VIII. TRANSPORTATION

The way in which a community's transportation system and local roadway network connects to other major transportation corridors and services throughout the region is critical to the economic vitality and quality of life not only within the community, but to the region as a whole. The integration of transportation plans and projects, with land use and future development, is key to developing a well-balanced, accessible and sustainable community.

The City Council and the citizens of East Bethel depend on a safe and effective transportation system for both its physical safety and the economic well-being of the residents. The U.S. Government, recognizing these same facts, has mandated that local and state governmental entities provide options for alternative modes of transportation in their transportation plans. The City, realizing the impact of pedestrian and non-motorized traffic sharing roadways with motorized traffic both on traffic flow and the well-being of the citizenry, and the increased costs associated with safely developing and maintaining a transportation system which provides safe and effective transportation options for both non-motorized and motorized traffic on the same roadways, has determined that as much as possible, provision for the separation of motorized and non-motorized transportation methods is necessary. With these facts in mind, the City has developed a comprehensive system to accommodate travel by non-motorized traffic within its confines. The development of the system will provide safe, effective, and efficient alternatives to non-motorized travel while simultaneously reducing infrastructure and maintenance costs, provide for more efficient motorized travel, and promote the general safety of the citizenry.

While some roadways within the City of East Bethel currently do experience high levels of congestion over extended periods of time in comparison to other transportation corridors in the region, indicators do suggest that thoughtful planning for the future is becoming more and more necessary to avoid allowing development to occur that could potentially jeopardize the efficient operation of travel within and/or through the community. As an example, motorists traveling to and from the metro area along Trunk Highway 65 (TH65) for work purposes, as well as weekend recreational travel heading north, experience varying degrees of congestion under current conditions. The City of East Bethel has identified key areas for study and improvement within its local and regional roadway network to ensure safety and mobility into the future.

Regional Perspective

The Metropolitan Council has identified a number of strategies as part of its Development Framework designed to "*enhance transportation choices and improve the ability of Minnesotans to travel safely and efficiently throughout the region.*" The Metropolitan Council has identified the following requirements that each community must incorporate into its comprehensive plans:

Conformance: A local comprehensive plan generally will conform to the metropolitan system plans if the local plan:

1. Accurately incorporates and integrates the components of the metropolitan system plans as required by Minn. Stat. sections 473.851 to 473.871:

    - Transportation components including accurate road functional classification, transit facilities and corridors, traffic forecasts, right-of-way preservation for future roads and bike/pedestrian facilities.
    - Identification of traffic volumes (current Average Daily Traffic), number of lanes on roadways (principal and minor arterials), allocation of 2030 forecasts to Traffic Assignment Zones, and 2030 traffic forecasts for principal and minor arterials.
    - Airports, aviation facilities, noise and safety zones, and appropriate land uses surrounding these features.

2. Integrates public facilities plan components described in Minn. Stat. sec. 473.859, subd. 3.

    - Integrates development policies and compatible land uses to accommodate forecasted growth at appropriate densities and to maximize the efficiency and effectiveness of the regional system.

Consistency: A local comprehensive plan generally will be consistent with Council policies and statutory requirements if the local plan:

1. Addresses community role strategies contained in the *Framework,* including the planning and development of an interconnected local transportation system that is integrated with the regional system.

2. Addresses the linkage of local land uses to local and regional transportation systems.

3. Includes an implementation plan that describes public programs, fiscal devices, and other specific actions for sequencing and staging to implement the comprehensive plan and ensure conformance with regional system plans, described in Minn. Stat. sec. 473.859, subd. 4.

4. Addresses official controls:

    - Includes a Capital Improvement Program (sewers, parks, transportation, water supply, and open space) that accommodates planned growth and development.

Compatibility: A local comprehensive plan is compatible with adjacent and affected governmental units, based on comments or concerns, or lack thereof, from these entities. In order to be determined compatible, a community must adequately document that it has addressed the concern(s) of all adjacent and affected governmental units.

Figure VIII-1 illustrates the Metropolitan Council's "2030 Constrained Metropolitan Highway System Plan Investment Priorities."

Figure VIII-1: 2030 Constrained Metropolitan Highway System Plan Investment Priorities

Given that there are no Transportation Improvement Projects identified in Anoka County, communities are faced with identifying and planning for improvements based on their own initiatives and priorities. This can most effectively be accomplished by working with neighboring communities and Anoka County. The City of East Bethel has begun to develop a Transportation Plan. Work completed to date is included in the following section.

Transportation Plan

The intent of this Transportation Plan is to identify the general location and extent of the City of East Bethel's transportation needs for the future as an integral part of its planning and development process – particularly as it relates to the location of existing and future frontage roads and collector streets, based on proposed zoning and existing features including wetlands. Transportation needs involve both the City's roadways as well as recreation trail systems.

The primary purpose of the plan is to foresee, as accurately as possible, the inadequacies of the existing systems and to offer viable solutions or alternatives. Other objectives of the adopted plan are to ensure that the necessary right-of-way, easement, and access controls are provided or obtained along the roadway and trail routes. The plan acts as a guide with respect to the recommended standards and widths to use when programming improvements.

A list of transportation-related construction and improvement projects has been assembled into a preliminary Capital Improvement Program. The projects have been given a relative priority based on the order of urgency of each project with respect to traffic relief, effect on the desirable development, and available or potential finances. The Transportation Plan will also be used in conjunction with the administration of local codes and ordinances including zoning, land use, and subdivisions.

Once the Transportation Plan has been officially adopted by the City Council, it should be updated periodically. As the socioeconomic factors affecting travel change, and as more is learned about the impact of energy supplies on the use of streets, the plan should have a major review or update (at least every ten (10) years). The Transportation Plan should also reflect consistency and a coordinated planning effort with the functional classification, design standards, and access spacing guidelines with the Minnesota Department of Transportation (MnDOT) and Anoka County, who have roadway facilities within the City of East Bethel, as well as with the neighboring governmental jurisdictions of Isanti County, St. Francis, Bethel, Oak Grove, Ham Lake, Columbus, Linwood Township, and Athens Township.

Existing Conditions

TH65 serves as the principal arterial north-south corridor with some commercial, retail, and light industrial uses located adjacent to the roadway. County State Aid Highway (CSAH) 22 serves as an east-west arterial route in the southern portion of the City.

These corridors are being guided for potential urban development with City-provided municipal sewer and water utilities.

Anoka County roads in East Bethel included the following:

- CSAH #24 – functionally classified as a major collector roadway running east-west in the northwest quadrant of the City;
- CSAH #13 – functionally classified as a A-minor connector arterial roadway running north-south on the boarder with St. Francis;
- CSAH #26 – functionally classified as a major collector roadway running north-south and a B-minor arterial roadway running east-west through the north portion of the City;
- CSAH #22 – functionally classified as A-minor connector arterial roadway running east-west in the southern portion of the City;
- County Road (Co. Rd.) #76 – functionally classified as a major collector to the east of CSAH #24 in the northeast corner of the City;
- Co. Rd. #74 – functionally classified as a minor and major collector roadway in the central portion of the City running east-west;
- Co. Rd. #86 – functionally classified as a major collector running west of MN State Highway 65 in the central portion of the City;
- Co. Rd. #15 – functionally classified as a major collector roadway running north-south from the north part of the City from CSAH #26 south to CSAH #22;
- Co. Rd. #68 – functionally classified as a major collector roadway running north-south from CSAH #22 into the City of Ham Lake;
- CSAH #17 – functionally classified as an A-minor expander arterial south of CSAH 22 into Linwood Township.

Other than TH65, the existing streets and roadways in East Bethel are generally two-lane, two-way rural type facilities with travel lanes and shoulders of variable widths. Speeds on the through-routes are generally established by the State or County, while the City residential streets are posted by the City to reflect safety and design constraints. Stop signs control the flow of traffic and define the through-streets on City and county streets while signals control the flow of traffic on TH65.

Figure VIII-2 shows the existing traffic counts, existing number of lanes, and other existing traffic components for all arterial, collectors, and frontage roads.

Insert Figure VIII-2. Arterials, Collectors, and Frontage Roads

Growth Impacts

The City of East Bethel, in cooperation with Anoka County, has completed an analysis of the impacts future growth within the community may have on the local, regional, and state roadway system. These issues have been identified throughout portions of the Comprehensive Plan, and the City is committed to ensuring that a direct correlation between land use and transportation infrastructure is a part of planning for new development.

