9. Transportation

Introduction & Goals

The purpose of the City of Anoka's Transportation Plan is to provide guidance to the City and other entities in assessing and planning for transportation needs and implementing effective, integrated transportation facilities and programs through the 2040 planning timeframe. This Plan, which builds on and updates the City's 2030 Comprehensive Plan (2008), will provide input to the Metropolitan Council's 2040 Regional Transportation Plan. This chapter is consistent with regional requirements for transportation as captured in the Metropolitan Council's 2040 Local Planning Handbook.

In summary, this plan reflects the City of Anoka's plan to provide a transportation system that is safe, cost effective, convenient, and affords efficient means of moving both people and goods within and through the community and region. The Transportation Plan emphasizes enhancement, management, and maintenance of the existing roadway network and of multimodal transportation options.

Overview

The City of Anoka is located in Anoka County, Minnesota, approximately 20 miles northwest of downtown Minneapolis (see Figure 9-1 – Regional Location Map). Anoka is just over seven square miles in area and is bordered by the Cities of Ramsey, Andover, Coon Rapids in Anoka County; and Dayton and Champlin in Hennepin County. The Mississippi River forms the City's southern border. Anoka is located entirely within the Metropolitan Urban Service Area. [1] Major highways through Anoka include US Highway 10 (US 10), an east/west principal arterial; and US Highway 169 (US 169), a north/south principal arterial. Both highways join in the western edge of the City and continue westward as US 10/169, connecting Anoka to Greater Minnesota. Minnesota State Highway 47 (MN 47)/Ferry Street is an A Minor Arterial that primarily provides a north-south connection north of US 10.

The Metropolitan Council identifies Anoka as a "Suburban" city in the 2040 Regional Development Guide, meaning the City saw most of its growth and development in the latter part of the 20th century and has developed in a largely auto-oriented manner. The City is largely built out with residences and a thriving business environment, all of which generates traffic.

Traffic within Anoka is affected by surrounding communities, especially those to the north and west. The cities of Ramsey and Andover have experienced rapid development as the metropolitan area has expanded. Growth of neighboring communities, increased employment in second and third ring

1 The MUSA is the boundary of the Urban Service Areas (sewer service areas) within the seven-county metropolitan area of the Twin Cities of Minneapolis and Saint Paul.

Table 9-1: Existing and Forecast (2040) Daily Traffic Volumes on Principal and A Minor Arterials in Anoka

Route	West/North Limit	East/South Limit	AADT	
			2012-2015	2040
US 10	West City Limit	Thurston Avenue	51,000	62,500
US 10	Thurston Avenue	Fair Oak Avenue	59,000	65,300
US 10	Fair Oak Avenue	Main Street	59,000	52,000
US 10	Main Street	Rum River	52,000	59,900
US 10	Rum River	7th Avenue	66,000	74,000
US 10	7th Avenue	East City Limit	72,000	81,000
US 169	US 10	Main Street	25,500	29,900
US 169	Main Street	Mississippi River	45,500	54,500
MN 47	Bunker lake Blvd	Pleasant Avenue	19,200	21,300
MN 47	Pleasant Avenue	US 10	19,200	21,300
7th Avenue (CSAH 7)	North City Limit	Bunker lake Blvd	14,500	17,200
7th Avenue (CSAH 7)	Bunker Lake Blvd	38th Avenue	14,200	19,600
7th Avenue (CSAH 7)	38th Avenue	Grant Avenue	17,600	22,900
7th Avenue (CSAH 7)	Grant Avenue	US 10	23,100	20,500
Main Street (CSAH 14)	US 10	US 169	16,000	19,300
Main Street (CSAH 14)	US 169	Second Avenue	23,300	26,000
Main Street (CSAH 14)	Second Avenue	5th Avenue	19,600	23,100
Main Street (CSAH 14)	5th Avenue	7th Avenue	15,700	17,300
Main Street (CSAH 14)	7th Avenue	East City Limit	12,800	14,500
5th Avenue (CSAH 1)	Main Street	Jefferson Street	8,400	7,100
5th Avenue (CSAH 1)	Jefferson Street	South Street	8,400	7,100
East River Road (CSAH 1)	South Street	7th Avenue	7,200	8,300
East River Road (CSAH 1)	7th Avenue	East City Limit	12,800	14,500
Round Lake Boulevard (CSAH 9)	Bunker Lake Blvd	Roosevelt Street	32,000	37,400
Round Lake Boulevard (CSAH 9)	Roosevelt Street	South City Limit	32,000	37,400
Bunker Lake Boulevard (CSAH 116)	West City Limit	Magnesium Street	6,300	13,400
Bunker Lake Boulevard (CSAH 116)	Magnesium Street	Thurston Avenue	6,300	13,400
Bunker Lake Boulevard (CSAH 116)	Thurston Avenue	Barium Street	12,800	18,100
Bunker Lake Boulevard (CSAH 116)	Barium Street	Saint Francis Boulevard	12,800	18,100
Bunker Lake Boulevard (CSAH 116)	Saint Francis Boulevard	Anoka High School	16,500	24,000
Bunker Lake Boulevard (CSAH 116)	Anoka High School	7th avenue	16,500	24,000
Bunker Lake Boulevard (CSAH 116)	7th Avenue	38th Avenue	11,500	17,300
Bunker Lake Boulevard (CSAH 116)	38th Avenue	Round Lake Boulevard	15,700	23,700
Thurston Avenue*	Bunker Lake Blvd	Lund Boulevard	6,900	7,300
Thurston Avenue*	Lund Boulevard	Anoka-Hennepin Technical College	9,800	9,600
Thurston Avenue*	Anoka-Hennepin Technical College	US 10	11,600	10,400

Source: Met Council, Anoka, Anoka County, MnDOT

suburbs of the Twin Cities, and the continued decentralization of population and employment in the metro area have contributed to increased traffic volumes in the City of Anoka. This growth is most apparent on major roadways that connect to the Twin Cities metro area as well as greater Minnesota, including US 10/169, and MN 47. Table 9-1 shows the growth that is anticipated to occur on Principal and A Minor Arterials, as measured in Average Annual Daily Traffic (AADT).

This section is organized into the following sections:

- Roadway Existing Conditions
- Roadway System Plan
- Transit Existing Conditions and System Plan
- Non-Motorized Existing Conditions and System Plan
- Freight Plan
- Aviation Plan
- Implementation Plan

Public Outreach Summary

The City of Anoka values public input on plans as a key element in the decision-making process. To reach a range of stakeholders and gain different perspectives, the City held one open house, hosted four workshops focusing on specific elements or areas of the City, three commission/committee meetings focusing on comprehensive plan goals and policies, two task force meetings (Downtown Trends and River Walk Planning), and developed a community survey to gather public input regarding the future goals, visions, and priorities for the future of the City.

The community survey was available online in July and August 2017. In the community survey, the majority of respondents (62%) said the completion of the Highway 10 Anoka Solution plan was the most important transportation goal for the City moving into 2040. The completion of the new MN 47 bridge crossing the railway line and improving and expanding the City's sidewalk system were also marked as important goals. A number of respondents also commented on the need to resurface or reconstruct city streets. Complete results of this survey are provided online on the City's website.

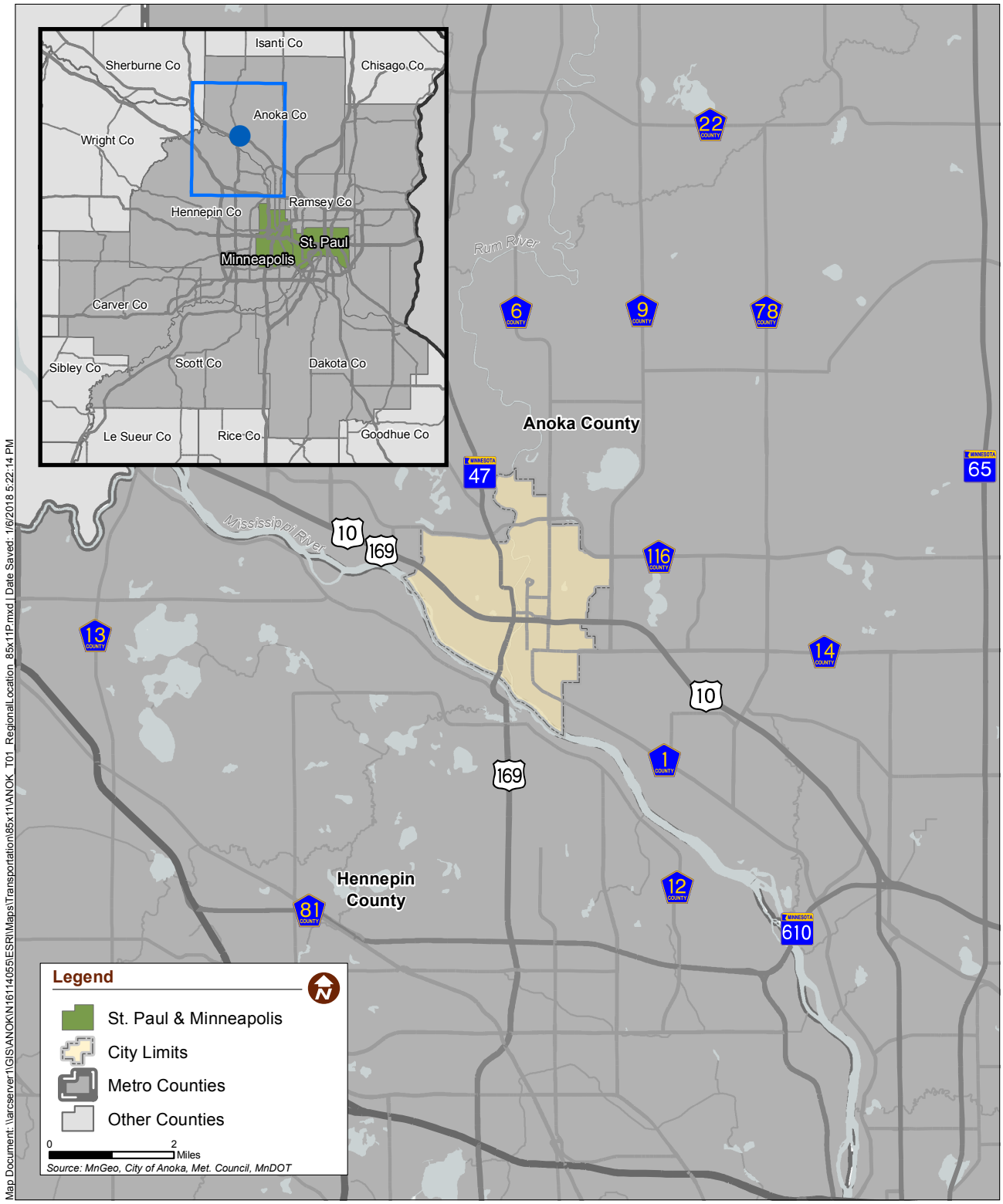


Figure 9-1: Regional Location Map

Existing Roadway

The existing roadway transportation system in the City of Anoka is shown in Figure 9-2. Rivers, wetlands, parks, cemeteries, and other environmental resources within the City have, in many cases, precluded roads from being built on a continuous alignment. The result is that the City has limited direct north-south or east-west continuous roadways. This section of the transportation plan focuses on the condition of the existing roadway network in Anoka, including existing traffic volumes, roadway capacity, and traffic safety.

Existing Traffic Volumes

Existing traffic volumes for roadways in the City of Anoka are shown in Figure 9-2. The existing volumes are based on information available from MnDOT, the Metropolitan Council, Anoka County, and the City of Anoka. Data provided is the most current available at the time this plan was developed (between 2012 and 2015).

Existing Traffic Operations

A planning level congestion analysis was performed for existing roadways based on the daily traffic and roadway capacity. Roadway traffic congestion and operations are categorized by Level of Service (LOS) letter grades of "A" through "F". LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates that demand exceeds capacity and that drivers experience substantial delays and traffic congestion. The Metropolitan Council defines LOS D as the minimal acceptable LOS. Existing year traffic volumes (2012-2015) and congestion levels for roadways within the City are shown on Figure 9-2. Major highways that pass through the City of Anoka experience congestion, meaning the traffic volumes on these roads exceed the existing capacity.

Roads in the City that operate over capacity are shown in red on Figure 9-2 and are listed below:

- US 10 east of MN 47
- US 10/169 west Thurston Ave
- MN 47 north of US 10
- US 169 south of US 10

Existing Crash Data

As reflected in this chapter's Goals, developing and maintaining a transportation network that promotes user safety is the top goal of the City's Transportation Plan. To determine potential safety problems in the City of Anoka, crash data was reviewed from 2013 to 2015. The total of all crashes that occurred in Anoka from 2013-2015 is shown on Figure 9-3.1. The highest frequencies of crashes in the city are along US 10 at intersections with these crossroads: Ferry St, 7th Ave (CSAH 7), and Thurston Ave.

Figure 9-3.2 shows incapacitating crashes that occurred in Anoka from 2013 to 2015; (there were no fatalities from 2013-2015 during this timeframe). Figure 9-3 also shows non-motorized crashes – including bicycles and pedestrians – that occurred from 2013-2015. Crashes involving non-motorized travelers were concentrated along Main St and MN 47/Hwy 169.

