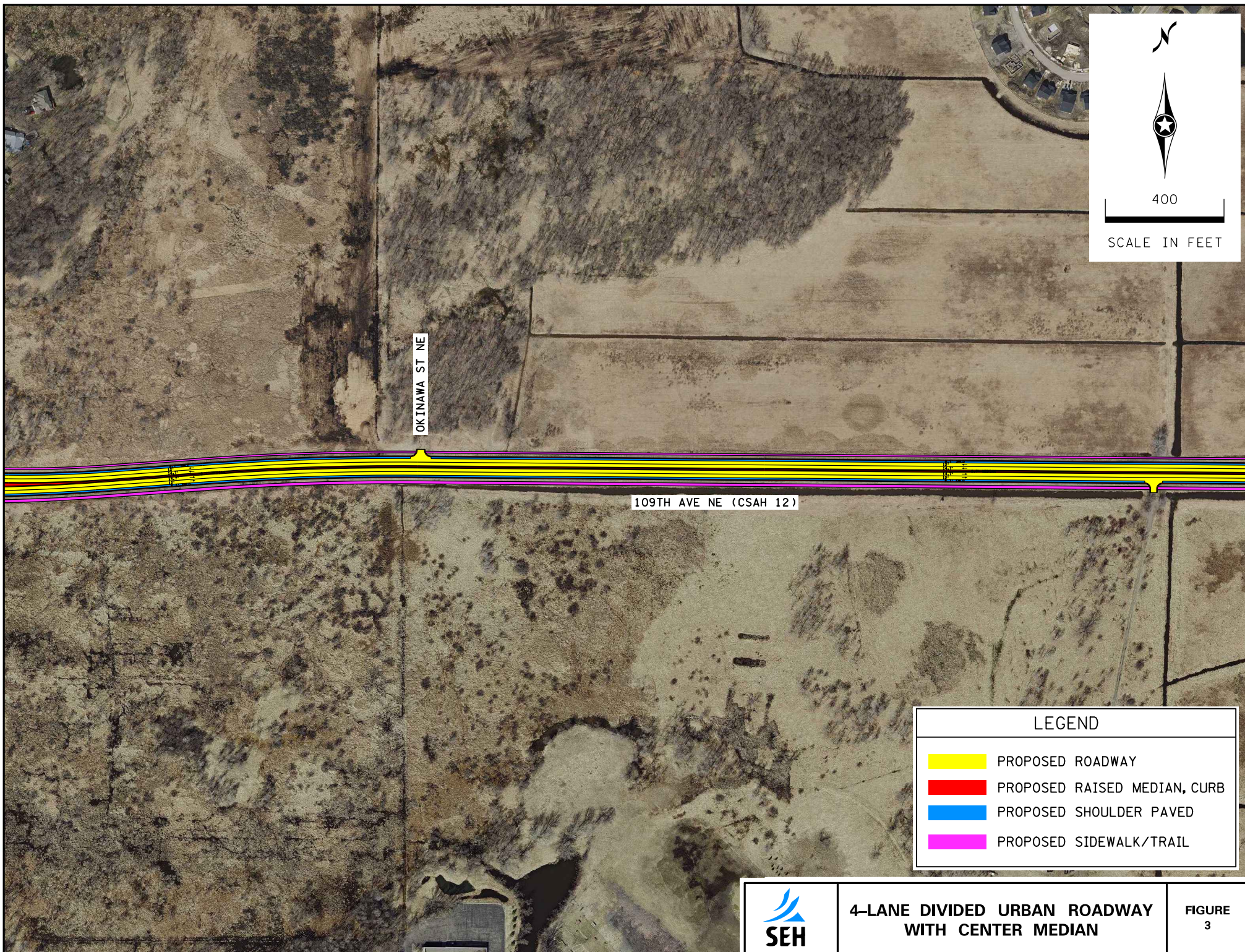
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MODEL NAME: 4MODEL5  
3/30/2022 6:25:42 PM



**4-LANE DIVIDED URBAN ROADWAY  
WITH CENTER MEDIAN**

**FIGURE  
2**













## City of Blaine

10801 Town Square Drive NE

Blaine MN 55449-8100

City Hall 763-784-6700 | [BlaineMN.gov](http://BlaineMN.gov)

April 1, 2022

Joe MacPherson  
County Engineer  
Anoka County Highway Department  
1440 Bunker Lake Blvd. NW  
Andover, MN 55304

RE: Letter of Support for CSAH 12 Corridor Improvements

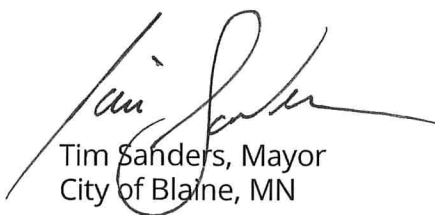
Dear Mr. MacPherson,

This letter documents the City of Blaine's support for Anoka County's funding request to the Metropolitan Council for the 2022 Regional Solicitation for 2026-2027 funding for the expansion of CSAH 12 (109<sup>th</sup> Avenue) to four lanes from CSAH 52 (Radisson Road) to CSAH 17 (Lexington Avenue).

Blaine looks forward to continued cooperation with Anoka County as this project moves forward and as we work together to improve travel mobility and safety.

If you have any questions or require additional information, please reach out to Jon Haukaas, Director of Public at 763-785-6167 or [jhaukaas@blainemn.gov](mailto:jhaukaas@blainemn.gov)

Sincerely,



Tim Sanders, Mayor  
City of Blaine, MN

**Project Name:** CSAH 12 (109<sup>th</sup> Avenue NE)

Expansion to a 4-Lane Divided Facility

**Project Location:** City of Blaine, Anoka County

**Geographic Limits:** 2.3 miles - CSAH 52 (Radisson Road NE) to CSAH 17 (Lexington Avenue NE)

**Applicant:** Anoka County Highway Department

**Funding Category:** Roadway Strategic Capacity

**Estimated Project Total:** \$15.3 Million

**Requested Amount:** \$10 Million

## Existing Conditions

CSAH 12 (109<sup>th</sup> Avenue NE), an “A” Minor Arterial Expander route that provides an important east-west transportation connection in Anoka County, is a 2-lane undivided roadway today. Non-motorized facilities in the project area are non-existent.

Traffic volumes on CSAH 12 have been increasing and are expected to continue to increase in the future as the area continues to grow (8,000 Current AADT, 10,000 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

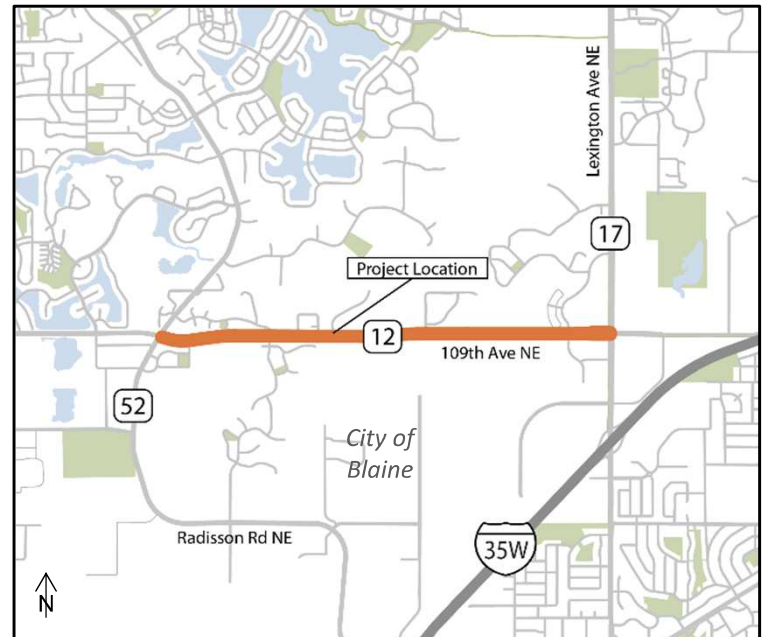
## Project Description

This project includes expanding 2.3 miles of CSAH 12 (109<sup>th</sup> Avenue NE) from 2 to 4 travel lanes between CSAH 52 (Radisson Road NE) and CSAH 17 (Lexington Avenue). The improved roadway section will include a center raised median and match the configuration on the western limits, addressing traffic bottleneck concerns.

The project will close an existing gap in the non-motorized network by constructing a continuous 6-foot ADA-compliant sidewalk on the north side and a 10-foot ADA-compliant multi-use trail on the south side. The corridor is located along a Tier 2 RBTN alignment, which denotes a strong demand for bicycle travel and represents an opportunity to enhance local economic development and business retention. The proposed multi-modal facilities will ensure that CSAH 12’s multimodal function, safety and person-throughput are enhanced. Signals will be upgraded to provide ADA-compliant features and APS push buttons.

## CSAH 12 (109<sup>th</sup> Ave NE) Project Location

City of Blaine, Anoka County



### Issues to be Addressed

- Traffic congestion
- High crash rate
- Inadequate bicycle and pedestrian facilities



### Proposed Improvements

- Expansion to a 4-lane divided roadway with
- 8-ft paved shoulders
- Turn lanes at major intersections
- New sidewalk on north side
- New multi-use trail on south side



### Project Benefits

- Improved mobility
- Improved travel safety for motorists, pedestrians, and bicyclists
- Improved connectivity between residential, commercial and recreational areas





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# 2040 COMPREHENSIVE PLAN

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growth potential is nearly identical to the Metropolitan Council's forecasted growth of 9,714 units from 2016 to 2040.

FIGURE 5-11: ADDITIONAL UNITS FACTORED INTO MEETING 2040 FORECAST

<b>Total Forecasted Units (using density midpoint, from Table 5-9)</b>	<b>8,649</b>
<i>Total building permits issued for new units in 2016 and 2017</i>	652
<i>Lots that have been platted but are currently vacant</i>	360
<i>Impending development at 109<sup>th</sup> and Lexington</i>	190
<b>Total Expected 2040 Unit Growth</b>	<b>9,851</b>

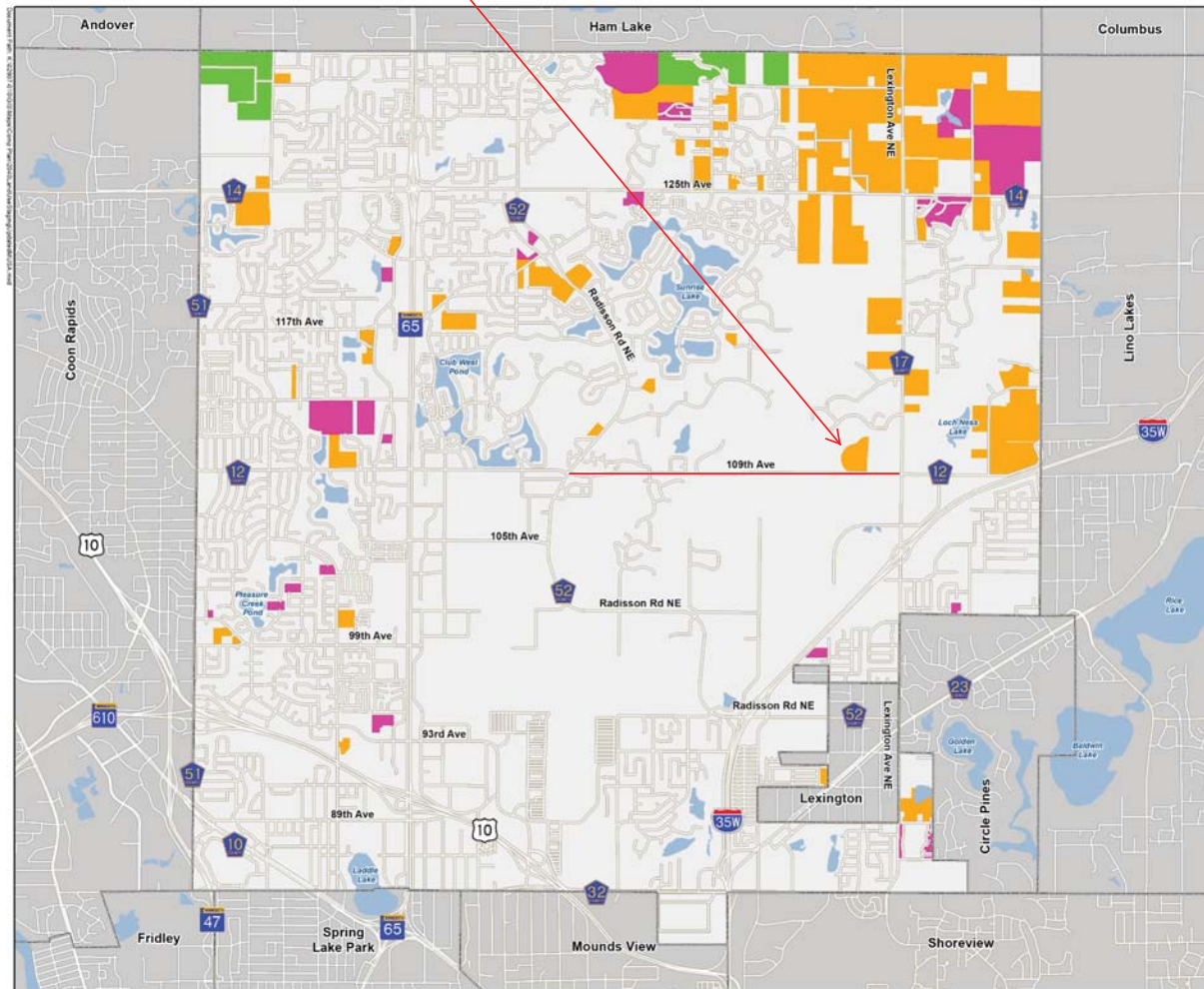
### Growth Staging

The 2040 Comprehensive Plan anticipates the extension of sewers to the entire city except for a land trust site that will remain outside of the urban service area since it is protected from development. To plan for regional sewer system capacity, the Metropolitan Council requests that cities submit 10-year staging plans so that it can size the regional system to accommodate the projected growth. In a city with large amounts of vacant land, this often results in the creation of growth staging areas that are left unsewered until a particular time period or a certain development stage is reached. Since the 2040 Comprehensive Plan envisions access to sewers for all the developable areas of Blaine, this plan will not contain any growth staging areas. Development can occur City-wide and sewers can be constructed, as needed, for new development or to replace failing private systems.