Traffic projections and roadway capacity data currently available take into account the implementation of municipal services, and therefore accurately reflect transportation needs into the future.

Table VIII-1 on the following page provides projected 2030 population, household, and employment densities by Traffic Analysis Zones (TAZ). Figure VIII-3 depicts the TAZ boundaries in the City of East Bethel established by Anoka County.

Table VIII-1: 2030 Projections by Traffic Analysis Zone (TAZ)

	Households	Population	Employment
County TAZ			
1753	340	888	66
1758	321	838	110
1757	586	1,529	415
1754	91	237	0
1755	354	926	116
1756	139	362	62
Subtotal - Met Council TAZ 10	1,830	4,779	769
1759	247	646	31
1764	251	656	55
1760	474	1,236	31
1763	64	168	354
1761	120	315	153
1762	0	0	357
Subtotal - Met Council TAZ 11	1,157	3,021	979
1765	0	0	922
1771	263	687	0
1766	222	579	140
1767	557	1,455	85
1772	169	442	0
1768	65	170	0
1769	63	165	0
1770	66	173	0
Subtotal - Met Council TAZ 12	1,406	3,671	1,148
1773	391	1,021	746
1774	825	2,155	383
1780	386	1,008	10
1775	277	723	0
1779	94	246	0
1776	187	489	0
1777	97	251	0
1778	116	302	0
Subtotal - Met Council TAZ 13	2,373	6,194	1,138
1781	626	1,635	459
1782	353	922	0
1783	629	1,643	5
1784	625	1,632	2
Subtotal - Met Council TAZ 14	2,234	5,833	466
TOTALS	**9,000**	**23,500**	**4,500**

The total 2030 populations, household, and employment data was established in communication with Metropolitan Council staff.

Insert Figure VIII-3. Traffic Analysis Zones (TAZs)

Roadway Functional Classification

Streets and highways are grouped into classes according to the character of service they are intended to provide. Essentially there are two primary services to be provided by the transportation network. The first is to provide access to properties, while the second is to move traffic efficiently and safely.

The conflict of these two services or functions is evidenced by the undesirability of fast, through-traffic on local streets, and the equal undesirability of allowing private driveway access onto high speed arterials or freeways. The balance of these two service functions provides the basis for the functional classification of each street and highway. The relationship between the access function and the movement function with regards to the functional classification of streets is shown in Figure VIII-4 below.

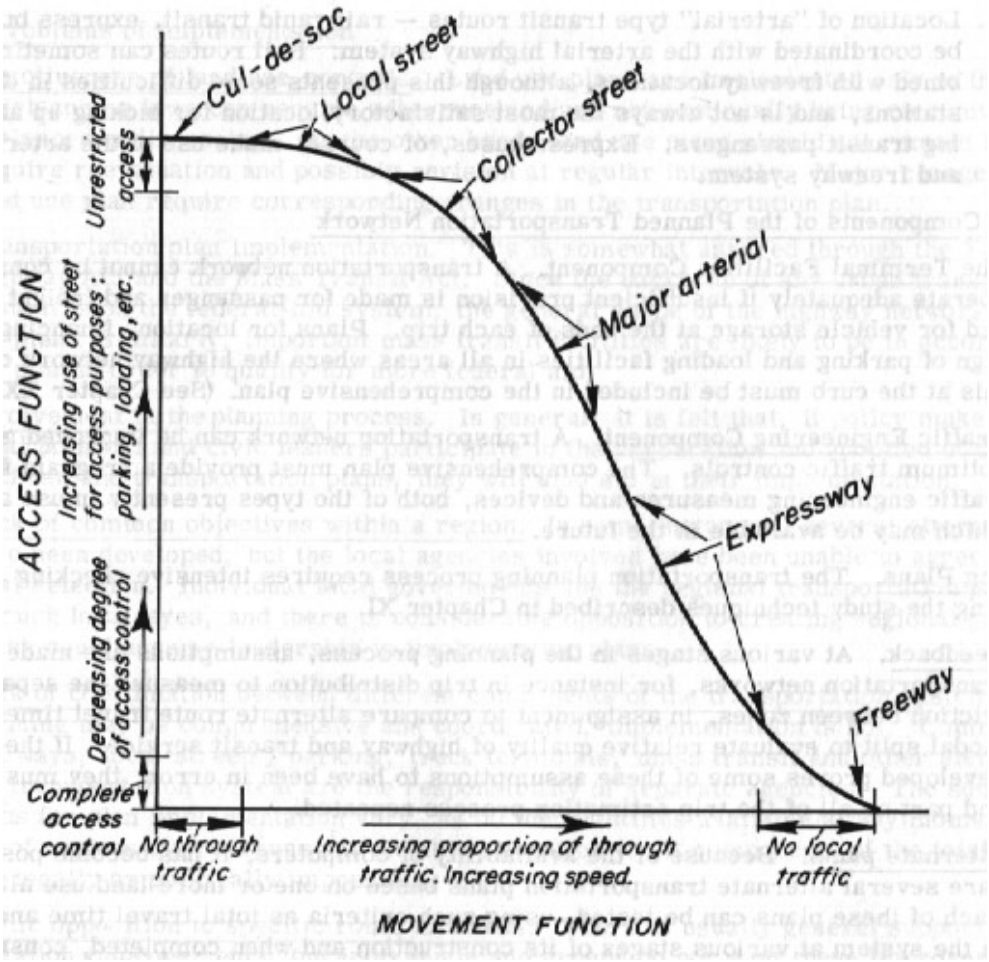

Figure VIII-4 – Schematic relationship between access and movement functions of streets.

Insert Figure VIII-5. Existing Functional Classifications

The functional classification needs to be determined before determining street widths, speed limits, intersection control, or other design features. It should be pointed out that while functionally different, streets and highways are usually thought of in terms of their design standards and visual appearance. However, the critical distinction that determines the functional classification is the degree of access control. For example, a rural two-lane highway with widely spaced access points or intersections can be functionally classified the same as an urban four-lane thoroughfare.

The City has adopted the Metropolitan Council's functional classification system. The functional classification system consists of four classes of roadways within the seven-county metropolitan area plus principal arterials (which include interstate freeways), minor arterials, collector streets, and local streets. The region has defined a sub-set of minor arterials as a means to supplement the metropolitan highways and to establish priorities in federal funding. The roadways are the publicly provided elements of a land transportation system. The existing functional classifications for all arterial and collectors are shown in Figure VIII-5.

Metropolitan Highways
- Principal Arterials
  - Interstate freeways
  - Other principal arterials

Other Regionally Important Highways
- "A" Minor arterials

Local Highways and Roads
- "B" Minor arterials
- Collector streets
- Local streets

Principal Arterials

The metropolitan highway system is made up of the principal arterials in the region. Principal arterials include all interstate freeways. Interstate freeways connect the region with other areas in the state and other states. They also connect the metro center to regional business concentrations. The emphasis is on mobility as opposed to land access. They connect only with other interstate freeways, other principal arterials, and select minor arterials and collectors. The interstate freeways provide for the longest trips in the region and express bus service.

Spacing will vary from 2 to 3 miles in the fully developed area, to 6 to 12 miles in the rural area, where only radials into the urban service area will exist. Other principal arterials are very similar to the interstate freeways but they are less likely to connect the region to other states. They will provide land access somewhat more frequently than interstate freeways.

Minor Arterials

The minor arterial system connects the urban service area to cities and towns inside and outside the region. They provide supplementary connections between the two metro centers and the regional business concentrations. They connect major generators within the central business district (CBDs) and the regional business concentrations.

The emphasis of minor arterials is on mobility as opposed to access in the urban area; only concentrations of commercial or industrial land uses should have direct access to them. The minor arterial should connect to principal arterials, other minor arterials, and collectors. Connection to some local streets is acceptable. Minor arterials should service medium-to-short trips. Both local and limited-stop transit will use minor arterials.

The spacing of minor arterials in the metro centers and regional business concentrations will vary from one-fourth to three-fourths mile. Typically, in the fully developed area, spacing would range from one-half mile to one mile. In the developing area, one-to-two-mile spacing is adequate. (The region has subdivided minor arterials into two classes for administrative purposes. "A" minor arterials are eligible to compete for federal funding.) The criteria and characteristics of minor arterials apply to all minor arterials. The characteristics of the four types of "A" minor arterials are given in Table VIII-2.