Jurisdictional Classification

Roadways in Anoka are under the jurisdiction of MnDOT, Anoka County, or the City of Anoka, as well as a small number of privately owned and maintained roads, as shown on Figure 9-4. This system includes roadways under the jurisdiction of MnDOT, Anoka County, and the City. Highway

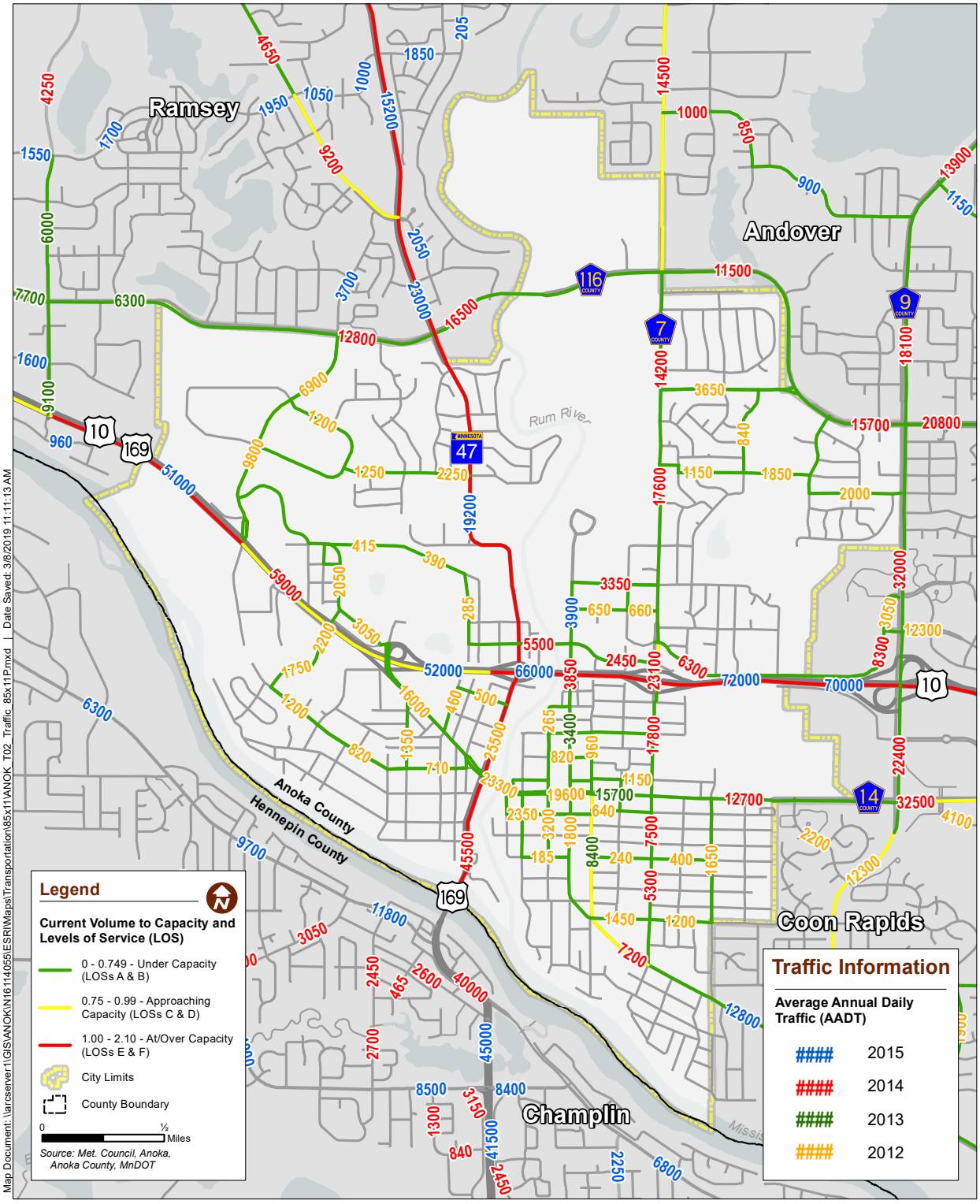


Figure 9-2: Existing Traffic Volumes Map

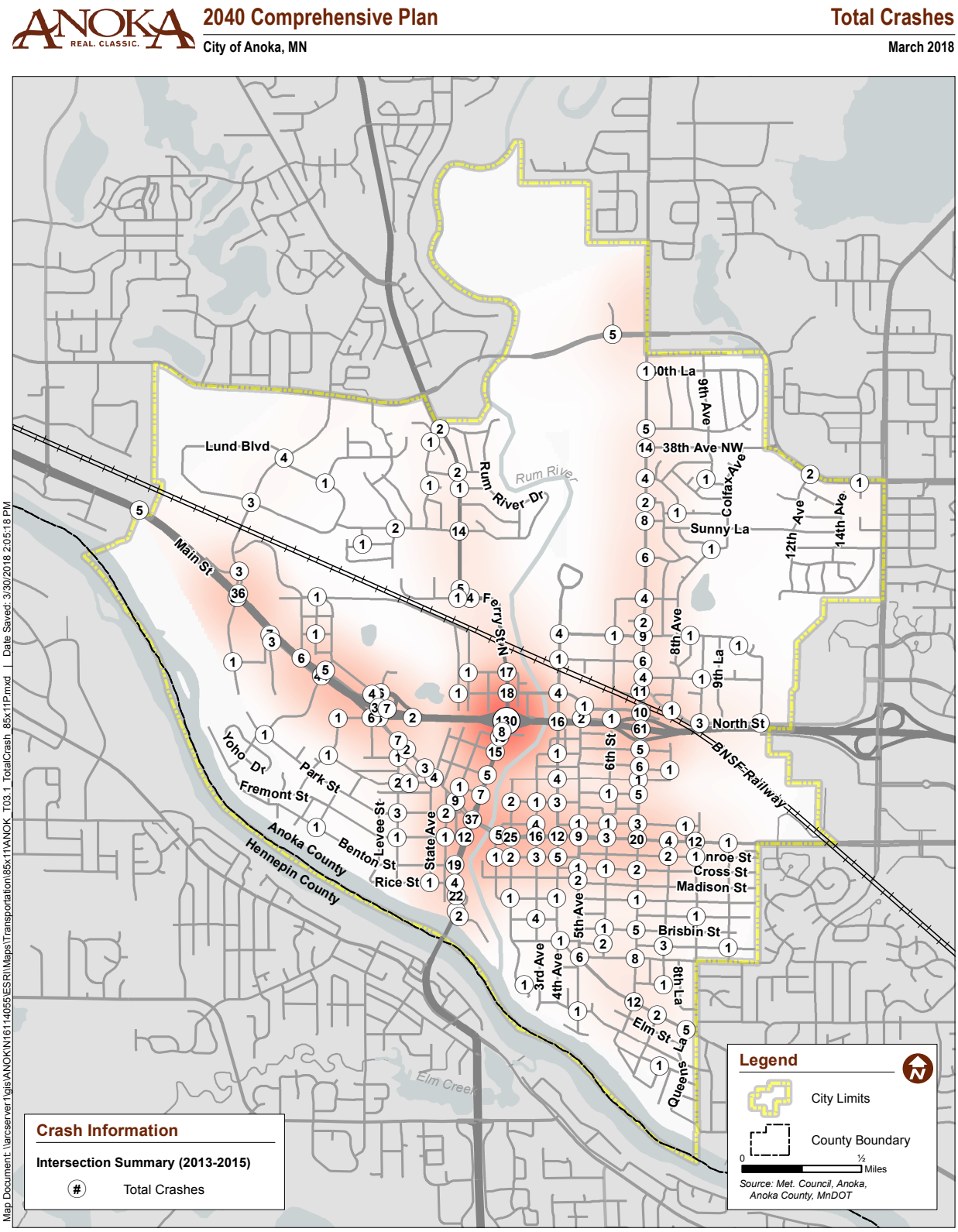


Figure 9-3.1: Functional Classification Map

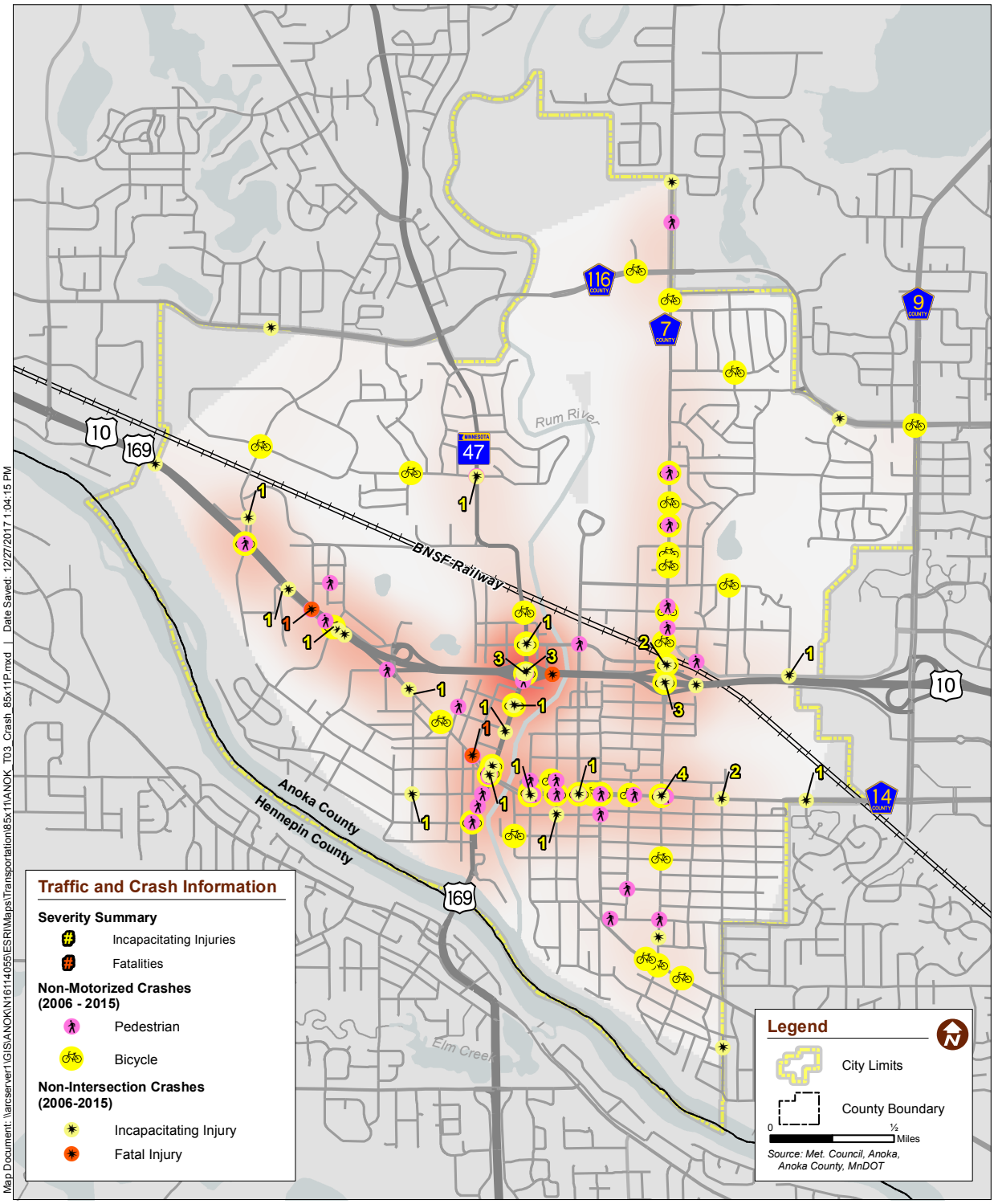


Figure 9-3.2: Crash Information Map

traffic service is provided by US Highways (US) 169 and 10, and MN 47, all of which are under MnDOT's jurisdiction. Many miles of Anoka County highway system – including both County State Aid Highways (CSAHs) and County Roads (CRs) are also located in the City. Municipal State Aid Streets (MSAS) are under local entity jurisdiction.

Roadway jurisdiction is an important element in the Transportation Plan because it affects a number of organizational functions and obligations, including regulatory, maintenance, construction and financial. Roadway jurisdictions should match the function of the roadway with the organizational level that is best suited to handle the route's function. Transfers in jurisdiction from one governmental unit to another should be pursued as appropriate opportunities arise and parties are in agreement.

Functional Classification

Functional classification refers to how traffic is distributed on a roadway network - from neighborhood streets to collector roadways, then to minor arterials, and ultimately to principal arterials on the Metropolitan Highway System. Roads are categorized based on the degree to which they provide access to adjacent land uses and lower level roadways versus providing higher-speed mobility for "through" traffic. Within this approach, roads are located and designed to perform their designated function.

The current roadway functional classification map for the City of Anoka is shown on Figure 9-5. The roadway system consists of five functional roadway classifications:

- Principal arterial
- "A" minor arterial, including: reliever, expander, and connector, and augmenter[1]
- Major collector
- Minor collector
- Local street

The Metropolitan Council has authority over designation of arterial roadways. Local agencies may request that their roadways become arterials (or are downgraded from arterial to collector), but such designations or re-designations must be approved by the Metropolitan Council. The agency which has jurisdiction over a given roadway (e.g. Anoka County or the City of Anoka) has the authority to designate collector status.

Principal Arterials

Principal arterials are the highest roadway classification and make up the Metropolitan Highway System. These roadways provide mobility for regional trips and are intended to connect regional business concentrations, including central business districts in Minneapolis and St. Paul. These roads also connect the Twin Cities with important locations outside the metropolitan area.

1 These sub-categories relate to the Metropolitan Council's allocation of federal funding roadway improvements, but do not translate into specific design characteristics or requirements.

