
7.0 Evaluation Process and Recommendations

7.1 Independent Evaluations

Development of this Plan began with documentation of existing conditions, including deficiencies, on the county transportation system (documented in Section 3.0). From there, Plan development continued with completion of independent analyses that examined safety, projected travel demand in 2030, and analyzed traffic control needs at intersections. Each of these analyses is described below:

- **Section 4.0, County Safety Analysis**—Safety on the county roadway network at a strategic planning level was an initial focus. An overall safety goal for the county was identified, followed by identifying critical emphasis areas and strategies to address both infrastructure-based and driver-behavior-based issues.
- **Section 5.0, Travel Demand Analysis**—2030 travel demand was projected using the 2006 Anoka County model with county traffic analysis zones, and the Metropolitan Council's demographic projections for local communities.¹ The analysis then identified current conditions for which data was readily available (year 2000). A final series of model runs identified the additional capacity needed under worst-case conditions (2030 PM peak period), to hold 2030 traffic congestion to year 2000 levels. (Congestion was measured during the PM peak hour in 2000 and in 2030 for consistency). The analysis identified year 2000 levels of service (LOS). For locations where 2000 LOS was not an issue and not projected to exceed the D/E boundary in 2030, capacity improvements were not assumed.
- **Section 6.0, Traffic Control Modifications**—Analysis of traffic control encompassed the evaluation of existing and potential interchange locations, the potential for conversion of lower-volume roads to roundabouts, and existing and proposed traffic signal locations.

This section documents the process of compiling or “layering” the three analyses described above to develop a list of recommendations aimed at addressing safety and capacity issues on the Anoka County transportation system. This section also recommends improvements that were identified through the layering process that are aimed at creating a more complete transportation system. As described below, Section 8.0 will build on this section by documenting the analysis of the recommendations made in this section:

- **Section 8.0, Financial Analysis**—The county's financial resources and available funding tools were identified, then matched against the short-, mid-, and long-term Plan recommendations. Potential new uses and sources of funds were identified, evaluated, and the recommended improvements phased to correspond to their funding feasibility.

¹ Travel demand was modeled under two alternative conditions: 1) included implementation of Mn/DOT's high-priority Interregional Corridor (IRC) recommendations for US Highway 10 and Interstate 35, and 2) did not include implementation of the IRC's.

7.2 Identification of Mobility-Impaired Corridors

Figure 5-2 documents corridors that were identified as being problem mobility corridors in 2030, based on the travel demand analysis completed for this Plan. As shown on this figure, the relative mobility challenges for each corridor were also identified—as high, medium, or low. Table 7-1 lists the 18 mobility-impaired corridors/areas by high, medium, or low relative capacity needs. The relative mobility needs of the 19 corridors/areas were then categorized into four geographic areas of Anoka County: 1) southern, 2) west central, 3) east central, and 4) northern. The area in which each corridor/area is located is also provided Table 7-1. Recommendations for each of the corridors listed below are provided in Section 7.4. These recommendations are aimed at mobility, safety, and other areas of concern that were identified through the layered analysis, which is described below in Section 7.3.

TABLE 7-1
2030 Problem Mobility Corridors and Relative Capacity Needs (High, Medium, Low)

Relative Capacity Needs	2030 Problem Mobility Corridor	Area
High	CSAH 1/East River Rd.: CR 3 to I-694	1
	CSAH 1/Coon Rapids Blvd.: CSAH 9/Round Lake Blvd. to CR 3	1
	CSAH 9/Round Lake Blvd.: CSAH 14/Main St. to CSAH 20/157 th Ave.	2
	CSAH 116/Bunker Lake Blvd.: CSAH 77 th Ave. to CSAH 83/Armstrong Blvd.	2
	CSAH 23/Lake Dr.: I-35W to CSAH 49/Hodgson Rd./North Rd.	3
	CSAH 17/Lexington Ave.: CSAH 23/Lake Dr. to CSAH 14/125 th Ave. NE	3
Medium	CSAH 51/University Ave.: CSAH 10 to CSAH 14/Main St./125 th Ave. NE	1, 2, & 4
	CSAH 10: TH 47 to Ramsey County Line	1
	CSAH 78/Hanson Blvd.: US 10 to CSAH 20/Constance Blvd.	2
Low	CSAH 11/Foley Blvd.: CSAH 1/E. River Rd. to CSAH 12/Northdale Blvd.	1
	CR 3: CSAH 1/Coon Rapids Blvd. to TH 47	1
	CSAH 83/Armstrong Blvd.: US 10 to 161 st Ave.	2
	CSAH 57/Sunfish Lake Blvd.: US 10 to CSAH 116/Bunker Lake Blvd.	2
	CSAH 18/Broadway Ave.: CSAH 17/Lexington Ave. (northern intersection) to CSAH 19/Potomac St.	3
	CSAH 14/Main St.: CSAH 21/Centerville Rd. to W. Rondeau Lake Rd.	3
	CSAH 52/Radisson Rd.: I-35W to CR 61/153 rd Ave.	3
	St. Francis Sub-Area (CSAH 24/Bridge St. TH 47 to CSAH 9/Lake George Blvd.)	4
	CSAH 22/Viking Blvd.: CSAH 9/Lake George Blvd. to Sherburne County Line	4
	CSAH 22/Viking Blvd.: CSAH 85/Typo Creek Dr. to Chisago County Line	4

7.3 Layered Analysis

7.3.1 Cumulative, Layered Analysis

The individual technical analyses described in Section 7.1 were layered together in an effort to identify corridors experiencing multiple problems. The 18 corridors identified in Figure 5-2 and Table 7-1 were used as the basis for this layered analysis. In several instances, roadways which are anticipated to experience mobility impairment by 2030 were also found to have other problems, including safety. The transportation improvements recommended in this Plan are aimed at comprehensively addressing the issues identified through this approach. The recommendations discussed in this section also include recommendations for the timing of specific corridor-related actions through 2030.

7.3.2 Documentation of Existing Conditions

A worksheet was developed to capture information about existing and future conditions. This information assisted in formulating recommendations for corridor-specific improvements. Worksheets for each individual corridor studied are included in Appendix F. Existing conditions information for each corridor was categorized and defined as follows:

TABLE 7-2
Existing Conditions

Category	Corridor Characteristics
Travel Demand	Traffic volumes (considered for 2030 conditions, with and without IRC improvements)
	Relative capacity needs (identified and documented in the 2030 travel demand analysis)
	Potential for change in future capacity needs if IRC improvements were to be implemented
Existing Conditions—Roadway	Traffic volumes
	Corridor geometry (divided or undivided; number of lanes)
	Functional roadway classification
	Available opportunities for routes parallel to the corridor being considered—existing or new
Existing Conditions—Roadway safety	Existence of high incident crash locations (≥ 10 between 2002–2006)
	Documented safety issue by local community
Existing Conditions—Transit	Transit routes using corridor, and any planned transit that would affect corridor
	Shoulder bus lanes
	Park-and-ride facilities
Existing Conditions—Bicycle/Pedestrian	Pedestrian and/or bicycle routes along, or in close proximity to the corridor
	Ability of nearby trails to connect with recreational or other facilities
Existing Conditions—Other	Availability of right-of-way
	Environmental feasibility, or feasibility of improving corridor along existing alignment given environmental and/or community conditions

7.3.3 Developing Recommendations

After identifying existing deficiencies and expected mobility deficiencies in the year 2030, options were identified to improve performance on the 18 mobility-impaired corridors identified above. The county recognized that improving mobility of these corridors would require consideration of more options than expansion given environmental, community, and financial constraints associated with highway widening projects.

As documented in Section 6.0, the county analyzed intersections and developed intersection improvement recommendations to address mobility, operational, and safety issues. Also considered were opportunities for expanding or improving routes that run parallel to the 18 mobility-impaired routes; implementing the recommendations from Mn/DOT's Interregional Corridor Studies for high- and medium-priority corridors; and improving transit and trail systems in the county as options for addressing mobility issues. A package of transportation improvements—including specific highway corridor improvements and transit and trail enhancements—was developed to address conditions projected in 2030. Table 7-3 describes the types of recommendations considered.

TABLE 7-3
Types of Corridor-Specific Recommendations through 2030

Category	Recommendations
Corridor Capacity	Improve existing county arterial with lane additions
Parallel Routes	Expand existing or build new parallel routes to relieve year 2030 congestion on main arterial corridor facility
Intersections/Interchanges	Intersection improvements, including: 1) new or upgraded interchange; 2) grade separation; 3) adding a traffic signal; or 4) removing a traffic signal
Functional Classification	Change the category of the road to more accurately reflect its future function, e.g., mobility, capacity, connectivity, and land access functions
Jurisdictional Changes	Shift ownership and responsibility for a road to the most appropriate agency given the road's future function, e.g., turn-back corridor to local communities, or turn-up corridor to Mn/DOT
Transit	Transit improvements to improve travel choices and alleviate highway capacity demand
Trails	Trail improvements to improve connections to and within the county's transportation system
Corridor Study	Complete a corridor study for detailed analysis with local stakeholder participation
Implementation phasing (short-, mid-, or long-term)	Recommend implementation based on conditions including funding feasibility for the corridor in the short-, mid-, and long-term

Recommendations to address congestion on the 18 mobility-impaired corridors were initially included on the same worksheet used to document existing conditions (see Appendix F). Final recommendations for each corridor are included in the next section.

7.4 Corridor-Specific Recommendations

This section summarizes the recommendations for each corridor/area, as well as the suggested timing for each of the recommendations—short-, mid-, or long-term. All of the Anoka County roadway improvement recommendations are shown on Figure 7-1.

As discussed in Section 7.2, the year 2030 problem mobility corridors were grouped into geographic areas: 1) southern, 2) west central, 3) east central, and 4) northern geographic areas of the county for the layered analysis. Figures 7-2 through 7-5 show the recommended improvements for these geographic areas. Recommendations for geographic areas were grouped together since recommendations for one corridor also may impact other corridors. Generally, recommendations are focused on alleviating congested conditions.

While carrying out the layered analysis, the planning team recognized that the overall transportation system would benefit significantly by improving additional roadway connections in several locations throughout the county. These recommended connection improvements are also shown on Figure 7-1.

7.4.1 Area 1 (Southern Anoka County) Recommendations

Figure 7-2 illustrates Area 1, in the southern part of Anoka County. As documented in Section 1.0, the southern part of the county is characterized by more concentrated population and intense land uses than in the northern part of the county. This “funnel” part of the county is closest in proximity to major employment centers located in Hennepin and Ramsey Counties.

The travel demand analysis identified the five corridors listed below that will lack capacity to adequately meet demand by 2030:

- CSAH 1/East River Road: CR 3 to I-694
- CSAH 1/Coon Rapids Boulevard: CSAH 9/Round Lake Boulevard to CSAH 10
- CSAH 10: TH 47 to Ramsey County Line
- CSAH 11/Foley Boulevard: CSAH 1/East River Road to CSAH 12/Northdale Boulevard
- CSAH 51/University Avenue: CSAH 10 to CSAH 14/Main Street

Tables 7-4 through 7-8 document the recommendations to meet this unmet demand. Implementation of improvements recommended for US 10, a high-priority IRC, would likely reduce the level of improvements needed for the county highways in the southern part of Anoka County. The corridor study conducted on TH 65 also identified needed improvements from CSAH 116/Bunker Lake Boulevard to US 10. These recommended improvements demonstrated improved mobility and safety along the corridor, especially at intersections with county roads (CSAH 116/Bunker Lake Boulevard, CSAH 14/Main Street/125th Street NE, CSAH 12/109th Avenue, and CR 87/105th Avenue). However, Mn/DOT has no funding programmed to implement these improvements.

Recommendations for CSAH 1 (both East River Road and Coon Rapids Boulevard) are made, in part, to meet the capacity needs on US 10. Recommendations for CSAH 51/ University Avenue throughout most of the county (included in Areas 1, 2, and 4) would improve the existing and anticipated conditions on TH 65.