The Metropolitan Council requests a forecast of development in ten-year increments, which is shown in Figure 5-12 and is meant to complement Figure 5-13. Within the planning timeframe 2017-2040, redevelopment expected from present to 2020 is the most well-known due to current development proposals, known areas of market interest, and many vacant platted lots, approved units and building permits issued in 2016 and 2017 that are very likely to see construction prior to 2020. For the remaining redevelopable land (that which corresponds with "Beyond 2020" in Figure 5-12), the table assumes that a significant portion of Low Density Residential redevelopment (80 percent) is likely to occur by 2030, and that all the Medium and High-Density redevelopment is likely to occur by 2030. These staging assumptions are based on current market trends and known development interest and momentum in the City.

From an infrastructure perspective, there are no significant staging considerations that would preclude any of the "Beyond 2020" area from redevelopment, although growth is expected first in areas adjacent to existing roadways and trunk lines. It is expected

FIGURE 5-13: GROWTH AND REDEVELOPMENT STAGING MAP



**Blaine Comprehensive Plan  
Draft 2040 Land Use - Staging  
Blaine, MN**

**Residential Development Staging**

**Staging Timeline**

- 2016 to 2020
- 2020 to 2030
- 2030 to 2040

This is a general view of staging. Market conditions and development pace will determine when specific properties are developed.



Two critical connections were also raised during the community engagement. The first was a connection across Central Avenue in the southern portion of the city. People expressed a lack of good access from their neighborhoods to Aquatore Park. Therefore, the plan identifies the need for a connection. Also, a connection to Lexington Athletic Complex, across Lexington from the west was expressed as a key connection.

### What does this mean for Blaine parks and trails system?

Blaine's park and trails system are advanced for a high growth community with a Suburban Edge growth designation. There are been a history of dedication to connecting where people live to where people want to travel, including commercial destinations, public institutions, and regional and local parks. The city of Blaine has had a long-term vision of connecting to these community assets, and intends to continue that tradition into the next 25 years.

In addition to changing demographics and input from the community, the regional trail and park system also play a role in guiding future infrastructure planning. As it specifically relates to trails, there are two regional bike network alignments identified in Blaine. One is along the University Avenue corridor. This is an existing off-road trail that connects many neighborhoods in western Blaine to the Blaine High School and Bunker Hills Regional Park. The second Regional Bike Transportation Network alignment is along 109<sup>th</sup> Avenue. A portion of that is constructed as off-road sidewalk linking University to Quincy. From Quincy, the connection becomes off road trail, across Central to Radisson Road. Long term, the crossing at Central is something for the city to examine, as the traffic volumes and speeds are not conducive to safe crossing for bicyclists or pedestrians.

The figure below outlines the existing parks and trails system, as well as future parks and trails within the city. It does not include future neighborhood parks, as those are reviewed and designed upon development.

### EXISTING PARKS and Trails

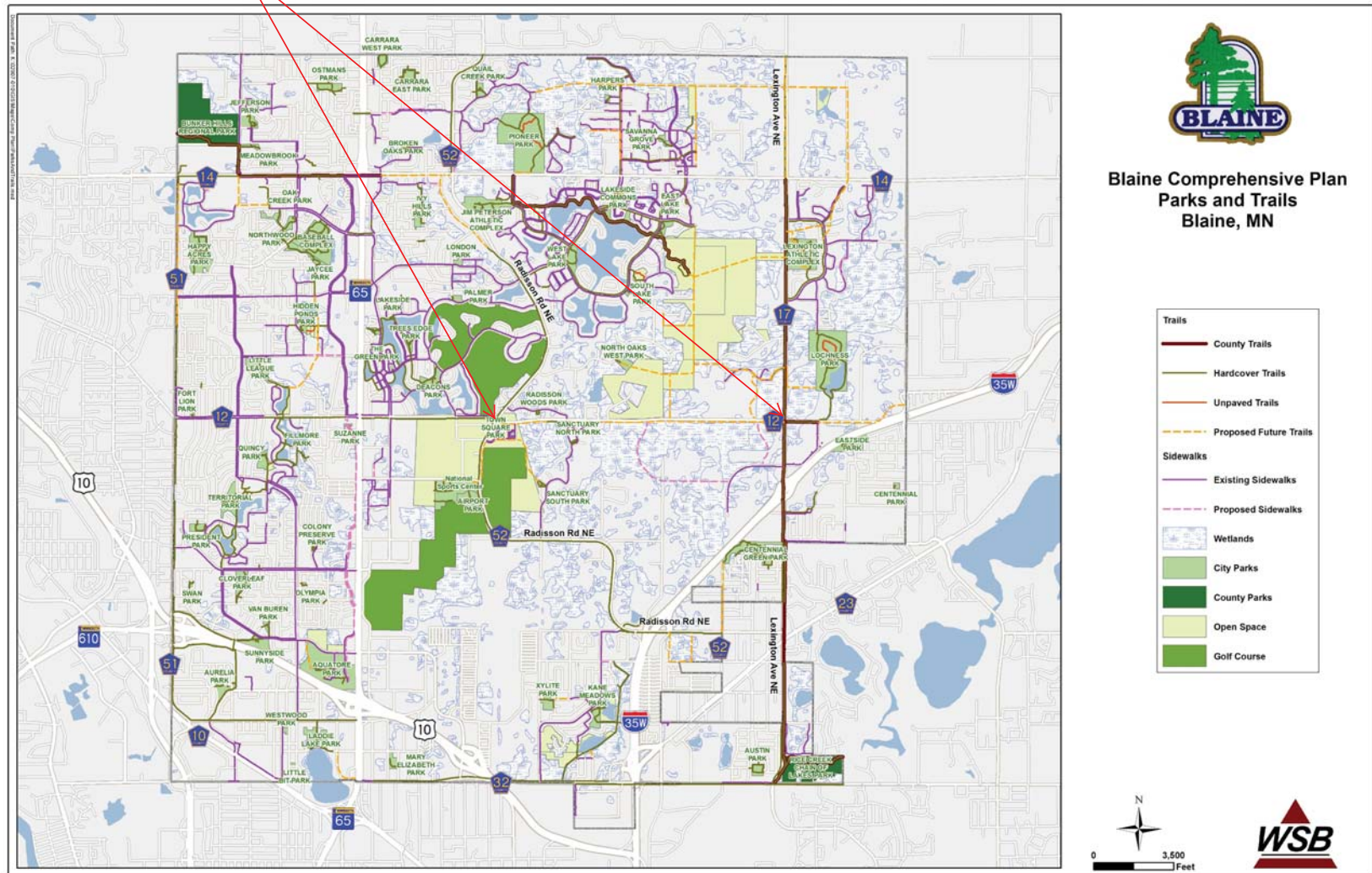
#### State Lands

**Blaine Airport Rich Fen Scientific and Natural Area:** Adjacent to the Blaine Airport, this scientific and natural area (SNA) is located in a perpetual conservation easement dedicated by the Metropolitan Airports Commission.

The SNA is 47.9-acres and contains two state-endangered species, the lance-leaved violet and tubercled rein-orchid, as well as a special concern species, the marginated



FIGURE 6-1: PARKS AND TRAILS SYSTEM



#### Existing Capacity Issues on Arterial Roads

At the planning level, capacity issues are identified by comparing the existing number of lanes with current traffic volumes. Figure 7-4 and Figure 7-6 illustrate the existing number of lanes on arterial roadways within the Blaine. Figure 7-5 illustrates existing traffic volumes on Principal Arterial, A-Minor Arterials and other significant roadways within Blaine.

Most of the arterials in Blaine currently exhibit traffic volumes below or within the range of the planning level capacity thresholds shown in Figure 7-3; however, the principal arterial roadways do exceed these thresholds. I-35W, US Highway 10, and TH 65 all exhibit daily traffic volumes that currently meet or exceed capacity thresholds, and are currently experiencing higher levels of congestion during peak travel periods. The MnDOT Metropolitan Freeway System 2015 Congestion Report identifies one to two hours of reoccurring congestion along I-35W and US Highway 10.