Collector Streets

The collector system provides connection between neighborhoods and from neighborhoods to minor business concentrations. It also provides supplementary interconnections. Mobility and land access are equally important. Direct land access should predominately be to development concentrations. Collection connections are predominately to minor arterials.

Typically, collectors serve short trips of one to four miles. Local transit service uses these streets. Spacing in the metro centers and regional business concentrations may vary between one-eighth to one-half mile. In the fully developed areas, collectors are needed one-fourth to three-fourths mile apart. In the developing areas, spacing may range from one-half to one mile.

Local Streets

Local streets connect blocks and land parcels. The primary emphasis is on land access. In most cases, local streets will connect to other local streets and collectors. In some cases, they will connect to minor arterials. Local streets serve short trips at low speeds. In the urban areas, local streets will occur every block. In the rural areas, one-mile spacing may be adequate.

Table VIII-2: Characteristics of "A" Minor Arterials

Characteristics	Relievers	Augmenters	Expanders	Connectors
Use	Provide direct relief for traffic on Metropolitan Principal Arterials	Augment the Principal Arterials within the Beltway	Provide connection between developing areas outside the Beltway, connect Principal Arterials	Provide connection between rural town centers in the urban reserve and rural area
Location	Developed and developing areas within the MUSA and 2040 Urban Reserve	Within the I-494/I-694 Beltway	Outside the I-494/I-694 Beltway with the 2020 MUSA or 2040 Urban Reserve	In or near the 7-county area, one end may be in the urban area
Trip Length	Medium length trips less than 8 miles	Medium to long trips	Medium to long trips	Medium to long trips
Problem Addressed	Relief of parallel congested Principal Arterials	Serve Principal Arterial function where Principal Arterials don't exist	Accommodate added urban development	Improve the safety and directness of routes without continuous lane adds
Existing System	400 miles	200 miles	650 miles	680 miles

Access Management Guidelines

Access guidelines are important because they define a starting point for balancing property access, safety, and mobility concerns. Transportation agencies regularly receive requests for additional access (e.g., new public streets, commercial driveways, residential and field accesses), which are evaluated by numerous agencies and committees. Because of the number of individuals and agencies involved, it is easy to have inconsistent application of access policies. This can result in confusion between agencies, developers, and property owners, as well as long-term safety and mobility problems. Standard access guidelines can be used to improve communication, enhance safety, and maintain the capacity and mobility of important transportation corridors. In addition, access guidelines may be used to respond to access requests and to promote good access practices such as:

- Aligning access with other existing access points.
- Providing adequate spacing to separate and reduce conflicts.
- Encouraging indirect access rather than direct access on high-speed, high volume arterial routes.

Providing access management in some form, whether it is through grade-separated crossings, frontage roads, or right-in/right-out access, reduces the number of conflicts resulting in improved safety. A number of studies have demonstrated a direct relationship between the number of full access points and the rate of crashes, including FHWA Access Research Report No. FHWA-RD-91-044. Figure VIII-6 shown below illustrates this relationship.

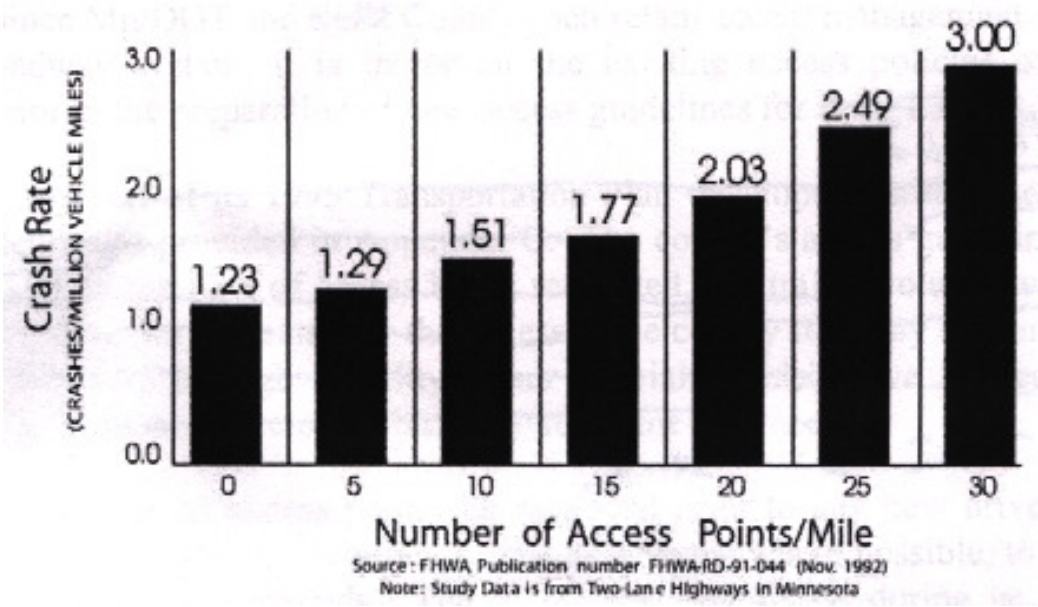

Figure VIII-6. Access/Crash Relationship

Public road authorities have been directed by Minnesota State Statutes to provide "reasonable, convenient, and suitable" access to property unless these access rights have been purchased. Courts have interpreted this to:

- Allow restrictions of access to right-in/right-out.
- Allow direction of access to another public roadway that meets the definition of reasonable, convenient, and suitable.

In special circumstances, broader authority (police power) has been given to public agencies if the situation is deemed to jeopardize public safety. However, this is a very high standard to meet and is seldom used by public agencies. In addition to the above, land use authorities may exercise additional authority in limiting access through their development rules and regulations. Land use authorities can require:

- Dedication of public rights-of-way.
- Construction of public roadways.
- Mitigation measures of traffic and/or other impacts.
- Changes in and/or development of new access points.

These types of access controls are processed through local elected officials. Since stronger land use and access controls are available at the county and City level, and these units of government are usually involved at the planning stages, access guidelines and corridor management practices should be focused at this level.

Coordination of Jurisdictional Access Management Policies

The City of East Bethel exhibits an interjurisdictional network of state, county, and City roadways. Since MnDOT and Anoka County each retain access management authority over their particular roadway system, it is important the existing access policies of these entities be considered prior to the preparation of new access guidelines for East Bethel.

Anoka County has adopted minimum access spacing guidelines which are essentially based on Figure 5 from Appendix A, "Access Category System and Space Guidelines," Minnesota Department of Transportation, March 20, 2002. The county's access spacing guidelines are presented in Table VIII-3. These access management guidelines are meant to promote coordination between land use and transportation strategies, the same issues that affect decisions on the City and county level. Establishing the appropriate spacing between public streets and private driveways is an important step toward maintaining the safety and mobility of the traveling public without sacrificing the accessibility needs of local residents. The access guidelines are based on functional classification rather than traffic volumes. Having access recommendations based on future functional classification enables cities/counties to protect access on roadways based on their intended long-term function.

Table VIII-3: Anoka County Highway Department Access Spacing Guidelines

Functional Class	Route Speed (MPH)	Area or Facility Type	Intersection Spacing		Signal Spacing	Private Access
			Primary Full Movement Intersection	Conditional Secondary Intersection		
Principal Arterials	50 - 55	Rural	1 mi.	1/2 mi.	1 mi.	By Deviation Only
	40 - 45	Urbanizing	1/2 mi.	1/4 mi.	1/2 mi.	By Exception or Deviation
	<40	Urban Core	1/8 mi.	300 - 660 feet*	1/4 mi.	Subject to Conditions
A Minor Arterials	50 - 55	Rural	1/2 mi.	1/4 mi.	1/2 mi.	Subject to Conditions
	40 - 45	Urbanizing	1/4 mi.	1/8 mi.	1/4 mi.	By Exception or Deviation
	<40	Urban Core	1/8 mi.	300 - 660 feet*	1/4 mi.	Subject to Conditions
B Minor Arterials	50 - 55	Rural	1/2 mi.	1/4 mi.	1/2 mi.	Subject to Conditions
	40 - 45	Urbanizing	1/4 mi.	1/8 mi.	1/4 mi.	By Exception or Deviation
	<40	Urban Core	1/8 mi.	300 - 660 feet*	1/4 mi.	Subject to Conditions
Collectors	50 - 55	Rural	1/2 mi.	1/4 mi.	1/2 mi.	Subject to Conditions
	40 - 45	Urbanizing	1/8 mi.	N/A	1/4 mi.	Subject to Conditions
	<40	Urban Core	1/8 mi.	300 - 660 feet*	1/8 mi.	Subject to Conditions
Local	50 - 55	Rural	1/2 mi.	1/4 mi.	1/2 mi.	Subject to Conditions
	40 - 45	Urbanizing	1/8 mi.	N/A	1/2 mi.	Subject to Conditions
	<40	Urban Core	1/8 mi.	300 - 660 feet*	1/8 mi.	Subject to Conditions
Specific Access Plan		All	By Adopted plan/agreement covenant on land			

Anoka County requires an access permit be approved prior to any new driveway connection to county roads. The county also requires shared driveways, where possible, to reduce the number of direct accesses to county roads. The county reviews access during the platting process to assure appropriate mobility and safety levels. Anoka County has a unique opportunity to properly plan for access along future collector and arterials before City urbanization and development occurs. Because the county does not have planning authority within the City, interagency support of access management strategies is crucial, especially within East Bethel. Anoka County and East Bethel should continue to work together in this regard.