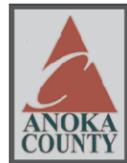
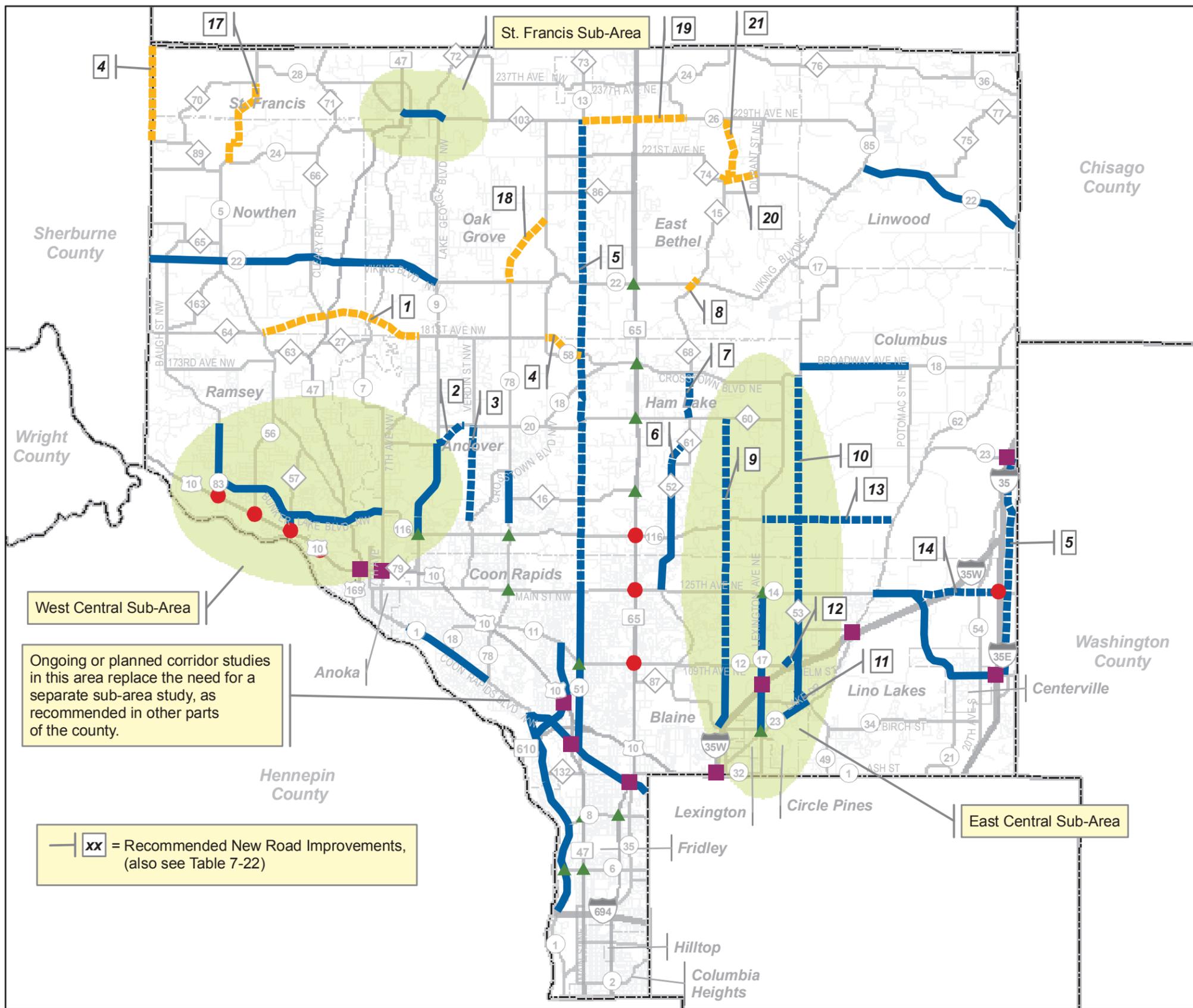
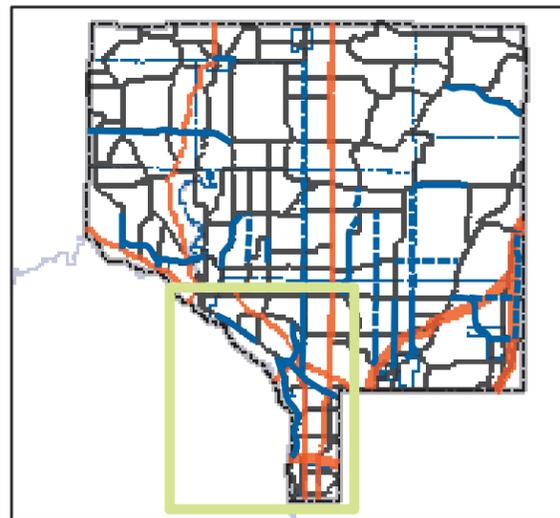
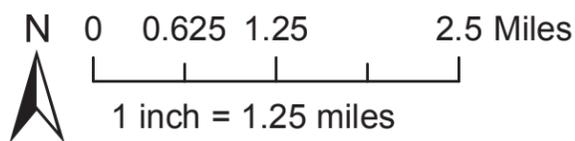
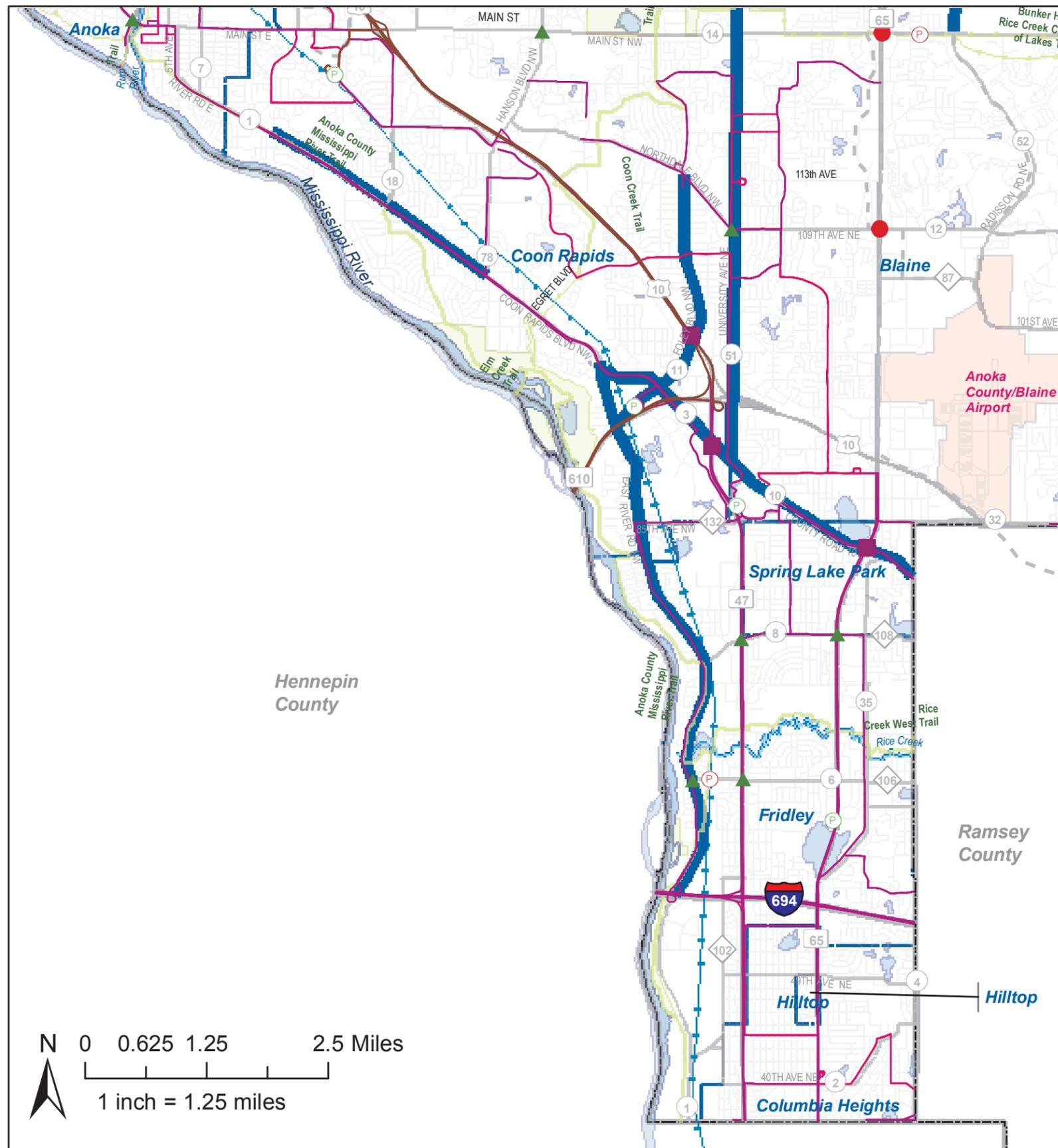


Figure 7-1
Problem Mobility Corridors and Proposed Improvements

Source: Independent travel demand, safety, and intersection analyses completed for the 2030 Anoka County Transportation Plan (see Sections 4, 5, and 6, as well as corresponding appendices of the Plan).



ANOKA COUNTY 2030 TRANSPORTATION PLAN



Legend

Recommended Intersection Improvements

- New Interchange (Freeway)
- ▲ Signalized Grade Separation (Non-freeway)
- Upgraded Interchange

Recommended Capacity Improvements

- ▬ Expand
- ▬▬▬▬ New Road

Recommended Connections

- ▬▬▬▬ New Road
- Ⓟ Active Park & Ride Lot
- Ⓟ Planned Park & Ride Lot

Transit Routes

- Anoka County Traveler
- Metro Transit
- NStar Corridor Dev. Auth.
- - - Future (2030) ACT Route
- Regional Trails, Existing
- Regional Trails, Proposed
- Future Northstar Commuter Rail
- Potential Northern Lights Express Route
- Proposed TH 65 LRT

Regional Planning

- ▨ Regional Planned
- Regional Parks

Road Types

- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

Figure 7-2
Area 1 (Southern Anoka County)
Recommended Improvements

CSAH 1/Coon Rapids Blvd. 2030 Capacity Needs: HIGH

TABLE 7-4

CSAH 1/Coon Rapids Blvd. (CSAH 77th Ave. to CR 3)—Area 1 (Southern Anoka County)

Category	Recommendations
Corridor Capacity	Complete detailed corridor study to identify number of additional lanes required.
Parallel Routes	Expansion: IRC improvements documented for US 10.
Intersections/Interchanges	Traffic Signal Removal: Remove 2 signals between CSAH 9/Round Lake Blvd. and CSAH 18/ Crooked Lake to achieve ½-mile spacing (currently 4 signals).
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH (no change).
Transit	Maintain existing ACT and Metro Transit routes; maintain existing bus shoulder lanes, fill bus shoulder lane gaps along entire corridor; and implement planned bus and Northstar Commuter Rail service. Address multimodal access needs for development nodes planned in Coon Rapids.
Trails	Improve existing trail along CSAH 1/Coon Rapids Blvd. in conjunction with future sewer expansion.
Short-term Recommendations (2009–2015)	County to conduct corridor study and right-of-way preservation on CSAH 1/Coon Rapids Blvd. from CSAH 77 th Ave. to TH 610 in 2009 and 2010 to address access management and high-incident crash locations.
Mid-term Recommendations (2015–2020)	Implement spot safety and access management improvements, based on corridor study recommendations.
Long-term Recommendations (2020–2030)	Reconstruct based on corridor study recommendations.



CSAH 1/East River Rd. 2030 Capacity Needs: HIGH

TABLE 7-5
CSAH 1/East River Rd. (CR 3 to I-694)—Area 1 (Southern Anoka County)

Category	Recommendations
Corridor Capacity	Expand from 4-lanes to 6-lanes.
Parallel Routes	No reasonable opportunities to expand or build parallel routes.
Intersections/Interchanges	Grade Separation: CSAH 6/Mississippi St. (near planned Northstar Commuter Rail Station).
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH (no change).
Transit	<ol style="list-style-type: none"> 1. Maintain existing Metro Transit express service. 2. Implement planned Northstar Commuter Rail service and complete construction of Fridley station and park-and-ride facility (scheduled completion in 2009).
Trails	Improve bicycle/pedestrian access to: 1) Rice Creek W. Regional Trail, 2) CSAH 6/Mississippi St. Northstar station, and 3) Foley Blvd. park-and-ride on CSAH 11/Foley Blvd.
Short-term Recommendations (2009–2015)	<ol style="list-style-type: none"> 1. Conduct corridor study and right-of-way preservation to address access management and high incident crash locations. 2. Evaluate potential designation as Freight Corridor.
Mid-term Recommendations (2015–2020)	Implement spot improvements recommended in corridor study.
Long-term Recommendations (2020–2030)	Reconstruct as recommended in corridor study.



CR 3 & CSAH 10; 2030 Capacity Needs: MEDIUM & LOW

TABLE 7-6

CR 3 & CSAH 10 (CSAH 1/East River Rd. to Ramsey County Line)—Area 1 (Southern Anoka County)

Category	Recommendations
Corridor Capacity	Expand from 4-lanes to 6-lanes.
Parallel Routes	Improve CSAH 8/Osborne Rd. with grade separations at TH 65 and TH 47, which will improve function as a parallel reliever to CR 3 & CSAH 10.
Intersections/Interchanges	Traffic Signal Removal: 1-2 signals between TH 47 and CSAH 11/ Foley Blvd.
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH 10 (no change); CR 3 change to CSAH.
Short-term Recommendations (2009–2015)	Conduct corridor study to address access and safety issues and assess capacity needs.
Mid-term Recommendations (2015–2020)	Implement corridor study recommendations.
Long-term Recommendations (2020–2030)	N/A
Transit	Maintain existing Metro Transit and ACT routes. Address multi-modal access needs for Port Evergreen, a development being planned by Coon Rapids.
Trails	Include bicycle/pedestrian facility along CSAH 10 during re-design. Improve bicycle/pedestrian connections to: 1) Anoka County Library, 2) Northtown Shopping Center and Transit Hub; and 3) Foley Blvd. park-and-ride facility.