FIGURE 7-4: NUMBER OF ROADWAY LANES

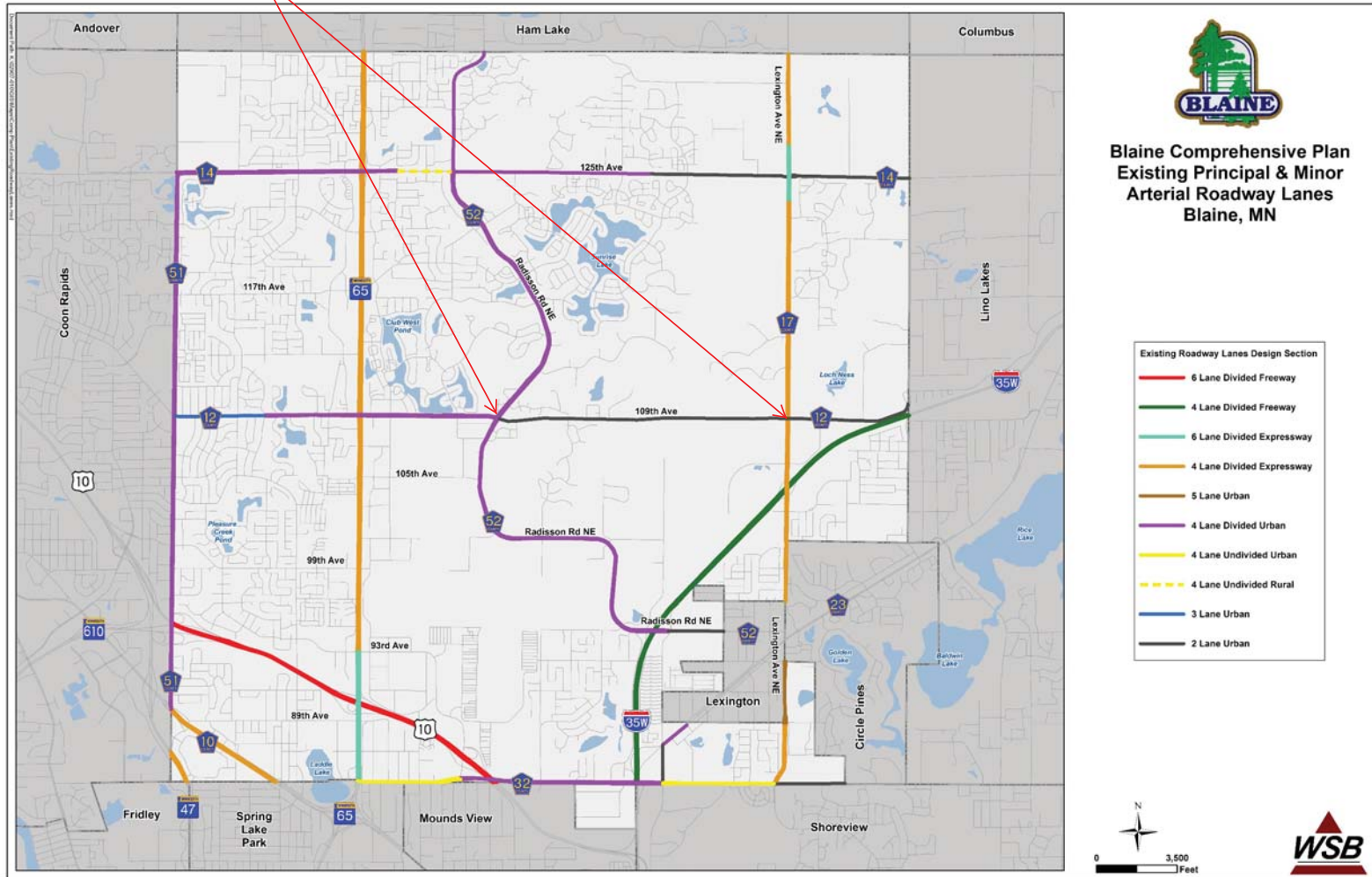


FIGURE 7-6: EXISTING NUMBER OF LANES ON ARTERIAL ROADS

Functional Classification	Roadway Name	Location	Number of Lanes
<b>Principal Arterial</b>	I-35W	Blaine-Shoreview border to Blaine-Lino Lakes border	4
	US Highway 10	Blaine-Coon Rapids border to Blaine-Mounds View border	6
	TH 65 (Central Avenue)	Blaine-Spring Lake Park border to Blaine-Ham Lake border	4-6
	125th Avenue (CSAH 14)	Blaine-Coon Rapids border to Blaine-Lino Lakes border	2-4
<b>"A" Minor Expander</b>	Radisson Road NE (CSAH 52)	I-35W to Blaine-Ham Lake border	4
	Lexington Avenue (CSAH 17)	Blaine-Shoreview border to Blaine-Ham Lake border	4-6
	109th Avenue/Sunset Avenue (CSAH 12)	Blaine-Coon Rapids border to Blaine-Lino Lakes border	2-4
	85th Avenue (CSAH 32)	TH 65 to Blaine-Circle Pines border	2-4
<b>"A" Minor Reliever</b>	University Avenue (TH 47)	Blaine-Spring Lake Park border to Blaine-Coon Rapids border	4
	University Avenue (CSAH 51)	County Road 10 (CSAH 10) to 125th Avenue (CSAH 14)	4
	County Road 10 (CSAH 10)	Blaine-Coon Rapids border to Blaine-Spring Lake Park border	4
	Lake Drive (CSAH 23)	I-35W to Blaine-Lexington border	4
<b>"Other" Arterial</b>	University Avenue (County Road 3)	University Avenue (TH 47) to County Road 10 (CSAH 10)	4

**Existing Safety and Operational Issues on Arterial Roadways**

Most safety and operational issues within Blaine occur on the arterial roadway network, which also handles the highest amounts of daily traffic. Major roadways (I-35W, US Highway 10, TH 65, University Avenue, 109th Avenue, Radisson Road NE, and 125th Avenue) and intersections with these roadways experience the majority of crashes within Blaine. On-going monitoring of crashes and further study is recommended to identify specific safety issues and design, intersection control or other countermeasures that could be effective at reducing the rate and severity of crashes at these locations. The City of Blaine will continue to work with MnDOT and Anoka County to identify potential safety and operational improvements that may be identified as part of planning studies or implemented as part of programmed improvements.



## FUTURE ROADWAY SYSTEM

This section addresses future roadway improvement needs and roadway design guidelines.

### Roadway Capacity Needs – Traffic Forecasting

To determine future roadway capacity needs, year 2040 traffic forecasts were provided by the Metropolitan Council travel demand model. The 2040 projections were compared against the assumed 2040 roadway network to identify where roadway segment capacity deficiencies may result. The 2040 roadway network assumed for this analysis is the same as the current roadway network; however, the Current Revenue Scenario includes the installation of MnPASS lanes on I-35W north to Sunset Avenue, and the additional capacity provided by these improvements is included in modeling of the future roadway network.

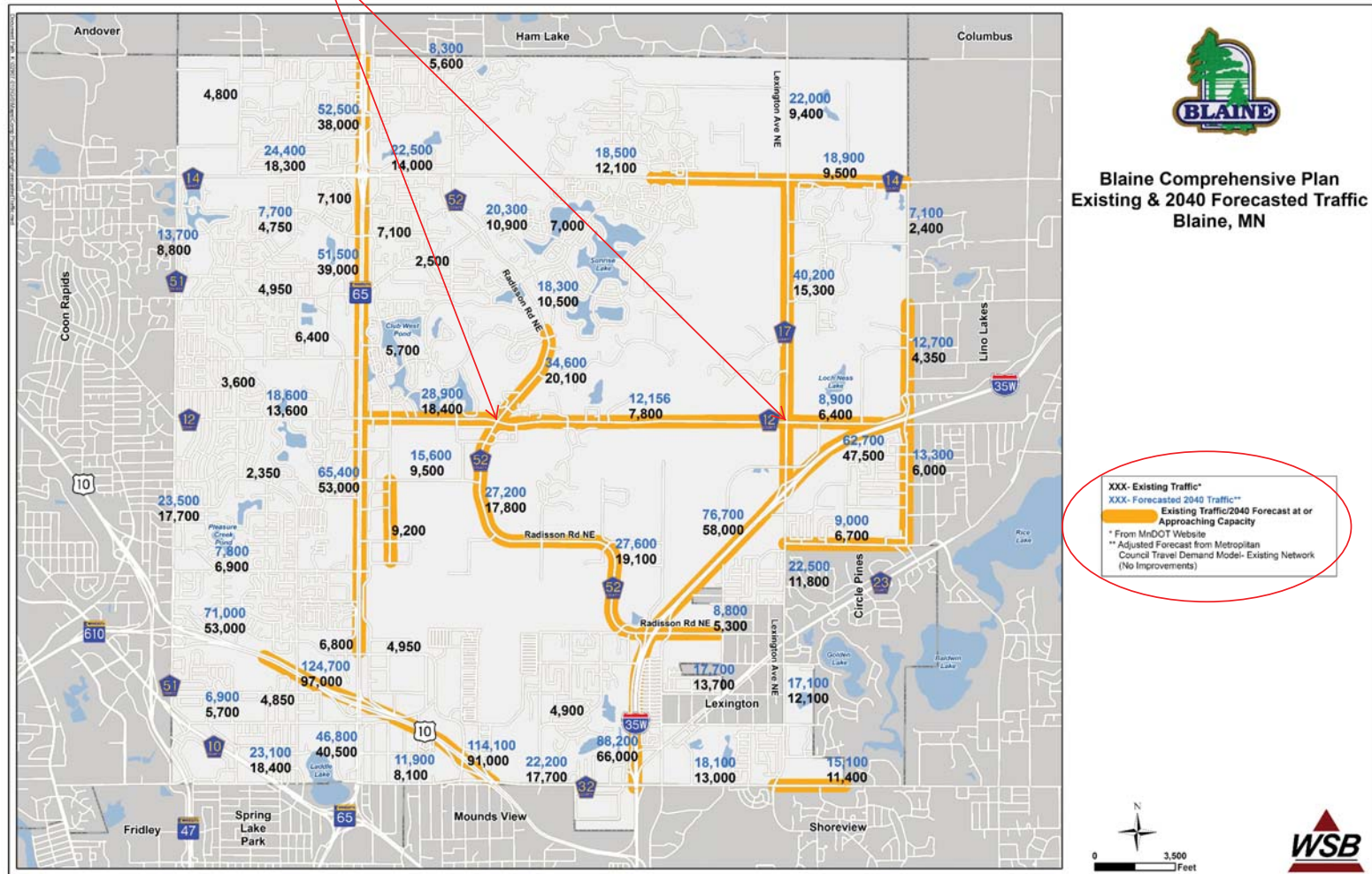
A central concept of travel demand forecasting is the use of Transportation Analysis Zones (TAZs). Each forecast study area, the City of Blaine in this case, is divided into a series of TAZs. Each TAZ has socio-economic population, employment, and household data that is used by the model to assign trips to the various network roadways. Figure 7-10 displays Metropolitan Council TAZs within Blaine.

The results of the Metropolitan Council travel demand model process are summarized in Figure 7-11, which displays Metropolitan Council 2040 projected Average Daily Traffic (ADT) volumes and existing (2014) traffic volumes for Principal Arterial and A-Minor Arterial roadways. Areas of associated forecasted congestion based on the planning level capacities are also identified in Figure 7-11 based on the planning level thresholds identified in Figure 7-3.

As Illustrated in Figure 7-11, there are many roadways within Blaine with segments that will meet or exceed their planning level capacity to accommodate forecasted Metropolitan Council 2040 travel demands. These include US Highway 10, TH 65, Interstate 35W, Radisson Road NE, 125th Avenue, Lexington Avenue, North Road past Centennial High School, County Road J, Davenport Street NE and Sunset Avenue.

There is justification for more detailed corridor level analysis of all these identified corridors to confirm the purpose and need for providing additional capacity. These corridor studies should assess in greater detail access, intersection operations, bicycle/pedestrian needs, transit needs, freight needs, community and neighborhood sentiment, adjacent land use and a variety of other factors that cannot be adequately addressed in a system-wide planning study of this nature.

FIGURE 7-11: EXISTING AND FORECASTED TRAFFIC VOLUMES



## EXISTING AND PLANNED NON-MOTORIZED TRANSPORTATION NETWORK

This section addresses network needs for walking and bicycling within Blaine. This section also addresses the needs of people using wheelchairs and assistive mobility devices such as mobility scooters, as they are considered pedestrians.

Enhancing the non-motorized elements of the Blaine transportation system is a key goal in terms of improving transportation sustainability in the city and in the region. This approach gives residents an alternative to driving, supports transportation options for people who do not have consistent access to a personal vehicle, and encourages healthy activities and lifestyles.

This section includes information on the existing non-motorized transportation network within Blaine, connections to land use planning, the planned local non-motorized transportation network, and the planned regional non-motorized transportation network. This section also includes recommendations and design best practices.

### Existing Non-Motorized Transportation Network

The non-motorized transportation network in Blaine is comprised of sidewalks and multi-use paved trails. As shown in Figure 7-13, there are approximately 76 miles of sidewalks and 57 miles of trails. While the sidewalk and trail network is quite extensive, many older neighborhoods were developed without the inclusion of sidewalks in residential areas. More recent residential areas are more likely to include sidewalks as in the TPC and Club West developments. Trails have been developed in newer residential developments and along city collector roadways and county highways. Major trail routes that provide city-wide connections include Radisson Road NE, Lexington Avenue, 85th Avenue, and Lakes Parkway, as well as portions of 109th Avenue, 125th Avenue, and University Avenue.

Within the City of Blaine there are several nodes that support connections via sidewalk or trail. In addition to schools and parks, other important nodes include the National Sports Center, Town Square (City Hall), Northtown Shopping Center, the Village Shopping Center, and commercial node at TH 65 and 125th Avenue. The sidewalk and trail system currently provides some connections to these facilities, but access could be improved with the completion of current system gaps.

Major highways such as I-35W and US Highway 10 serve as barriers for bicyclists and pedestrians due to limited opportunities to cross the roadway. This affects non-motorized by increasing the distance required to reach a destination, which may lead to avoidance or using vehicles to make the trip. TH 65 also serves as a major barrier

for bicyclists and pedestrians. Non-motorized facilities do not exist along TH 65, and most intersections have limited pedestrian accommodations with several lanes of traffic to cross. This makes the experience feel unsafe and difficult for many individuals. While TH 65 does not support bicyclists and pedestrians, the streets that serve as frontage roads along the east and west sides of TH 65 do serve the purpose of providing north-south connections along TH 65 for pedestrians and bicyclists. However, the network is not continuous; sidewalk and trail extensions are needed to adequately serve bicycle and pedestrian needs.