MnDOT has also completed a Corridor Study for TH65. The study is summarized in the report "Trunk Highway 65 Traffic Operations Study", Minnesota Department of Transportation, 53rd Avenue NE to 245th Avenue NE, Final Report, February 2002. The City currently uses the study to guide access control along TH65. Figure VIII-7 shows the intersection and access recommendations presented in the report.

A key challenge facing East Bethel and its planning partners, Anoka County and MnDOT, is adequately balancing access and mobility on the roadway system. Most roadways serve both functions to some degree. This planned degree of access and mobility has been previously discussed and is represented in Figure VIII-4.

In an efficient roadway network, the different roadway classifications function together in a complementary fashion to serve the needs of the traveling public. The proportion of arterials, collectors, and local streets must be of a proper balance to achieve a roadway system that operates effectively. Modifications made to a roadway's functions without consideration of the complete roadway system will tend to undermine the operations of the system. For example, a system comprised of all local streets would not move traffic very well. Conversely, a system of too many arterials would not provide adequate land use access.

The City will adopt the Anoka County Highway Department Access Spacing Guidelines as presented in Table VIII-3. The guidelines are broken into different area or facility types within each functional classification. For each facility type, the recommended full-movement intersection spacing is given along with the spacing for a conditional secondary intersection. This secondary intersection typically has restricted movements (e.g., right-in/right-out). In addition, each facility type identifies the treatment of private access. It should be noted that the guidelines are more restrictive (exception/deviation) of private access in urbanizing areas than in rural and/or urban core areas (subject to conditions). This is due to the fact that planning should be able to limit private access in these developing areas versus areas that have already been developed (core urban area) and/or areas where there is no other supporting street system (rural).

Insert Figure VIII-7. Access and Intersection Controls

Access Policy Implementation

It is important to consider the following points when implementing these guidelines:

- The guidelines are long-term goals, not absolute rules.
- Maintaining flexibility is important in promoting access consolidation.
- The City's approach to implementation is as important as the guidelines themselves.
- Existing physical barriers or constraints need to be considered.

The City of East Bethel will adopt the Access Spacing Guidelines presented in Table VIII-3 for the following reasons:

- By establishing these policies, the City can plan, design, and implement land use and transportation strategies that control the flow of traffic between roadways and surrounding land uses.
- The proposed access management guidelines are based on the City's updated functional classification map, which was coordinated with the City's future land use map. Therefore, by adopting these access guidelines, they will parallel any future developments or land use changes resulting from the Comprehensive Land Use Plan update. Appropriate sections of the guidelines should also be incorporated into City zoning and subdivision ordinances.
- The proposed Access Management Guidelines, as noted, identify access spacing recommendations based on functional classification rather than traffic volumes. This method provides a long-term understanding of how each corridor will function and operate and will enable the City to protect access on roadways before traffic volumes reach specific thresholds.

Access guidelines can be implemented using different methods such as land use regulations, subdivision regulations, access permit processes, and access/transportation committees. Any process should also deal with situations outside the guidelines, such as hardship cases. In existing corridors where significant development has occurred, the number of existing access points usually exceeds access guidelines. Unless these areas are undergoing redevelopment, access management must be approached differently.

The following access suggestions provide some alternatives for minimizing access and access problems in areas where the guidelines cannot be met:

- **Encourage shared driveways and internal circulation plans:** If indirect access cannot be achieved during plat reviews, promote internal site circulation using shared access points.
- **Restricted turning movements to reduce conflicts:** If access points cannot be eliminated, consider turning movement restrictions (e.g., left-in only or right-in/right-out only) through installation of raised median or other channelization or signing. Eliminating a single turning movement can significantly reduce vehicle conflicts and potential crashes.

- **Develop good parallel street systems for carrying local traffic:** Make sure that important arterial routes have a good parallel street system to provide the local access function and to carry shorter local trips.

- **Develop proper setbacks for future frontage roads, interchanges, and overpasses:** If frontage roads, interchanges, or overpasses cannot be justified (benefits do not outweigh costs), make sure that property building and parking lot setbacks are established so that future frontage roads can be installed with minimal impacts.

- **Develop proper secondary street spacing:** When reviewing plats and new development proposals, be sure that they provide property intersection spacing for future signals. As a guideline, signalized intersections should be limited depending upon the type of street. Collector streets should provide some continuity and connectivity with other street systems.

- **Encourage proper lot layout to minimize access points:** Promote direct residential access points onto local routes, not arterials or major collectors. Direct residential access to arterial or collector routes can result in complaints when traffic levels increase.

- **Encourage connectivity between developments:** Individual development should align streets to provide access to existing developments or reserve right-of-way to provide for future connections to adjacent developments. This promotes neighborhood connectivity, good emergency services, and more efficient travel for mail, garbage, and bus services, as well as street maintenance activities.

Roadway Design Standards

In conjunction with the designation of the functional classification of each East Bethel roadway, and based on the City's Land Use Zoning, minimum road design standards are recommended as part of this Transportation Plan. Recommended standards to be established for the City jurisdictional roads are provided in Table VIII-4 on the next page and include: pavement load design weight; right-of-way width; roadway widths at and between intersections including shoulder and travel lane widths,; and intersection spacing. The City will also implement traffic calming measures and strategies where appropriate and applicable to minimize incidents and improve safety, particularly in residential neighborhoods and near schools, etc.

The location of trails adjacent to the roadways should be governed by the roadway functional classification. On arterial roads the trail should be located beyond the traffic clear zone or behind a protective barrier. Major and minor collectors should maintain a clear zone between the trail and the traffic lane. On frontage roads, neighborhood collectors, and city streets, the trails should be designated by barriers, striping, signage, and pavement markings.

Trail standards will be developed and approved through City Council policies. Trails, parks, and open space are further discussed in Section VI of this plan.

Table VIII-4: Recommended Standards by Functional Classification

Functional Classification	Land Use Zoning	Design Speed MPH	Pavement Weight Design TONS	Shoulders TONS	*Right-Of-Way Width FEET	Street Section Width		Minimum Intersection Spacing (Miles)
						Between Intersections Shldr-Lane	At Intersections Shldr-Lane	
Local	Residential	30	9	9	66	31.5'	31.5'	1/16
Local	Commercial Industrial	30	10	10	80	49' (12.5'-12'-12'-12.5')	58' (11.5'-12'-11'-12'-11.5')	1/16
Frontage Roads	All Residential Commercial Industrial	35-45	10	10	80	49' (12.5'-12'-12'-12.5')	59' (11.5'-12'-12'-12'-11.5') (1) (2) (3)	1/8
Minor Collector	All Residential Commercial Industrial	40-55	10	10	80-urban 100-rural	36' (6'-12'-12'-6')	44' (4'-12'-12'-12'-4') (1) (2) (3)	1/8
Major Collector	All Residential Commercial & Industrial	40-55	10	10	100	44' (10'-12'-12'-10')	52' (8'-12'-12'-12'-8') (1) (2) (3)	1/4
Minor Arterial	Per Anoka County							
Principal Arterial	Per Mn/DOT							

* Add 20' of right-of-way or permanent easement for each proposed trail along roadway.
1) Exiting Lane – Leaving Intersection
2) Approach Left Turn Lane
3) Approach Combination Thru- Right Turn Lane
4) Approach Thru Lane
5) Approach Right Turn Lane

Future Roadway Needs and Improvements

As the City of East Bethel continues to develop and implement strategies to encourage well-planned growth and development, transportation linkages will remain an important aspect of all related activities. Developing and enhancing the local streets, pathways, and bikeways as part of an interconnected system is important to the overall mobility and accessibility within the community. Integrating land use and transportation planning activities will help to create sustainable developments both commercial and residential, and provide residents with a variety of options as they utilize local services and amenities.