CSAH 51/University Ave.: 2030 Capacity Needs: MEDIUM

TABLE 7-7

CSAH 51/University Ave. (CSAH 10 to CSAH 14/125th Ave. NE)—Area 1 (Southern Anoka County)

Category	Recommendations
Corridor Capacity	Construct continuous 4-lane divided from CSAH 10 to CSAH 14/125th St. A 6-lane facility may be needed based on projected volumes.
Parallel Routes	Expansion: CSAH 11/Foley Blvd. and TH 65 with interchange improvements.
Intersections/Interchanges	Grade Separation: At CSAH 12/109 th Ave. and CSAH 14/125th Ave. Traffic Signal Removal: Consider new signals near the recommended CSAH 12/109 th Ave. grade-separated intersection (where some at-grade access may be allowed).
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH (no change).
Short-term Recommendations (2009–2015)	Conduct corridor study to address capacity issues. Build interchange at TH 65 and CSAH 12/109 th Ave. to relieve congestion on CSAH 51/University Ave.
Mid-term Recommendations (2015–2020)	Expand to 4-lanes from 113 th Ave. to CSAH 14/125th Ave.
Long-term Recommendations (2020–2030)	Extend roadway north from CSAH 14/125th Ave. to CSAH 13/229 th Ave. in St. Francis.
Transit	Maintain existing routes unless/until proposed Northern Lights Express (NLX) Commuter Rail results in reconstructed service
Trails	<ol style="list-style-type: none"> 1. Implement the proposed Bunker Hills-Rice Creek Chain of Lakes Regional Trail and the Central Anoka County Regional Trail to improve connections to Bunker Hills Regional Park. 2. Improve connections between Roosevelt Middle School and Blaine High School.



CSAH 11/Foley Boulevard 2030 Capacity Needs: LOW

TABLE 7-8

CSAH 11/Foley Blvd. (CSAH 1/Coon Rapids Blvd. to CSAH 12/Northdale Blvd.)—Area 1 (Southern Anoka County)

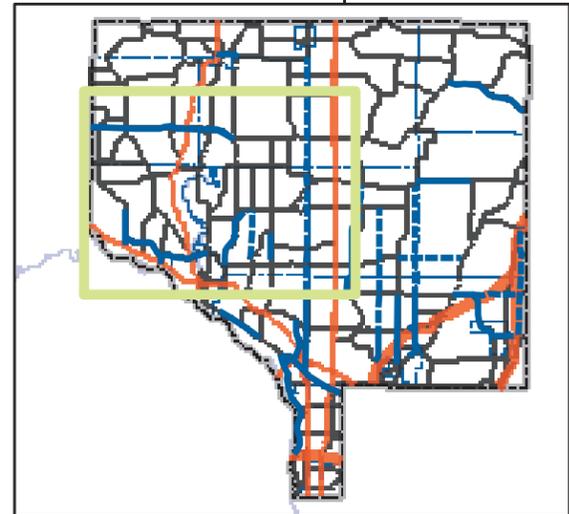
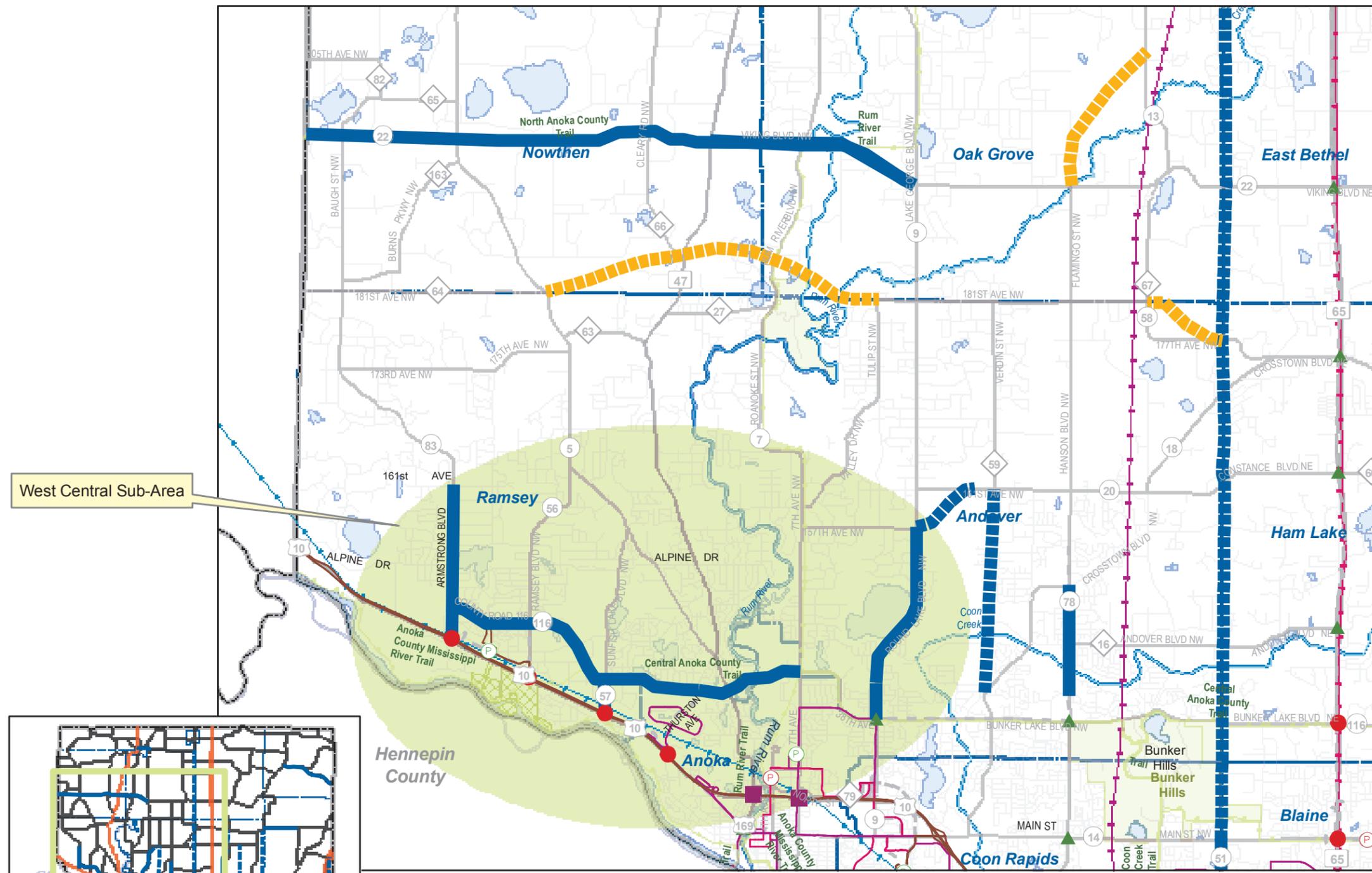
Category	Recommendations
Corridor Capacity	Address potential needs for 4-lanes in corridor study.
Parallel Routes	Expansion: 1) Expand CSAH 51/University Ave. to 6-lanes, 2) Add third lane to US 10 between Egret Blvd. and Hanson Blvd.
Intersections/Interchanges	Traffic Signal Addition: Evaluate CSAH 12/Northdale Blvd. relative to impacts from businesses and skewed intersection.
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH (no change).
Short-term Recommendations (2009–2015)	Construct third lane in 2009–2010 (US 10 interchange improvements were completed in 2007).
Mid-term Recommendations (2015–2020)	Conduct corridor study to address high incident crash locations, access management issues, and intersection with CSAH 12/Northdale Blvd.
Long-term Recommendations (2020–2030)	Reconstruct as 4-lane divided, assuming recommendation is consistent with corridor study recommendations.
Transit	Complete planning for linkage to Northstar stations as well as the Foley park-and-ride lot.
Trails	Provide bicycle/pedestrian route to: 1) nearby residential developments, 2) Foley Blvd. park-and-ride facility, and 3) Coon Rapids Dam Regional Park.

7.4.2 Area 2 (West Central Anoka County) Recommendations

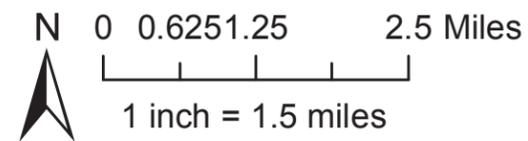
Area 2, the West Central part of the county shown in Figure 7-3, includes the communities of Ramsey and Andover as well as parts of Coon Rapids, Blaine, Ham Lake, Oak Grove, Nowthen, and East Bethel. Similar to other areas in the county, recommendations for this part of the county focus on transportation system enhancements that will ultimately contribute to a more complete street grid network within the county. IRC improvements recommended for US 10 would relieve congestion on routes in this area, including CSAH 116/Bunker Lake Boulevard. The travel demand analysis identified the six corridors in Area 2 that lack capacity to adequately meet demand by 2030:

- CSAH 9/Round Lake Boulevard: CSAH 14/Main Street to CSAH 20/157th Avenue
- CSAH 57/Sunfish Lake Boulevard: US 10 to CSAH 116/Bunker Lake Boulevard
- CSAH 83/Armstrong Boulevard: US 10 to 161st Avenue
- CSAH 116/Bunker Lake Boulevard: CSAH 7/7th Avenue to CSAH 83/Armstrong Boulevard
- CSAH 78/Hanson Boulevard: US 10 to CSAH 20/161st Avenue
- CSAH 51/University Avenue: CSAH 10 to CSAH 14/Main Street (discussed above, in Area 1).





Source: Independent travel demand, safety, and intersection analyses completed for the 2030 Anoka County Transportation Plan (see Sections 4, 5, and 6, as well as corresponding appendices of the Plan).



Legend

Recommended Intersection Improvements

- New Interchange (Freeway)
- ▲ Signalized Grade Separation (Non-freeway)
- Upgraded Interchange

Recommended Capacity Improvements

- ▬ Expand
- ▬▬▬ New Road

Recommended Connections

- ▬▬▬ New Road
- Ⓟ Active Park & Ride Lot
- Ⓟ Planned Park & Ride Lot

Transit Routes

- Anoka County Traveler
- Metro Transit
- NStar Corridor Dev. Auth.
- - - Future (2030) ACT Route
- Regional Trails, Existing
- Regional Trails, Proposed
- Future Northstar Commuter Rail
- Proposed Northern Lights Express Rail Line
- Proposed TH 65 LRT Corridor

▨ Regional Planned

▭ Regional Parks

- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

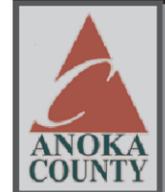


Figure 7-3
Area 2 (West Central Anoka County)
Recommended Improvements

Tables 7-9 through 7-13 document the recommendations that the county has identified for meeting this unmet demand.² Given the interconnectedness of these roadways—meaning that anything that happens on one corridor will likely impact the other corridors—completion of a sub-area study is being recommended to address issues on the first four roadways listed above (CSAH 9/Round Lake Boulevard, CSAH/CR 57/Sunfish Lake Boulevard, CSAH 83/Armstrong Boulevard, and CSAH 116/Bunker Lake Boulevard). For the purposes of this Plan, the sub-area study will be referred to as the West Central Sub-area Study (WCSS). Also, as noted above, recommendations for CSAH 51/University Avenue throughout most of the county (included in Areas 1, 2, and 4) would alleviate congestion on TH 65.

CSAH 9/Round Lake Blvd. 2030 Capacity Needs: HIGH

TABLE 7-9
CSAH 9/Round Lake Blvd. (CSAH 14/Main St. to CSAH 20/157th Ave.)—Area 2 (West Central Anoka County)

Category	Recommendations
Corridor Capacity	Address potential needs for 6-lanes from CSAH 116/Bunker Lake Blvd. to CSAH 20/157 th Ave. in corridor study.
Parallel Routes	New: Extend CR 59/Verdin St. at CSAH 20/161 st Ave. south to intersection of CR 18/Crosstown Blvd./Verdin St.
Intersections/Interchanges	Grade Separation at CSAH 116/Bunker Lake Blvd. Traffic Signal Addition/Removal: Investigate removal and/or relocation of the 9 signals between CSAH 14/Main St. and CSAH 116/Bunker Lake Blvd., to optimize signal spacing.
Functional Classification	Evaluate need to change to principal arterial from A minor arterial, as replacement for TH 47 north to CSAH 22/Viking Blvd.
Jurisdictional Changes	CSAH (no change).
Short-term Recommendations (2009–2015)	<ol style="list-style-type: none"> 1. Conduct corridor study as part of the West Central Sub-Area Study (WCSS) with right-of-way preservation, addressing supporting arterials, capacity, safety, and signal spacing. 2. Construct new connection between CR 59/Verdin St. at CSAH 20 to CR 18/Crosstown Blvd./Verdin St. (parallel relief to both CSAH 9/Round Lake Blvd. and CSAH 78/Hanson Blvd.).
Mid-term Recommendations (2015–2020)	Implement spot improvements as recommended by the corridor study. Construct new roadway connection of CSAH 20/157 th St./161 st St. to remove jog on CSAH 9/Round Lake Blvd.
Long-term Recommendations (2020–2030)	Reconstruct based on corridor study recommendations.
Transit	Possible expansion of transit services to CSAH 116/Bunker Lake Blvd., and the addition of bus shoulder lanes. Ensure adequate capacity in Northstar Commuter Rail park-and-ride facilities in Anoka and Coon Rapids.
Trails	Construct the proposed Rum River Regional Trail parallel to CSAH 77 th Ave.