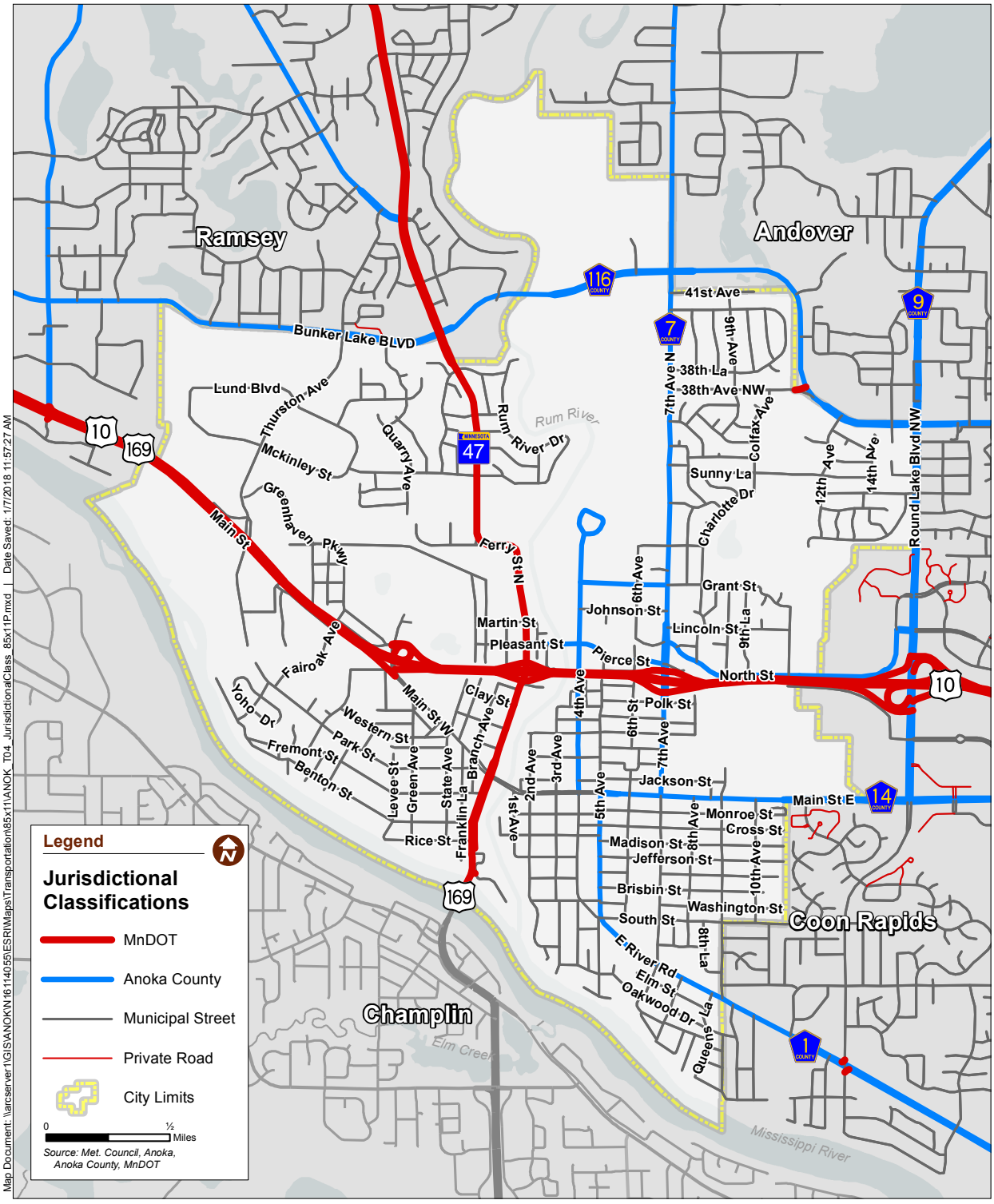


Figure 9-4: Existing Roadway Jurisdiction Map

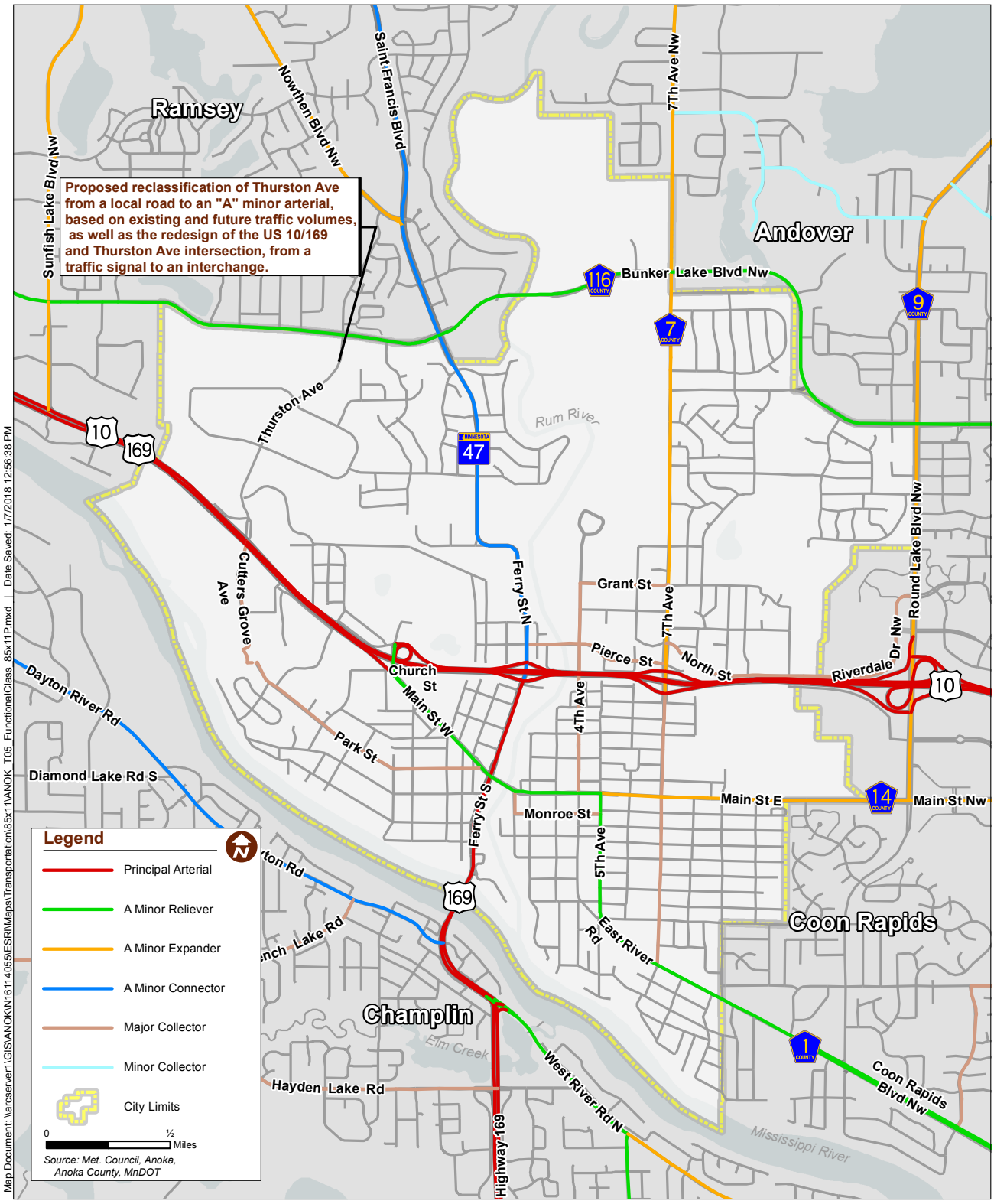


Figure 9-5: Functional Classification Map

Principal arterials are generally constructed as limited access freeways, but may also be multiple-lane divided highways. Principal arterials in Anoka are listed in Table 9-2 and are shown on Figure 9-5.

Table 9-2. Principal Arterial Roadways

Roadway	Current Number Travel Lanes (total)	Divided/ Undivided	Future Number of Travel Lanes*
US 10	4	Divided	4
US 169	4	Divided/ Undivided**	4

**Refers to mainline lanes, not including auxiliary lanes*
***US 169 Between Main Street and US 10 is undivided*

"A" Minor Arterials

These roads connect important locations in the City with access points of the metropolitan highway system and with important locations outside the City. These arterials are also intended to carry short to medium distance trips. While "A" minor arterial roadways provide more access than principal arterials, their primary function is to provide mobility, rather than access to lower level roadways or adjacent land uses. "A" minor arterial roadways in Anoka are identified in Table 9-3, and shown on Figure 9-5.

Ferry Street (MN 47) is anticipated to be reconstructed in the coming years, described more in the next section. The ultimately recommended concept for MN 47 is expected to address existing access and safety concerns. The number of travel lanes may also change.

Table 9-3. "A" Minor Arterial Roadways

Roadway	From	To	Number Travel Lanes (total)	Future Number of Travel Lanes
Bunker Lake Blvd (CSAH 116)	Round Lake Blvd (CSAH 9)	Western City Limit	4	4
Main Street East (CSAH 14)/Main Street West	Eastern City Limit	US 10	4	4
Round Lake Blvd (CSAH 9)	Bunker Lake Blvd (CSAH 116)	Southern City Limit	6	6
7th Ave (CSAH 7)	Bunker Lake Blvd (CSAH 116)	US 10	4	4
Ferry Street (MN 47)	Bunker Lake Blvd (CSAH 116)	US 10	2	2
E. River Road (CSAH 1)	Eastern City Limit	Main Street East (CSAH 14)	4	4

Major and Minor Collectors

Collector roadways balance the mobility and land-use access functions discussed above. These roads serve trips that are entirely within the City and connect neighborhoods and smaller commercial areas to the arterial network. Minor collectors generally are shorter in length, with lower volumes and lower speeds than major collectors. There are currently no minor collector roadways designated in the City of Anoka, although Thurston Avenue is anticipated to become a minor collector at some point. Current major collector roadways in the City are identified in Table 9-4, below and shown on Figure 9-5. There are no plans to change the number of travel lanes for any of the major collector roadways in Anoka.

Table 9-4. Major Collector Roadways

Roadway	From	To	Number Travel Lanes (total)
Grant Street/4th Avenue (CSAH 31)	7th Ave (CSAH 7)	Main Street East	2
Pierce Street (CSAH 30)/ Pleasant Street	7th Ave (CSAH 7)	Ferry Street (MN 47)	2
North Street	Eastern City Limits	7th Ave (CSAH 7)	2
7th Ave (CSAH 7)	US 10	E. River Road (CSAH 1)	2
Monroe Street	5th Ave (CSAH 1)	1st Ave	2
1st Ave	Monroe Street	Main Street East	2
Park Street	Branch Ave	Dead End	2
Cutters Grove Ave	US 10/169	Dead End	2

Problem Issues and Locations

Previous and ongoing studies and public input have confirmed that the locations listed below are problematic areas on the City's transportation network.

- US 10/169, including intersections at
    - Thurston Ave
    - Fairoak Ave
    - Main St
    - Existing South Frontage Road
- MN 47, including
    - Intersection with Bunker Lake Blvd (CSAH 116)
    - Intersections for the residential neighborhoods from Garfield Street to Bunker Lake Blvd (CSAH 116)
    - The at-grade railroad crossing

Summary of Transportation Studies

A summary of transportation studies relevant to the City of Anoka's roadway system is provided below.

MnDOT and Metropolitan Council Studies

- Highway 10 Access Planning Study (2014):

  MnDOT and Anoka County, in cooperation with the Cities of Ramsey and Anoka, conducted the Hwy 10 Access Planning Study to examine and identify the appropriate levels, types, and locations of access to US 10 between the Anoka/Sherburne County line and the Rum River. As of completion of this transportation plan, the highway alignment is an expressway. Traffic signals on the highway cause major delays along the corridor. Based on traffic volumes and safety concerns along this stretch of US 10, project partners agreed a freeway is the proper vision for this corridor. This study recommended options which would provide many of the same benefits of a full freeway design, but at lower cost. US 10/169 improvements at Fairoak Ave and Thurston Ave emerged from the study as top regional priorities. More than 20 small projects were identified and prioritized to accomplish 90% of the safety and operational benefits of a freeway, at a much lower cost.

- MN 47 and BNSF Railroad Crossing Study (December 2016):

  This study focused on MN 47 south of the Anoka County Fairgrounds to Martin St, including the at-grade MN 47/Ferry Street and BNSF Railway crossing. The study considered benefits and potential impacts of constructing a bridge over the railway or a tunnel beneath the railroad tracks. The Study recommended constructing an overpass bridge over the railway. The City supports this project, as it addresses two top goals for the transportation system - safety and efficiency. It will also provide trails, resulting in improved non-motorized transportation between areas of the City. (For more information, see a project fact sheet in Appendix B as well as discussion of the MN 47 Corridor Study, led by the City, below).

- Metropolitan Council and MnDOT Principal Arterial Conversion Study (2017):

  This study evaluated non-freeway principal arterials and prioritized locations for interchanges or other grade-separated treatments. The two signalized intersections in the City - Fairoak Ave and Thurston Ave - where ranked as high priority locations for grade-separated treatments in the study. A map from the Study is provided below; additional information regarding US 10/169 in the City is provided in Appendix A.

Anoka County Plans and Studies

- Anoka County Transportation Plan (2018):

  Anoka County's Transportation Plan identifies the transportation system needs and sets goals, priorities, and funding strategies to guide the County's infrastructure investments. The plan also provides other public and private organizations to plan their activities in coordination with the County.

- Anoka County ADA Transition Plan (2018):

  This Plan ensures the county complies to

the Americans with Disabilities Act (ADA) and provides facilities that are accessible to all individuals. The county's goal is to ensure 80% of accessibility features meet ADA regulations within 20 years of Plan approval. To the extent practicable, identified projects will correspond with other reconstruction, construction, and upgrades projects. The City of Anoka supports these goals and will cooperate with the county on any projects taking place within the City's jurisdiction.

City of Anoka Plans and Studies

- Anoka Solution plan (2015-present):

  The City of Anoka led study of US 10/169 within the city limits to refine the ideas presented in the Highway 10 Access Planning Study. The City adopted the Anoka Solution Plan for US 10/169 in 2015. MnDOT and Anoka County reviewed this concept and fully supported the refinements. A snapshot of the plan is shown here and included in Appendix C. Also see Section X.4.1 for discussion of the future roadway network. Construction of this project is planned for the early 2020s.

- MN 47 Corridor Study (2017-2018):

  In 2017, the City undertook investigating the MN 47 corridor from the limit of the MnDOT study (which recommended grade-separation of MN 47 and the BNSF railway, described in Section X.3.3) The City's study is to examine safety, mobility, and access concerns for the residential neighborhoods and commercial area along this segment of MN 47 to assure they are adequately identified and addressed. The study was not yet complete at the time this Transportation chapter was prepared, but is anticipated to be completed in 2019. Some specific issues to be reviewed in the study include:

  - Access from MN 47 to the business area on the southwest corner of the intersection at Bunker Lake Blvd (CSAH 116)
  - Appropriate configuration for each local street intersection along this segment of MN 47
  - Consideration of the direct driveway accesses onto MN 47
  - Consideration of pedestrians and non-motorized traffic along this segment

Roadway System Plan

Assumed 2040 Roadway Network

The roadway network assumed for the 2040 analysis includes the existing network, plus projects that have been programmed and/or planned. The number of lanes on major roadways is shown on Figure 9-6. At this time, the city does not anticipate that the number of existing lanes on major roadways will change by 2040. The roadway projects that will enhance the existing network, and that are anticipated to be in place as part of the 2040 network, are identified and summarized below:

- Projects in Metropolitan Council's Highway Current Revenue Scenario:

  The Metropolitan Council's 2040 Transportation Policy Plan (January 2015) includes pavement preservation on US 10 (from 7th Avenue (CSAH 7) to W Main Street/Greenhaven Road) and US 169 (from south of US 10 to the Rum River). These projects are planned for 2019-2024 and are shown in Appendix C for the Current Revenue Scenario Map.

- The US 10/169 Project, at Thurston Avenue/ Cutterts Grove Avenue; Fairoak Avenue; and Main Street - based on the Anoka Solution Plan - is scheduled for construction in 2022 and 2023. Preliminary design of this project is being led by the City of Anoka, in close coordination with MnDOT. The project includes these elements:

  - **US 10/169 Improvements** - US 10/169 from the western Anoka city limits to Greenhaven Road/Main Street will be reconstructed, including grade separations and improvements to crossing locations and the local roadway network.