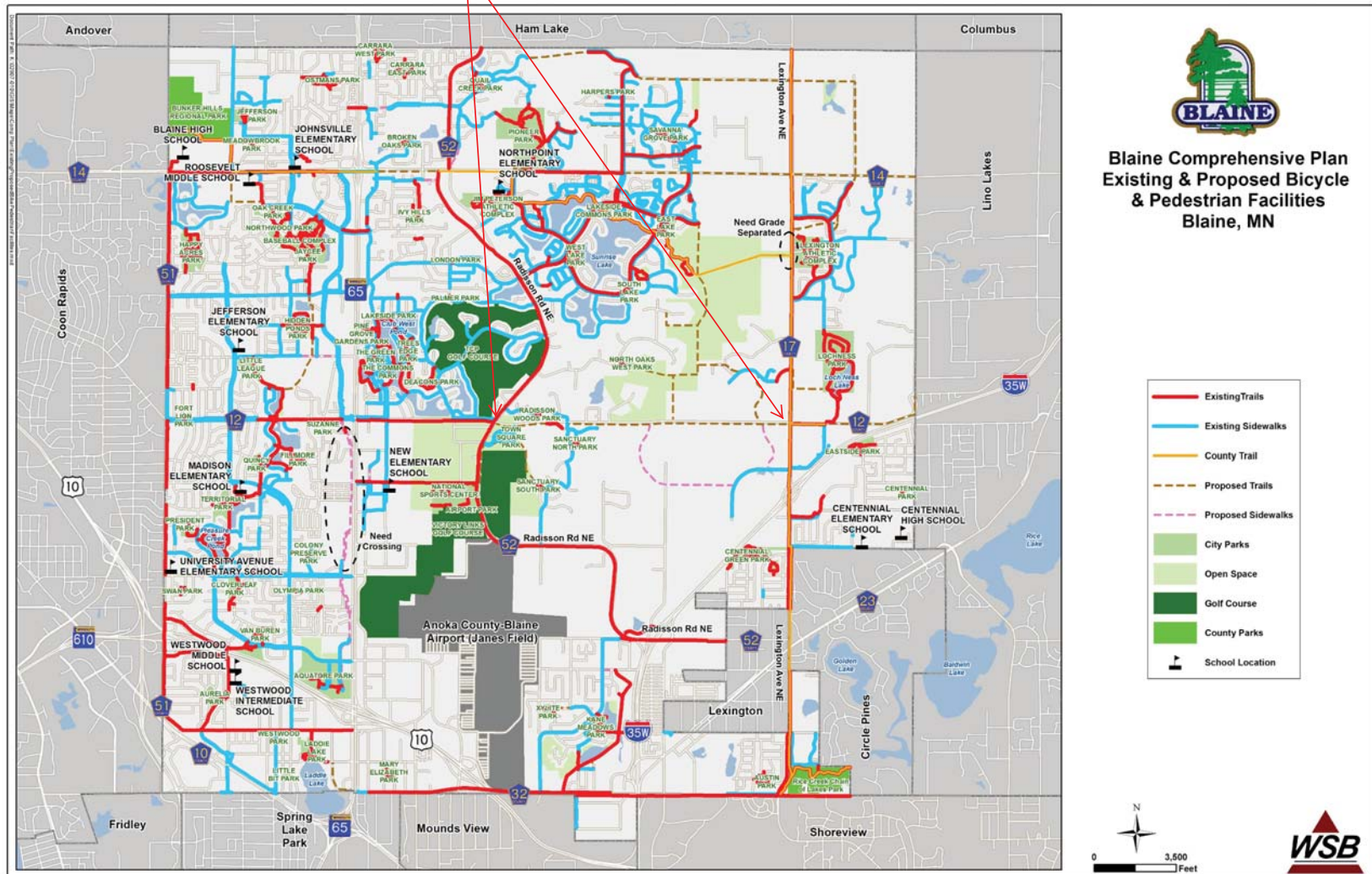
### Connections to Land Use Planning

Blaine has development patterns consistent with its designation as a Suburban Edge community. In many areas of the city, existing residential development is lower in density compared with many urban areas, reflecting a community that has developed relatively recently. Environmental features and the large land area that the airport encompasses contribute to greater distances between different land uses. In addition, most commercial land uses are separated from largely single-family residential land uses. This means that people walking and bicycling must cover greater distances to reach commercial areas from their homes. In these areas of the city, development patterns are likely better suited to bicycling than walking for transportation trips.

As Blaine continues to develop or redevelop, the inclusion of sidewalks and trails is an important consideration to accommodate pedestrian and other non-motorized movement in a safe manner, separate from vehicular traffic. The City supports completing gaps in the system network when opportunities arise, such as through development and roadway reconstruction projects. The City's land use planning and coordination with developers can help improve opportunities for walking and bicycling for transportation. The City can encourage mixed-use development that situates residents within a short walk of commercial destinations. The City can also work with developers to construct sidewalks and trails within developments. Additionally, the City can require pedestrian and bicycle connections in areas where the roadway network does not connect, such as cul-de-sac connector trails that provide shortcuts for people walking and bicycling.



FIGURE 7-13: EXISTING AND PROPOSED BICYCLE AND PEDESTRIAN FACILITIES



### Planned Local Non-Motorized Transportation Network

Blaine's planned non-motorized transportation network of sidewalks and trails is shown in Figure 7-13. When the network is complete, it will improve connectivity between residential areas and commercial, institutional, and recreational areas. This includes filling existing network gaps and adding new facilities in developing areas. The network will improve options for people to walk and bicycle for transportation within the city, and facilitate regional connections (described in greater detail in the following section).

The planned sidewalk and trail network shows the extension of the system along the TH 65 frontage road network. Additional opportunities to extend sidewalks and trails along the frontage road network for Trunk Highway 65 should be explored, as well as additional opportunities for grade separated bicycle/pedestrian crossings of the highway.

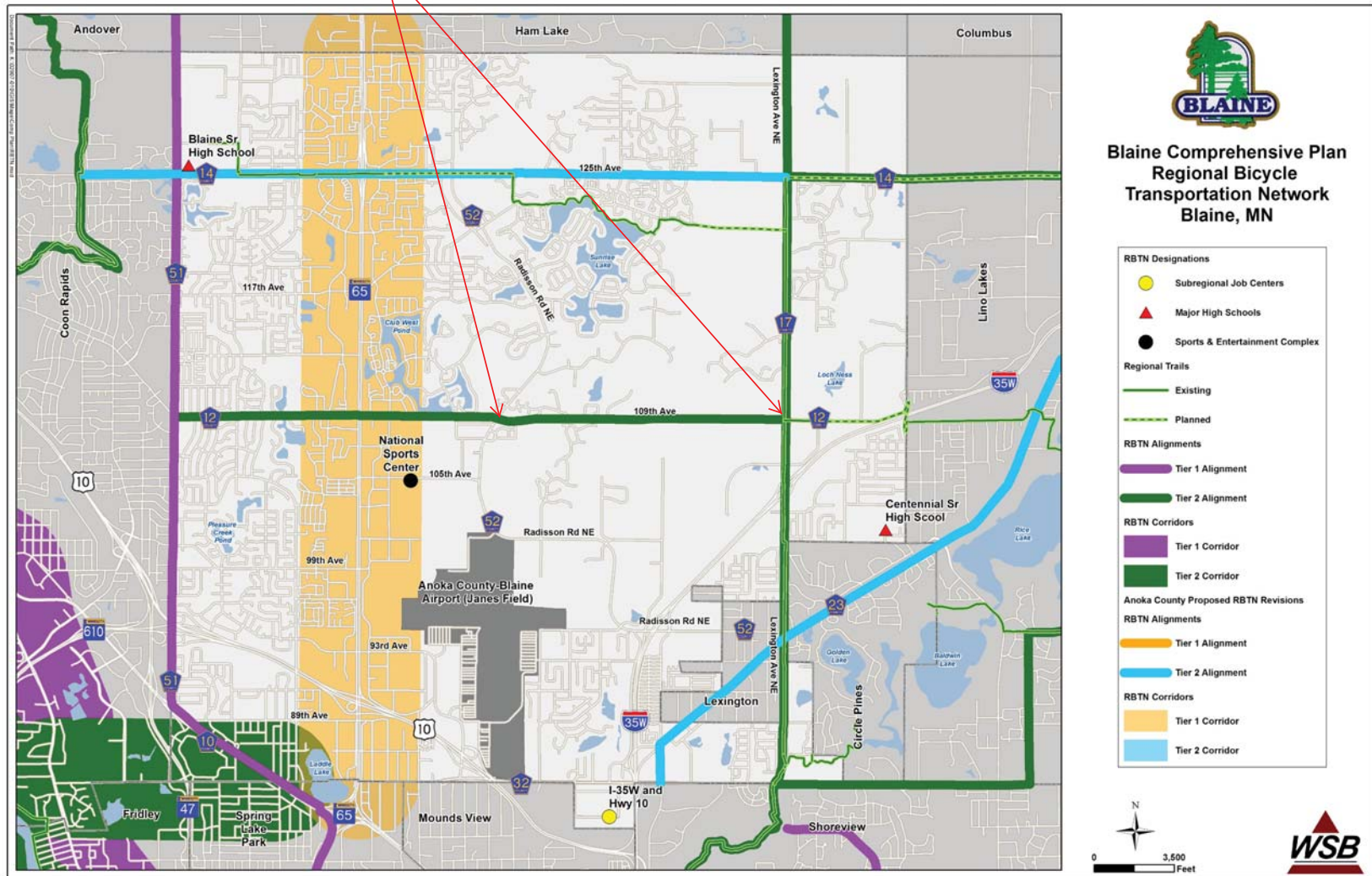
The City will explore other opportunities to improve the bicycle and pedestrian environment.

### Planned Regional Non-Motorized Transportation Network

The Metropolitan Council 2040 TPP encourages the use of bicycles as a transportation mode and establishes the Regional Bicycle Transportation Network (RBTN) as an integrated network of on-street bikeways and off-road trails that complement each other and provide connections across the region. The RBTN identifies Tier 1 and Tier 2 alignments where existing regional or other trails exist or where a specific alignment has been identified. The RBTN also identifies Tier 1 and Tier 2 corridors where specific alignments have not yet been defined.

In 2017, revisions to the RBTN were proposed as part of the 2040 TPP Update to better align the network with county and city plans. At the western border of Blaine, the RBTN identifies a Tier 1 RBTN alignment along University Avenue and then extending southeast along County Road 10. Tier 2 RBTN alignments are identified along 85th Avenue east of Hastings Street, 109th Avenue between University Avenue and Lexington Avenue, Lexington Avenue, and 125th Avenue. Most of these corridors have existing trails, however some gaps remain. There is also a RBTN Tier 2 corridor generally running along the southern city border west of Hastings Street. Recent revisions include adding Tier 2 RBTN corridors generally along the TH 65 corridor and the Lake Drive corridor. The RBTN map also identifies three regional destinations within the city: I-35 W and Highway 10 (a regional job center), the Blaine National Sports Center (a sports and entertainment complex), and Blaine High School. The updated existing and proposed regional network is shown in Figure 7-14.

FIGURE 7-14: REGIONAL BICYCLE TRANSPORTATION NETWORK





# ANOKA COUNTY

## 2040 TRANSPORTATION PLAN UPDATE

**FINAL REPORT** - November 2019



Anoka County  
MINNESOTA





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

## 1.1 PLAN UPDATE PROCESS

State law requires that all incorporated cities, counties, and townships within the seven-county metropolitan region must update their Comprehensive Plans every ten years to align with the Metropolitan Council's regional system plans for highways, transit, airports, wastewater services, and parks. Anoka County's transportation plan was last updated in 2009.

This update is focused on addressing the requirements outlined in the Metropolitan Council's Local Planning Handbook for 2017 and preparing an implementation plan that is reflective of the continued funding constraints faced by the County, the local communities, and the State. This update has also been guided by a Project Management Team which consisted of participants from the following organizations: Anoka County Highway Department, Anoka County Department of Parks and Recreation, Anoka County Transit, Metropolitan Council, the Minnesota Department of Transportation (MnDOT), and consultant team.



Roadway in Anoka County (Source: Anoka County)

## 1.2 RELATIONSHIP TO THE FIVE-YEAR IMPROVEMENT PROGRAM

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

## 1.3 PARTNERS

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

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

## Regional Bicycle Transportation Network

The Metropolitan Council's Regional Bicycle Transportation Network (RBTN), the region's vision for regional bikeways, is shown in Figure 12 for Anoka County (further details are provided in Appendix H). The RBTN is made up of a series of specific alignments and broad planning corridors and includes regional destinations the network is intended to connect. The purpose of the RBTN is threefold:

- » To establish an integrated/seamless network of on- and off-street bikeways;
- » To provide the vision for a "backbone" arterial network for daily bicycle transportation; and
- » To encourage cities, counties, park agencies, and the state to plan and implement future bikeways.