² Improvements for CSAH 51/University Ave. are included in Table 7-7.



CSAH 116/Bunker Lake Blvd. 2030 Capacity Needs: HIGH

TABLE 7-10

CSAH 116/Bunker Lake Blvd. (CSAH 77th Ave. to CSAH 83/Armstrong Blvd.)—Area 2 (West Central Anoka County)

Category	Recommendations
Corridor Capacity	<ol style="list-style-type: none"> 1. Upgrade CSAH 116/Bunker Lake Blvd. to 4-lanes from Thurston Ave. to CR 57/Sunfish Lake Blvd, scheduled for completion by 2011. 2. Upgrade to a 4-lane divided highway. 3. Address potential need for 6-lanes in a corridor study.
Parallel Routes	Expansion: Mn/DOT improvements to US 10 (not funded) would serve as a parallel route to the south.
Intersections/Interchanges	Traffic Signal Addition/Removal: Implement CSAH 116/Bunker Lake Blvd. Corridor Study Report (February 2003) recommendations.
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH (no change).
Short-term Recommendations (2009-2015)	<ol style="list-style-type: none"> 1. Review recommendations in the County Road 116 Corridor Study Report (February 2003) as part of the WCSS; update Report as needed. 2. Implement spot improvements to address safety and access management issues. 3. Reconstruct to 4-lanes from Thurston Ave. to CSAH 57/Sunfish Lake Blvd.
Mid-term Recommendations (2015-2020)	Implement existing study recommendations.
Long-term Recommendations (2020-2030)	Continue to implement study recommendations and address potential need for 6-lanes.
Transit	<ol style="list-style-type: none"> 1. Implement planned ACT route on CSAH 116/Bunker Lake Blvd., which will provide service to the Ramsey Town Center. 2. Consider transit improvements, including bus shoulder lanes, as part of the WCSS.
Trails	<ol style="list-style-type: none"> 1. Construct the proposed Central Anoka County Trail along CSAH 116/Bunker Lake Blvd. and proposed Rum River Regional Trail along CSAH 77th St. 2. Provide trail connection to the Ramsey Town Center/Transit Station.



CSAH 78/Hanson Blvd. 2030 Capacity Needs: MEDIUM

TABLE 7-11

CSAH 78/Hanson Blvd. (US 10 to CSAH 13/Cedar Dr.)—Area 2 (West Central Anoka County)

Category	Recommendations
Corridor Capacity	Develop a continuous, 4-lane, north-south county route from CSAH 116/Bunker Lake Blvd. to CSAH 13/Cedar Dr., via new linkages and connections.
Parallel Routes	<p>Expansion: University Ave.</p> <p>New: 1) Extend CSAH 51/University Ave. north of CSAH 14/Main St. to CSAH 13/229th Ave.; 2) Extend CR 18/ Crosstown Blvd. to connect to CR 59/Verdin St. NW.</p>
Intersections/Interchanges	<p>Grade Separation: at CSAH 116/Bunker Lake Blvd. and at CSAH 14/Main St.</p> <p>Traffic Signal Addition: Implement as programmed at 140th Ln. and 130th Ave.; and as planned at 133rd Ave.</p>
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH (no change).
Short-term Recommendations (2009-2015)	Support City of Andover's efforts to create new, northern connection of CR 18/ Coon Creek Blvd. to CR 59/Verdin St. (parallel relief to both CSAH 9/Round Lake Blvd. and CSAH 78/Hanson Blvd.).
Mid-term Recommendations (2015-2020)	<ol style="list-style-type: none"> 1. Construct CSAH 78 bridge over Coon Creek in Coon Rapids. 2. Extend CSAH 78 to connect to CSAH 13.
Long-term Recommendations (2020-2030)	Reconstruct existing 4-lane undivided facility to a 4-lane divided facility between 139 th Ave. NE and CSAH 20
Transit	<ol style="list-style-type: none"> 1. Implement planned ACT route along CSAH 78. 2. Coordinate with transit provider regarding shoulder bus operation to CSAH 14/Main St. 3. Evaluate new route to Northstar Riverdale Station.
Trails	N/A



CSAH/CR 57/Sunfish Lake Blvd. 2030 Capacity Needs: Low

TABLE 7-12

CSAH/CR 57/Sunfish Lake Blvd. (US 10 to CSAH 5/Nowthen Blvd.)—Area 2 (West Central Anoka County)

Category	Recommendations
Corridor Capacity	Complete programmed expansion from 2-lanes to 4-lanes by 2011.
Intersections/Interchanges	<p>Interchange: New interchange at US 10, as recommended in the IRC Plan (preliminary design underway).</p> <p>Traffic Signal Addition: 1) New signal at CSAH 116/Bunker Lake Blvd. (programmed for 2011), 2) and a new signal at CSAH 5/Nowthen Blvd.</p>
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH/CR (no change).
Short-term Recommendations (2009–2015)	<p>1) Complete CSAH 57/Sunfish Lake Blvd. expansion to 4-lanes from US 10 to McKinley St.</p> <p>2) Expand CSAH 57/Sunfish Lake Blvd. to 4-lanes from McKinley St. to CSAH 116/Bunker Lake Blvd. in 2011.</p> <p>3) Install signal at CSAH 116/Bunker Lake Blvd. in 2011.</p> <p>4) New interchange at US 10.</p> <p>5) Include corridor in the WCSS.</p>
Mid-term Recommendations (2015–2020)	N/A
Long-term Recommendations (2020–2030)	N/A
Transit	N/A
Trails	N/A



CSAH 83/Armstrong Blvd. 2030 Capacity Needs: Low

TABLE 7-13

CSAH 83/Armstrong Blvd. (US 10 to 161st Ave. in Ramsey)—Area 2 (West Central Anoka County)

Category	Recommendations
Corridor Capacity	Expand to 4-lanes.
Intersections/Interchanges	Interchange: New interchange at US 10. Traffic Signal Addition: New signals at Alpine Dr., Bunker Lake Blvd., and 161 st St.
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH (no change).
Short-term Recommendations (2009–2015)	Include corridor in the WCSS.
Mid-term Recommendations (2015–2020)	Construct new interchange at US 10.
Long-term Recommendations (2020–2030)	Expand to 4-lane facility.
Transit	N/A
Trails	N/A

7.4.3 Area 3 (East Central Anoka County) Recommendations

The I-35 East and West corridors and county highways are constrained by environmental features, including the Rice Creek Chain of Lakes, the Carlos Avery Wildlife Management Area (WMA), and the Lamprey Pass WMA (see Figure 7-4). As a result, this part of the county lacks enough contiguous north-south and east-west roads to meet demand. Transportation options available to address these mobility issues are limited. The travel demand analysis identified five corridors in Area 3 that lack capacity to adequately meet demand by 2030; these are:

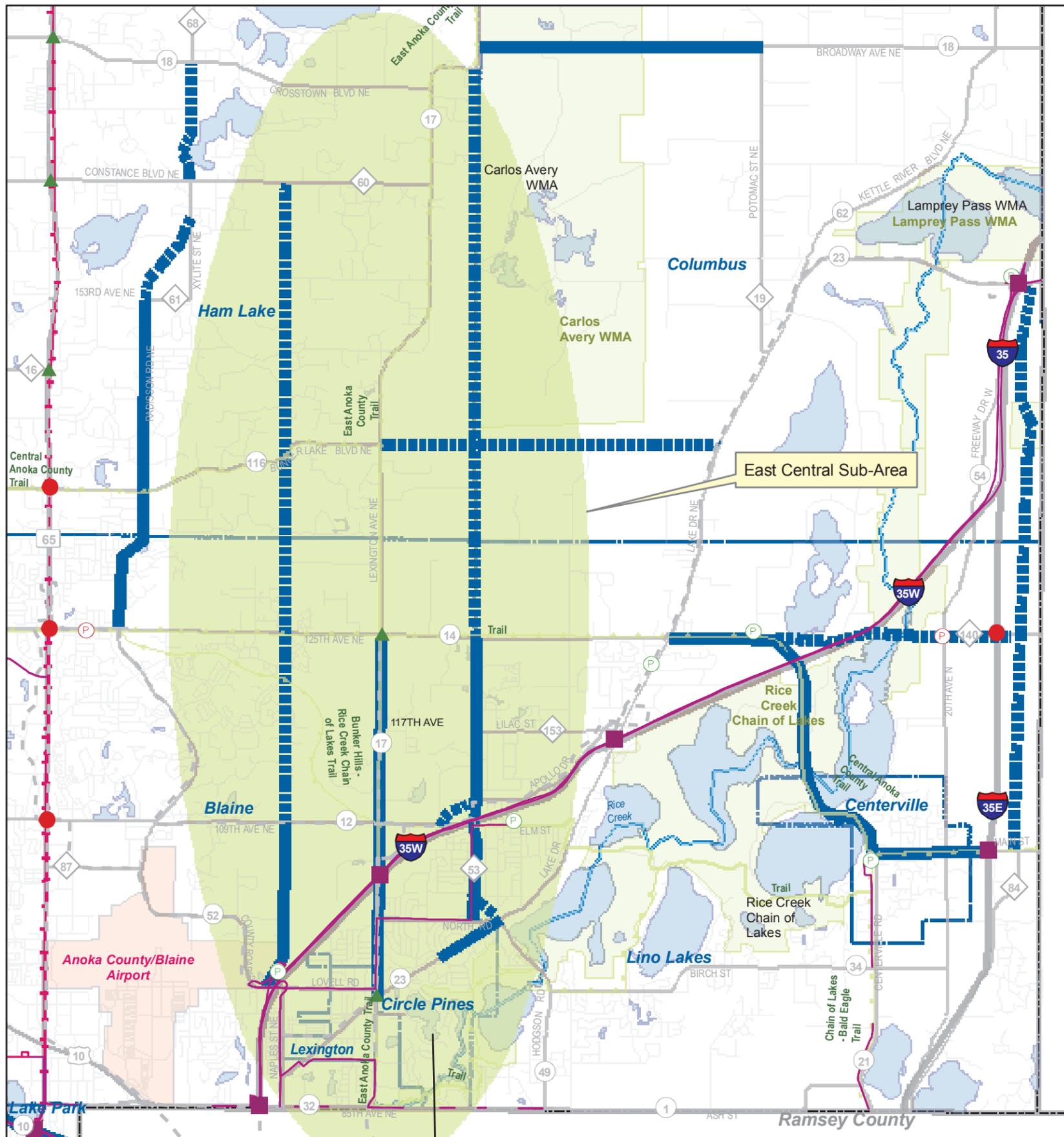
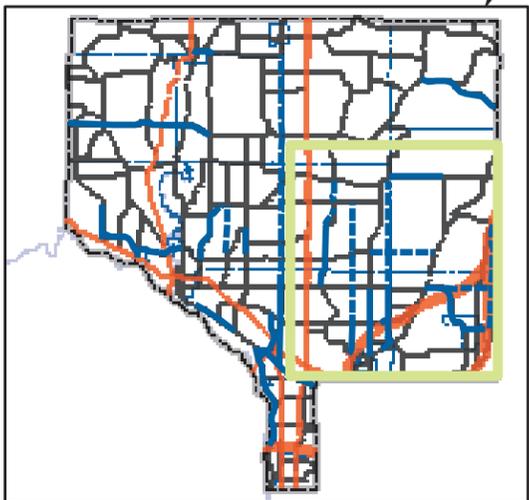
- CSAH 17/Lexington Avenue: CSAH 23/Lake Drive to CSAH 14/125th Avenue
- CSAH 23/Lake Drive: I-35W to CSAH 49/CR 10/101st Avenue
- CSAH 52/Radisson Road: I-35W to CR 61/153rd Avenue
- CSAH 14/Main Street: I-35E to CSAH 21/20th Avenue
- CSAH 18/Broadway Avenue: CSAH 17/Lexington Avenue to CR 19/Potomac Street

Given the interconnectedness of these roadways—meaning that anything that happens on one corridor will likely impact the other corridors—completion of a sub-area study is being recommended to address issues on the four roadways listed above, as well as CSAH 18/ Broadway Avenue. For the purposes of this Plan, the sub-area study will be referred to as the East Central Sub-area Study (ECSS).



Source: Independent travel demand, safety, and intersection analyses completed for the 2030 Anoka County Transportation Plan (see Sections 4, 5, and 6, as well as corresponding appendices of the Plan).