  - **Thurston Avenue Improvements** - The traffic signal at US 10/169 and Thurston Avenue will be replaced with a full-access interchange. This will allow for more efficient traffic movement. An existing four-way stop, located less than 500 feet north of US 10/169 restricts vehicle flow and causes significant queuing numerous hours of the day. The Project will remove this four-way stop and shift the intersection 500 feet to the north. This change will improve intersection spacing and increase capacity.

  - **Fairoak Ave Grade Separation** - The traffic signal at US 10 and Fairoak Ave will be removed and replaced by an underpass of the local street. This will minimize the barrier effect caused by the highway and better accommodate the local demands of vehicles, walkers, and bikers.

  - **West Main Street Interchange Improvements** - Improvements to the existing interchange will provide necessary space for acceleration and deceleration. Improvements to roadway design will temper speeds of the thousands of vehicles that use West Main Street as a shortcut to get to US 169 every day.

  - **West Main Street Extension** - A new frontage road on the south side of US 10 will link downtown Anoka to the City's west side. The connection will remove pedestrian and bikers from the shoulder of US 10 and locate them onto a new sidewalk.

- **US 10/169 Access and Local Circulation Improvements** - All at-grade access to US 10/169 between Thurston Ave and West Main Street will be eliminated. Local access will be served with supporting roadways leading to interchanges at Main Street and Thurston Avenue.

- **MN 47/US 169 & US 10 Interchange** – As referenced X.3.1 MnDOT and Metropolitan Council Studies, in 2018, a MnDOT study recommended a SPUI to replace this diamond interchange. The ultimate interchange type and timing of replacement are currently unknown, but are expected to be in place by 2040.

- **US 10 Rum River Bridge** - In late 2018/ early 2019, MnDOT will begin studying replacement of the US 10 bridge over the Rum River (Bridge 9700). As of completion of this plan, MnDOT was aiming for construction to begin in 2022.

- MN 47

  - **Railway Overpass** - This project will construct a bridge for MN 47/Ferry Street over the BNSF railway. This railway crossing experiences many crashes. Seventeen rear end crashes occurred within 150 feet of the crossing from 2010-2014.[1] This project will involve moving or removing driveway accesses and creating a cul-de-sac to disconnect Martin Street from Ferry Street. The project is currently (2017) in the preliminary design phase, and it is a high priority project statewide for highway-railway grade separation projects given the dangerous conditions at the intersection. Funding sources and a detailed schedule for this project are yet to be determined at the time this Transportation Chapter was prepared.

  - Recommendations from the City study of the segment of MN 47 from the new railway overpass bridge to the north City limit are anticipated to be implemented by 2040. Although the exact scope of those improvements are not known at this time, they may include creating a left turn lane into the business center on the southwest corner of MN 47 and Bunker Lake Blvd (CSAH 116) intersection reconfiguration and/ or control, and construction of non-motorized facilities.

- Green Haven Parkway, located on the north side of US 10/169, is being constructed in phases. Once completed, this new local street will provide an alternative option to US 10/169 for local east/west trips on the north side of the highway. This new local road will also improve accessibility and mobility in the vicinity of Anoka Enterprise Park (a business and industrial park that is home to over 70 businesses). All phases will include non-motorized transportation accommodations. Notable users in close proximity to Green Haven Parkway include Anoka Enterprise Park, Vista Outdoors (1,500 employees); and the Anoka Technical College (with 2,800 students and instructors).

  - **Phase I:** 0.45 miles of a Green Haven Parkway from Thurston Avenue to Garfield Street were constructed in 2017.

  - **Phase II** will extend from Phase I to the intersection of Fairoak Avenue and Jacob Lane.

1 http://www.dot.state.mn.us/metro/projects/hwy47rr-anoka/pdf/Hwy47-BNSF-Fact-Sheet.pdf

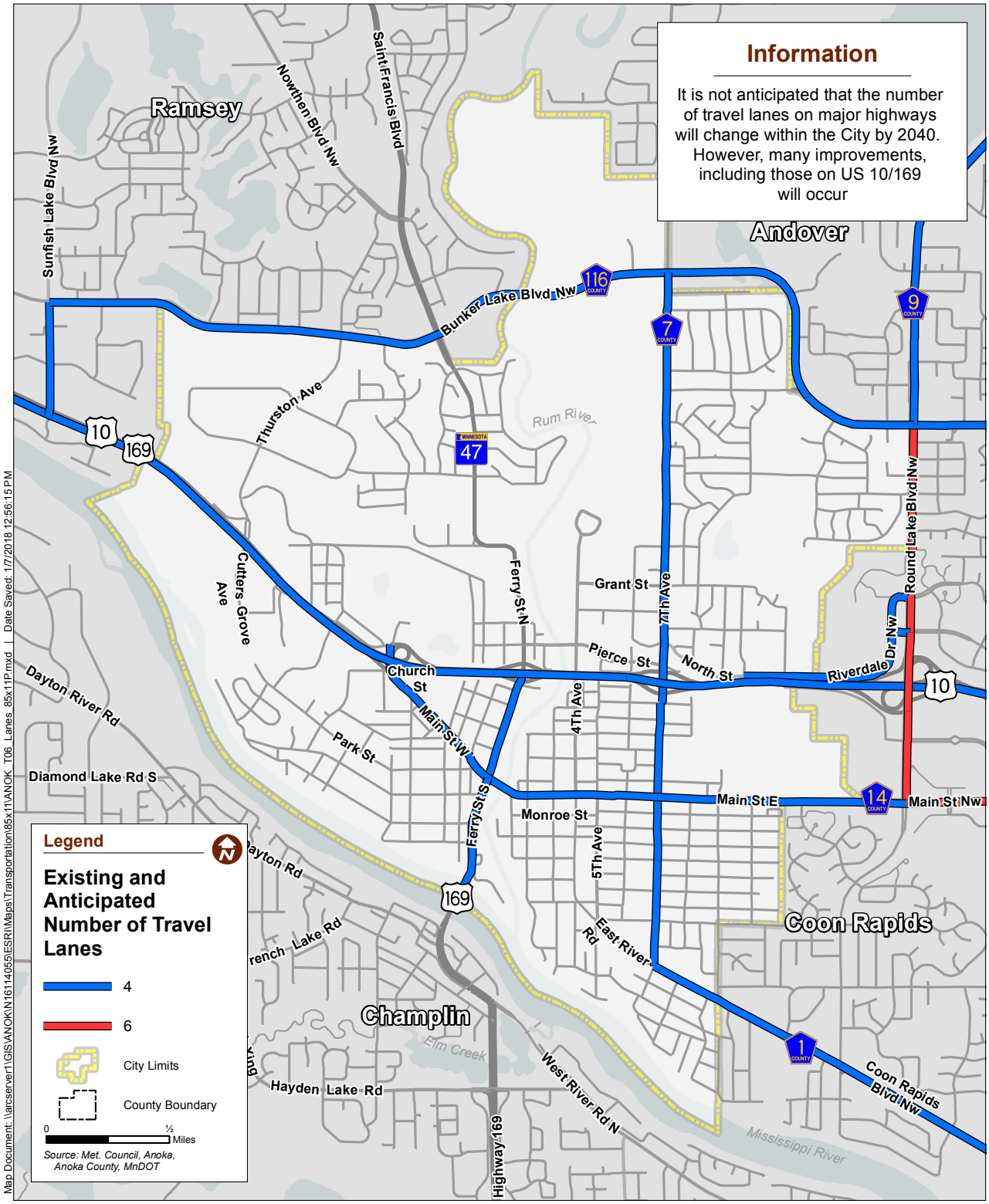


Figure 9-6: Existing and Anticipated Number of Travel Lanes Map

- **Phase III** will extend Green Haven Parkway west between Thurston Ave and the US 10 Service Rd. The Project will provide a more direct, continuous local frontage system to service Anoka Technical College, STEP, and businesses. This segment of Green Haven Parkway is being considered for inclusion in the US 10/169 Project being developed.

- Riverdale Drive Extension:

  This project will construct a new frontage road on the south side of US 10/169 beginning near the western limit of Anoka and extending into the City of Ramsey. This project will eliminate the last direct driveway connection to US 10/169 in Anoka. This project was identified in the US 10 Anoka Solution adopted by the City of Anoka. Development and construction of this project will need to be done in conjunction with the City of Ramsey.

- East Main Street (CSAH 14) from 7th Avenue (CSAH 7) to Wedgewood Drive

  This project was constructed in the summer of 2017. Left turn lanes were added from 9th Avenue/Hoffman Way east to the city limits. The signal at 9th Avenue was reconstructed to provide left turn phasing and was coordinated with signals thru downtown Anoka. Curb and gutter and drainage structures were also replaced along this stretch of road.

- North Street

  The Anoka County Highway Department turned North Street back to the cities of Anoka and Coon Rapids in May 2017, providing $1,120,000 towards its rehabilitation. The proposed reconstruction of the street would include the replacement of the bituminous curb with concrete curb and gutters, as well as the bituminous pavement and storm sewer from approximately 9th Avenue to the east city limits. Due to the potential of redevelopment of the area from 7th Avenue to 9th Avenue, this section of road will involve reconstructing the street surface, including the bituminous pavement, minor replacement of bituminous curb, and storm sewer reconstruction only as necessary. The City of Coon Rapids will participate in reconditioning the portion of North Street within their jurisdiction. North Street provides a local connection between Anoka and Coon Rapids, other than US 10.

Mini-roundabout during construction, Summer/Fall 2017

- Major road projects completed since publication of the 2030 Transportation Plan include:

  - 4th Avenue Roundabout - The five-legged intersection of 4th Avenue, Military Road, and Washington Street was converted from an all-way stop to a mini roundabout in 2017. This is the first five-legged roundabout in the State of Minnesota. This intersection design better facilitates traffic and creates more predictable traffic patterns.

  - 4th Avenue (CSAH 31) Bridge Repair - During the summer of 2017, bridge repair work began on the 4th Avenue (CSAH 31) Bridge over Highway 10.

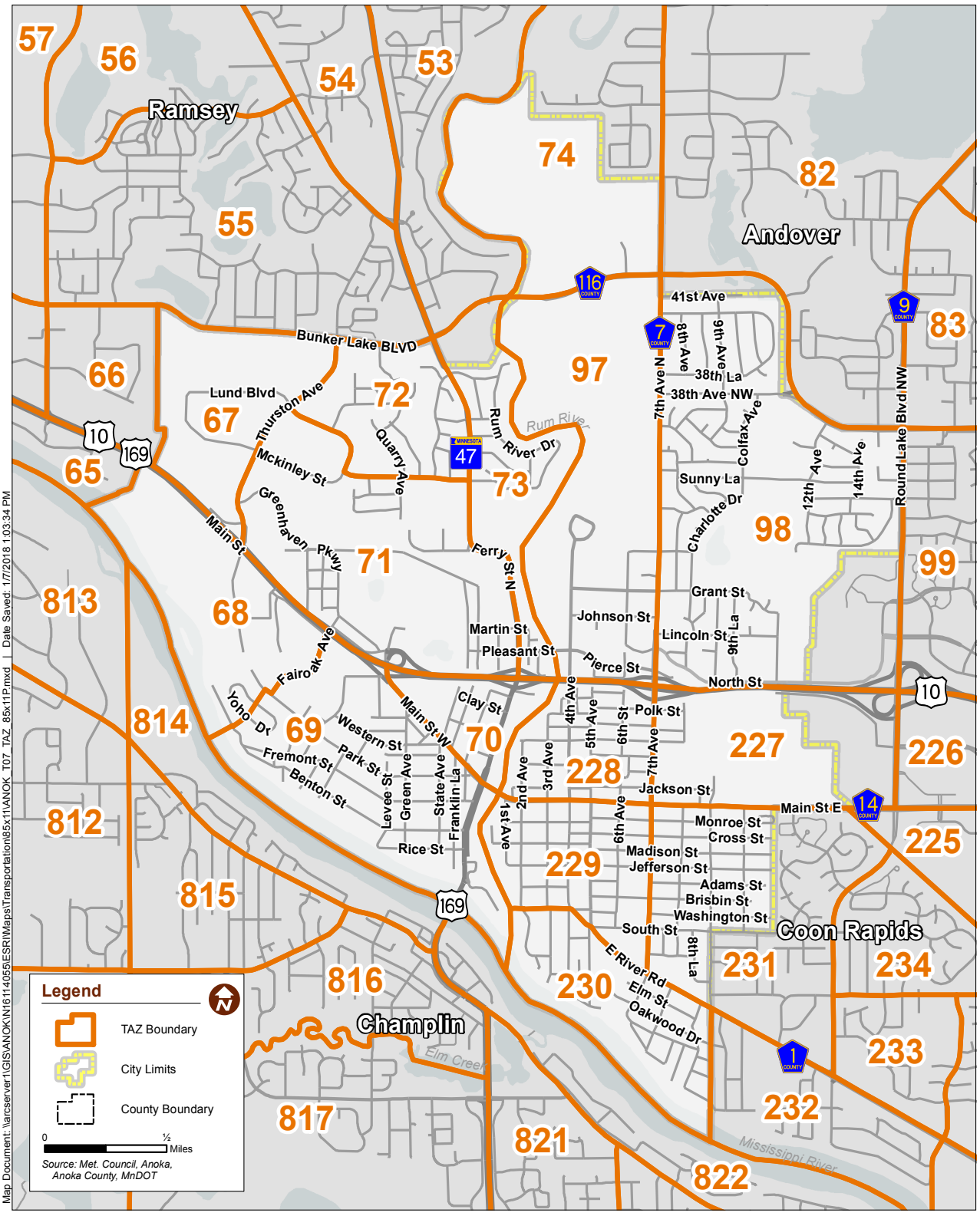


Figure 9-7: Transportation Analysis Zones Map

Table 9-5: City of Anoka Existing and Forecasted Population, Household, and Employment Data by TAZ

TAZ	POP2015	POP2020	POP2030	POP2040	HH2015	HH2020	HH2030	HH2040	EMP2010	EMP2015	EMP2020	EMP2030	EMP2040
67	0	0	0	0	0	0	0	0	1,586	1,704	1,822	1,814	1,805
68	1,654	1,721	1,817	1,931	763	791	804	824	221	302	382	493	580
69	2,230	2,305	2,431	2,568	970	1,005	1,019	1,039	313	448	582	737	857
70	540	573	578	583	236	244	241	240	277	390	502	498	496
71	1,016	1,005	1,032	1,071	385	402	411	425	999	1,024	1,049	1,240	1,427
72	847	782	790	802	309	321	323	326	363	348	332	335	337
73	505	484	488	495	191	198	199	201	35	50	65	64	63
74	27	32	41	53	10	11	15	20	0	11	22	41	58
97	1,144	1,560	2,228	2,778	427	563	868	1,136	1,082	1,049	1,015	1,018	1,001
98	4,070	3,901	3,898	3,874	1,616	1,652	1,659	1,672	459	442	425	407	384
227	140	147	159	170	57	60	65	70	2,657	2,796	2,934	2,897	2,866
228	1,229	1,406	1,581	1,735	423	476	563	642	3,344	3,208	3,072	3,065	3,020
229	1,619	1,775	1,836	1,908	855	888	910	940	1,033	1,015	997	995	974
230	894	877	900	923	422	437	444	453	183	179	175	175	171
231	2,006	2,130	2,222	2,307	817	851	880	912	289	358	426	422	360
TOTALS:	17,921	18,698	20,001	21,198	7,481	7,899	8,401	8,900	12,841	13,324	13,800	14,201	14,399

Source: Anoka County 2040 Traffic Forecasting Data

This project focused on repairing the bridge piers.