Equally important is the development of an adequate regional roadway network. Many of the challenges and opportunities relating to the roadway system in East Bethel are regional in nature and involve state and county roads over which the City of East Bethel does not have direct jurisdiction. The City can, however, work in cooperation with MnDOT and Anoka County to discuss ideas and develop plans for improvements and enhancements to the roadway system. Traffic operations on the arterial system undoubtedly have a significant impact on the collector and local street system and the community as a whole.

TH65 is the only metropolitan highway located within the community. Recently, MnDOT has considered upgrading TH65 from an 'expressway roadway' classification to 'limited access freeway' status. The main difference between an expressway and a freeway is that an expressway is constructed "at-grade" with signal lights; a freeway is constructed with interchanges. As part of this reclassification, private driveways and direct access points onto the freeway will be reduced and/or eliminated.

The City is aware that the Metropolitan Council's 2030 Transportation Policy Plan and MnDOT's Transportation System Plan do not identify TH65 as a freeway. However, given the importance of TH65 as a regional corridor and MnDOT's recent consideration of upgrading TH65 to freeway status, the City anticipates that TH65 will be functionally classified as a freeway at some time in the future. To that end, the City has indicated an ultimate (future) functional classification for TH65 as freeway as shown on Figure VIII-8. As previously discussed, the existing functional classifications are shown on Figure VIII-5. The functional classification of freeway provides the City the basis for obtaining the necessary future rights-of-way that will be needed to construct improvements such as overpasses and interchanges.

The freeway classification is not necessary to accommodate the City's 2030 growth; however, the local improvements as shown on Figure VIII-9 will be constructed to accommodate the future construction of a freeway.

County Road 22, Viking Boulevard, is also being considered by MnDOT as a future state highway that would provide for an east-west corridor/connection through northern Anoka County. Presently there are no efficient roadways that serve motorists in these directions other than County State Aid Highway (CSAH) 242 which is also a two-lane highway. Additional traffic lanes - potentially five lanes total including turn lanes and access improvements - would be necessary. These additions would have significant impacts through East Bethel. The City will be actively engaged as these discussions progress with MnDOT and Anoka County.

The City is aware that MnDOT's Transportation System Plan and Anoka County's Transportation Plan do not identify Viking Boulevard as a principal arterial. However, given the importance of Viking Boulevard as discussed above, the City anticipates that Viking Boulevard will be functionally classified as a principal arterial at some time in the future. To that end, the City had indicated an ultimate (future) functional classification for Viking Boulevard as principal arterial as shown on Figure VIII-8. As previously discussed, the current functional classifications are shown on Figure VIII-5. The functional classification of principal arterial provides the City the basis for obtaining the necessary future right-of-way that will be needed to construct necessary improvements.

The next section of this plan discusses future roadway projects anticipated by the City to maintain an acceptable level of service on the roadway network. As previously discussed, the City supports the reclassification of TH65 as a freeway and Viking Boulevard as a principal arterial. The City is committed to ensuring that land use and transportation plans are integrated and will work to ensure that future right-of-way needed for the construction of access improvements along the TH65 and the Viking Boulevard corridor are set aside, and that any future development considers these improvements.

Anoka County is currently updating their transportation plan for the entire county. The City anticipates that the study may reclassify the function of certain road segments and understands that changes in the transportation plan may be needed in response to the study findings.

Roadway Improvement Projects

Traffic Forecasts

Daily traffic forecasts for the year 2030 were prepared to determine the adequacy and appropriateness of the City's street and highway system and its ability to accommodate the anticipated levels of development. The Metropolitan Council's new Twin Cities travel demand forecasting model was used to develop the future traffic forecasts. For the purpose of this study, existing information on households, population, and employment was collected and supplemented with projections of these characteristics for the year 2030. In order to understand the distribution of people and jobs, the City of East Bethel was divided into 32 Transportation Analysis Zones (TAZs). The current and projected households, population, and employment for the City of East Bethel were disaggregated into 32 TAZs. This information is based upon the location of existing development, the Land Use Plan, and an understanding of the rate at which development is occurring both within East Bethel and throughout the region.

The socioeconomic information was then used to develop traffic forecasts for the year 2030. With this data City officials can evaluate the adequacy of the proposed roadway system. The 2030 socioeconomic information and TAZs are shown on Table VIII-1 and Figure VIII-3 respectively. The anticipated traffic volumes for the year 2030 are presented in Figure VIII-8.

Improvements

In order to expand the proposed roadway system from the existing system and to meet future traffic needs, the City will have to prepare for a series of improvement projects between now and the year 2030 and beyond. Many of these projects are on state or county highways and

therefore not under the complete control of the City. Nevertheless, by identifying these projects, the City is establishing its project needs and priorities regarding future roadway improvements. Proposed roadway improvement projects were assigned a project number and are shown in Figure VIII-9. The projects were grouped into two time frames – Short-range (2007 -2015) and Long-range (2015+). Project details and time frames are listed in Table VIII-5. The current and proposed roadway facilities are adequate to accommodate the City's planned growth.

In general, the roadway improvements assume the reclassification of TH65 to a freeway and Viking Boulevard to a principal arterial as previously discussed. The City realizes due to financial constraints and multi-roadway jurisdictions, the project improvements will need to remain flexible and continued cooperation between all roadway agencies will be essential.

Table VIII-5: Road Improvement Project

Reference Number	Corridor	Termini		Type of Improvement	Time Frame	Unit	Unit Cost	Unit Quantity	Total Cost
		From	To						
1	West TH 65 Frontage Rd	181st Avenue	Viking Boulevard	4 Lane Urban Undivided	Short Term	Mile	$3,006,250	1.7	$5,110,625
2	East TH 65 Frontage Rd	181st Avenue	Viking Boulevard	4 Lane Urban Undivided	Short Term	Mile	$3,006,250	1.6	$4,810,000
3	West TH 65 Frontage Rd	Viking Boulevard	205th Avenue	4 Lane Urban Undivided	Short Term	Mile	$3,006,250	1.6	$4,810,000
4	East TH 65 Frontage Rd	Viking Boulevard	205th Avenue	4 Lane Urban Undivided	Short Term	Mile	$3,006,250	1.7	$5,110,625
5	West TH 65 Frontage Rd	205th Avenue	County Road 86	4 Lane Urban Undivided	Short Term	Mile	$3,006,250	0.6	$1,803,750
6	East TH 65 Frontage Rd	205th Avenue	County Road 86	4 Lane Urban Undivided	Short Term	Mile	$3,006,250	1.1	$3,306,875
7	Trunk Highway 65			Close 205th Ave TH 65 Median	Short Term	Each	$97,500	1	$97,500
8	Viking Boulevard			Realign Intersection at CR22 and CR68	Short Term	Each	$500,000	1	$500,000
9	Viking Boulevard			Realign Intersection at CR22 and CR17	Short Term	Each	$500,000	1	$500,000
10	Trunk Highway 65			Interchange @ TH65 and Viking Blvd	Long Term	Each	$7,852,000	1	$7,852,000
11	Trunk Highway 65			Interchange @ TH65 and Klondike Drive	Long Term	Each	$7,852,000	1	$7,852,000
12	Viking Boulevard	West Frontage Road	East Frontage Road	4 Lane Urban Divided	Short Term	Mile	$7,228,000	0.5	$3,614,000
13	Klondike Drive	West Frontage Road	East Frontage Road	4 Lane Urban Undivided	Short Term	Mile	$3,006,250	0.35	$1,052,188
14	Trunk Highway 65			Overpass at 181st Avenue	Long Term	Each	$3,926,000	1	$3,926,000
15	Trunk Highway 65			Overpass at 211th Avenue	Long Term	Each	$3,926,000	1	$3,926,000
16	West TH 65 Frontage Rd	County Road 86	County Road 74	4 Lane Urban Undivided	Long Term	Mile	$3,006,250	1	$3,006,250
17	East TH 65 Frontage Rd	Sims Road	County Road 74	4 Lane Urban Undivided	Long Term	Mile	$3,006,250	1.1	$3,306,875
18	Trunk Highway 65			Close 187th Ave TH 65 Median	Long Term	Each	$97,500	1	$97,500
19	Trunk Highway 65			Close 209th Ave TH 65 Median	Long Term	Each	$97,500	1	$97,500
20	Trunk Highway 65			Close 213th Ave TH 65 Median	Long Term	Each	$97,500	1	$97,500
21	Trunk Highway 65			Close 217th Ave TH 65 Median	Long Term	Each	$97,500	1	$97,500
22	Trunk Highway 65			Close 219th Ave TH 65 Median	Long Term	Each	$97,500	1	$97,500
23	County Road 74	221st Avenue	East Bethel Blvd	Realignment - 2 Lane Rural Undivided	Long Term	Mile	$2,275,000	0.9	$2,047,500
24	County Road 74	County Road 15	County Road 74	Realignment - 2 Lane Rural Undivided	Long Term	Mile	$2,275,000	1	$2,275,000
25	Trunk Highway 65			Interchange @ TH65 and CR 74	Long Term	Each	$7,852,000	1	$7,852,000