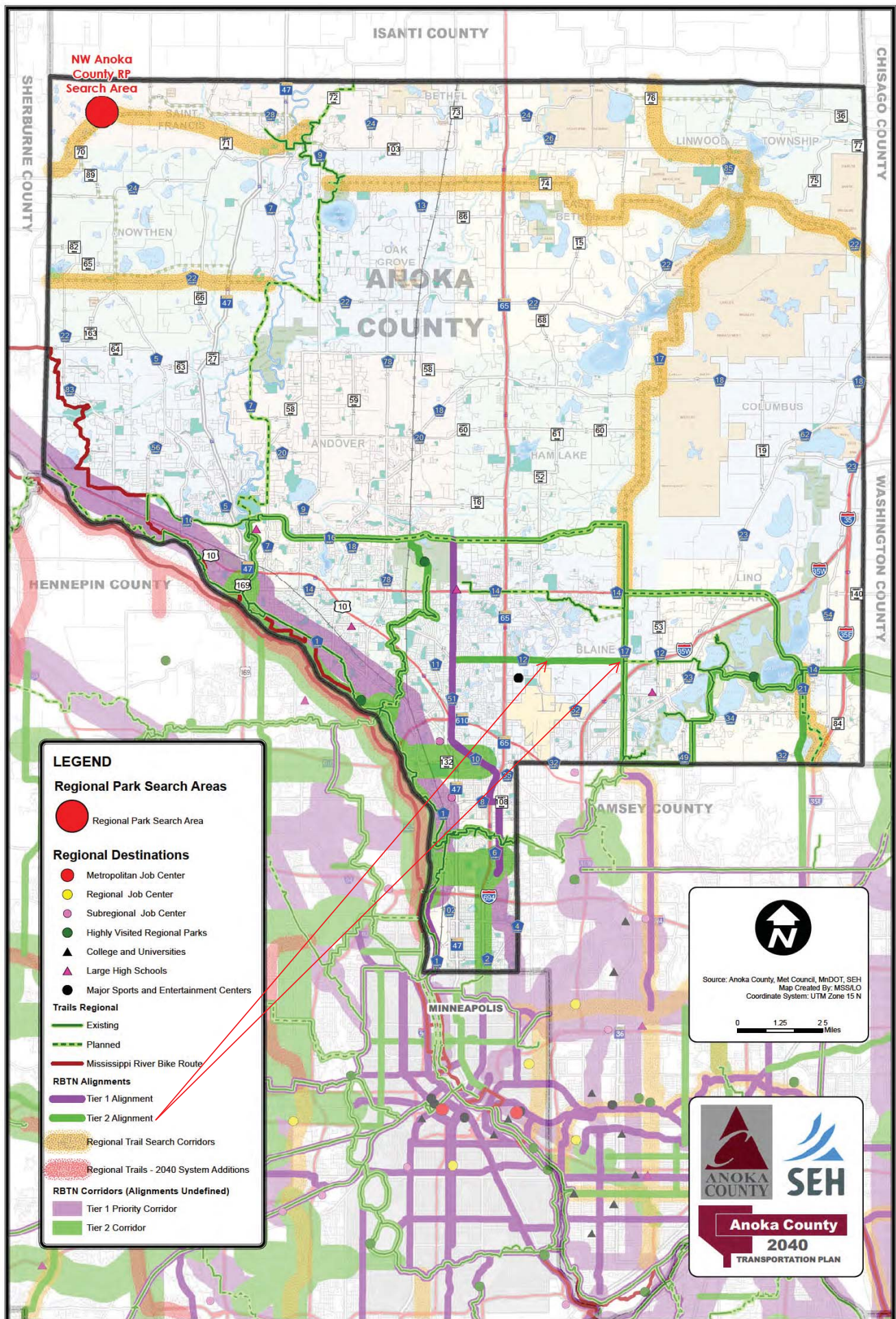
The RBTN corridors are established where existing or potential high demand for transportation-related bicycle trips has been identified and where specific alignments have not been implemented by local agencies. This network is intended to provide mid-to-long range connections to and between major regional destinations. RBTN alignments were established to represent where local plans have identified existing or planned off-street trails or on-street bikeways.

The network is further divided into Tier 1 and Tier 2 alignments and corridors based on potential bicycle demand levels as determined in the Metropolitan Council's Regional Bicycle System Study (2014). There are more than 1,300 miles of designated regional bicycle network corridors and alignments across the Twin Cities Region. This compares very favorably with other metro regions around the nation that have established regional bicycle networks. Further information regarding the RBTN can be found at: <https://metro council.org/transportation/planning-2/key-transportation-planning-documents/bike-pedestrian-plans/rbtn.aspx>



Multi-use trail in Anoka County (Source: Kris Lindahl)





EXISTING REGIONAL BICYCLE  
TRANSPORTATION NETWORK



Anoka County's transportation system is affected by many factors within and outside the county. Conversely, decisions regarding the county's transportation system affect transportation in the local communities, surrounding counties, the region, and to some extent, the state. Recognizing the context of this Plan, Anoka County staff collaborated with many different groups during plan development to ensure a final product that best serves the county, the communities within the county, the region and the state. This section provides an overview of this collaboration.

## 5.1 COORDINATION WITH ANOKA COUNTY COMMUNITIES

Similar to Anoka County, all cities are required to submit updated Comprehensive Plans to the Metropolitan Council. In Anoka County, land use control is the jurisdiction of the cities. This requires cities and the county to work together to facilitate coordinated transportation facility planning.

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



Intersection in Anoka County (Source: Anoka County)

Some of the primary items and issues discussed at these coordination meetings included:

- » Development has not occurred as projected during the year 2030 comprehensive planning process – as a result, the trend for continued expansion of the county highway system is not as significant as in the past;
- » An increasing trend appears to be conversion of underutilized commercial/retail land to multi-family residential;
- » Managing commuter traffic that is using county and city roads to avoid congestion on the major highways;
- » Increased safety needs for multi-modal transportation infrastructure on arterial roadways;
- » Need to enhance capacity on TH 10, TH 65 and TH 47; and
- » Need for spot intersection improvements to address congestion and safety concerns (need for traffic signals or roundabouts).

## 5.2 PUBLIC INVOLVEMENT

An information meeting was held on March 28, 2018 during the development of the 2040 Transportation Plan. This meeting introduced the planning effort, the purpose and goals of the Plan, and the results of the technical analyses completed as part of the process. Comments from attendees at the meetings were also collected and considered by the Project Management Team (PMT).

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



Anoka County Government Center (Source: Anoka County)

# 1 City – County Coordination Meetings

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

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

City [Participants]	TAZ Status	Key Issues and Priorities
<b>Ramsey</b> [Tim Gladhill (Comm Dev Dir), Bruce Westby (Engineer), Chris Anderson (Planner)]	City will provide adjustments late May	<ul style="list-style-type: none"> <li>• Highway 10 is the top priority (CSAH 56 and CSAH 57 interchanges)</li> <li>• CSAH 56 and CSAH 57 railroad grade separations need to advance regardless of interchanges</li> <li>• Highway 47 and CSAH 5 are also priorities (identified several intersections along Highway 47 and CSAH 5 that need to be analyzed for improvements)</li> <li>• CSAH 116 Bridge needs a right turn lane</li> <li>• Would like a new Rum River Bridge identified as a long term need (corridor preservation)</li> <li>• Identified several intersections along Highway 47 and CSAH 5 that need to be analyzed for improvements</li> </ul>
<b>Lino Lakes</b> [Mike Grochala (Comm Dev Dir), Katie Larsen (Planner), Diane Hanke (Engineer)]	No major adjustments anticipated. Will send any refinements by end of May	<ul style="list-style-type: none"> <li>• CSAH 32 turnback from City to County is desired by the City</li> <li>• In favor of roundabouts at I-35E/CSAH 32 interchange ramps (ramps to/from north are not a priority)</li> <li>• CSAH 32/CSAH 21 intersection is a priority (ICE study nearly complete)</li> <li>• CSAH 32/CSAH 49 intersection will need further improvements in the coming years</li> <li>• Interested in flattening S-curves on CSAH 32</li> <li>• CSAH 34 is a continued priority (intersection improvements)</li> <li>• Development pressure in increasing on CSAH 14 west of CSAH 23</li> </ul>
<b>Spring Lake Park</b> [Dan Bucholtz (Administrator), Phil Gravel (Engineer)]	No adjustments anticipated	<ul style="list-style-type: none"> <li>• CSAH 35 north of 81st Ave is in very poor condition</li> <li>• Further coordination is required regarding 4-lane to 3-lane restriping project on CSAH 8 (trail improvements are a priority for the City)</li> <li>• TH 65 southbound lane drop at CSAH 10 ramp is a continued operational/safety issue</li> <li>• Proposed multi-family development will put more demand on signal at CSAH 10 and Able Street</li> </ul>
<b>Oak Grove</b> [Loren Wickham (Administrator)]	No adjustments anticipated	<ul style="list-style-type: none"> <li>• Some residents concerned about planned RCI project at TH 65/CSAH 22 (east of City)</li> </ul>
<b>Centerville</b> [Greg Burmeister (Maintenance), Paul Palzer (PW Dir)]	No adjustments anticipated	<ul style="list-style-type: none"> <li>• Traffic diverts from I-35E/CSAH 14 interchange to parallel roads</li> <li>• Experiencing substantial traffic increases from Lino Lakes development</li> </ul>

City [Participants]	TAZ Status	Key Issues and Priorities
<b>East Bethel</b> [Colleen Winter (Comm Dev Dir), Craig Jochum (Engineer)]	No adjustments anticipated	<ul style="list-style-type: none"> <li>City has identified three growth management areas along TH 65 at CSAH 22, CR 86, and CSAH 26). CSAH 22 area has enough land to accommodate growth through 2040.</li> <li>MnDOT is moving forward with first signalized RCI intersection(s) in the State at TH 65/CSAH 22.</li> <li>City is developing a supporting local road system in the TH 65/CSAH 22 intersection area</li> <li>Majority of safety concerns expressed by residents with CSAH 26 and CR 15 west of TH 65 (sharp curves)</li> </ul>
<b>Nowthen</b> [Jeff Pillon (Mayor), Corrie LaDoucer (Clerk), Shane Nelson (Engineer), Elizabeth Stockman (Planner)]	No adjustments anticipated	<ul style="list-style-type: none"> <li>Cut-through traffic avoiding Highway 169 in Elk River is a key concern.</li> <li>Support concept of connecting CSAH 22 to the Highway 169/CSAH 33 interchange in Sherburne County</li> <li>City will not be receptive to any turnback proposals given funding constraints</li> <li>Will be a continued challenge to accommodate development demand along CSAH 22 and the County's access management guidelines</li> <li>CSAH 22/CR 66 intersection is a safety issue (poor sight distance)</li> </ul>
<b>Blaine</b> [Erik Thorvig (Econ Dev Dir), Bryan Schafer (Comm Dev Dir), Dan Schluender (Asst Engineer), Steffen Higgins (Asst Engineer)]	Population totals in NE section of City are too high. Provide adjustments to County by end of June	<ul style="list-style-type: none"> <li>TH 65/CSAH 12 interchange is the top priority</li> <li>Safety concerns at CSAH 52/Xylite Ave intersection</li> <li>Traffic signals will likely be warranted in the future at CSAH 17/117th Ave and CSAH 14/North Lakes Road</li> <li>Extension of Sunset Avenue is not a priority</li> <li>Need for more capacity on CSAH 12 west of CSAH 17</li> <li>City supports improvements at the I-35W/85th Ave interchange</li> <li>This plan will need to determine need for expanding CSAH 14 between CSAH 17 and Harpers Road is a priority</li> <li>The City is expanding the CSAH 14/Harpers Road intersection</li> <li>Need to determine if signals on CSAH 52 at Cloud Drive and 116th Ave are warranted</li> <li>Jefferson Avenue will be extended south from CSAH 14 when development occurs on 40-acre vacant parcel</li> <li>Lane drop on southbound TH 65 at CSAH 10 is a safety issue</li> <li>Old K-Mart site at Northtown will be redeveloped as a mix of commercial and residential uses</li> </ul>
<b>Columbia Heights</b> [Elizabeth Holmbeck (Planner), Kevin Hansen (PW Dir)]	No adjustments are anticipated	<ul style="list-style-type: none"> <li>CSAH 2 is the top priority (two lanes in each direction is not needed). City is interested in idea of restriping to a three-lane section.</li> <li>CSAH 4 west of TH 65 needs resurfacing</li> <li>Schools on CSAH 4 present pedestrian safety and peak period traffic challenges</li> <li>Interested in trail improvements on CSAH 102</li> </ul>

# Appendix H

Regional Bicycle Transportation Network (RBTN)  
Inventory



Regional Bicycle Transportation Network (RBTN) - Alignments			
Tier	Type and Location	Segment	Trail Status
		CSAH 14 / Rice Creek Chain of Lakes Regional Trail	<ul style="list-style-type: none"> <li>- South side trail, north side sidewalk from Centerville Road to 20<sup>th</sup> Avenue N</li> <li>- South side trail complete from 20<sup>th</sup> Avenue N to Otter Lake Road</li> <li>- North side trail complete from Otter Lake Road to 24<sup>th</sup> Avenue N</li> </ul>
2	<u>RBTN Alignment</u> - West-East - Rice Creek West Regional Trail from East River Road / Rice Creek Way NE to Stinson Blvd. NE / 69 <sup>th</sup> Avenue NE	Rice Creek West Regional Trail	Trail complete but for use of Rice Creek Way NE
2	<u>RBTN Alignment</u> - West-East - Along 109 <sup>th</sup> Avenue NE from University Avenue NE to Lexington Avenue NE	109 <sup>th</sup> Avenue NE from University Avenue NE to Lexington Avenue NE	<ul style="list-style-type: none"> <li>- Sidewalks north and south sides from University Avenue NE to Quincy Blvd. NE</li> <li>- Trail south side from Quincy Blvd. NE to Ulysses Street NE</li> <li>- Trail south side and sidewalk north side from Ulysses Street NE to Davenport Street NE</li> <li>- Trail south side from Davenport Street NE to Mankato Street NE</li> <li>- Trail south side, sidewalk north side from Mankato Street NE to Radisson Road NE</li> <li>- <b>No trail from Radisson Road NE to Lexington Avenue NE</b></li> </ul>

## Appendix L

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

## AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA ) ss  
COUNTY OF ANOKA

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

Anoka County Union Herald

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

ANOKA

with additional circulation in the counties of:  
ANOKA

and has full knowledge of the facts stated below:

- (A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper as provided by Minn. Stat. §331A.02.
- (B) This Public Notice was printed and published in said newspaper(s) once each week, for 2 successive week(s); the first insertion being on 12/07/2018 and the last insertion being on 12/14/2018.