0 0.625 1.25 2.5 Miles N
1 inch = 1.25 miles



Legend

Recommended Intersection Improvements

- New Interchange (Freeway)
- ▲ Signalized Grade Separation (Non-freeway)
- Upgraded Interchange

Recommended Capacity Improvements

- ▬ Expand
- ▬▬▬▬ New Road

Recommended Connections

- ▬▬▬▬ New Road
- Ⓟ Active Park & Ride Lot
- Ⓟ Planned Park & Ride Lot

Transit Routes

- Anoka County Traveler
- Metro Transit
- NStar Corridor Dev. Auth.
- - - Future (2030) ACT Route
- Regional Trails, Existing
- Regional Trails, Proposed
- Future Northstar Commuter Rail
- Proposed Northern Lights Express Rail Line
- Proposed TH 65 LRT Corridor

Regional Planning

- ▨ Regional Planned
- ▭ Regional Parks

Road Types

- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

Figure 7-4
Area 3 (East Central Anoka County)
Recommended Improvements



Recommendations (including the ECSS) in Tables 7-14 to 7-18 provide a range of transportation improvements that would improve highway connections and trail connections, while also respecting the natural resources in eastern Anoka County. The recommendations addressing capacity issues on CSAH 17/Lexington Avenue, CSAH 23/Lake Drive, and CSAH 52/Radisson Road would likely be revised downwards if improvements were made to the I-35W, I-35E, and I-35 corridors in this part of the county.

CSAH 17/Lexington Ave. 2030 Capacity Needs: HIGH

TABLE 7-14

CSAH 17/Lexington Ave. (CSAH 23/Lake Dr. to CSAH 14/125th Ave.)—Area 3 (East Central Anoka County)

Category	Recommendations
Corridor Capacity	Address potential needs for 6-lanes from I-35W to CSAH 14/125 th Ave. in the ECSS.
Parallel Routes	<p>Expansion: Expand: 1) CR 53/Sunset Ave. to CSAH 14/125th Ave. and 2) CR 105/Naples St. to CSAH 12/109th Ave. NE to include turn lanes (channelized 2-lane).</p> <p>New: Extend: 1) CR 53/Sunset Ave. from CSAH 14/125th Ave. to CR 18/Broadway Ave. NE, 2) CR 105/Naples St. to CR 60/Constance Blvd., and 3) CSAH 116/Bunker Lake Blvd. from CSAH 17/Lexington Ave. to CSAH 23/Lake Dr. (while not a parallel route, it would relieve CSAH 17).</p>
Intersections/Interchanges	<p>Interchange: Upgraded interchange with I-35W.</p> <p>Grade Separation: at 1) CSAH 23/Lake Dr. and 2) CSAH 14/125th Ave.</p> <p>Traffic Signal Addition: One additional signal south of CSAH 14/125th Ave. in vicinity of 117th Ave. NE (based on future spacing needs).</p> <p>Traffic Signal Removal: Address during ECSS to determine signal locations south of I-35W.</p>
Functional Classification	<p>CSAH 17/Lexington Ave.—A minor arterial (no change).</p> <p>CR 53/Sunset—Major collector (no change).</p> <p>CR 105/Naples St.—Major collector north of I-35W (change from local street).</p>
Jurisdictional Changes	<p>CSAH 17/Lexington Ave. (no change).</p> <p>CR 105/Naples St. turnback to Blaine south of I-35W.</p>
Short-term Recommendations (2009-2015)	Conduct the ECSS with right-of-way preservation; consider access management, parallel routes, and traffic operations.
Mid-term Recommendations (2015-2020)	Implement spot improvements recommended in the ECSS.
Long-term Recommendations (2020-2030)	<ol style="list-style-type: none"> 1. Reconstruct CSAH 17/Lexington Ave. based on area study findings. 2. Complete parallel route improvements (expand and extend of CR 105/ Naples St., CR 53/Sunset Ave, and CSAH 116/Bunker Lake Blvd.).
Transit	<ol style="list-style-type: none"> 1. Continue existing Metro Transit express service and implement planned ACT services in ECSS area. 2. Continue to coordinate transit service planning with Washington County. 3. Consider possibility of implementing bus shoulders.
Trails	<ol style="list-style-type: none"> 1. Extend the Rice Creek Chain of Lakes and the Central Anoka County Trails, with safe crossings of CSAH 17/Lexington Ave. 2. Study potential for improved transit and trail connections, including trail access to the 95th Ave. park-and-ride lot.



CSAH 23/Lake Dr. 2030 Capacity Needs: HIGH

TABLE 7-15

CSAH 23/Lake Dr. (I-35W to CSAH 49 Hodgson Rd./North Rd.)—Area 3 (East Central Anoka County)

Category	Recommendations
Corridor Capacity	Expand from 2- to 4-lanes. Address potential needs for 6-lanes from I-35W to CSAH 17/Lexington Ave. in the ECSS area.
Parallel Routes	New: Consider new connection to CR 53/Sunset Ave. as parallel reliever to CSAH 17/Lexington Ave. (to be addressed in the ECSS).
Intersections/Interchanges	Grade Separation: 1) CSAH 17/Lexington Ave. and 2) Consider complex intersection at CSAH 52/Lovell Rd. in the ECSS. Traffic Signal Addition: Evaluate new signal locations in the ECSS.
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH (no change).
Transit	<ol style="list-style-type: none"> 1. Continue existing Metro Transit express service in CSAH 17/Lexington Ave. and CSAH 23/Lake Dr. area. 2. Implement planned ACT services in the ECSS area. 3. Continue coordination of transit service planning with Washington County. 4. Consider possibility of implementing bus shoulders.
Trails	Add trail connection to the Rice Creek Chain of Lakes Regional Trail via CR 53/Sunset Ave.
Short-term Recommendations (2009–2015)	<ol style="list-style-type: none"> 1. Complete the ECSS with right-of-way preservation to address capacity needs and high-incident crash locations. 2. Construct new connection between CSAH 23/Lake Dr. and CR 53/Sunset Ave. to remove jog between CSAH 49/Hodgson Rd. and CR 53 along CSAH 23. 3. Construct new connection along CSAH 12 to remove jog between intersections at CR 53/Sunset Dr. and Apollo Dr.
Mid-term Recommendations (2015–2020)	Reconstruct CSAH 23/Lake Dr. and implement other area improvements based on recommendation made in the ECSS.
Long-term Recommendations (2020–2030)	Construct grade separation at CSAH 17/Lexington Ave. when traffic volumes reach 50,000 vpd.



CSAH 52/Radisson Rd. 2030 Capacity Needs: LOW

TABLE 7-16

CSAH 52/Radisson Rd. [I-35W to CSAH 52 (up to CSAH 116/Bunker Lake Blvd.) and CR 52/Radisson Rd. (between CSAH 116/Bunker Lake Blvd. and CSAH 18/Crosstown Blvd.)]—Area 3 (East Central Anoka County)

Category	Recommendations
Corridor Capacity	<ol style="list-style-type: none"> Expand to 4-lanes from CSAH 14/125th Ave. to CSAH 116/Bunker Lake Blvd. (planned for 2009). In the ECSS, address potential 2-lane roadway extension north to CSAH 18/Crosstown Blvd.; including a connection to eliminate a jog between CR 52/Radisson Rd. and CR 61/Xylite St (north of 153rd Ave.) and an extension of Cr 61/Xylite St. from its current northern terminus at CR 60/Constance Blvd. Address potential 4-lane expansion between CSAH 116/Bunker Lake Blvd. and CR 61/153rd Ave.
Parallel Routes	New: Address potential parallel routes in the ECSS, including the potential for CSAH 52/Radisson Rd. and CR 105/Naples St. to serve as a reliever to CSAH 17/Lexington Ave. and TH 65.
Intersections/Interchanges	Traffic Signal Addition: 1) at CSAH 116/Bunker Lake Blvd. programmed for 2009 and 2) at Tournament Players Parkway.
Functional Classification	<p>A minor arterial (I-35W to CSAH 116/Bunker Lake Blvd.) (no change).</p> <p>B minor arterial (CSAH 116/Bunker Lake Blvd. to CR 61/153rd Ave.) (no change).</p> <p>B minor arterial (CSAH 61/153rd Ave. to CSAH 18/Crosstown Blvd. (new roadway extension).</p>
Jurisdictional Changes	CSAH (no change); CR portion from CSAH 116/Bunker Lake Blvd. to CSAH 18/Crosstown Blvd. to change to CSAH.
Short-term Recommendations (2009-2015)	<ol style="list-style-type: none"> Construct planned 4-lane divided expansion of from CSAH 14/125th Ave. to CSAH 116/Bunker Lake Blvd. (planned for 2009). Include traffic management issues along CSAH 52/Radisson Rd. in the ECSS to address the intense land use types in this area (National Sports Center, etc.).
Mid-term Recommendations (2015-2020)	<ol style="list-style-type: none"> Mn/DOT to construct planned interchanges on TH 65 at CSAH 116/Bunker Lake Blvd. and CSAH 12/109th Ave., which will relieve CSAH 52/Radisson Rd. Reconstruct CSAH 17/Lexington Ave and parallel routes, assuming this is consistent with findings in the ECSS.
Long-term Recommendations (2020-2030)	Expand to 4-lanes between CSAH 116/Bunker Lake Blvd. and CR 61/153 rd Ave., assuming this is consistent with findings in the ECSS.
Transit	<ol style="list-style-type: none"> Implement Metro Transit plans for a park-and-ride facility along TH 65 south of CSAH 14/125th Ave. Implement planned ACT route, which would provide service to the National Sports Center and the 95th Ave. NE park-and-ride facility.
Trails	Review opportunities for additional trail connections to high intensity land uses, including the National Sports Center and the 95 th Ave. NE park-and-ride facility.



CSAH 14/Main St.: I-35E to CSAH 23/Lake Dr. 2030 Capacity Needs: LOW

TABLE 7-17

CSAH 14/Main St./125th Ave. (I-35E to CSAH 23/Lake Dr.)—Area 3 (East Central Anoka County)

Category	Recommendations
Corridor Capacity	<ol style="list-style-type: none"> 1. Implement improvements on existing CSAH 14/Main St./125th Ave. (in Transportation Improvement Plan for 2008). 2. Implement CSAH 14/Main St. northerly bypass alignment recommended in the CSAH 14 Alternatives Analysis report completed in June 2004.
Parallel Routes	<p>New:</p> <ol style="list-style-type: none"> 1. New northerly bypass between I-35W and I-35E. 2. New Anoka/Washington County north-south route (extension of CR 84/Otter Lake Rd. on eastern border).
Intersections/Interchanges	<p>Interchange: Implement county and Lino Lake's planned interchange upgrade at I-35E and existing CSAH 14/Main St. (in Transportation Improvement Plan for 2009).</p> <p>Grade Separation: New northerly bypass will include grade separations at existing CSAH 14/Main St. and I-35E, assumed to be part of I-35E improvements.</p>
Functional Classification	<p>Existing CSAH 14/Main St./125th Ave. Alignment</p> <ul style="list-style-type: none"> • Principal arterial between CSAH 23/Lake Dr. and I-35W (no change). • A minor arterial between I-35W and I-35E (no change). <p>Northerly Bypass Alignment</p> <ul style="list-style-type: none"> • Principal arterial (new roadway).
Jurisdictional Changes	<p>Existing CSAH 14/Main St./125th Ave.: CSAH (no change).</p> <p>Northerly bypass: CSAH (new roadway).</p> <p>Determine jurisdiction for extension of CSAH 84/Otter Lake Rd. between Anoka County and Washington County.</p>
Short-term Recommendations (2009–2015)	<ol style="list-style-type: none"> 1. Implement planned reconstruction of existing CSAH 14/Main St./125th Ave. (in Transportation Improvement Plan for 2008). 2. Complete environmental documentation for northerly bypass alignment (in Transportation Improvement Plan for 2010). 3. Begin right-of-way acquisition for the northerly bypass alignment (in Transportation Improvement Plan for 2011 and 2012).
Mid-term Recommendations (2015–2020)	N/A.
Long-term Recommendations (2020–2030)	Construct northerly bypass as recommended in the CSAH 14 Alternatives Analysis report completed in June 2004.
Transit	<ol style="list-style-type: none"> 1. With Metro Transit, implement new 200 space park-and-ride facility in the NW quadrant of CSAH 14/Main St. and I-35E per Metro Transit's Park-and-Ride Facility Plan. 2. Coordinate transit services with Metro Transit and affected communities and counties. 3. Consider relocation of small park-and-ride lots along CSAH 14/Main St. in Lino Lakes to the northerly bypass alignment, when constructed.
Trails	Construct planned Central Anoka Regional County Trail along the existing CSAH 14/Main St./125 th Ave. When constructing northerly bypass, add another leg to trail.