- Street Surface Improvement Program (SSIP): In 2009 the city began the SSIP for city streets showing accelerated deterioration in order to create longer term benefits than just with roadway maintenance. Since this program began, 12.8 miles of city streets have been resurfaced or 19% of the 69.1 miles of city streets.

Assumed 2040 Land Use and Transportation Analysis Zone Information

The Metropolitan Council provided the City with projections for population, household, and employment changes anticipated to occur through the year 2040. These figures are provided for years 2015 (based on actual data) and 2020, 2030, and 2040 (based on projections). The City then consulted with Anoka County to adjust those projections within each Transportation Analysis Zone (TAZ). The TAZs for the City of Anoka, as defined by the Metropolitan Council, are presented on Figure 9-7. The distribution of this socioeconomic data within each TAZ is provided in Table 9-5. This socioeconomic data, distributed into TAZs, was then used to project traffic levels on roadways within the City through 2040. The anticipated land use patterns discussed in Chapter X of this Comprehensive Plan were assumed for the 2040 transportation projections. The 2040 land use map for Anoka is presented on Figure 2-4 in that chapter.

2040 Traffic Projections and Capacity Deficiency Analysis

Year 2040 traffic projections were made using a combination of methods and sources including the following:

- Historic trend analysis for volumes
- Assessment of anticipated local and regional development patterns and associated TAZ information
- Discussion and coordination with Anoka County Transportation staff
- Review of other studies and plans for consistency

The 2040 traffic projections are presented on Figure 9-8.

Future Capacity Deficiencies

The capacity of a roadway is a measure of its ability to accommodate a certain volume of vehicles. Factors affecting capacity include roadway geometric conditions, including number of lanes, design standards, and traffic controls.

A planning-level analysis was performed to identify roadway segments where capacity problems are anticipated to occur by 2040. Projected 2040 traffic volumes and the assumed 2040 roadway network were used for this volume-to-capacity analysis. Traffic volumes used for the analysis were obtained from the 2040 projections, discussed under a

previous heading. Roadway capacities by facility type and configuration used in the analysis are shown on Table 9-6.

Table 9-6: Typical Traffic Capacity by Roadway Type/Configuration

Facility Type	Functional Classification	Planning Level Capacity (ADT)
2-Lane Local/ Residential Road	Local Road	1,000
Urban 2-lane	Minor Collector	1,700
Urban 2-Lane Undivided	Major Collector, Minor Arterial,	
Principal Arterial		11,000
Urban 2-Lane Divided		16,000
Urban 3-Lane		22,000
Urban 4-Lane Undivided		22,000
Urban 4-Lane Divided		32,000
Urban 6-Lane Divided		49,000
4-Lane Rural Expressway	Minor Arterial, Principal Arterial	61,000
6-Lane Rural Expressway		91,000
4-Lane Urban Expressway		68,000
6-Lane Urban Expressway		102,000
4-Lane Urban Freeway	Principal Arterial	76,000
6-Lane Urban Freeway		114,000

Source: Highway Capacity Manual 6th Edition Planning & Prelimnary Engineering Applications Guide to the Highway Capacity Manual, Gravel Roads Construction and Maintenance Guide (LRRB), Metropolitan Council Regional Transportation Policy Plan, and FHWA Road Diet Information Guide

Roadway segments where projected volumes exceed planning-level capacity are shown in Table 9-7.

Table 9-7: Projected 2040 Roadway Segments Anticipated to be Over Capacity

Roadway Segment	Volume to Capacity Ratio
US 10 from Anoka/Ramsey City Limits to Hwy 169	1.29 to 1.75
US 10 from MN 47 West Ramps to Anoka/Coon Rapids City Limits	1.00 to 1.41
US 169 from Anoka/Champlin City Limits to Main St	1.78 to 2.41
US 169 from Main St to US 10	1.00 to 1.32
MN 47 from US 10 to Bunker Lake Blvd (CSAH 116)	1.29 to 1.75

As discussed in Section X.4 Roadway System Plan, the US 10/169 Project between the west city limit and Main Street is expected to be constructed in the early 2020s. This project is aimed to address existing and anticipated capacity issues on US 10/169.

There are not currently plans in place to address capacity issues on Hwy 169, though the Metropolitan Council's 2040 Transportation Policy Plan (January 2015) includes pavement preservation on US 169 (from south of US 10 to the Rum River). As discussed in Section X.4, MnDOT is planning to grade separate MN 47 and the BNSF railway, and the City is studying the MN 47 corridor from the limit of the MnDOT study to the north City limit. The city is not considering adding lanes to MN 47, however, capacity could be improved through other improvements, including access modifications and changes to intersection configurations.

Some roadway segments are "approaching capacity," defined has having a volume-to-capacity ratio of 0.85 – .99. These locations are listed in Table 9-8.

Table 9-8. Projected 2040 Roadway Segments Approaching Capacity

Roadway Segment	Volume to Capacity Ratio
US 10 from Thurston Ave to MN 47 West Ramps	0.85 to 0.99

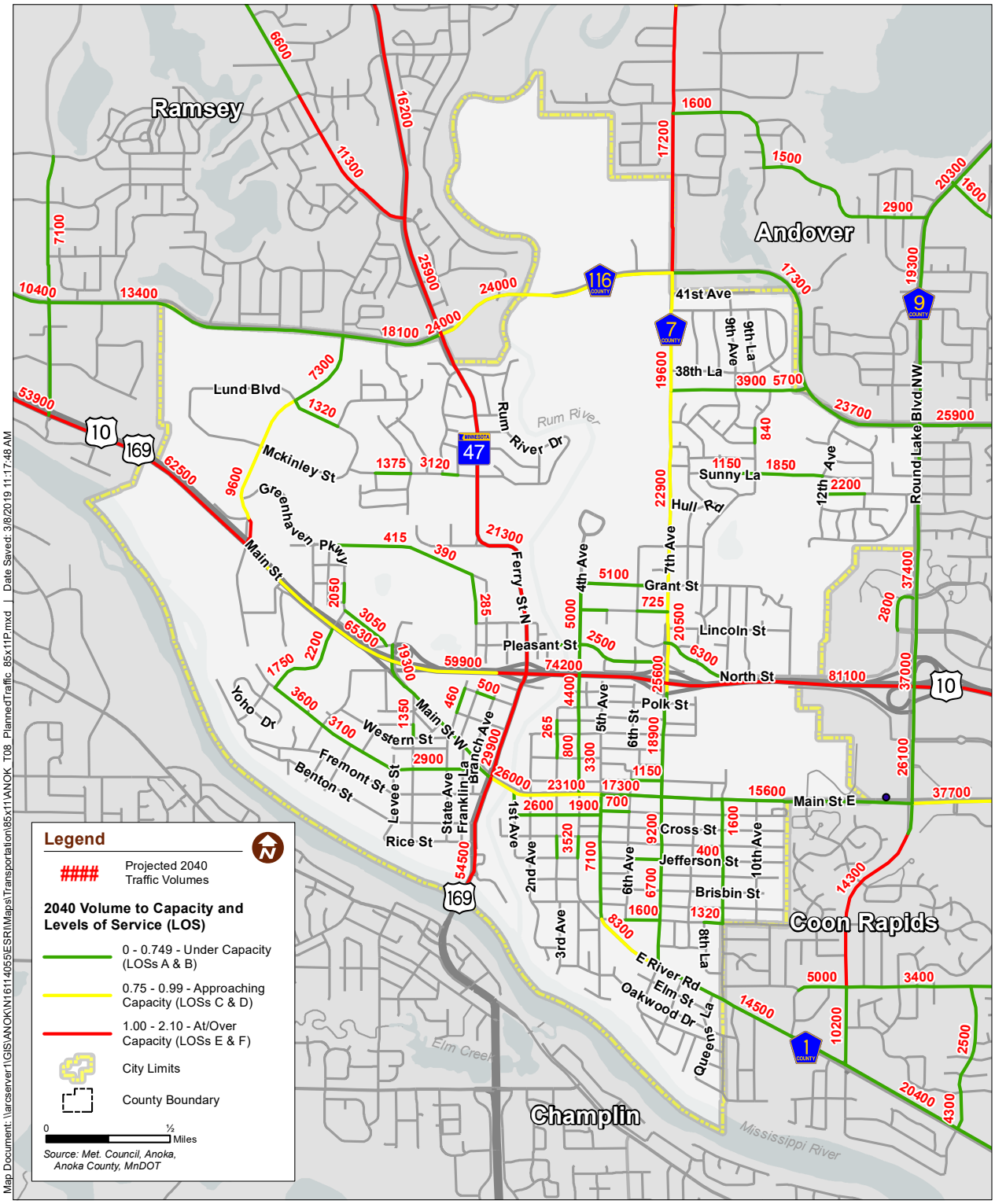


Figure 9-8: Projected 2040 Traffic Volumes Map

Thurston Ave from US 10 to McKinley St	0.85 to 1.19
Bunker Lake Blvd (CSAH 116) from 7th Ave (CSAH 7) to MN 47	0.85 to 0.99
7th Ave (CSAH 7) from US 10 to 38th Ave NW	0.79 to 0.99
Main St from 2nd Ave to 5th Ave	0.85 to 0.99

Capacity issues on US 10/169 and Thurston Ave will be addressed by the US 10/169 Project. Both Bunker Lake Blvd and 7th Ave are under the jurisdiction of Anoka County. The City will coordinate with the County on issues related to those roadways.

Phase II will extend from Phase I southeast to the intersection of Fairoak Avenue and Jacob Lane. Phase III will extend Green Haven Parkway west between Thurston Ave and the US 10 Service Rd. The Project will provide a more direct, continuous local frontage system connecting to Anoka Technical College, STEP, and businesses.

Additionally, the US 10/169 Project will improve the City of Anoka's local road network continuity. Local access will be served with supporting roadways leading to interchanges at Main Street and Thurston Avenue. This includes the northern and southern frontage roads running parallel to US 10/169. The northern frontage road will connect to Green Haven Parkway and extend westward to the Anoka/Ramsey city limits. The southern frontage road will connect Cutters Grove Avenue to Fairoak Avenue with access to Cutters Lane, Yellowstone Blvd, and the service road to businesses. Currently, Cutters Grove Avenue ends in a dead-end, meaning the only access in or out is the Thurston Ave/Cutters Grove Ave and US 10/169 intersection.

Highway 10, looking south from Fairoak Avenue

Overall, the city will monitor these segments, along with other roadways on which capacity issues arise and determine appropriate responses.

System Continuity

While Anoka is well connected to regional transportation networks, there are gaps in the local network that will be addressed as part of larger road construction projects. A notable gap in local road continuity will be filled by Green Haven Parkway, located on the north side of US 10/169. This road is being constructed in phases. Once completed, this local street will provide an alternative option to US 10/169 for local east/west trips on the north side of the highway. The first phase of Green Haven Parkway was constructed in 2017, extending from Thurston Ave to Garfield St/Verndale Ave.

Interchanges

An interchange for US 10/169 at Thurston Avenue has been planned, see Appendix B, Anoka Solution. The US 10/169 and Thurston Ave interchange

is part of a larger project being developed by the City of Anoka, in conjunction with MnDOT and Anoka County, that will reconstruct US 10/169 from Greenhaven Road/Main St W to the Ramsey City limits. The interchange will maintain access to US 10/169 with the use of entrance/exit ramps. Additional improvements include lowering Thurston Avenue, creating turn lanes, and providing local and frontage street connections to the new interchange.

The interchange at US 10/169 and Thurston Ave emerged from years of coordinated planning efforts by the City of Anoka, Anoka County, the Metropolitan Council, and MnDOT to convert US 10/169 to a freeway by removing signalized intersections in the City of Anoka. Based upon traffic volumes and safety concerns, a freeway is the proper vision for the US 10/169 corridor. The corridor is commonly congested and has much higher than average crash (3x) and severity (4x) rates than comparable corridors.

The Thurston Avenue interchange is designated as Type B under the Types of Interchange Requests identified in Appendix F of the Metropolitan Council's 2040 Transportation Policy Plan. Type B is defined as: New interchanges on a multi-lane highway with traffic signals. These requests are conversions of existing at-grade intersections to interchanges. These interchanges will often be part of a staged conversion of the multi-line highway with traffic signals to a freeway design, with the elimination of minor access points between the new interchanges resulting in more restricted access to a principal arterial, as opposed to providing access where none previously existed.

In August 2017, the joint MnDOT and Metropolitan Council Interchange Review Committee determined the proposed interchange at US 10 and Thurston Avenue is consistent with the Metropolitan Council's Transportation Policy Plan. Approval of this interchange request is included in Appendix E.

Safety Analysis

Public safety responsibility of the roadway system in the City of Anoka is shared by the City, Anoka County and MnDOT. Crash data for the three-year time period from January 1, 2013, through December 31, 2015 was analyzed to determine if there are locations in the city with safety issues. No fatal crashes were recorded within the City during this three- year period. Locations with the highest crash frequency are discussed below.