### MORTGAGE FORECLOSURE NOTICES

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

By: D. MacPherson  
Designated Agent

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

Notary Public



### Rate Information:

(1) Lowest classified rate paid by commercial users for comparable space:

\$20.00 per column inch

Ad ID 886106

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

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

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

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

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

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

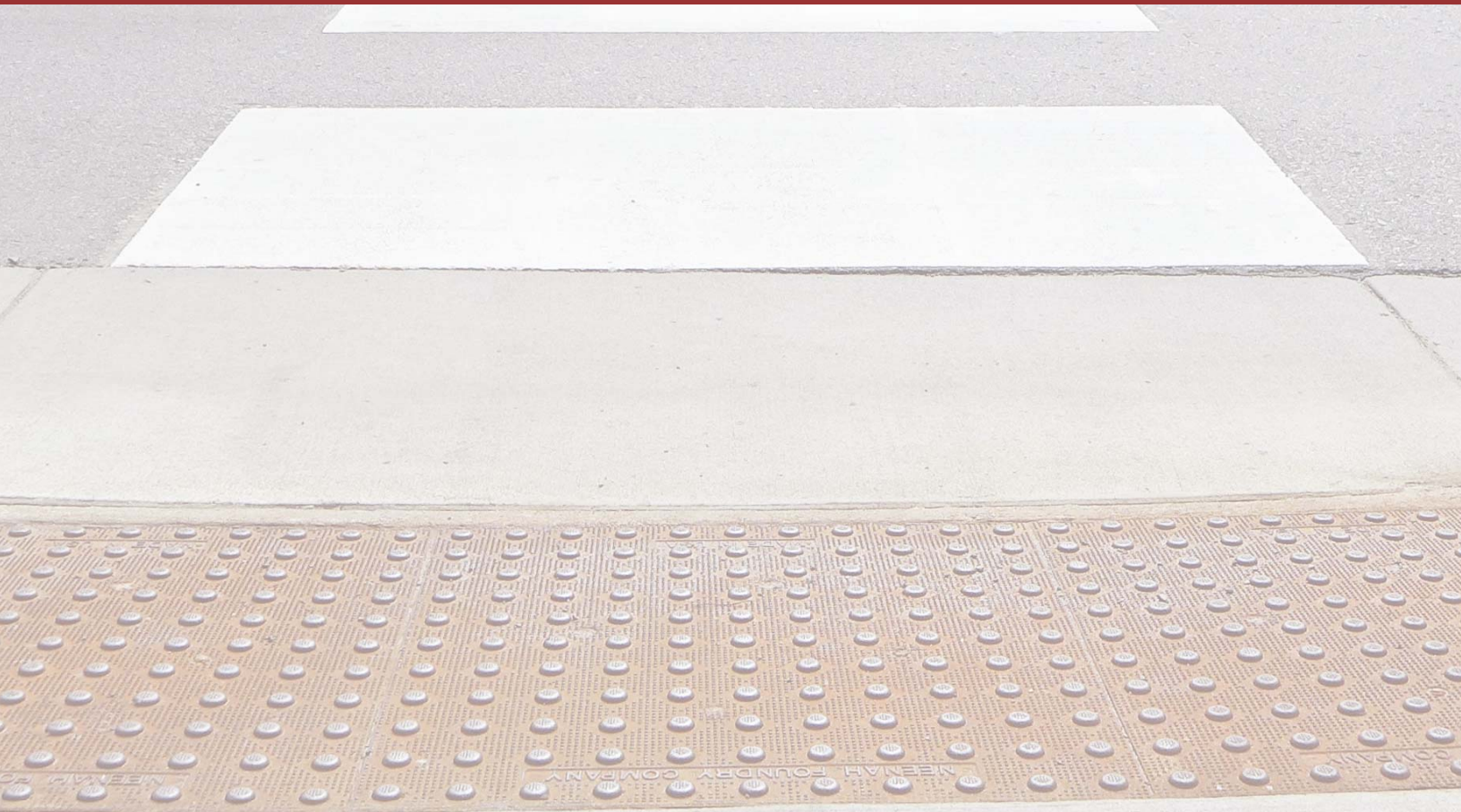
Dan Kilnt  
Jerry Soma  
Assistant County Attorney  
County Administrator

Published in the  
Anoka County Union Herald  
December 7, 14, 2018  
886106





# Anoka County Highway System ADA Transition Plan



March 2018



**Anoka County**  
MINNESOTA

Respectful, Innovative, Fiscally Responsible

## SELF-EVALUATION CONDITION ASSESSMENT

### Overview

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

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

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

### Summary

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

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

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

Tier 1: largely or fully compliant - Good

Tier 2: substantially compliant and working well - Fair

Tier 3: several elements are not compliant - Poor

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

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

Tier 1: all signal elements are largely or fully compliant - Good

Tier 2: no more than one signal element is non-compliant - Fair

Tier 3: two or more signal elements are non-compliant - Poor



#### Condition Rating for Signalized Intersections:

Tier 1: all signal elements for intersection are largely or fully compliant - Good

Tier 2: no more than one signal element for intersection is non-compliant - Fair

Tier 3: two or more signal elements for intersection are non-compliant - Poor

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

## POLICIES AND PRACTICES

### Previous Practices

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

### Policy

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

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

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

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

## ADA COORDINATOR

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

## IMPROVEMENT SCHEDULE

### Priority Areas

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

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

### External Agency Coordination

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

### Schedule Goals

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

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

## IMPLEMENTATION SCHEDULE

### Methodology

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

### PUBLIC OUTREACH

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

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

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

### GRIEVANCE PROCEDURE

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

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

## APPENDICES

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



## Appendix B – Self-Evaluation

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

<http://www.anokacountyada.com>

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



**Stonebrooke**  
Engineering Responsible Solutions®

ADA Transition Plan for ACHD Public Rights of Way



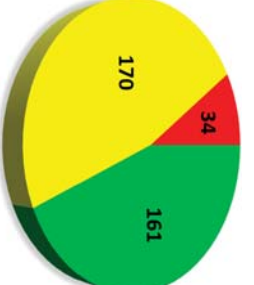
**Anoka County**  
**MINNESOTA**

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**Legend**

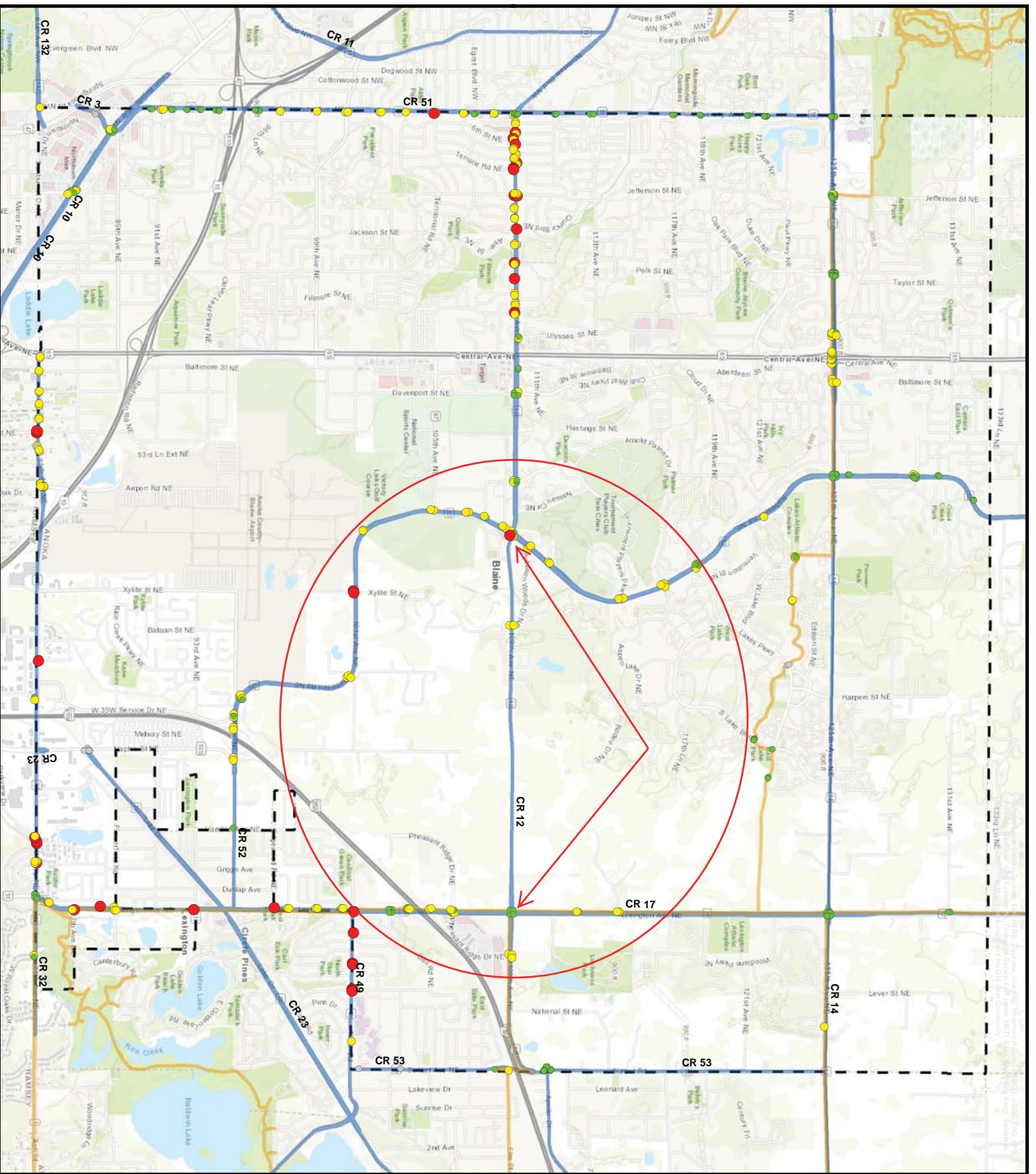
- Trail
- County Road
- Boundary
- Curb Ramp Tier Ratings:
  - 1 - Good
  - 2 - Fair
  - 3 - Poor
  - Unverified

Source: MnDOT, Anoka County, ESRI

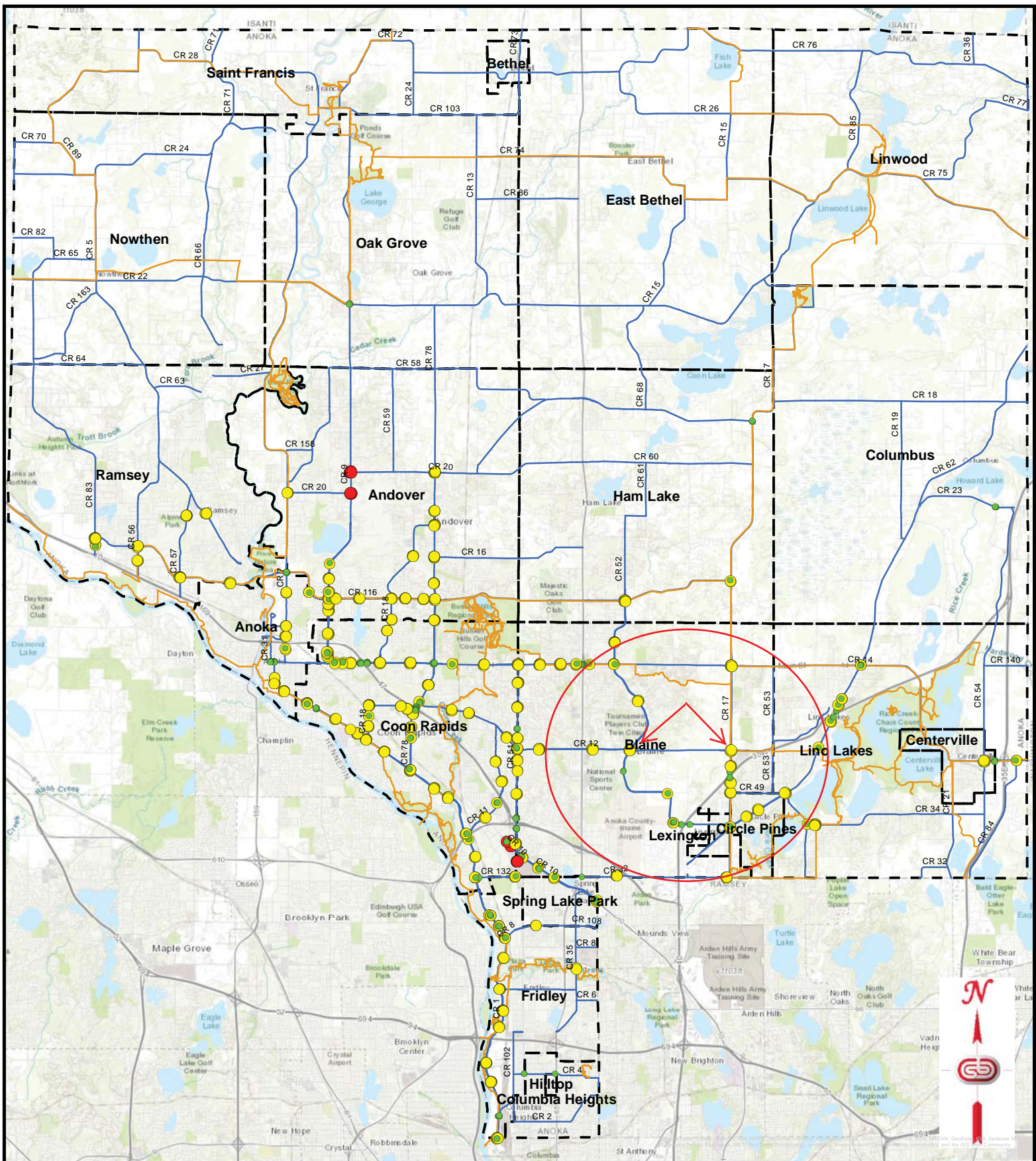


- Tier 1 - Good
- Tier 2 - Fair
- Tier 3 - Poor

0 0.8 Mi







### Legend

Signalized Intersection	Trails
Corner Tiers :	County Roads
● 1 - Good	— Boundary
● 2 - Fair	
● 3 - Poor	