Reference Number	Corridor	Termini		Type of Improvement	Time Frame	Unit	Unit Cost	Unit Quantity	Total Cost
		From	To						
26	Trunk Highway 65			Overpass at 229th Avenue	Long Term	Each	$3,926,000	1	$3,926,000
27	West TH 65 Frontage Rd	229th Avenue	County Road 24	2 Lane Urban Undivided	Long Term	Mile	$2,405,000	1.1	$2,645,500
28	East TH 65 Frontage Rd	229th Avenue	County Road 24	2 Lane Urban Undivided	Long Term	Mile	$2,405,000	1.1	$2,645,500
29	Trunk Highway 65			Close 233rd Ave TH 65 Median	Long Term	Each	$97,500	1	$97,500
30	Trunk Highway 65			Interchange @ TH 65 and CR 24	Long Term	Each	$7,852,000	1	$7,852,000
31	West TH 65 Frontage Rd	County Road 24	245th Avenue	2 Lane Urban Undivided	Long Term	Mile	$2,405,000	0.5	$1,202,500
32	East TH 65 Frontage Rd	County Road 24	245th Avenue	2 Lane Urban Undivided	Long Term	Mile	$2,405,000	0.8	$1,924,000
33	Trunk Highway 65			Close 241st Ave TH 65 Median	Long Term	Each	$97,500	1	$97,500
34	Trunk Highway 65			Overpass @ TH65 and 245th Ave	Long Term	Each	$3,926,000	1	$3,926,000
35	Viking Boulevard	West Corporate Limit	West Frontage Road	4 Lane Rural Divided	Long Term	Mile	$7,085,000	1.2	$8,502,000
36	Viking Boulevard	East Frontage Road	East Corporate Limit	4 Lane Rural Divided	Long Term	Mile	$7,085,000	4.9	$34,716,500
37	University Avenue	201st Avenue	213th Avenue	2 Lane Rural Undivided	Long Term	Mile	$2,275,000	1.5	$3,412,500
38	Klondike Drive	University Avenue	Polk Street	2 Lane Urban Undivided	Long Term	Mile	$2,405,000	0.9	$2,164,500

Total Estimated CIP **$146,358,688**

Insert Figure VIII-8. Anticipated 2030 Traffic Volumes

Insert Figure VIII-9. Proposed Improvement Projects

Roadway Financing Options

The construction of the City's functionally classified local, jurisdictional city collectors and frontage roadways is expected to be financed by MSA funding and assessments by the abutting and benefiting property owners or by the developers as they plat and subdivide the undeveloped lands. The construction and financing of principal arterials is handled almost exclusively by MnDOT, while Anoka County would carry the primary role in the construction and financing of the functionally classified arterials and collectors which are under the County's jurisdiction.

A primary difficulty for local units of government is the financing of minor and major collector roadways, which are under their jurisdiction, but on the perimeter of the developments. Direct private access onto these collector roadways is limited and controlled to promote a higher level of mobility, which makes it more difficult to show benefit for assessment purposes. Cities are, therefore, looking at alternative financing options and seeking legislation, which would permit such things as: street utility fees, street access fees, and area connection fees. These fees usually are most successful when imposed in conjunction with new adjacent developments that utilize these connector roadways for access.

Summary

This Transportation Plan reflects the general location and extent of the City of East Bethel's circulation needs for roadways in the future. The Transportation Plan utilizes the existing street and highway network and supplements it with proposed improvements to promote a more efficient street highway system as well as facilitating alternative modes of transportation such as trail systems. This plan is intended to serve as a guide for the development of a transportation system for East Bethel over the next twenty (20) years. The Transportation Plan, like other elements of the Comprehensive Plan, is flexible in that it can and should be modified and updated as conditions warrant thus insuring its continuance as a viable development framework.

The proposed arterial, collector streets, and frontage roads are intended to identify a need and a general corridor alignment for that type of street, but the actual location should be established in greater detail as development commences. The exact design location of the proposed streets should be situated to minimize adverse environmental impacts and to avoid physical barriers based on the topographic features of the area, the density and type of development, and the character of the proposed development.

The control of access allowed along each street functional classification is paramount in the ability of each to provide the level of service or function for which it is intended. If access is not controlled along the arterial system, safety and ability to move traffic safely and efficiently along these facilities will be greatly diminished. Likewise, if the collector street system is unable to meet the area travel demands, greater travel volumes and travel speeds will occur on the local street system.

City ordinances and subdivision regulations that establish roadway right-of-way, easements, trails, building setbacks, and street design standards will need some revision to facilitate the Transportation Plan. City zoning and rezoning of the parcels adjacent to the roadways will

require some updating to the Transportation Plan to ensure a safe and efficient layout of the streets.

Implementation of the Transportation Plan will occur over an extended period of time. The plan should be implemented as the City grows – ideally keeping pace with increases in travel demand.

The implementation of the Transportation Plan is intended to provide efficient and convenient access to the commercial, industrial, and residential areas of East Bethel, while through-traffic will be able to bypass the residential neighborhood and urban congestion areas.

Other Future Transportation Needs

City Center

Transportation in and around the City Center was addressed as part of the City Center Concept Plan. While a detailed traffic analysis study has not been completed yet, access and efficient movement in and around the development was considered as part of the plan design. Access will primarily be from TH65 via Viking Boulevard (CR22). Some improvements may need to be made to accommodate the increased traffic from these developments where they intersect Viking Boulevard (CR22). Long-term, TH65 is expected to be upgraded to a limited access freeway with an interchange at Viking Boulevard (CR22). Viking Boulevard, potentially a future east-west connection through Anoka County, may be improved to a multi-lane arterial roadway.

As previously discussed, right-of-way necessary for the construction of an interchange at Viking Boulevard (CR22) and TH65 will be preserved as part of the development plans, to ensure these improvements can be made at a more effective cost. In addition, the City recognizes that access via local and county roadways is critical to the safe and efficient movement in and around the City Center as well as residential developments in the area.

As East Bethel continues to further research and assess the city center concept, transit-oriented development (TOD) will remain a priority. The purpose of TOD is to reduce the use of single-occupant vehicles by increasing the number of times people walk, bicycle, carpool, vanpool, or take a bus, streetcar, or rail. It does this by bringing potential riders closer to transit facilities rather than building homes away from population centers which makes people more dependent on roads and automobiles.

Transit Services

East Bethel is located outside of the Metropolitan Transit Taxing District therefore no regular route transit service currently exists. Figure VIII-10 illustrates the Transit Service Areas as identified by the Metropolitan Council. East Bethel is located in "Market IV" of the seven-county metro area.