US 10 Corridor Locations

- At MN 47 – Highway ramps, signal control, 4-lane undivided on MN 47
- At 7th Ave (CSAH 7) – Highway ramps, signal control, 4-lane divided on CSAH 7
- At Fairoak Ave – Signal control, 4-lane divided on US 10 – to be removed with future project
- At Main St W – Signal control, 4-lane divided on US 10
- At Cutters Grove Ave – Signal control, skewed intersection, 4-lane divided on US 10

As discussed in Section X.3.3, US 10 improvements within the City have been studied by MnDOT and the City. Recommended improvements are anticipated to be constructed in the early 2020s. The City will continue to remain involved in project development and coordination, in an effort to improve US 10 corridor safety and mobility.

US 169 Corridor Locations

- At Main St – Signal control, 4-lane divided on US 169 and Main St, curved intersection
- At Fremont St – Side street stop, right-in/

right-out on Fremont St; 4-lane divided on US 169

- At Benton St – Side street stop; US 169 changes from 4-lane undivided to 4-lane divided
- At S Ferry Rd (Peninsula Point Two Rivers Park) – Signal control, at change from 4-lane divide to 4-lane undivided on US 169

US 169 shows a high number of rear end type crashes at the intersections of W Main St, Fremont St, Benton St, and S Ferry Rd. Pedestrian crashes have occurred at the intersections of W Main St, Fremont St and Benton St. Further investigation into potential pedestrian crossing facility improvements in coordination with other projects are recommended.

Main St Corridor Locations

- At 7th Ave (CSAH 7) – Signal control, 4-lane undivided on Main St, 3-lane undivided on 7th Ave
- At 9th Ave – Signal control, 4-lane undivided on Main St, curved intersection on southbound
- At Branch Ave to 4th Ave

The segment of Main St - from Branch Ave to 4th Ave - shows high crash frequency at intersections with Branch Ave, US 169, 2nd Ave, 3rd Ave, and 4th Ave. Six bicyclist and pedestrian crashes have occurred between Branch Ave and 4th Ave within the three-year period. A review of the bicycle and pedestrian facilities and travel patterns are recommended for this segment.

N Ferry St & S Ferry St Corridor

The segment of Ferry Street form Clay St to Martin St includes the Ferry St interchange with US 10. MnDOT began study of this interchange, including consideration of options to improve safety and traffic operations. The City will continue to coordinate with MnDOT on additional study of this segment, including the interchange.

MN 47 Corridor Locations

- At McKinley St
- At Bunker Lake Blvd (CH 116)

In 2016, MnDOT studied a BNSF railroad overpass of Ferry St (see Section X.3.1). Then, as described in Section X.3.3, the City commenced study of MN 47 from just north of MnDOT's study area to the northern city limit. The City will continue to advance improvements of the recommended grade-separated overpass, as well as MN 47 concepts to the north.

7th Ave (CSAH 7) Corridor Locations

- At E River Rd – Signal control, skewed intersection, 4-lane divided on E River Rd, at change from City road to County road on 7th Ave
- At Pierce St – Side street stop, wide intersection, 4-lane divided on 7th Ave, about 150 feet from the intersection of 7th Ave and US 10 ramp
- At Buchanan St/North St – Signal control, curved legs on Buchanan St/North St, 4-lane divided on 7th Ave
- At 38th Ave NW – Signal control, curved east leg, 4-lane undivided on 7th Ave

These intersections should continue to be monitored to determine if crashes continue to be a concern at these locations and whether spot safety improvements should be considered.

Non-Motorized Crashes

Crashes involving pedestrians and bicyclists within the City of Anoka have generally been located within neighborhood streets or along the

urban sections of roadways. Locations with the highest non-motorized crash frequency that are recommended for future bicycle and pedestrian facilities review are detailed below.

- Main St from Branch Ave to 5th Ave
- Hwy 169 from Benton St to Main St
- Jackson St from 1st Ave to 3rd Ave
- MN 47 from Pleasant St to the railroad

Future Study Recommendations

The following intersection or segments are recommended for future study based on the crash frequency and patterns identified above include:

- Hwy 169 from S Ferry Rd (Peninsula Point Two Rivers Park) to Main St
- Main St from Branch Ave to 5th Ave
- Ferry St from Clay St to Martin St
- CH 7 from US 10 to Grant St
- CH 7 at 38th Ave NW
- CH 7 at E River Rd

Future Jurisdictional Classification

Anoka County and the City of Anoka are working to develop a plan for a series of jurisdictional transfers from the County to the City in the general vicinity of the commuter rail station. The proposed jurisdictional transfers include Pierce Street (CSAH 30) from 4th Avenue (CSAH 31) to 7th Avenue (CSAH 7), Grant Street (CSAH 31) from 4th Avenue to 7th Avenue, Pleasant Street from Ferry Street/MN 47 to 4th Avenue (CSAH 31), and 4th Avenue (CSAH 31/131) from Main Street East to its northern termini. All of these roads are contained within the City of Anoka and are used primarily for circulation in the City. The transfer of jurisdiction will provide increased flexibility for the City as it redevelops the area around Anoka Station. The roads being considered for jurisdictional transfer were designated as County Roads because they provided the primary access to the Regional Treatment Facility. However, the primary access to the Regional Treatment Facility has been relocated to 7th Avenue. Prior to completing the jurisdictional transfer, consideration should be given to the future uses of Anoka County owned land along Grant Street and 4th Avenue (CSAH 31), to ensure that future land uses along these roads match the appropriate jurisdiction. Jurisdictional changes may also occur between MnDOT and Anoka County on roadways within the city. These include MN 47 north of US 10.

Future Functional Classification

Re-designations of roadways involving the A-minor arterial functional classification (e.g. from collector to arterial, from arterial to collector, or changing designations within arterial) is under the authority of the Metropolitan Council. For collector roadways, the functional class designation is under the authority of the agency which owns the given road. The City of Anoka believes that the functional classification of Thurston Ave should be revised, as shown on Figure 9-5 and described in Table 9-9.

Table 9-9: Proposed Roadway Functional Classification Re-designations

Roadway	Segment	Action/Comment

Thurston Avenue	From Intersection with US 10/169 to Bunker Lake Boulevard (CSAH 116)	Conversion from local road to an "A" minor arterial. This is necessitated by the heavy traffic the road experiences due to providing access from US 10 to Anoka Enterprise Park and a residential neighborhood. Its role as a major roadway will be reinforced by the planned redesign of US 10/169. Reconstruction plans include constructing an interchange at Thurston Avenue, which will direct additional traffic to the road.

Coordination with Anoka County and Metropolitan Council, including approval of a regional functional classification change request, will be required.

Access Management

Access management refers to balancing the need for connections to local land uses (access) with the need for network-level movement (mobility) on the overall roadway system. By functional classification, this may be summarized as follows:

- Arterials generally have limited access in the form of driveways and low volume side streets because their role in the network is to support relatively long, high speed traffic movements
- Collectors allow a greater degree of access given their combined mobility/access function
- Local streets have relatively few limits on access because their primary function is to provide access to adjacent land uses

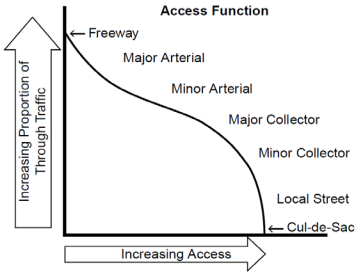


Figure 9-9: A diagram portraying the relationship between access and mobility.

Appropriate access control preserves the capacity on arterial and collector streets, and improves safety by separating local turning movements from higher-speed "through" traffic. Moreover, it concentrates higher volume traffic linkages at intersections controlled with traffic signals, roundabouts, or other measures.

The density of accesses in developed communities like Anoka should be inversely proportional to the functionality of the roadway. A residential street should have more accesses than a Principal Arterial or an "A" Minor Arterial. Access management plans for arterial streets should consider the possibility of multiple properties sharing access, right-in/right-out access, frontage/backage roads, and appropriate spacing of access points.

Generally, the City of Anoka applies access management guidelines included in MnDOT Access Management Manual (January 2, 2008) and Anoka Highway Department Access Spacing Guidelines, both located in Appendix F. Land use planning and subdivision regulation are the responsibility of the City of Anoka. In conjunction with local land planning, Anoka will require that new land development complies with MnDOT and County access management guidelines as applicable. The City will work with MnDOT and Anoka County to consolidate driveway and street access to collector and arterial roadways where applicable and feasible. Proper access management has the benefit of improved local safety conditions by limiting conflict points between local and through traffic on higher classification roadways.

Future Right-of-Way Preservation

Many of the projects planned in the City of Anoka will take place on roads under the state's jurisdiction. The City of Anoka will work with MnDOT, Anoka County, and property owners to preserve and acquire the right-of-way needed to complete planned road improvements.

Transit Conditions & Plan

Transit Market Area

Transit Market Areas are a tool used to guide transit planning decisions. They help ensure the types and levels of transit service provided, in particular fixed-route bus service, match the anticipated demand for a given community or area. The Metropolitan Council defines Transit Market Areas based on these primary factors:

- Density of population and jobs
- Interconnectedness of the local street system
- Number of autos owned by residents

In general, areas with high density of population and jobs, highly interconnected local streets, and relatively low auto ownership rates will have the greatest demand for transit services and facilities. The Metropolitan Council has categorized the City of Anoka as both Transit Market Area II and III. As identified in Appendix G of the Metropolitan Council's 2040 Transportation Policy Plan (TPP), the characteristics of these areas are as follows:

Transit Market Area II has high to moderately high population and employment densities and typically has a traditional street grid comparable to Market Area I. Much of Market Area II is also categorized as an Urban Center and it can support many of the same types of fixed-route transit as Market Area I, although usually at lower frequencies or shorter service spans.

Transit Market Area III has moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable.

Also from Appendix G of the 2040 TPP (Gable G-2), the typical transit service within this Market Area consists of:

Transit Market Area II has a network structure similar to Market Area I with reduced levels of service. Limited stop services are appropriate in this Market Area to connect major destinations.

The Transit Market Area III network is primarily commuter express bus services. Suburban local routes provide basic coverage in the City. General dial-a-ride services compliment fixed-route services.

Current and Planned Transit Service and Facilities

The City of Anoka is currently serviced by six fixed transit routes; one local route, four express bus routes, and one commuter rail line. The current and planned transit service and facilities in the City of Anoka are depicted on Figure 9-10 and summarized below:

General Scheduled Local Bus Service

There is one local regular route in Anoka, Route 805, which is provided by the Metropolitan Council. The route runs north/south connecting Anoka, Coon Rapids, and Blaine. Weekdays, Route 805 runs southbound to the Northtown Transit Center in Blaine from 6:00 am to 7:07 pm and runs northbound to Downtown Anoka from 6:00 am to 8:03 pm. On Saturday, the route runs an abbreviated route, traveling southbound to Northtown Transit

Center from 8:00 am to 5:52 pm and running northbound from 8:00 am to 6:48 pm.

Peak Hour Commuter Bus Service

Anoka is served by four Express Bus Routes, 766, 850, 852, and 887F.

- Route 766 runs north/south on US 169 through Champlin, connecting to I-94 and continuing southward into Downtown Minneapolis. This route runs southbound from Anoka from 9:30 am to 2:35 pm and runs northbound to Anoka from 8:34 am to 2:21 pm. Route 766 has additional service time starting/ending in Champlin. This route does not run on weekends or holidays.

- Route 850 runs east/west, beginning near US 10 and Thurston Avenue, then along East River Road (CSAH 1) and north/south on I-94, connecting Anoka to Downtown Minneapolis. This route runs southbound to Minneapolis from 4:50 am – 9:17 am and northbound to Anoka from 3:09 pm to 6:59 pm. This route does not run on weekends or holidays.

- Route 852 also runs east/west along East River Road (CSAH 1) and north/south on I-94, connecting Anoka to Downtown Minneapolis. This route runs southbound to Minneapolis from 8:00 am to 10:12 am and northbound to Anoka from 5:36 am to 10:45 pm. This route also runs on an abbreviated schedule on Saturdays, traveling southbound to Minneapolis from 7:14 am to 6:24 pm and traveling northbound from 8:25 am to 7:33 pm. There is an abbreviated southbound run from Anoka to Fridley on Saturday evening, leaving Anoka at 6:28 pm.

- Route 887F, operated by St. Cloud Metro Bus, runs north/south on US 10, connecting to I-94 and continuing southward into Downtown Minneapolis. This route only operates on Fridays, providing one limited stop northbound and one limited stop southbound trip between St. Cloud and Downtown Minneapolis. The southbound trip stops in Anoka at 11:55 am, and the northbound trip stops in the City at 1:35 pm. Other connections to St. Cloud can be made through the Northstar Commuter Rail and route 887, which connects Big Lake Park and Ride/Station to St. Cloud.

Commuter Rail

The Northstar Commuter Rail Line runs through Anoka, stopping at Anoka Station. This fixed rail route runs north/south from the City of Big Lake in Sherburne County to Downtown Minneapolis. Weekdays, this route runs southbound from 5:00am to 8:10 am with an afternoon southbound trip leaving Big Lake at 5:03 pm and arriving in Downtown Minneapolis at 5:55pm. It travels northbound from 3:57 pm to 7:07 pm with a morning trip leaving Downtown Minneapolis at 6:16 am, arriving in Big Lake at 7:07 am. This routes also runs Saturday and Sunday at the following abbreviated schedule:

- Saturday AM southbound: 10:41 am
  Saturday PM southbound: 1:11 pm, 5:31 pm

- Saturday AM northbound: 11:57 am
  Saturday PM northbound: 4:27 pm, 7:27 pm

- Sunday AM southbound: 9:51 am S u n d a y
  PM southbound: 12:11 pm, 3:01pm

- Sunday AM northbound: 11:07 am
  Sunday PM northbound: 1:47 pm, 5:22 pm

The Northstar Commuter Rail Line also serves many Twins and Vikings home games. Schedules for dates and times are available on metrotransit.org.

ANOKA REAL. CLASSIC.

2040 Comprehensive Plan

City of Anoka, MN

Existing and Planned Transit Infrastructure

January 2018

Figure 9-10: Existing and Planned Transit Infrastructure Map

Transit Facilities

Anoka has one transit station and one park and ride facility, both located at Anoka Station. This station primarily serves the Northstar Commuter Rail Line. Route 805 has bus stops along 4th Avenue (CSAH 31) and Pierce Street (CSAH 30), adjacent to Anoka Station. The Anoka Station is fully ADA compliant.