CSAH 18/Broadway Ave. 2030 Capacity Needs: LOW

TABLE 7-18

CSAH 18/Broadway Ave. [CSAH 17/Lexington Ave. (northern intersection) to CR 19]—Area 3 (East Central Anoka County)

Category	Recommendations
Corridor Capacity	Upgrade to channelized 2-lane facility and provide intersection control.
Intersections/Interchanges	Traffic Signal Addition: 1) CSAH 17/Lexington Ave. (north intersection) and 2) at CSAH 19/Potomac St.
Functional Classification	A minor arterial (no change).
Jurisdictional Changes	CSAH (no change).
Short-term Recommendations (2009–2015)	Implement recommendation of the ECSS as appropriate.
Mid-term Recommendations (2015–2020)	<ol style="list-style-type: none"> 1. Upgrade to channelized 2-lane facility. 2. Add signals. 3. Implement recommendation of the ECSS as appropriate.
Long-term Recommendations (2020–2030)	Implement recommendation of the ECSS as appropriate.

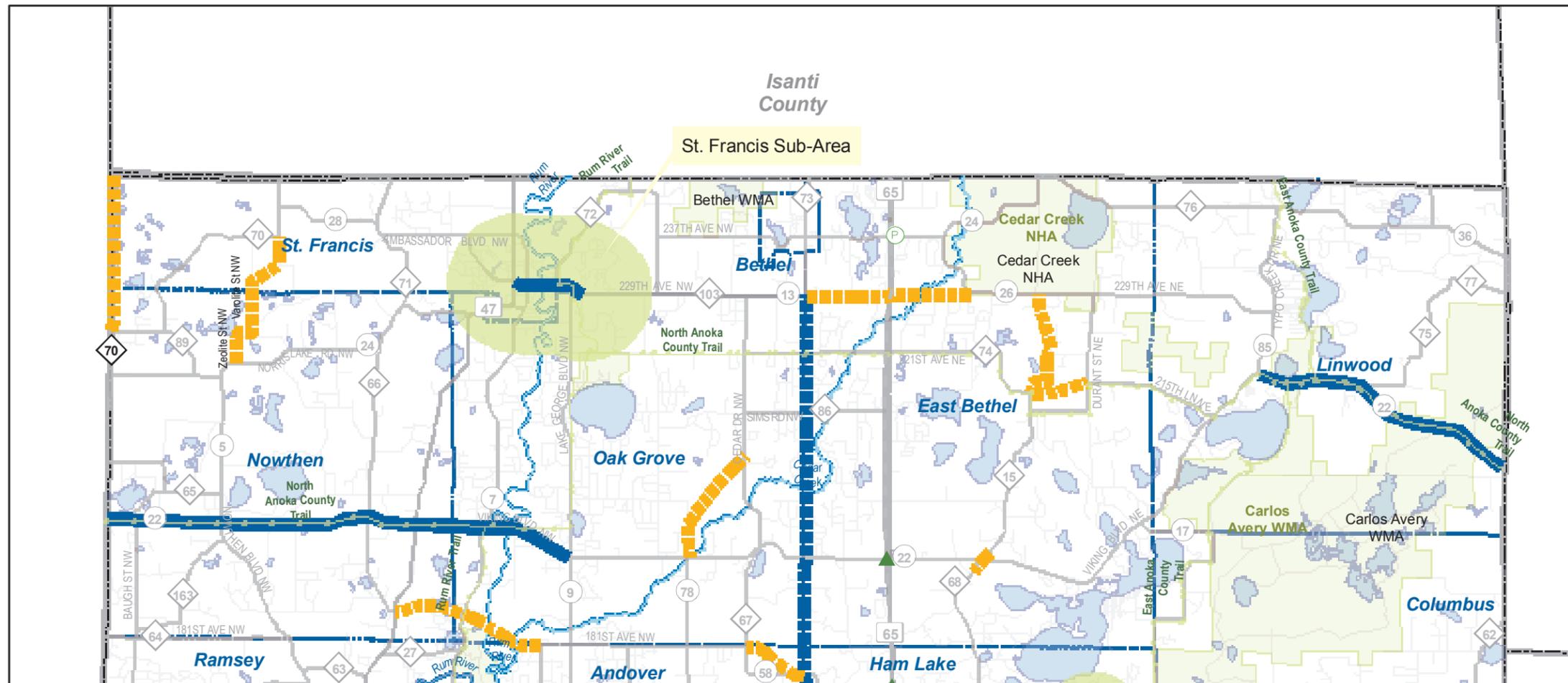
7.4.4 Area 4 (Northern Anoka County) Recommendations

As documented in Section 1.0, the northern part of Anoka County is characterized by more rural land uses and less dense population than the southern half. As a result, the transportation challenges and needs are not as focused on capacity needs as in the south. However, several transportation system recommendations have been made for this part of the county to address safety and isolated capacity issues. These recommendations are documented in Tables 7-19 to 7-21, as well as Figure 7-5.

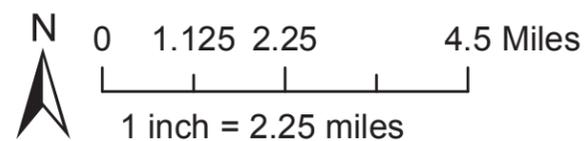
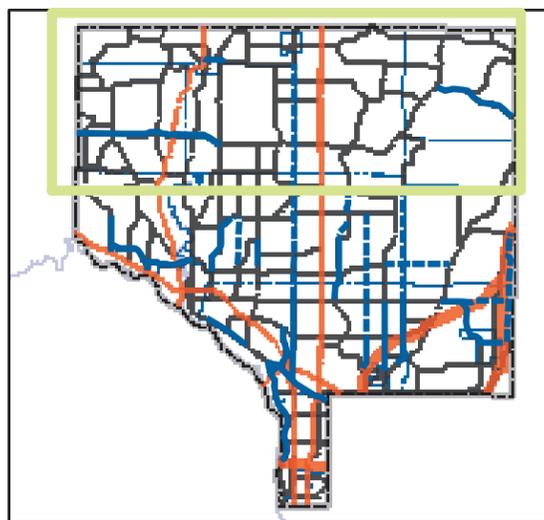
The travel demand analysis identified three corridors and one sub-area in Area 4 that would not provide adequate mobility by 2030:

- CSAH 22/Viking Boulevard: CSAH 85/Typo Creek Drive to Chisago County Line
- CSAH 22/Viking Boulevard: CSAH 9/Lake George Boulevard to Sherburne County Line
- St. Francis Sub-area (CSAH 24/Bridge Street: TH 47 to CSAH 9/Lake George Boulevard)
- CSAH 51/University Avenue: CSAH 10 to CSAH 14/Main Street/125th Avenue

As noted above, recommendations for CSAH 51/University Boulevard throughout most of the county (included in Areas 1, 2, and 4) would alleviate congestion on TH 65.



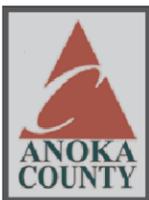
Source: Independent travel demand, safety, and intersection analyses completed for the 2030 Anoka County Transportation Plan (see Sections 4, 5, and 6, as well as corresponding appendices of the Plan).



Legend

- Recommended Intersection Improvements**
 - New Interchange (Freeway)
 - ▲ Signalized Grade Separation (Non-freeway)
 - Upgraded Interchange
- Recommended Capacity Improvements**
 - ▬ Expand
 - ▬▬▬▬ New Road
- Recommended Connections**
 - ▬▬▬▬ New Road
 - Ⓟ Active Park & Ride Lot
 - Ⓟ Planned Park & Ride Lot
- Transit Routes**
 - Anoka County Traveler
 - Metro Transit
 - NStar Corridor Dev. Auth.
 - - - Future (2030) ACT Route
 - Regional Trails, Existing
 - Regional Trails, Proposed
 - - - Future Northstar Commuter Rail
 - - - Future Northstar Commuter Rail
 - - - Future Northstar Commuter Rail
- ▨ Regional Planned
- Regional Parks
- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- ◇ County Roads
- Local Roads

Figure 7-5
Area 4 (Northern Anoka County)
Recommended Improvements



CSAH 22/Viking Blvd in Linwood 2030 Capacity Needs: LOW

TABLE 7-19

CSAH 22/Viking Blvd. (CSAH 85/Typo Creek Dr. to Anoka/Chisago County Line)—Area 4 (Northern Anoka County)

Category	Recommendations
Corridor Capacity	Upgrade to channelized 2-lane facility with intersection controls.
Intersections/Interchanges	Traffic Signal Addition: Study need for signal at CSAH 85/Typo Creek Dr.
Functional Classification	Evaluate need to change to principal arterial (from A minor arterial).
Jurisdictional Changes	Turn-up to Mn/DOT to become a trunk highway based on a Memorandum of Understanding (MOU) with Mn/DOT.
Short-term Recommendations (2009–2015)	Complete corridor study in coordination with Mn/DOT to address turn-up to trunk highway and access management issues.
Mid-term Recommendations (2015–2020)	<ol style="list-style-type: none"> 1. Implement safety improvements and signals. 2. Construct turn lanes.
Long-term Recommendations (2020–2030)	N/A.
Trails	<ol style="list-style-type: none"> 1. Complete the planned North Anoka County Regional Trail along CSAH 22/Viking Blvd. 2. Provide safe crossing of the planned East Anoka County Regional Trail on CSAH 22/Viking Blvd.



CSAH 22/Viking Blvd. in Nowthen and Oak Grove; 2030 Capacity Needs: LOW

TABLE 7-20

CSAH 22/Viking Blvd. (CSAH 13/Lake George Blvd. to Sherburne County Line)—Area 4 (Northern Anoka County)

Category	Recommendations
Corridor Capacity	Upgrade to a channelized 2-lane road with intersection controls.
Intersections/Interchanges	Traffic Signal Addition: At TH 47, CSAH 7/Rum River Blvd., CSAH 9/Lake George Blvd., CSAH 78/Flamingo St.; in vicinity of CSAH 13/Cedar Dr.
Functional Classification	Evaluate need to change to principal arterial (from A minor arterial).
Jurisdictional Changes	Turn-up to Mn/DOT to become a trunk highway based on a Memorandum of Understanding (MOU) with Mn/DOT.
Short-term Recommendations (2009–2015)	Complete corridor study in coordination with Mn/DOT to address turn-up to trunk highway and access management issues.
Mid-term Recommendations (2015–2020)	<ol style="list-style-type: none"> 1. Implement safety improvements and signals. 2. Construct turn lanes.
Long-term Recommendations (2020–2030)	N/A.
Trails	Construct the North Anoka County Regional Trail along CSAH 22/Viking Blvd.



CSAH 24/Bridge St.: TH 47 to CSAH 9/Lake George Blvd.; 2030 Capacity Needs: LOW

TABLE 7-21

CSAH 24/Bridge St. (TH 47 to CSAH 9/Lake George Blvd.)—Area 4 (Northern Anoka County)

Category	Recommendations
Corridor Capacity	Address potential needs: 1) for a 4-lane divided CSAH 24/Bridge St., 2) a Rum River bridge replacement, and 3) other capacity and safety improvements in the surrounding area in the St. Francis Area Study.
Parallel Routes	New: 1) Extension of CR 70/Jarvis St. along western Anoka/Sherburne County line, 2) Reconstruct Zeolite St./Varolite St, between CSAH 24/219 th Ave. and CR 70/Hill and Dale Dr.
Intersections/Interchanges	Traffic Signal Addition: CSAH 24/Lake Dr. and CSAH 9/Lake George Blvd.
Functional Classification	A minor arterial.
Jurisdictional Changes	Turn-up local Zeolite St./Varolite St, between CSAH 24/219 th Ave. and CR 70/Hill and Dale Dr. to county road.
Short-term Recommendations (2009–2015)	Complete a St. Francis Area Study to address intensifying land uses. This study will include consideration of capacity and safety issues on CSAH 24/Lake Dr. and CSAH 28/Ambassador Blvd.; insufficient capacity on the Rum River bridge; heavy school bus traffic, and business access needs. Add signal at CSAH 24/Lake Dr. and CSAH 9/Lake George Blvd.
Mid-term Recommendations (2015–2020)	Implement spot improvements recommended in St. Francis Area Study.
Long-term Recommendations (2020–2030)	Implement reconstruction recommended in the St. Francis Area Study, including roadway upgrades and potentially a new Rum River bridge.
Transit	Include special consideration of school bus operations in the St. Francis Area Study.
Trails	Consider opportunities to connect with the proposed Rum River Regional Trail and the North Anoka County Regional Trail.



7.5 Proposed New Roadway Connections, Jurisdictional Changes and Functional Classification Changes

7.5.1 Proposed New Roadway Connections

Section 7.4 includes transportation system recommendations for Anoka County, including new roadway connections that would address capacity issues identified within the southern two-thirds of the county. This plan also includes recommendations for additional roadways within Area 4 (Northern Anoka County) that the planning team recognized as beneficial to the system. These new roadways would improve access and indirectly address congestion by providing straightforward connections within the county system by removing jogs in the roadways and creating complete continuous east/west or north/south county roads. Because these roadway connections are not directly related to capacity issues, they are not specifically addressed in Section 7.4. All proposed new roadway connections, regardless of function, are listed in Table 7-22 and are shown in Figures 7-1 and 7-5.