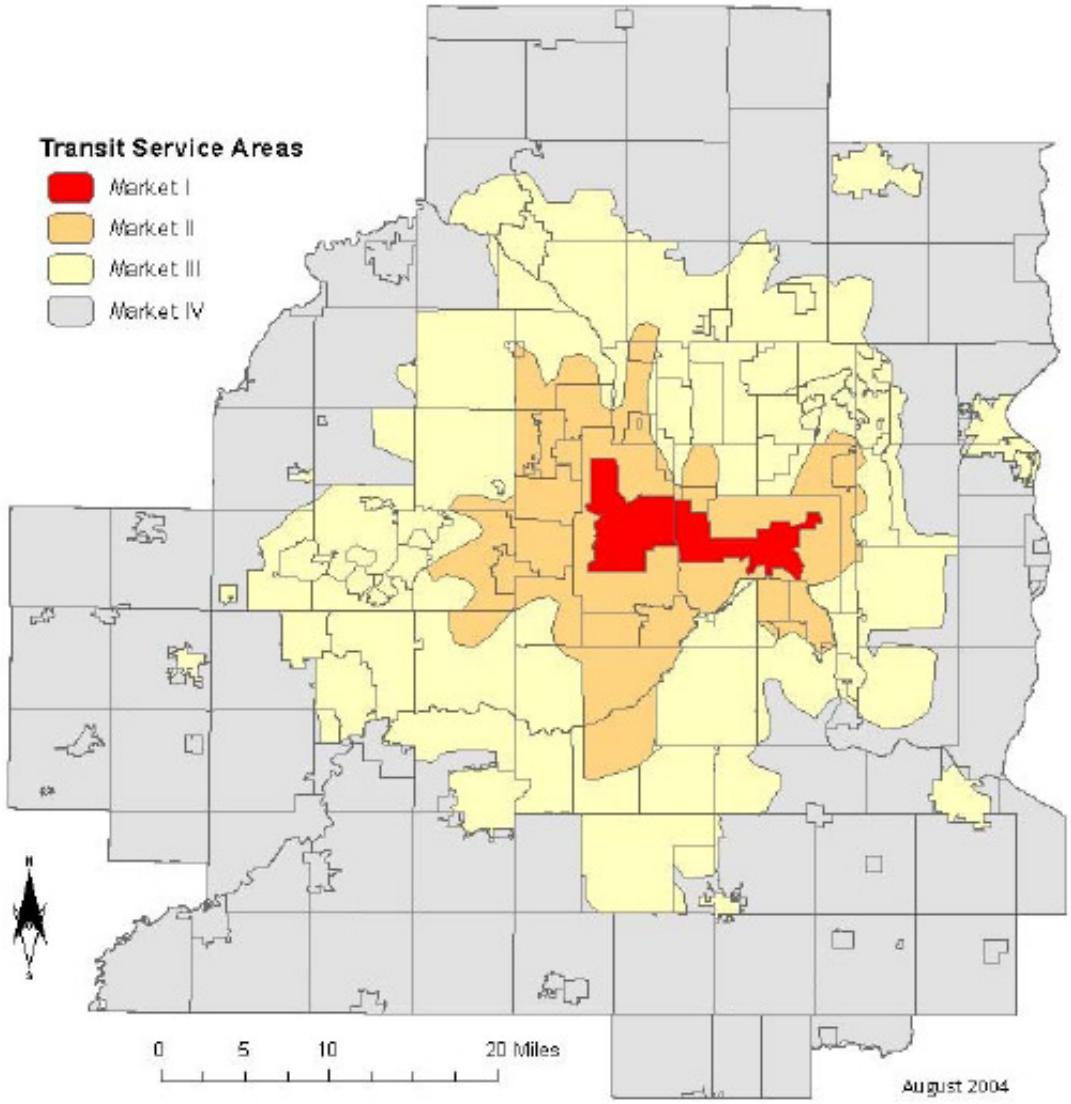

Figure VIII-10. Transit Service Areas

The following map (Figure VIII-11) reflects the Metropolitan Council's "2030 Transitway System." As shown, there are not services currently provided as a north-south connection north of TH65 and Highway 242, nor are there any planned east-west connections through Anoka County.

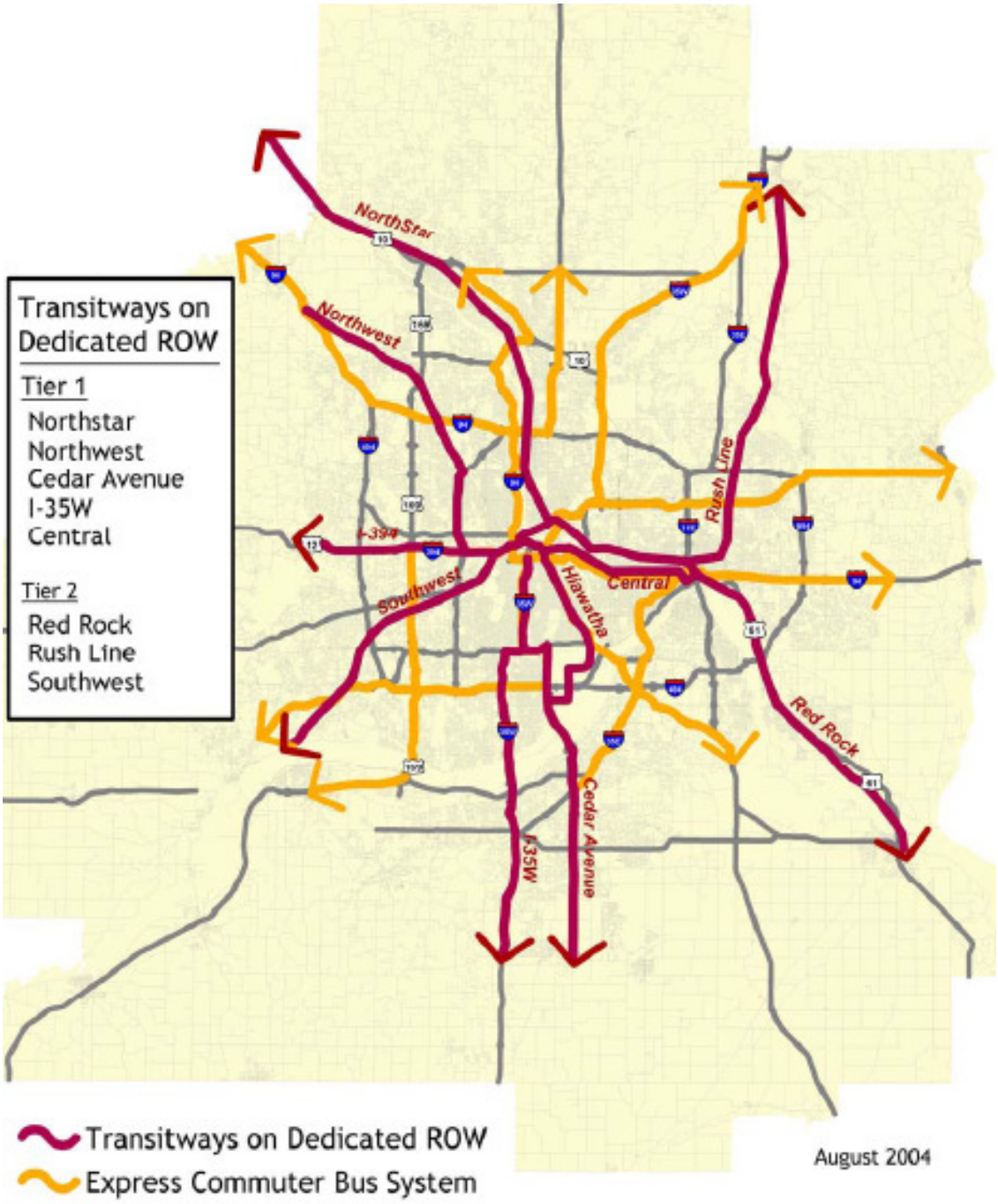

Figure VIII-11. 2030 Transitway System

Key to the regional system is the expansion of transit services that will ultimately provide commuters and other travelers with choices in how they choose to get to work, school, and other activities. Enhancements as part of local and state roadway improvement projects such as the addition of bus-only lanes on highway shoulders and the construction of added park-and-ride facilities will assist in developing a "network" of transit services and options. Residents of the community have existing alternative transit options such as Dial-A-Ride through the Anoka County Traveler and volunteer driver programs and ridesharing.

East Bethel currently has a park-and-pool facility at 237th Avenue and TH65. The City is also in the process of working with MnDOT to include a second park-and-pool facility at 207th Avenue and TH65 at the City-owned ice arena. The City received $250,000 in BAPTA funds to implement improvements at the site. Residents of the community can obtain further information on the park-and-pool sites on the City's website and in the quarterly newsletter.While East Bethel currently does not have regular route or express bus service, the demand is increasing for facilities such as a park-and-pool/ridesharing sites or park-and-ride facilities served by express buses that would travel to the Twin Cities metropolitan areas.