Anoka Station features one 181 space surface parking lot on the north side of the station and one three-level, 344 space parking ramp south of the station platform. Spaces on the third floor are available for overnight parking, though for no longer than seven consecutive days. The parking ramp can be accessed from Pierce Street (CSAH 30) and the surface parking lot can be accessed from Johnson Street. There is an enclosed pedestrian bridge over the railway to connect the two parking facilities.

At the station platform, there is an enclosed waiting area with a ticket machine, on-demand heating system, and 12 bike lockers. This enclosure is open during the following hours:

- Monday-Friday: 4:45am – 8:15am; 4:45pm – 7:15pm
- Saturday: 10:00am – 8:00pm
- Sunday: 9:00am – 6:00pm

Transit Advantages

To help ensure the timeliness of routes and to prioritize transit, the City of Anoka supports transit advantages on US 10. Buses may drive in the shoulder lane on US 10.

Dial-a-Ride Service

Anoka is serviced by Transit Link, the dial-a-ride service provided through the Metropolitan Council at the County level. Transit Link provides metro-wide transit connections and access to qualifying rides, such as last mile service, connections between transit stations, or to and from areas not serviced by regular bus routes. Any member of the public may reserve a qualifying ride. Upon reservation, each trip is assessed to ensure it does not overlap with regular route bus services. Starting and ending destinations must be more than ¼ mile from regular route transit in winter months (November – March) and more than ½ mile from regular route transit in summer months (April- October). Transit Link Service does not operate on Thanksgiving Day, Christmas Day, and New Year's Day.

Transit Link peak fares (6-9 a.m. and 3-6:30 p.m.) are $4.50. Off-peak and holiday fares are $3.50. A $0.75 surcharge is assessed for trips longer than 15 miles.

Transit Link service offered through Anoka County serves all cities and townships in the County as well as the cities of Arden Hills, Falcon Heights, Lauderdale, Mounds View, New Brighton, Roseville, St. Anthony, and Shoreview in Ramsey County. Service is available Monday-Friday from 6:00am – 7:00pm. Transfers between Transfer Link and regular service routes take place at one of the following transit hubs: Anoka County Government Center, Northtown Transit Center, Columbia Heights Transit Center, Rosedale Transit Center, Little Canada Transit Center, or Foley Blvd. Park and Ride.

Metro Mobility, administered by the Metropolitan Council, is a shared public transportation service for certified riders who are unable to use regular fixed-route buses due to a disability or health condition. Rides are provided for any purpose. Federal Americans with Disabilities Act (ADA) guidelines are used to determine eligibility for Metro Mobility Services. Individuals are generally eligible for Metro Mobility services if they are unable to get to regular fixed-route buses, are unable to navigate regular fixed-route bus systems once they are onboard, or are unable to board and exit the bus at some locations.

The Metro Mobility service area has three zones served by three trip providers, who are responsible for scheduling and coordinating trips. The City of Anoka is included in the Metro East Zone, which is served by First Transit East.

City Considerations

Transit service available to city residents includes fixed route bus, commuter rail, and demand response. Although current service provides for travel within the City of Anoka, to downtown Minneapolis, and travel to suburbs to the east and south of Anoka, unmet transportation needs do exist. Travel demand between Anoka and communities to the north remains underserved. Existing service to these areas consists of limited dial-a-ride service and express transit service between the Ramsey Municipal Parking Facility and downtown Minneapolis during peak periods. Because these communities are outside the Transit Capital Levy District, they are not served by Metro Transit, which makes route planning more difficult.

Transit service to Champlin and other communities west and south of the Mississippi River in Hennepin County have limited service options traveling to or from Anoka, particularly during peak hour periods and weekends. Individuals traveling to these communities from the Anoka area must transfer buses in downtown Minneapolis to reach their destination in a neighboring suburb, often resulting in long and inconvenient travel times.

Non-Motorized Transportation

Pedestrian Facilities

It is very important that pedestrians be accommodated in the City's overall transportation network. The City of Anoka has a robust network of sidewalks and trails. The current sidewalk network provides pedestrians with access to most residential neighborhoods as well as commercial and institutional facilities within the City of Anoka, including, but not limited to, downtown, schools, and major employment areas, including businesses along Thurston Avenue. Current pedestrian facilities also provide access to existing fixed transit routes. Routes use streets in Anoka that have sidewalks on at least one side of the street.

Bicycle Facilities

There are three primary categories of bicycle facilities:

- Regional off-street trails – developed by metro counties
- Local off-street trails – developed by the municipality
- On-street bike lanes – developed by the county or municipality when funding or right-of-way constraints preclude off-street facilities

In addition, the Metropolitan Council has designated the Regional Bicycle Transportation Network (RBTN). This consists of prioritized alignments and corridors (search areas where alignments have not yet been established) that were adopted in the Council's 2040 Transportation Policy Plan. A Tier 1 corridor covers the southern and western portions of the City, and a Tier 2

corridor runs along the southernmost edge of the City, adjacent to the Mississippi River. This corridor would align and connect to the Rum River Regional Trail, an existing Tier 2 RBTN alignment trail. Existing and planned bicycle facilities are depicted on Figure 9-11; portions of the RBTN in Anoka are also shown on this figure.

Rum River Regional Trail

The Rum River Regional Trail is a Tier 2 RBTN Alignment. The trail follows the Rum River and connects to the Central Anoka County Regional Trail at the northern edge of the City. The trail also connects to the Mississippi River Regional Trail, the North Anoka County Regional Trail, and the Sugar Hills Regional Trail. The Northstar Commuter Rail Line is accessible from the trail, and Route 805 is located less than 1/4 mile from the trail. Currently, about 10 miles of the Rum River Regional Trail have been constructed. Once the trail is fully completed, it will stretch 20 miles north/south across Anoka County, connecting the City of Anoka to Rum River Central Regional Park in the City of Ramsey and Rum River North County Park in the City of St. Francis.

Central Anoka County Regional Trail

The Central Anoka County Regional Trail begins near the intersection of Bunker Lake Blvd (CSAH 116) and Hanson Boulevard in Coon Rapids and extends west to Cottonwood Park in Ramsey. This trail provides many opportunities, from exploring city and county parks to shopping along Bunker Lake Blvd (CSAH 116). Only 16 of the proposed 26 miles of trail have been constructed, as the trail is being constructed as Bunker Lake Blvd (CSAH 116) is repaired or reconstructed. It already provides access to other regional trails including the Rum River Regional Trail, East Anoka County Regional Trail, Bunker - Chain of Lakes Regional Trail, and Chain of Lake - Otter Lake Regional Trail. This trail will also connect with Washington County and Hugo trails. The trail also provides direct access to Anoka High School.

Mississippi River Regional Trail

The Mississippi River Regional Trail is being developed in partnership with the National Park Service and Anoka County. The National Park Service is working with communities in the Twin Cities to develop a system of connected trails that parallel the Mississippi River. Within the City of Anoka, the portion of the Mississippi River Regional Trail utilizes the existing trails on Kings Island and the Rum River Regional Trail Bridge to cross the Rum River.

West Rum River Trail

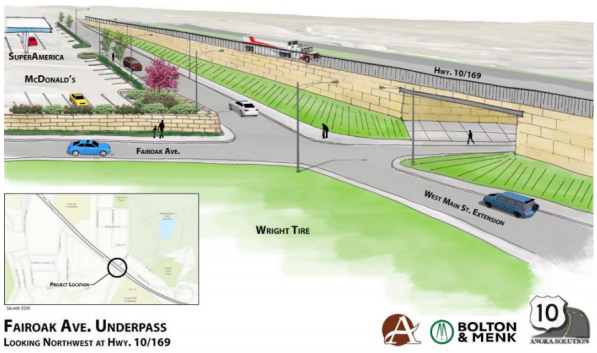
This proposed trail (see Figure 9-11) would run along the Rum River and parallel to US 169 (Ferry Street) from Main Street (in the north) to just north of the US 169 Mississippi River bridge crossing (south). This project would also connect to the existing Rum River Regional Trail.

Facility Improvements

Despite the robust network of sidewalks in Anoka, gaps do exist in the network. In an effort to increase pedestrian accessibility while remaining fiscally responsible, the City of Anoka will work to strategically fill gaps in the network within its city limits. Sidewalk improvements and connections will be considered for construction as roads are reconstructed or other maintenance and construction occurs. Existing and planned regional trails will also be considered in local sidewalk connections.

As part of the US 10/169 project, the following bicycle and pedestrian infrastructure improvements or additions will be implemented:

- The Fairoak Avenue underpass will include off-street facilities and provide a grade-separated crossing of US 10/169.



- Continuous walkways along the frontage road south of US 10/169 will connect new and existing pedestrian facilities along Fairoak Avenue to an existing walkway on West Main Street, establishing a connected route into the established downtown core business district.
- Continuous walkways along the frontage road north of US 10/169 will connect new and existing pedestrian facilities along Thurston Avenue and Green Haven Parkway.
- The south ramp terminal roundabout will provide safe and convenient pedestrian facilities that connect into the south frontage road trail and the trail on West Main Street

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2040 Comprehensive Plan
City of Anoka, MN

Existing and Planned
Non-Motorized Facilities and RBTN
April 2018

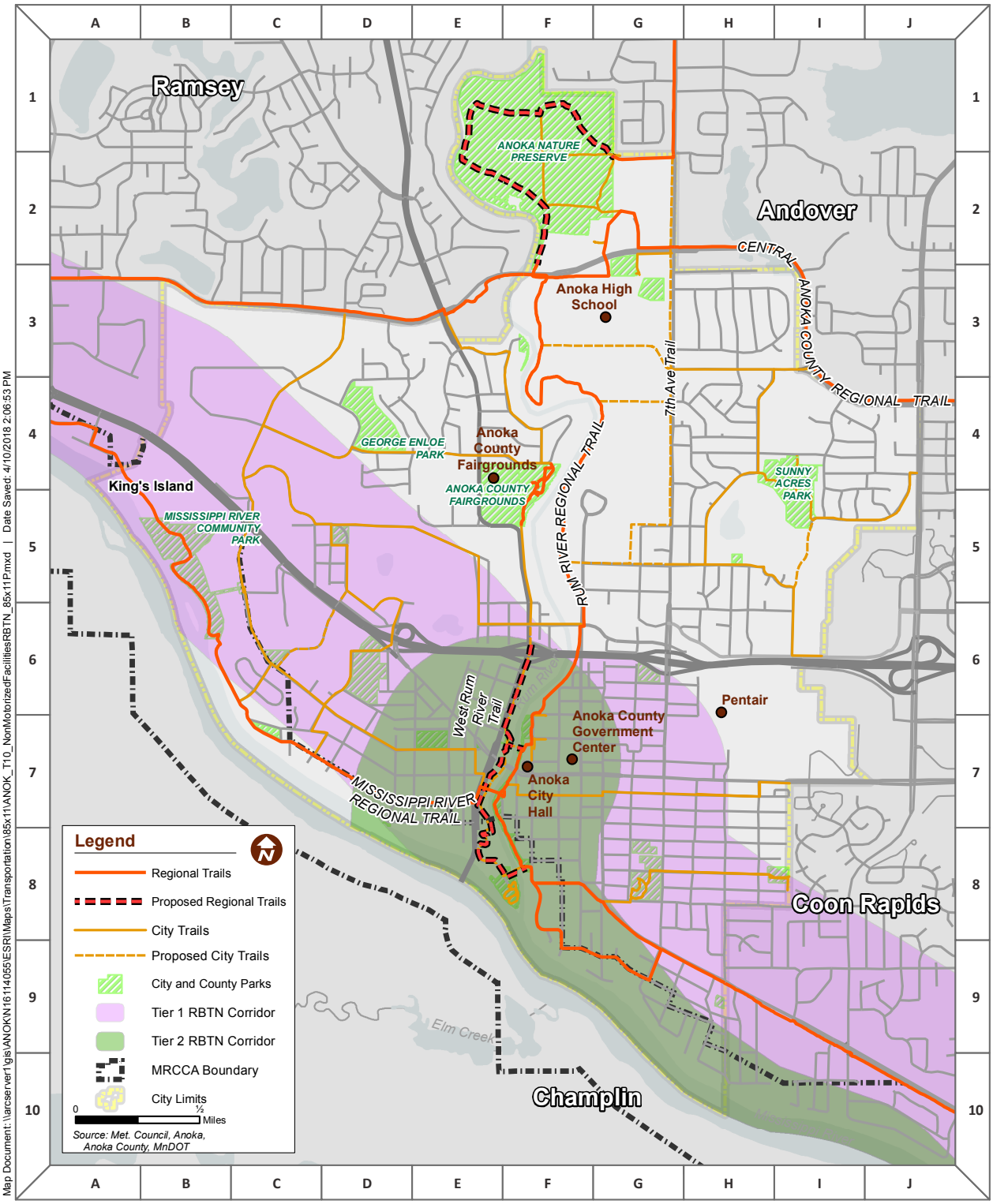

Figure 9-11: Existing and Planned Nonmotorized Facilities and RBTN Map

providing another grade-separated underpass of US 10/169.

- Elevating US 10/169, adding a center barrier and a perimeter fence alongside US 10/169 in the Project area will eliminate the ability for pedestrians to continue running across the highway at unmarked at-grade locations.

There are also plans to develop five local, non-motorized corridors within Anoka. These corridors are designed to enhance the mobility of the pedestrians and cyclists traveling in Anoka.

- W Main Street Trail Corridor – Will be an extension of the E Main Street Trail Corridor, continuing the corridor to US 10/169 and planned pedestrian facilities.
- Ferry Street Trail Corridor – Begins on the US 169 Bridge over the Mississippi River and travels northbound to the Anoka County Rum River South Park/ Fairgrounds before connecting with the Central Anoka County Regional Trail.
- 7th Avenue (CSAH 7) Trail Corridor – Begins at the Mississippi River Regional Trail and travels north along 7th Avenue until it connects with the Central Anoka County Regional Trail.
- North Street Trail Corridor – Begins at the east city limits on North Street and continues westbound through a number of city streets, eventually connecting to Thurston Avenue. Future considerations are being planned for incomplete segments of the trail.
- Green Haven Parkway – Pedestrian and bike facilities will be included along Green Haven Parkway to provide connection between the Anoka Enterprise Park, Green Haven Golf Course, and the new pedestrian and bike system along Fairoak and West Main Street constructed with the US 10/169 project.