Source: MnDOT, Anoka County, ESRI

## Anoka County

ADA Transition Plan

### Signalized Intersection Corner Tiers

Figure 19  
Mar, 2018

0 1.5 3 Miles

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## Appendix F – Public Outreach Material

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



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Engineering Responsible Solutions®

ADA Transition Plan for ACHD Public Rights of Way



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# What is an ADA Transition Plan?

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

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

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

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

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



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# ADA Improvement Plan

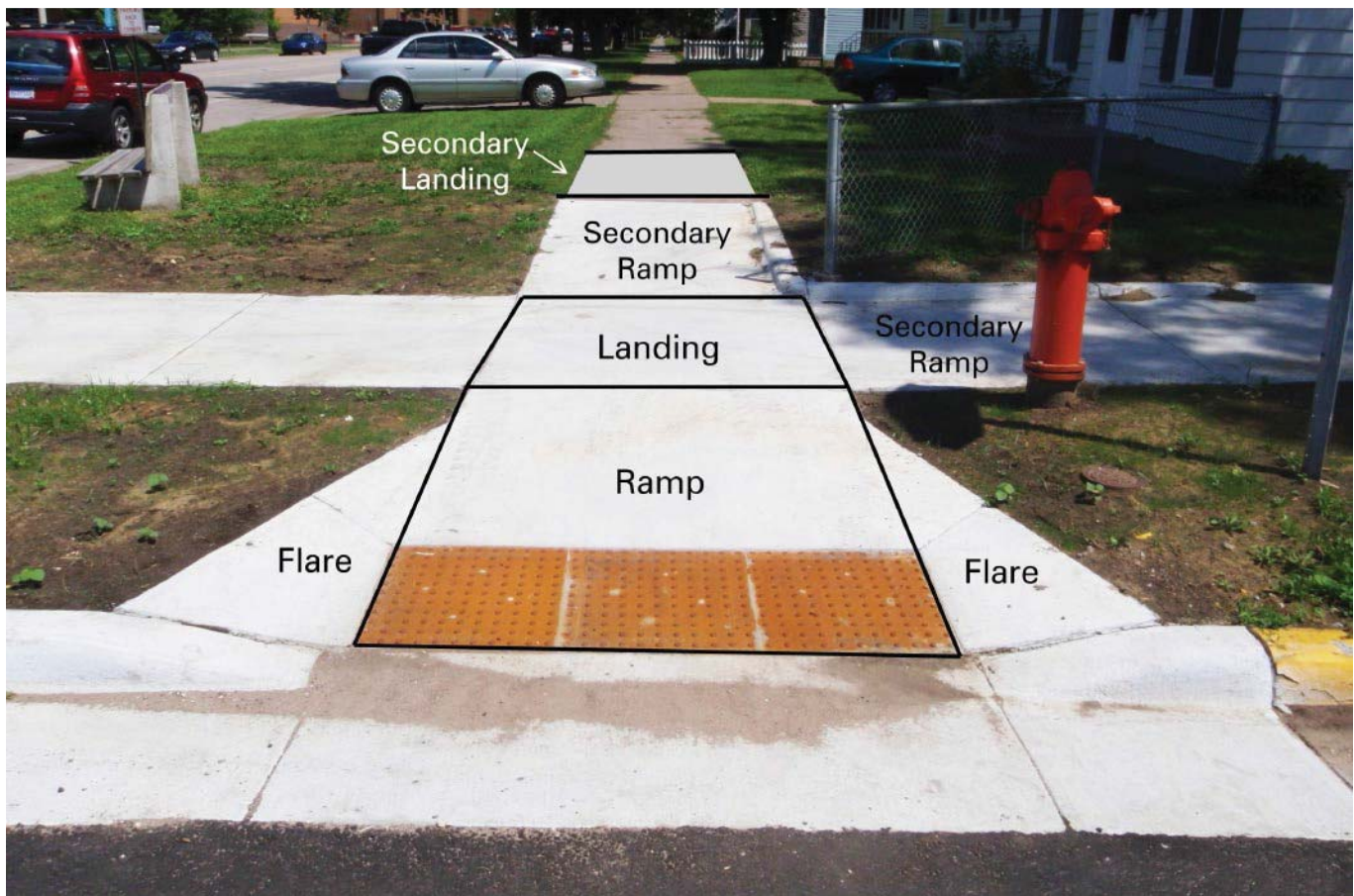
The Anoka County Highway Department's ADA improvements are based on projects identified in the County capital improvement projects (CIP) listing and will be addressed using the following criteria:

- All new construction projects and County reconstruction projects with pedestrian facilities will be designed and constructed to conform with the most current ADA design practices to the extent feasible.
- ADA improvements on county rehabilitation or resurfacing projects will be addressed on a case-by-case basis.
- ADA improvements requested by the public will be evaluated by Anoka County Highway Department staff. Evaluation criteria will include pedestrian volumes, traffic volumes, condition of existing infrastructure and public safety.

## Anoka County Goals:

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





## Curb Ramp Elements

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

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



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## **ADA Coordinator**

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

**Jack Forslund**

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

Phone: 763-324-3179

Fax: 763-324-3020

E-mail: [jack.forslund@co.anoka.mn.us](mailto:jack.forslund@co.anoka.mn.us)

More information is available at:

[www.AnokaCountyADA.com](http://www.AnokaCountyADA.com)



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Property Detail

About Streams

Legends of Blaine

109th Ave NE & Lexington Ave NE

Blaine, MN 55449

Funding Categories

Tax Credit (LIHTC 4%)

Property Information

Year Built: 2017

Building Type: Apartment

Groups Served: Family

Total Units: 192

Affordable Units: 192

Affordable Units by Bedroom

1 BR: 73

2 BR: 79

3 BR: 40

Units by Area Median Income

60%: 192



[Housing+Transit Cost](#)

[Walk Score®: 38](#)

[Send us feedback](#)

Known Property Addresses

1	109th Ave NE & Lexington Ave NE	Blaine
---	---------------------------------	--------

Funding Dates & Programs

First known closing: 1/1/2017

Most recent closing: 1/1/2017

Earliest expiration: 1/1/2047

Last Activity: New Construction

MHFA: Housing Tax Credits 4%

Close Date: 1/1/2017

Estimated Expiration: 1/1/2047

Known Property Identifiers

HousingLink: 12416

MHFATC4: D8044





THE LEGENDS  
of Blaine  
SENIOR LIVING

**Affordable Senior Rentals**  
**Opening May 2020**  
**(763) 401-4328**

ANOTHER PROJECT BY:



**DOMINIUM**  
Construction Architectural Services





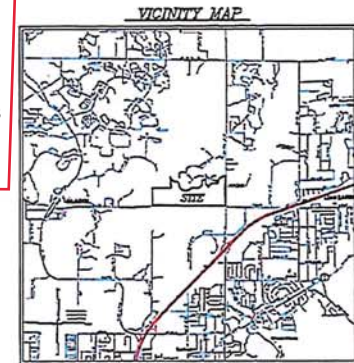


Send to Lori.

# NORTH MEADOWS BLAINE, MINNESOTA

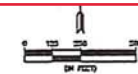
The Legends of Blaine participates in an affordable housing program. Household income & student status limitations apply. The household income is based on GROSS annual income (before any deductions) earned from all sources including; wages, social security payments, public assistance, pensions, annuities, interest income, dividends, stocks, bonds, insurance settlements, recurring gifts from family/friends, lottery winnings, etc. The property has a minimum household income requirement of 2.5 times the monthly rent amount to qualify. Third party verification will be required of all income and copies of tax returns and pay stubs may be required. Total household income must be UNDER the following limits based on household size:

- 1 Occupant: \$43,440
- 2 Occupants: \$49,680
- 3 Occupants: \$55,860
- 4 Occupants: \$62,040
- 5 Occupants: \$67,020
- 6 Occupants: \$72,000

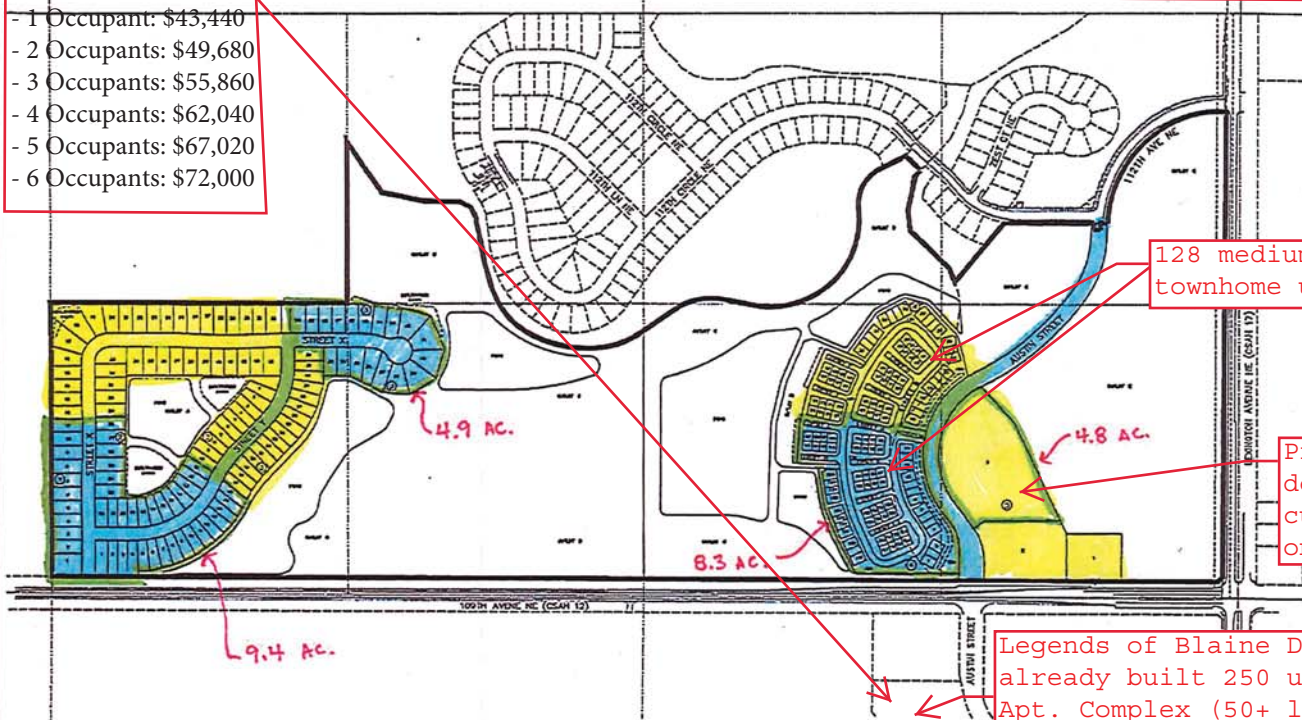


## SHEET INDEX

1. COVER
- 2-4. EXISTING CONDITIONS
5. PRELIMINARY PLAT INDEX
- 6-16. PRELIMINARY PLAT
- 17-18. PRELIMINARY SITE & UTILITY PLAN
19. TOWNHOME AREA DIMENSIONAL PLAN
20. GRADING INDEX
- 21-28. PRELIMINARY GRADING & DRAINAGE PLAN
- 29-30. DETAILS
31. TREE PRESERVATION PLAN
- 32-34. PRELIMINARY LANDSCAPE PLAN



**BENCHMARK**  
ANOKA COUNTY BENCHMARK MARKED 2003  
ELEVATION = 962.21 FT. (NAD 83)



128 medium value townhome units

Proposed 100+ unit apartment development (developer currently working with city on rezoning)

Legends of Blaine Development - already built 250 unit Dominion Apt. Complex (50+ living facility)

Phase I

Phase II

BOARD OF COUNTY COMMISSIONERS  
Anoka County, Minnesota

DATE: March 22, 2022  
OFFERED BY COMMISSIONER: Look

RESOLUTION #2022-41

AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION  
FOR THE CSAH 12 EXPANSION PROJECT

WHEREAS, CSAH 12 (109<sup>TH</sup> Avenue NE) is an “A” Minor Arterial Expander route that provides an important east-west transportation connection in Anoka County; and,

WHEREAS, traffic volumes on CSAH 12 have been increasing over the past decade and are expected to continue to increase in the future as the area continues to grow; and,

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

WHEREAS, existing and future traffic volumes are such that safety is a concern along the corridor; and,

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

WHEREAS, the Anoka County Highway Department is proposing to submit an application to the Transportation Advisory Board through the Metropolitan Council’s 2022 Regional Solicitation program to receive federal transportation funds to expand CSAH 12 from CSAH 52 (Radisson Road NE) to CSAH 17 (Lexington Boulevard NE) in the city of Blaine; and,

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

NOW, THEREFORE, BE IT RESOLVED that Anoka County, by and through its Board of Commissioners, hereby authorizes the Anoka County Highway Department to submit an application to the Transportation Advisory Board through the Metropolitan Council’s 2022 Regional Solicitation program in the Roadway Expansion category, to receive federal transportation funds to make capacity and safety improvements on CSAH 12 from CSAH 52 to CSAH 17 in the city of Blaine.