TABLE 7-22
All Proposed New Roadway Connections

Proposed New Roadway	From (City)	To (City)	Functional Classification	Comments
Area 1—No New Proposed Roadways				
Area 2				
1) CR 58/181 st Ave.	Extension of 181 st Ave. (Andover, Oak Grove)	CR 64 and CSAH 5 intersection (Nowthen)	A minor expander	2-lane, New connection would require a new Rum River bridge crossing
2) CSAH 20/157 th St./161 st St.	CR 59/Verdin St. (Andover)	CSAH 9/Round Lake Blvd. (Andover)	B minor	Construct new roadway connection to remove jog on CSAH 9/Round Lake Blvd. (see Figure 7-3 and Table 7-9).
3) CR 59/Verdin St.	Existing southern limit of CR 59 at CSAH 20/161 st Ave. (Andover)	Intersection of CR 18/Crosstown Blvd and Verdin St. (Andover)	A minor expander	Construct new connection between CR 18/Verdin St. intersection to CR 59/Verdin St. (parallel relief to both CSAH 9/Round Lake Blvd. and CSAH 78/Hanson Blvd.) (see Figure 7-3 and Table 7-9).
4) CSAH 58/177 th Ave.	Intersection of CR 58 and CR 67 (Andover)	Intersection of CR 58 and CSAH 18/Crosstown Blvd. (Ham Lake)	Major collector	2-lane, removes jog between CSAH 18 and CSAH 58/181 st Ave.
5) CSAH 51/University Ave.	CSAH 14/Main St (Coon Rapids, Blaine)	CSAH 13/229 th Ave, St. (Francis, East Bethel, Oak Grove)	A minor reliever: CSAH 14 to CSAH 116; A minor expander: CSAH 116 to CSAH 22; A minor connector: CSAH 22 to CSAH 13	Extension of CSAH 51/University Ave. from its current northern limit at CSAH 14/Main St. to CSAH 13/229 th Ave. (see Figure 7-3 and Table 7-11).
Area 3				
6) CR 52/Radisson Ave. and CR 61/Xylite St.	153 rd Ave. (Ham Lake)	CSAH 60/Constance Blvd. (Ham Lake)	B minor	2-lane, new connection to eliminate jog between CR 52/Radisson Rd. and CR 61/Xylite St. north of 153 rd Ave. (see Figure 7-4 and Table 7-16)
7) CSAH 52	CR 60/Constance Blvd. (Ham Lake)	CSAH 18/Crosstown Blvd. (Ham Lake)	B minor	Extension of CR 61/Xylite St from it current northern terminus at CR 60 to CSAH 18 (see Figure 7-4 and Table 7-16)
8) CR 68/Greenbrook Dr. and CR 15/East Bethel Blvd.	CR 68/CR 15 intersection at CSAH 22 (East Bethel)	See comment.	Major collector	2-lane, removes jog between intersections along CSAH 22/Viking Blvd.
9) CR 105/Naples Blvd.	CSAH 12/109 th Ave. (Blaine)	CR 60/Constance Blvd. (Ham Lake)	A minor expander	Extension of Naples Blvd from existing terminus south of CSAH 12 to CR 60 (see Figure 7-4 and Table 7-14).
10) CR 53/Sunset Ave.	CSAH 14/125 th Ave. (Blaine, Lino Lakes)	CSAH 18/ Broadway Ave. (Ham Lake, Columbus)	A minor expander	2-lane, extension of CR 53/Sunset Ave. to serve as a parallel route to CSAH 17/Lexington Ave. (see Figure 7-4 and Table 7-14).



TABLE 7-22
All Proposed New Roadway Connections

Proposed New Roadway	From (City)	To (City)	Functional Classification	Comments
11) CSAH 49/Hodgson Rd. and CR 53/Sunset Dr.	Intersection with CSAH 23/Lake Dr. (Lino Lakes)	See comment.	Major collector	2-lane, removes jog between CSAH 49/Hodgson Rd. and CR 53/Sunset Dr. along CSAH 23/Lake Dr. (see Figure 7-4 and Table 7-15).
12) CSAH 12/Apollo Drive	Intersection of CR 53/Sunset Dr. (Lino Lakes)	See comment.	A minor expander	2-lane, removes jog between CSAH 12 intersection and Apollo Dr. intersection on CR 53/Sunset Dr. (see Figure 7-4 and Table 7-15).
13) CSAH 116/Bunker Lake Blvd.	CSAH 17/Lexington Ave. (Ham Lake)	CSAH 23/Lake Dr. (Columbus)	A minor reliever	Extension of CSAH 116/Bunker Lake Blvd. to serve as a reliever to improve connection to CR 53/Sunset Ave. and CSAH 23/Lake Dr., both of which would relieve CSAH 17 (see Figure 7-4 and Table 7-14).
14) CSAH 14/Main St.	I-35W (Lino Lakes)	CSAH 21/20 th Ave. (Lino Lakes)	Principal arterial	Implement CSAH 14/Main St. northerly bypass alignment recommended in the CSAH 14 Alternatives Analysis report completed (June 2004) (see Figure 7-4 and Table 7-17).
15) CR 84/Otter Lake Rd.	Northern terminus of CR 84 (Lino Lakes)	CSAH 23/Lake Dr. (Columbus)	A minor reliever	New Anoka/Washington County north-south route (extension of CR 84/Otter Lake Rd. (see Figure 7-4 and Table 7-17).
Area 4				
16) CR 70/223 rd Ave.	CR 70/223 rd Ave. (St. Francis)	Sherburne/Isanti County line (St. Francis)	B minor	2-lane, new north/south road along county line
17) CR 70/Nance St. and CSAH 24/219 th Ave.	CSAH 24/219 th Ave. (Nowthen)	Hill and CR 70/Dale Dr. (St. Francis)	B minor	2-lane, new north/south connection of CR 70/Nance St. and CSAH 24/219 th Ave. east of Burns Lake
18) CSAH 78/Hanson Blvd.	CSAH 22:current north terminus of CSAH 78/Flamingo St. (Oak Grove)	CSAH 13/Cedar Dr near 206 th Ave. (Oak Grove)	A minor connector	2-lanes, new connection north of CSAH 22/Viking Blvd., connection to CSAH 13 near 206 th Ave.
19) CSAH 26/229 th Ave. and CSAH 13/University Ave.	CSAH 26/229 th Ave. (East Bethel)	CSAH 13/ University Ave. (East Bethel)	A minor connector	2-lane, connection between CSAH 26 and CSAH 13
20) CR 74/217 th Ave. and CR 15/East Bethel Blvd.	Eastern intersection of CR 74 and CR 15 (East Bethel)	Western intersection of CR 74 and CR 15 (East Bethel)	Minor collector	2-lane, removes jog between CR 74 (at 213 th Ave.) and CR 15 (Durant St.)
21) CR 15/East Bethel Blvd.	Western intersection CR 74 and CR 15 (East Bethel)	Intersection of CSAH 26/229 th Avenue and East Bethel Rd. (East Bethel)	Major collector	Extension of CR 15 north to East Bethel Rd intersection with CSAH 26/229 th Ave

7.6 Roadway Jurisdiction and Functional Classification

7.6.1 Roadway Jurisdiction

Several of the corridor-specific recommendations discussed previously include proposed jurisdictional changes. These changes may include turning jurisdiction of county roadways over to local communities (see Table 7-23), turning local roads into county roadways (see Table 7-24), and changing jurisdiction between county and Mn/DOT roadways (see Table 7-25). The recommendations documented in Tables 7-23 through 7-25 are also documented on Figure 7-6.

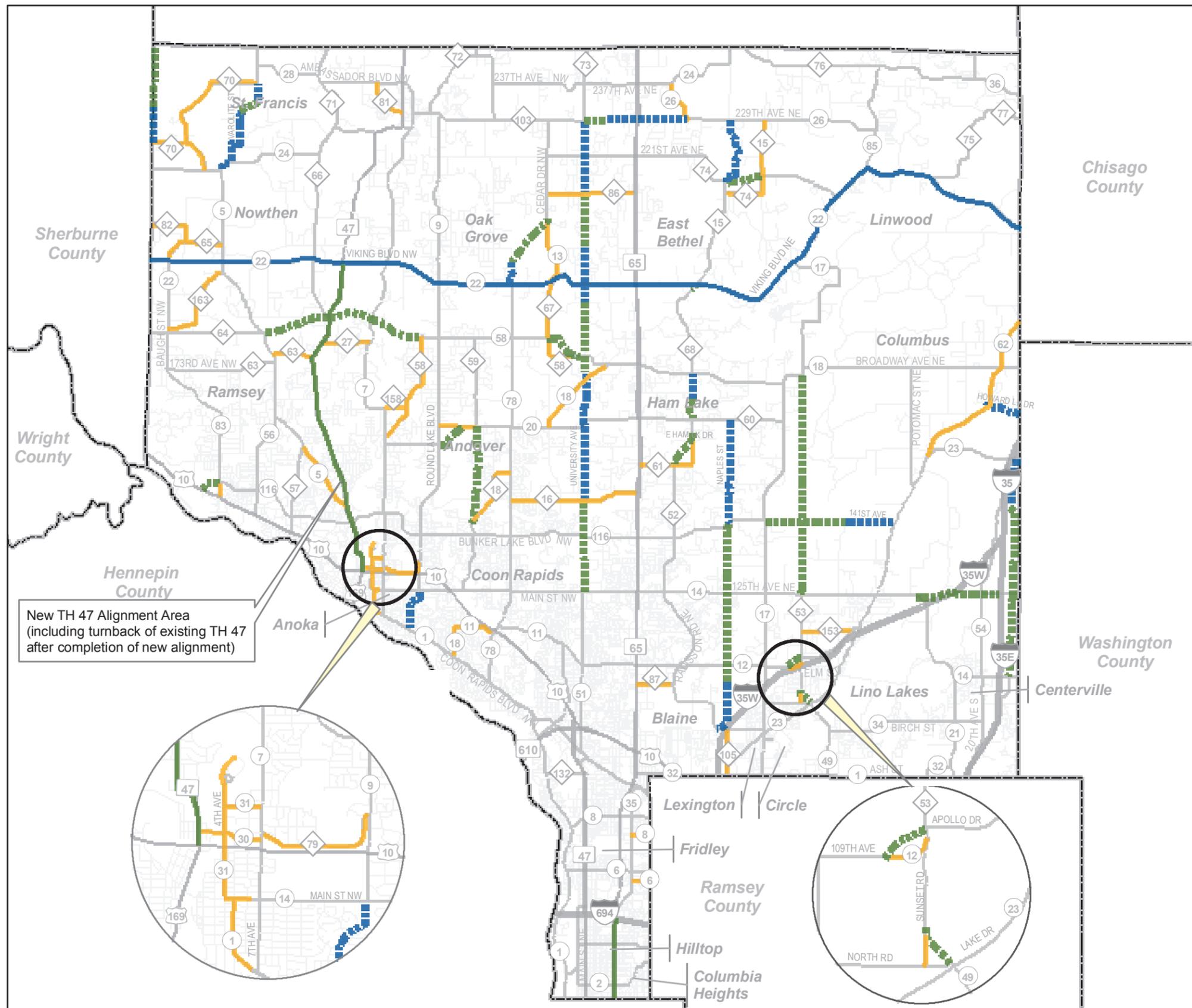
TABLE 7-23
Proposed County Network Jurisdictional Changes—Turnback to Local Communities

Roadway	From	To	Municipality
CSAH 5/Nowthen Blvd.	CR 57/Sunfish Lake Blvd.	TH 47	Ramsey
CR 27/179 th Ln.	TH 47	CSAH 7/Roanoke St.	Ramsey
CR 83/Armstrong Blvd.	US 10	CSAH 116/Bunker Lake Blvd.	Ramsey
CR 63/Green Valley Rd.	CSAH 5/Nowthen Blvd.	TH 47	Ramsey
CSAH 1/Fifth Ave.	CSAH 14/Main St.	CSAH 7/7 th Ave.	Anoka
CSAH 14/Main St.	CSAH 31/4 th Ave.	CSAH 7/7 th Ave.	Anoka
CSAH 30/Pierce St.	CSAH 7/7 th Ave.	TH 47	Anoka
CSAH 31/4 th Ave.	North extension to hospital	CSAH 14/Main St.	Anoka
CSAH 31/Grant St.	CSAH 7/7 th Ave.	CSAH 31 south extension	Anoka
CR 79/129 th Ave.	CSAH 7/7 th Ave.	CSAH 9/Round Lake Blvd.	Anoka, Coon Rapids
CSAH 11/Northdale Blvd.	CSAH 18/Crooked Lake Blvd.	CSAH 78/Hanson Blvd.	Coon Rapids
CSAH 18/Crooked Lake Blvd.	CSAH 1/Coon Rapids Blvd.	CSAH 11/Northdale Blvd.	Coon Rapids
CR 18/Crosstown Blvd.	CR 59/CR 18 extension	CSAH 78/Hanson Blvd.	Andover
CR 58/Valley Dr.	CSAH 7/7 th Ave.	CR 58/181 st Ave	Andover
CR 58/181 st /177 th Ave.	CSAH 51/University Ave. extension	Intersection of CR 58/CR 67	Andover
CR 158/165 th Ave.	CSAH 7/7 th Ave.	CR 58/Valley Dr.	Andover
CSAH 20/161 st Ave.	CSAH 9/Round Lake Blvd.	CR 59/Vernon St.	Andover
CSAH 18/Crosstown Blvd.	CSAH 20/161 st Ave. NW	CR 58/175 th Ave. NE	Andover/Ham Lake
CR 16/Andover Blvd	CSAH 78/Hanson Blvd.	TH 65	Andover, Ham Lake