However, there are a number of physical challenges to creating a complete, connected network of sidewalks and bike trails in Anoka. The Rum River extends north-south through the center of town. Five bridges cross the river, including a bridge exclusive to non-motorized transportation. Routes to connect the eastern and western halves of the City will need to utilize one of these five crossings, as there are no additional bridges across the Rum River planned within city limits. This will be accommodated through both Main Street Trail Corridors and the existing Central Anoka Regional Trail.

Additionally, US 10/169 divides the north and south portions of the City. Six roads cross or intersect US 10/169. In the planned reconstruction of US 10/169, discussed in section X.4.1, safe, separated bicycle and pedestrian facilities will be constructed to better connect the northern and south halves of the City. This creates the opportunity to extend and connect non-motorized transportation routes. Lastly, the BNSF railway runs through the center of the Anoka parallel to US 10/169. There are five roads that cross the railroad tracks, three grade separated crossings and two at grade crossings. One existing at grade crossing, at Ferry Street/MN 47, will be reconstructed to a grade separated crossing (See section X.4.1). This reconstruction will include a separate trail crossing for bicyclists and pedestrians. While the intersection of the railway and 4th Avenue, adjacent to the Anoka Transit Station, is not grade separated, there is an elevated walkway across the railway at the station platform. The planned reconstruction of Ferry Street/MN 47 and the E Main Street Trail will accommodate safe bicycle and pedestrian crossings of the BNSF railway.

Freight

There are several freight corridors in Anoka, detailed in Figure 9-12 with HCAADT. There are a number of freight generating facilities in the City of Anoka, the most prominent site being Anoka Enterprise Park. Anoka Enterprise Park, located in the northwest corner of the City, is home to over 70 businesses that produce, distribute, and sell a variety of goods that are transported via freight trucks. Vista Outdoors, located just south of the Anoka Enterprise Park, is also a generator of truck traffic, with approximately 40 trucks per day from their facility. The main access to both Anoka Enterprise Park and Vista Outdoors is Thurston Avenue, which is accessed from US 10/169. There is a second, smaller industrial site in Anoka that generates freight traffic located on the eastern edge of the City. This area is home to Alliant Techsystems and Pentair Equipment Protection and is located south of US 10 and north of Main Street.

Trucks transport a variety of products including agricultural, commercial, and industrial goods, in addition to other raw materials. Most of the freight movement via trucking through the City of Anoka exists along US 10/169. US 10 and US 169 are important routes connecting the Minneapolis/St. Paul metropolitan area to St. Cloud and other northern communities. They provide access from rural elevators and farming communities to processors and shipping terminals.

In 2017, the Metropolitan Council commissioned the Regional Truck Highway Corridor Study, which assessed current conditions and future demands for trucks on regional highways. This study classified highways, arterials, and other roads into Tiers based on volume, truck percentage, proximity to industry cluster, and proximity to freight facility. Tier One corridors are main, high volume freight routes and the arterials that provide important "last mile" connections to freight destinations. Tier Two corridors are principal and minor arterials with lower volumes, and Tier Three corridors are mainly minor arterials that connect freight traffic to industry or freight facilities not located near major truck routes.

In Anoka, the following roadways are part of the tiered classification system, shown in Figure 9-11.

- Tier One
    - US 10 from the eastern city limit to Main St W, which sees an average of 3,450 heavy commercial vehicles per day.
- Tier Two
    - US 10/169 from Main St W to the western city limit, which sees nearly 2,000 heavy commercial vehicles per day
    - US 169, from the southern city limit to US 10, which sees about 1,350 heavy commercial vehicles per day in Anoka
- Tier Three
    - MN 47 north of US 10, which sees about 390 heavy commercial vehicles per day
    - Main Street

US 10/169 is an important freight corridor designated as part of the National Truck Network as a High Priority Interregional Corridor. Today, the highway carries 3,300 heavy vehicles per day through the City. If truck percentages relative to total traffic remain consistent moving forward, we would expect 3,500 trucks per day in 2021 and 4,850 trucks per day in 2041along this corridor.

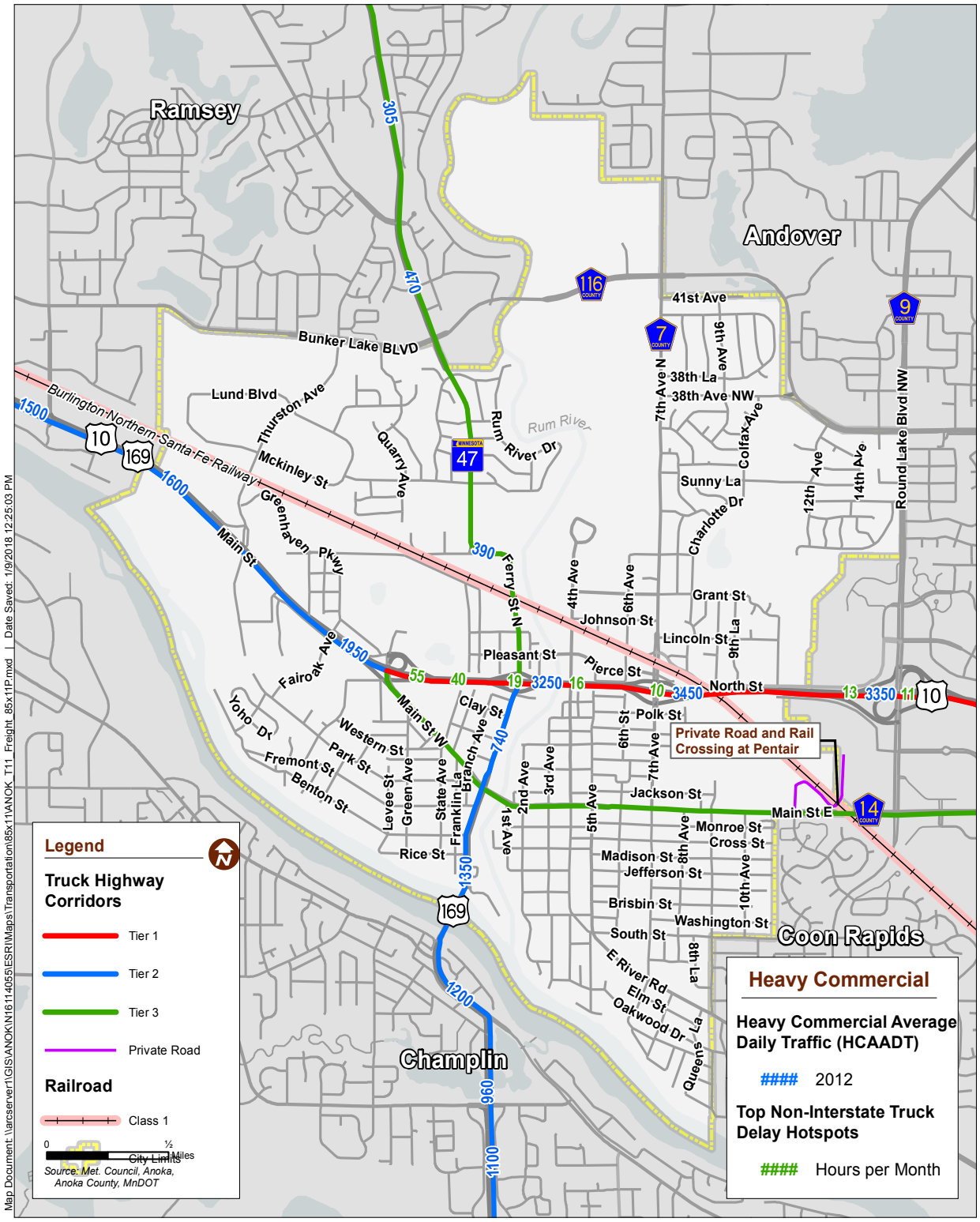

Figure 9-12: Freight, Rail, and Commercial Corridors Map

Facility Improvements

As noted in Section X.3.1, US 10/169 will be undergoing major reconstruction to help alleviate congestion and improve overall mobility and access. These improvements will greatly benefit the movement of freight through the City.

Currently, US 10/169 transitions from a freeway to a signalized expressway in Anoka. US 10/169 is a freeway east of the signalized intersection at Fairoak Ave; west of Fairoak Avenue, the highway is a signalized expressway. The transition of the highway's facility type in Anoka contributes to

severe traffic back-ups, particularly in the westbound direction during peak hour traffic demand. These back-ups result in severe travel delays, particularly in the PM peak hour. US 10/169 traffic exceeds roadway capacity and causes significant changes in travel times for three hours in the afternoon peak period alone on normal days. This condition will substantially worsen if no improvements are made. Future increases in traffic volumes will greatly impact congestion in this corridor and make travel even more unreliable.

Further, the US 10/169 ramps at Main Street are substandard in design. To better serve the traffic needs of this vital corridor, the acceleration lane will need to be lengthened to a standard length for northbound Main Street to westbound US 10/169, which will allow heavy vehicles to merge into traffic at appropriate speeds. The current acceleration length only allows standard vehicles to reach speeds of approximately 30 mph prior to merging, with heavy commercial vehicles traveling even slower. This large discrepancy in travel speed between vehicles on mainline (posted 60 mph) and vehicles entering the highway causes mainline vehicles to slow and creates a shockwave/queuing effect. Large speed discrepancies also have higher potential for crashes.

Removal of two traffic signals on US 10/169 – at Thurston Avenue and Fairoak Avenue – will also improve the efficiency and safety of moving freight along US 10/169, as well as overall access to freight facilities within the City of Anoka. Overall trip time reliability will be improved through reduced travel times as vehicles will no longer need to endure a signal at Thurston Avenue when accessing US 10/169.

Railway

One railroad passes through Anoka, running parallel with US 10, dividing the City in half from east to west. The railroad tracks are owned by the Burlington Northern Santa Fe Railroad. Approximately 40 to 80 trains utilize the tracks per day, serving as both the mainline between Chicago and Seattle and supporting the North Star Commuter Rail Line.

The line is equipped with Automatic Block Signals (ABS) normally used for single direction operation on each of the two tracks. Passenger train speeds between Coon Rapids and St. Cloud can exceed 75 miles an hour with the exception of some crossovers and some other restrictions. Roadway-railway crossings within the City, from east to west, are presented in Table T-10.

Table 9-10. Roadway Crossings of Railway in City of Anoka

Roadway	At Grade	Grade Separated
Main Street East (CSAH 14)		X
Private Road	X	
US 10/169		X
7th Ave (CSAH 7)		X
4th Ave (CSAH 31)	X	
N Ferry Street/ MN 47	X	
Thurston Ave		X

As noted in Section X.2.5, N Ferry Street/MN 47 will be reconstructed to create a grade separated crossing at the railroad. This project has not been funded or scheduled. This improvement will improve safety at the intersection, improve capacity for MN 47, and provide a safe crossing location for non-motorized transportation users.

The intersection of the BNSF railroad and MN 47 next to the Rum River.

Aviation

Anoka does not have an aviation facility within its boundaries, nor is it located in the area of influence of an airport or heliport. However, Minnesota Statute 360 requires all communities to protect the region's general airspace by controlling the height of structures. The City of Anoka's Zoning Ordinance requires a conditional use permit for structures over thirty-five feet in height unless the structure is a wireless telecommunications tower located on public property and less than one-hundred sixty-five (165) feet in height. Towers higher than one-hundred sixty-five (165) feet would require a variance from this provision. Consistent with the Aeronautics Rules and Regulations, Part 8800.1200, as amended, the City will notify the Commissioner of MnDOT at least thirty (30) days in advance of any application where the applicant proposes any construction or alteration of a structure that would exceed a height of two hundred (200) feet above ground level at the site, or any construction or alteration of greater height than the imaginary surface extending upward and outward at a slope of 100:1 from the nearest point of the nearest runway of a public airport.

There are no airports located within the City of Anoka. However, seaplanes are allowed to land on the Mississippi River. Even though seaplane landings are allowed on the Mississippi River, landings are infrequent and there are no facilities, or planned facilities, to accommodate the landings.

Goals & Strategies

This goals for this 2040 Transportation Plan remain unchanged from the 2030 plan. Upon reviewing these goals and objectives, city staff and leadership determined that the goals and objectives remain relevant. Transportation related goals for this 2040 Plan are provided below.

Goal T-1

Develop and maintain a transportation network that promotes the safety of its users by:

- Maintaining infrastructure
- Reviewing geometric improvements annually
- Working with the Minnesota Department of Transportation (MnDOT) to evaluate and set appropriate speeds

Goal T-2

Ensure that the transportation network promotes the efficient movement of people and goods by:

- Establishing a 2040 proposed functional classification system
- Encouraging consistency between roadway jurisdiction, designation and functional classification
- Supporting efficient multi-modal movement including buses, commuter rail, bicycles, and pedestrians
- Managing access on arterial and collector roadways to preserve mobility and minimize through-traffic on neighboring routes

Goal T-3

Ensure that decisions regarding transportation system planning and system development are fully integrated with land use by:

- Reflecting the City's land use policies in the transportation system
- Coordinating with adjacent communities
- Identifying and preserving potential corridors for flexible use

Goal T-4

Promote a variety of transportation modes choices in the development of the City's transportation network by:

- Providing options for transit dependent persons
- Encourage provision of and opportunities for transportation services for handicapped and senior residents
- Encouraging the use of trails
- Promoting development of infrastructure for non-motorized transportation
- Preserving corridors for possible multi-modal transportation
- Encouraging the expansion of public transportation
- Promoting and incorporating transit-friendly infrastructure in system planning
- Coordinating with local and regional transit agencies

Goal T-5

Maintain and develop the City of Anoka's transportation system in a manner that is sensitive to the City's cultural, historic and natural resources and neighborhoods by:

- Minimizing impacts on environmental and natural resources during improvements and maintenance of the system
- Using traffic-calming techniques when and where they are appropriate while preserving safety
- Considering traffic impacts on community livability and cultural, historic, and natural resources

Goal T-6

Include public participation in the planning, construction and maintenance of the transportation system by:

- Engaging the community in planning and decision-making
- Providing the public with reasonable and understandable information
- Providing opportunities for transportation education

Goal T-7

Build cooperation and coordination between jurisdictions:

- Coordinating transportation plans
- Interacting with state, county and local agencies
- Continuing participation in area transportation projects

Goal T-8

Establish a transportation system that provides for effective and efficient use of potential improvement funds by:

- Preserving, maintaining and managing the existing roadways system
- Constructing new links and developing staged improvements
- Encouraging joint-agency and public-private partnerships
- Minimizing maintenance of existing and construction of new routes in redevelopment areas
- Identify local transportation needs and ways to provide for these needs.