STATE OF MINNESOTA)  
COUNTY OF ANOKA ) ss

I, Dee Guthman, Deputy County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on March 22, 2022, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 22nd day of March 2022.

  
DEE GUTHMAN  
DEPUTY COUNTY ADMINISTRATOR

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

Location: User-specified linear location

Ring (buffer): 0.5-miles radius

Description: Anoka CSAH 12 (109th Avenue NE) Expansion Project

Summary of ACS Estimates		2015 - 2019	
Population		1,824	
Population Density (per sq. mile)		589	
People of Color Population		325	
% People of Color Population		18%	
Households		642	
Housing Units		683	
Housing Units Built Before 1950		0	
Per Capita Income		58,588	
Land Area (sq. miles) (Source: SF1)		3.10	
% Land Area		97%	
Water Area (sq. miles) (Source: SF1)		0.10	
% Water Area		3%	
	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	1,824	100%	364
Population Reporting One Race	1,786	98%	711
White	1,524	84%	317
Black	90	5%	187
American Indian	28	2%	65
Asian	144	8%	124
Pacific Islander	0	0%	9
Some Other Race	1	0%	9
Population Reporting Two or More Races	38	2%	68
Total Hispanic Population	25	1%	61
Total Non-Hispanic Population	1,799		
White Alone	1,499	82%	310
Black Alone	90	5%	187
American Indian Alone	28	2%	65
Non-Hispanic Asian Alone	144	8%	124
Pacific Islander Alone	0	0%	9
Other Race Alone	0	0%	9
Two or More Races Alone	38	2%	68
Population by Sex			
Male	906	50%	233
Female	918	50%	179
Population by Age			
Age 0-4	121	7%	85
Age 0-17	578	32%	157
Age 18+	1,245	68%	212
Age 65+	262	14%	100

**Data Note:** Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019



Location: User-specified linear location

Ring (buffer): 0.5-miles radius

Description: Anoka CSAH 12 (109th Avenue NE) Expansion Project

	2015 - 2019 ACS Estimates	Percent	MOE (±)
<b>Population 25+ by Educational Attainment</b>			
Total	1,177	100%	185
Less than 9th Grade	13	1%	25
9th - 12th Grade, No Diploma	9	1%	23
High School Graduate	171	14%	72
Some College, No Degree	231	20%	137
Associate Degree	164	14%	92
Bachelor's Degree or more	589	50%	135
<b>Population Age 5+ Years by Ability to Speak English</b>			
Total	1,703	100%	339
Speak only English	1,539	90%	270
Non-English at Home <sup>1+2+3+4</sup>	164	10%	97
<sup>1</sup> Speak English "very well"	103	6%	97
<sup>2</sup> Speak English "well"	39	2%	53
<sup>3</sup> Speak English "not well"	20	1%	34
<sup>4</sup> Speak English "not at all"	1	0%	20
<sup>3+4</sup> Speak English "less than well"	21	1%	34
<sup>2+3+4</sup> Speak English "less than very well"	60	4%	63
<b>Linguistically Isolated Households*</b>			
Total	9	100%	22
Speak Spanish	0	0%	9
Speak Other Indo-European Languages	0	0%	9
Speak Asian-Pacific Island Languages	9	100%	20
Speak Other Languages	0	0%	9
<b>Households by Household Income</b>			
Household Income Base	642	100%	90
< \$15,000	14	2%	23
\$15,000 - \$25,000	38	6%	51
\$25,000 - \$50,000	54	8%	54
\$50,000 - \$75,000	66	10%	49
\$75,000 +	469	73%	113
<b>Occupied Housing Units by Tenure</b>			
Total	642	100%	90
Owner Occupied	551	86%	87
Renter Occupied	91	14%	55
<b>Employed Population Age 16+ Years</b>			
Total	1,299	100%	224
In Labor Force	878	68%	186
Civilian Unemployed in Labor Force	15	1%	30
Not In Labor Force	421	32%	119

**Data Note:** Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

\*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified linear location

Ring (buffer): 0.5-miles radius

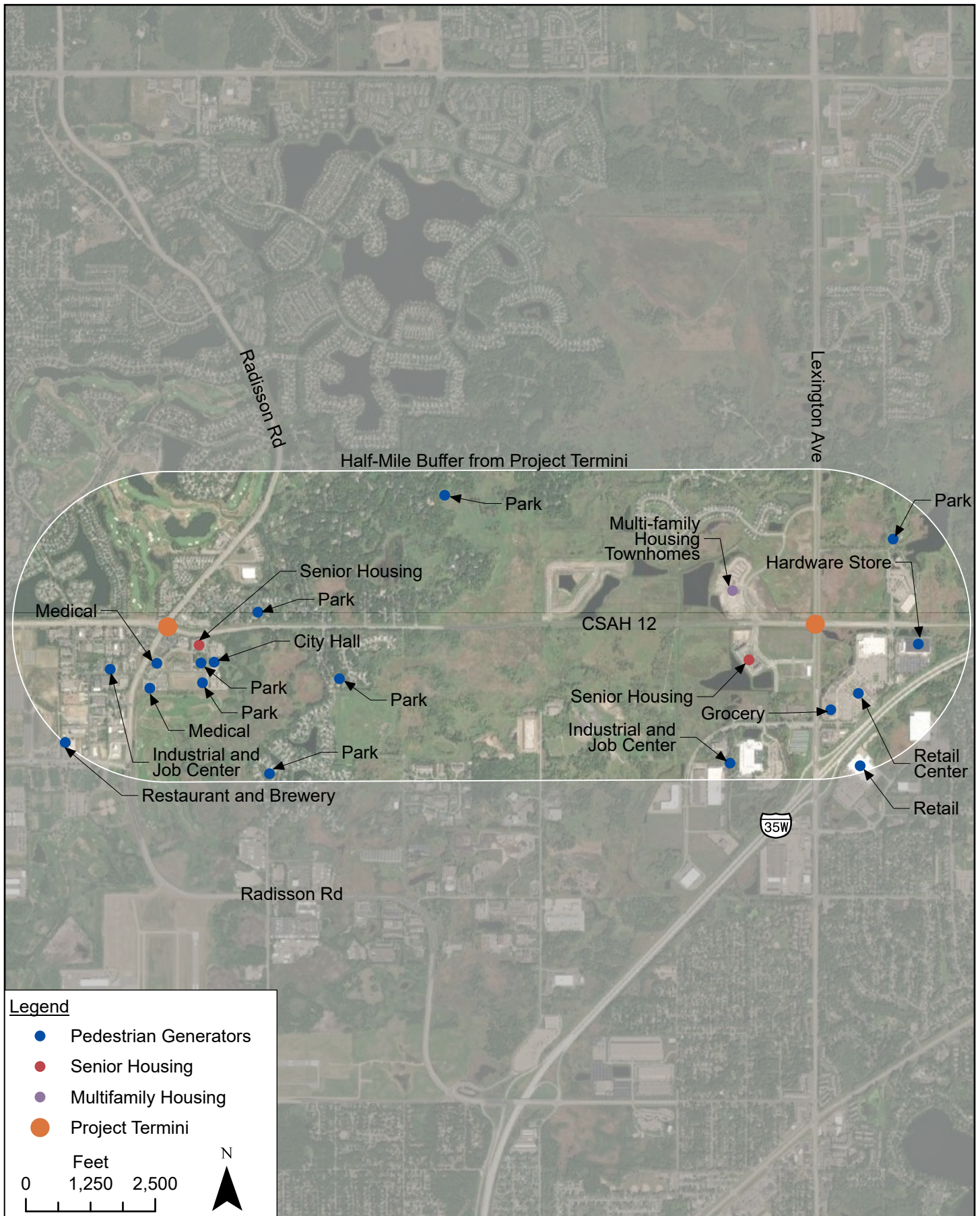
Description: Anoka CSAH 12 (109th Avenue NE) Expansion Project

	2015 - 2019 ACS Estimates	Percent	MOE (±)
<b>Population by Language Spoken at Home*</b>			
Total (persons age 5 and above)	1,685	100%	272
English	1,406	83%	333
Spanish	17	1%	44
French	4	0%	148
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	11	1%	28
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	81	5%	164
Chinese	24	1%	56
Japanese	N/A	N/A	N/A
Korean	0	0%	9
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	29	2%	87
Other Asian	42	3%	107
Tagalog	7	0%	19
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	20	1%	87
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	37	2%	72
Total Non-English	279	17%	430

**Data Note:** Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.

\*Population by Language Spoken at Home is available at the census tract summary level and up.





## Existing Condition Photographs: **CSAH 12 in Blaine**



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# Solicitation for Transportation Funding

## Website Summary

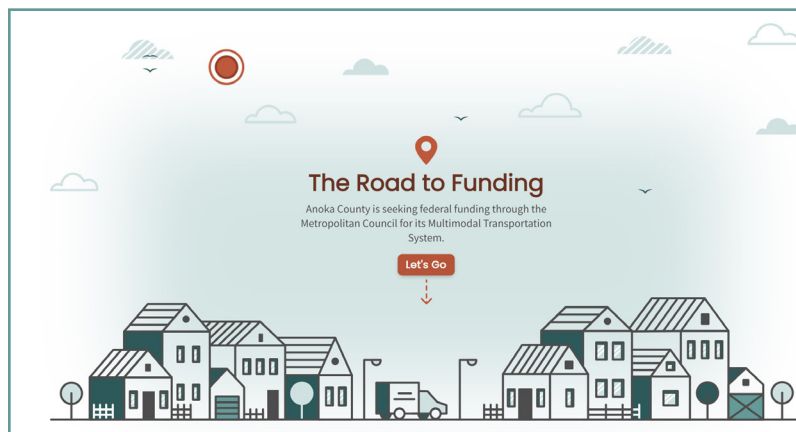
109th Ave NE (CSAH 12) between Radisson Rd NE (CSAH 52) and  
Lexington Ave NE (CSAH 17)

### A Unique Approach

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

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

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



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

### Promotions & Outreach

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

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

### Public Feedback

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



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



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



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



A contact email and phone number was also provide.

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

312

Total Visitors

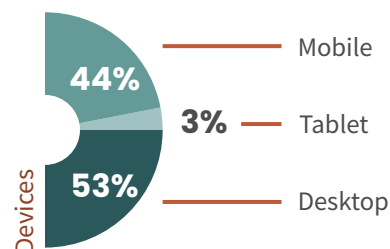
224

Total Visits\*

\* includes multiple visits by the same user



Average Visit Length



#### ACQUISITION

Referral sources: ▲ Facebook ▲ Twitter ▲ AnokaCounty.us

#### ACTIONS

File Downloads: ▲ 34



# Solicitation for Transportation Funding

## Survey Example

### What are your thoughts?

How do you feel about this future project?

- ☐ Strongly opposed
- ☐ Opposed
- ☐ Neutral
- ☐ In favor
- ☐ Strongly in favor

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

Share your thoughts.

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

The next four questions are optional.

What is your zip code?

What is your age?

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

Which of these describes your personal income?

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

Please describe your race/ethnicity.

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

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