TABLE 7-23
Proposed County Network Jurisdictional Changes—Turnback to Local Communities

Roadway	From	To	Municipality
CR 61/153 rd Ave.	TH 65	East Ham Lake Dr.	Ham Lake
CSAH 6/Moore Lake Dr.	CSAH 35/Old Central Ave.	Ramsey County line	Fridley
CSAH 8/73 rd Ave.	CSAH 35/Old Central Ave.	Ramsey County line	Fridley
CR 87/105 th Ave.	TH 65	CR 52/Radisson Rd.	Blaine
CR 105/Naples St.	CSAH 52/Radisson Rd.	CSAH 23/Lake Dr.	Blaine, Lexington
CSAH 12/109 th Ave.	At CR 53/Sunset Ave.		Blaine, Lino Lakes
CR 153/Lilac St.	CR 53/Sunset Ave.	CSAH 23/Lake Dr.	Lino Lakes
CR 53/Sunset Ave.	At CSAH 23/Lake Dr.		Lino Lakes
CSAH 62/Kettle River Blvd.	CSAH 23/Lake Drive NE	Chisago County Line	Columbus
CR 65/Baugh St./201 st Ave.	CSAH 22/Viking Blvd.	CSAH 5/Nowthen Blvd.	Nowthen
CR 82/205 th Ave.	Sherburne County line	CR 65/201 st Ave.	Nowthen
CR 69	CSAH 24/Norris Lake Rd.	CR 70/223 rd Ave.	Nowthen
CR 163/Burns Parkway	CSAH 22/Baugh St.	CSAH 5/Nowthen Blvd.	Nowthen
CR 70/23 rd St./Sugarbush Rd./Hill and Dale Dr.	Sherburne County line	CSAH 28/Ambassador Blvd.	Nowthen, St. Francis
CR 81/Pederson Dr.	CSAH 28/Ambassador Blvd.	TH 47	St. Francis
CSAH 13/Cedar Dr.	T-extension with Viking Blvd.	New proposed extension of CSAH 78/Hanson Blvd.	Oak Grove
CR 67/Cedar Dr.	CR 58/181 st Ave.	CSAH 22/Viking Blvd.	Oak Grove
CR 86/Sims Rd.	CSAH 13/Cedar Dr.	TH 65	East Bethel, Oak Grove
CR 15/Durant St.	CR 74/217 th Ave.	CSAH 26/229 th Ave.	East Bethel
CSAH 26/Gopher Dr.	CSAH 26/229 th Ave.	CSAH 24/237 th Ave.	East Bethel
CR 74/213 th Ave.	Luan Dr.	217 th Ave.	East Bethel



Legend

- County Turn-up to Mn/DOT
- Mn/DOT Turnback To County
- ⋯ New County Road
- - - Local Turn-up to County Road
- County Turnback to Local Entity

- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- County Roads
- Local Roads

0 1.5 3 6 Miles

1 in = 3 miles



Figure 7-6
Proposed Roadway Jurisdictional Changes

TABLE 7-24
Proposed Local Road Turn-Up to County Roads

Local Street Name	From (City)	To (City)	Comments
Area 1			
Round Lake Blvd.	CSAH 1/Coon Rapids Blvd. (Coon Rapids)	CSAH 14/Main St. (Coon Rapids)	Extend CSAH 9 south on existing Round Lake Blvd. alignment
Area 2			
University Ave.	CR 16/Andover Blvd. (Andover/Ham Lake)	173 rd Ave. - just north of CSAH 18/Crosstown Blvd (Andover/Ham Lake)	See item 5) CSAH 51/University Ave. in Table 7-22 for more detail.
University Ave.	189 th Ave. (East Bethel/Oak Grove)	201 st Ave. (East Bethel/Oak Grove)	
University Ave.	CR 86 (East Bethel/Oak Grove)	CR 103 (East Bethel/Oak Grove)	
Area 3			
Xylite St.	169 th Ave.(Ham Lake)	CSAH 18/Crosstown Blvd. (Ham Lake)	See item 7) CSAH 52 in Table 7-22 for more detail.
Naples St.	CSAH 52/Radisson Rd (Blaine)	Northern terminus of road south of CSAH 12/109 th Ave	See in item 9) CR 105/Naples Blvd. in Table 7-22 for more detail.
Naples St.	CSAH 116/Bunker Lake Blvd (Ham Lake)	CR 60/Constance Blvd (Ham Lake)	
141 st Ave.	Jordell St. (Columbus)	CSAH 23/Lake Dr. (Columbus)	See in item 13) CSAH 116/Bunker Lake Blvd. in Table 7-22 for more detail.
Hornsby St.	145 th Ave. (Columbus)	CSAH 23/Lake Dr. (Columbus)	See in item 15) CR 84/Otter Lake Rd. in Table 7-22 for more detail.
Howard Lake Drive	CSAH 62/Kettle River Blvd (Columbus)	Washington County Line	N/A
Area 4			
Jarvis St.	223 rd Ave. (St. Francis)	North terminus of Jarvis (St. Francis)	See item 16) CR 70/223 rd Ave. in Table 7-22 for more detail.
Zeolite St., 223 rd Ave., Variolite St., Nance St.	CSAH 24/219 th Ave. (Nowthen)	Hill and CR 70/Dale Dr. (St. Francis)	See item 17) CR 70/Nance St. and CSAH 24/219 th Ave. in Table 7-22 for more detail.
Flamingo St.	CSAH 22:current north terminus of CSAH 78/Flamingo	Just north of 196 th Ln. (Oak Grove)	See item 18) CSAH 78/Hanson Blvd. in Table 7-22 for more detail.



TABLE 7-24
Proposed Local Road Turn-Up to County Roads

Local Street Name	From (City)	To (City)	Comments
	St. (Oak Grove)		
229 th Ave., 229 th Ln.	CSAH 26/229 th Ave. (East Bethel)	Jackson St. (East Bethel)	See item 19) CSAH 26/229 th Ave. and CSAH 13/University Ave. in Table 7-22 for more detail.
East Bethel Blvd.	Western intersection CR 74 and CR 15 (East Bethel)	Intersection of CSAH 26/229 th Ave. and East Bethel Rd. (East Bethel)	See item 21) CR 15/East Bethel Blvd. in Table 7-22 for more detail.

TABLE 7-25
Proposed Mn/DOT Roadway Jurisdictional Changes

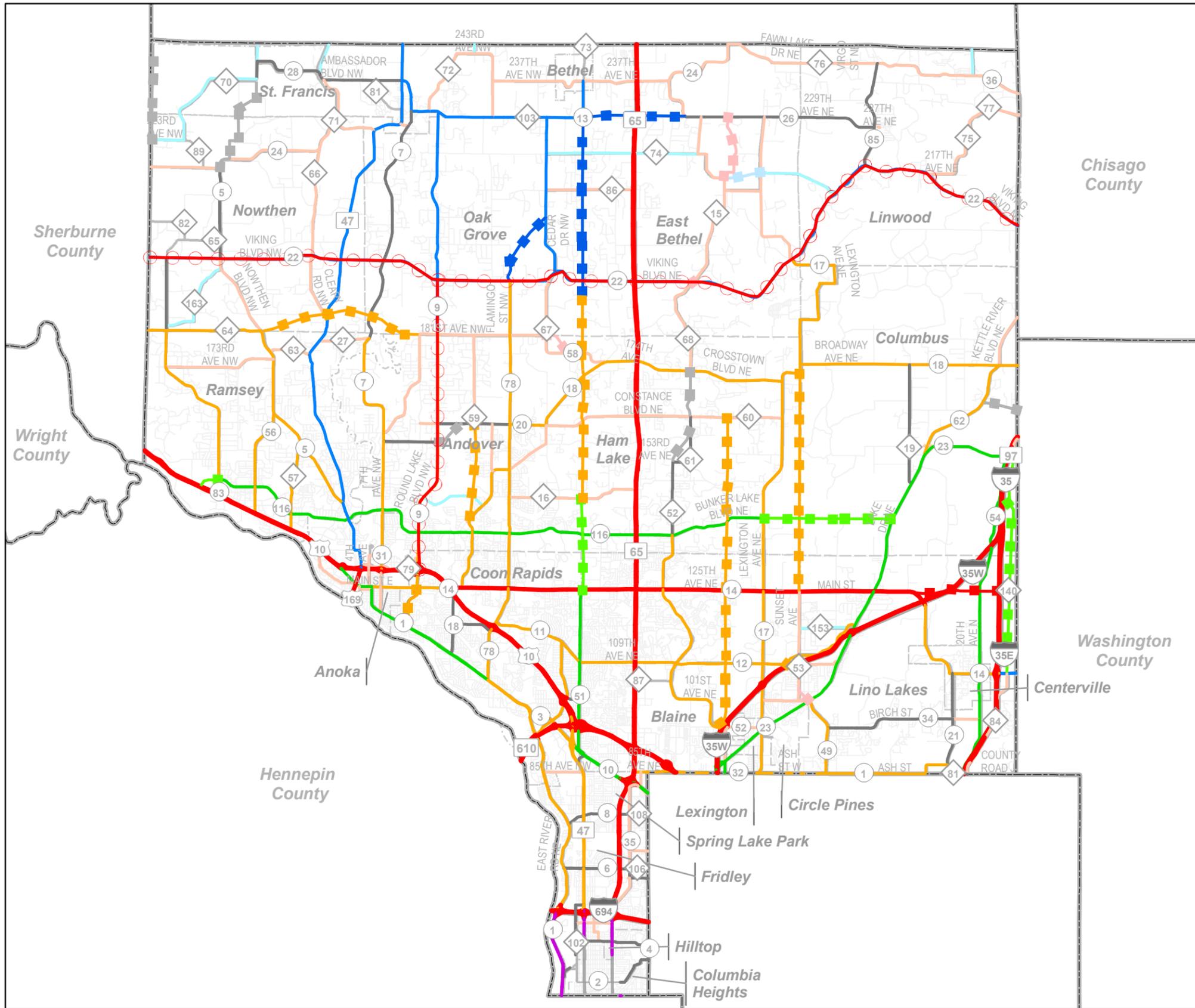
Jurisdictional Change	Roadway	From	To	Proposed Functional Classification
County turnback to Mn/DOT	CSAH 22/Viking Blvd.	Sherburne County line	Chisago County line	Principal arterial
Mn/DOT turnback to county	TH 47	US 10	CSAH 22/Viking Blvd.	A minor connector
Mn/DOT turnback to county	TH 65	Hennepin County line	I-694	A minor augments

7.6.2 Roadway Functional Classification

Figure 3-3 shows the existing functional classifications of Anoka County's roadways. Recommended changes listed previously in Tables 7-4 through 7-21, and proposed in Table 7-26 below, are illustrated in Figure 7-7. The changes proposed in Table 7-26 will require future evaluation with MnDOT and the Metropolitan Council after completion of the Metropolitan Highway System Investment Study (MHSIS), which addresses the need for future Principal Arterials in the regional system. Additional information regarding functional classification, including definitions of roadway classifications, is provided in Section 3.1.2.

TABLE 7-26
Proposed Roadway Functional Classification Changes to be Evaluated

Roadway	Existing Classification	Future Classification	Comment
CSAH 9/Round Lake Blvd.	A minor arterial	Principal arterial	Replacement for TH 47 north to CSAH 22
CSAH 22/Viking Blvd.	A minor arterial	Principal arterial	Planned turn-up to Mn/DOT to become trunk highway



Legend

Roadway Functional Classification

- Principal Arterial
- A Minor Arterial: Augmentor
- A Minor Arterial: Reliever
- A Minor Arterial: Expander
- A Minor Arterial: Connector
- B Minor
- Major Collector
- Minor Collector
- Evaluate for Change in Functional Class (existing County/State Road)
- Change in Functional Class (existing County/State Road)
- Change in Functional Class (includes either Local Streets upgraded to County Road or new roadways)
- Interstates
- US Highways
- State Highways
- County State Aid Highways (CSAH)
- ◇ County Roads
- Local Roads



0 1.5 3 6 Miles

1 inch = 3 miles



Figure 7-7
Proposed Future Functionally Classified Roadways