A Trunk Highway 65 Corridor Coalition has been formed to identify ways in which communities along the TH65 corridor, particularly between Ham Lake and Cambridge, can work together to improve transportation safety and mobility along the corridor, and provide multimodal options that would serve commuters. Traveling longer distances to work to enjoy living in more rural areas is a trend that continues to grow. Therefore, over the course of 2007, the Coalition intends to continue discussions surrounding the potential for implementing commuter/express bus service in the TH65 corridor. East Bethel will remain an active partner in Coalition discussions, and is interested in utilizing the park-and-pool site(s) within the City as stops along an express route.

In addition to bus and carpool services, commuter rail is an alternative being considered between the metro area north through Anoka County along the existing Burlington Northern Santa Fe rail line. The commuter rail, referred to as the Cambridge Corridor, has been identified as part of MnDOT's Commuter Rail System Plan; this corridor has not, however, been included in Metropolitan Council long-range planning documents.

The future Cambridge Corridor (formerly known as the Bethel corridor) runs north-south between downtown Minneapolis and Cambridge, with possible extensions north in the future. Figure VIII-12 on the following page is a map of the MnDOT Commuter Rail System Plan.

Commuter rail is considered to be a more cost effective alternative to other modes due to the ability to operate on existing rail lines versus constructing new infrastructure for the trains to travel. The NorthStar Corridor Commuter Rail line, which is furthest along in terms of funding and overall study completed to date, connects with the future Cambridge Commuter Rail line. At this time, details as to how the system of rail lines would connect have not been established.

The commuter rail station location for the Cambridge Commuter Rail line is currently sited within the City of Bethel. A small portion of the rail line runs through the City of East Bethel, and the City is reviewing development opportunities near the proposed station site that would best compliment the needs of commuters. A commuter rail station presents significant impacts as well as opportunities in this area of the community. The City of East Bethel will continue to

remain apprised of progress on the line, and identify ways in which it can maximize the benefits commuter rail would provide to the area.

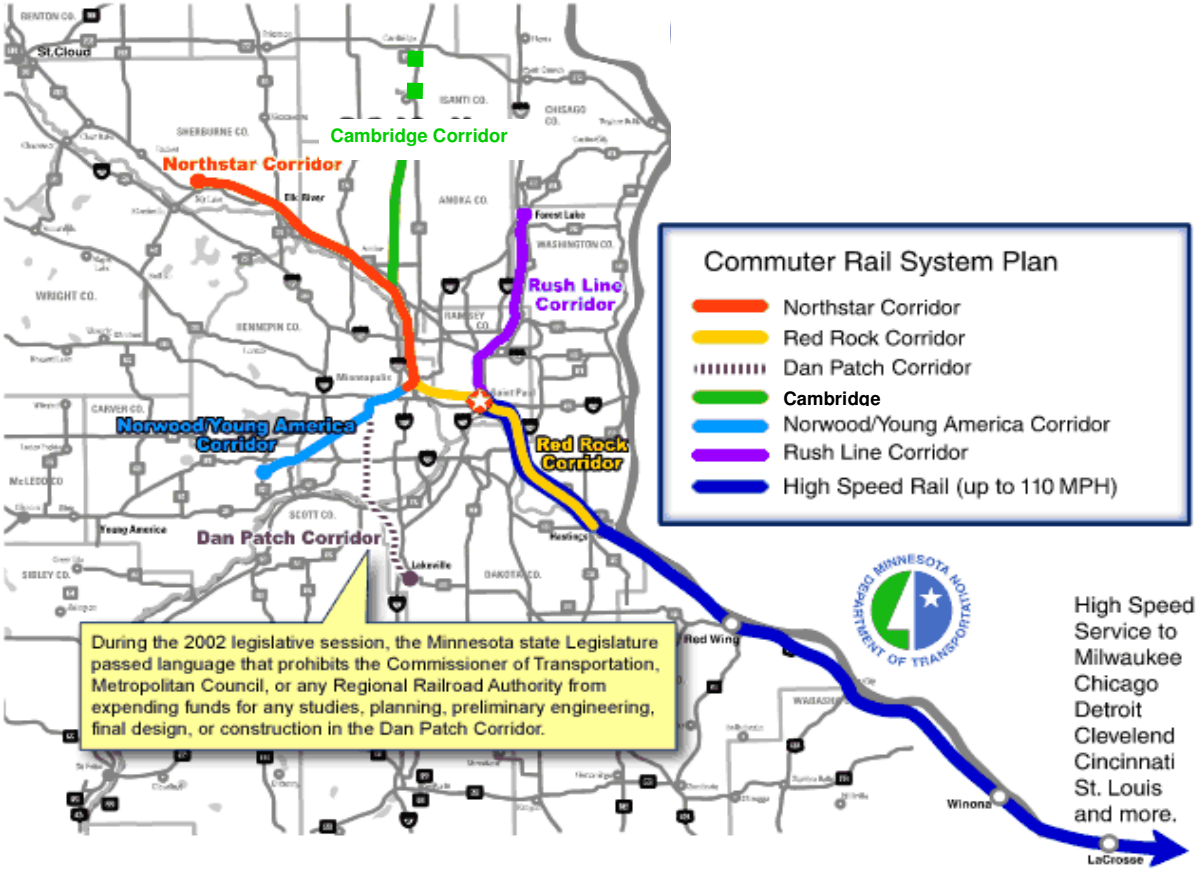

Figure VIII-12. Commuter Rail System

Aviation and Facilities

East Bethel is not located within any airport influence area. The closest airport to the City is the Anoka County-Blaine airport located 15 miles to the south of the City. The City will notify MnDOT in the event that any new structures are proposed in excess of 200 feet. The only lake where seaplane usage is permitted is Coon Lake in the southeast corner of the City.

Each community has a responsibility to ensure that the Comprehensive Plan includes air space protection from potential hazards to air navigation, including electronic interference. Local codes and ordinances will reflect measures to control height of structures, particularly as it relates to conditional use permits.

Additionally East Bethel recognizes, for purposes of safe use of surface waters and compatible land use, that within the seven-county metro area certain public waters are designated by MnDOT Office of Aeronautics as permitted seaplane use areas under state rules.

Future Planning Activities and Needs

The City of East Bethel recognizes the need for further study as it relates to various transportation impacts that future development and growth present. The City is considering a policy that would require traffic impact studies in the future relative to proposed developments. As part of East Bethel's continued growth and development, it is likely that the City will receive applications for large-scale development. In order to continue to provide traffic safety and mobility, the impacts of these developments need to be understood. The technical focus of this transportation plan was to identify the need and general location of proposed streets, regulate access, and guide right-of-way acquisition.

Transportation Goal and Policies

Goal:

Integrate land use and transportation planning to create a land use pattern and a transportation system that enhances the livability of the community.

Policies:

1. Maintain a safe, efficient, and convenient road transportation system.

2. Protect the integrity of the transportation system.

3. Incorporate transportation mobility and access into development plans.

4. Prepare a financial plan in coordination with Anoka County, the Metropolitan Council, and MnDOT for short- and long-range improvements.

5. Promote transit-oriented design in major community development areas and adjacent to future commuter rail stations.

6. Maintain and/or enhance linkages to the county and regional networks.

7. Work with the Metropolitan Council and Anoka County to provide transit opportunities to residents including express and local bus service, van/carpooling, commuter rail (Cambridge Commuter Rail service), and paratransit services.

8. Work with neighboring communities to identify opportunities that will ensure transit, bikeways, and other corridor connections to commuter rail services.

9. Preserve major transportation corridors through responsible development.

10. Draft and enforce the inclusion of bicycle/pedestrian ways as part of all new development plans.

11. Restrict access to TH65 through the adoption of reasonable intersection spacing and access management guidelines.

12. Work with MnDOT to replace existing accesses on TH65 with frontage and backage roads and intersections that meet spacing goals.

13. Actively participate in discussions with MnDOT and Anoka County regarding future interchanges and overpasses.

14. Actively participate in the TH65 Corridor Coalition and pursue opportunities to use existing and future transit facilities for commuter bus services.

15. Aggressively pursue providing other transit programs and opportunities that benefit residents and businesses.

16. Coordinate transportation planning and system improvements with affected local, county, regional, and state jurisdictions.

17. Work with Anoka County and MnDOT relative to transportation improvements along Viking Boulevard (CR22) to ensure adequate right-of-way is allocated for trails as expansion and upgrades are planned and implemented.

18. Develop land use development standards that promote safe access to the transportation system in the City.

19. Utilize Anoka County resources when appropriate as part of transportation planning data collection including traffic modeling projections for county, municipal state aid, and collector roadways.