

In 2017, residents expressed concerns during open houses for the Highway 47/BNSF Railway Crossing Study. In response to those concerns, the City began a study in partnership with MnDOT to develop a Highway 47 Corridor Plan for the segment of St. Francis Boulevard between the Anoka County Fairgrounds and Bunker Lake Boulevard.

Plan Objectives

Highway 47 corridor improvements will focus on:

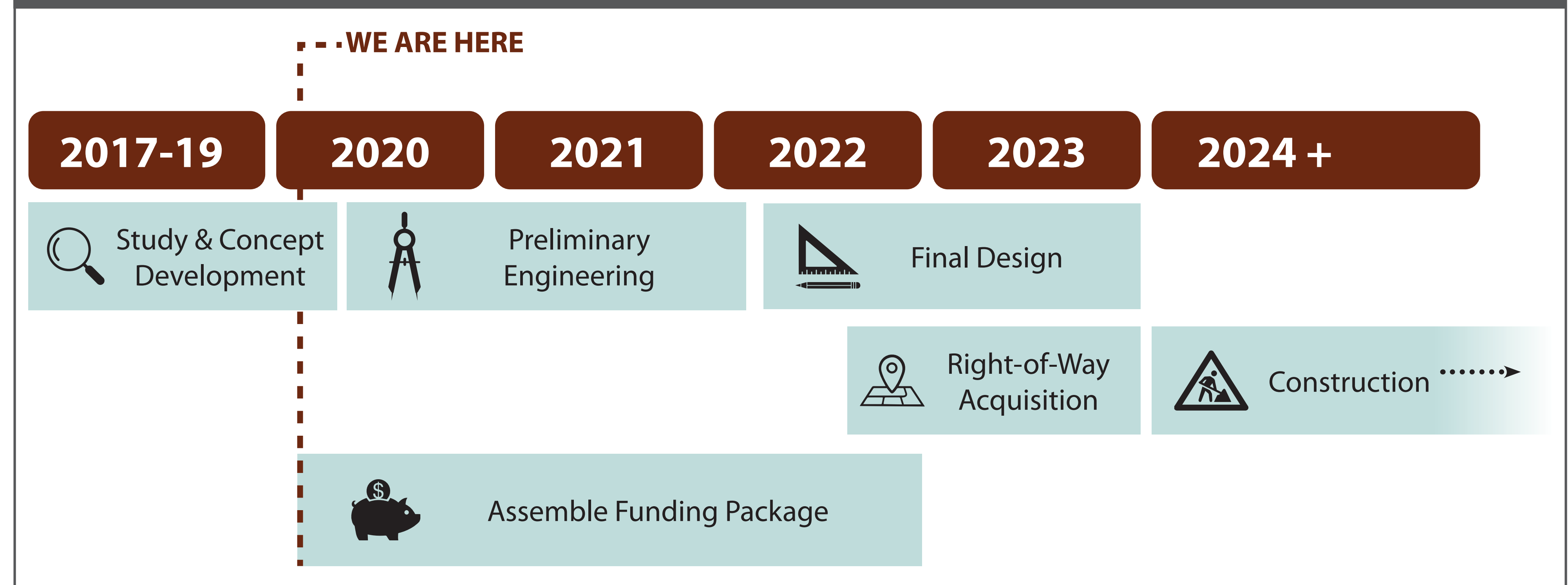
- Improved safety
- Vehicle access to neighborhoods
- Pedestrian and bicycle accommodations

We Need Your Input!

Visit the project website to learn more, sign up for updates, and find opportunities to provide input.

www.AnokaHwy47.com

Project Timeline



Meeting To-Do List

- Review information
- Talk with project staff
- Provide your input

Contacts

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Next Steps

- Review input from this meeting
- Refine concept
- Apply for funding

Corridor Issues

Highway 47
Traffic Backups & Congestion



High Crash Rate
(higher than state-wide average)



Sidestreet Backups
& Delayed Access
to Highway 47

Crash rate more than 3x average. Severe crashes are a concern.

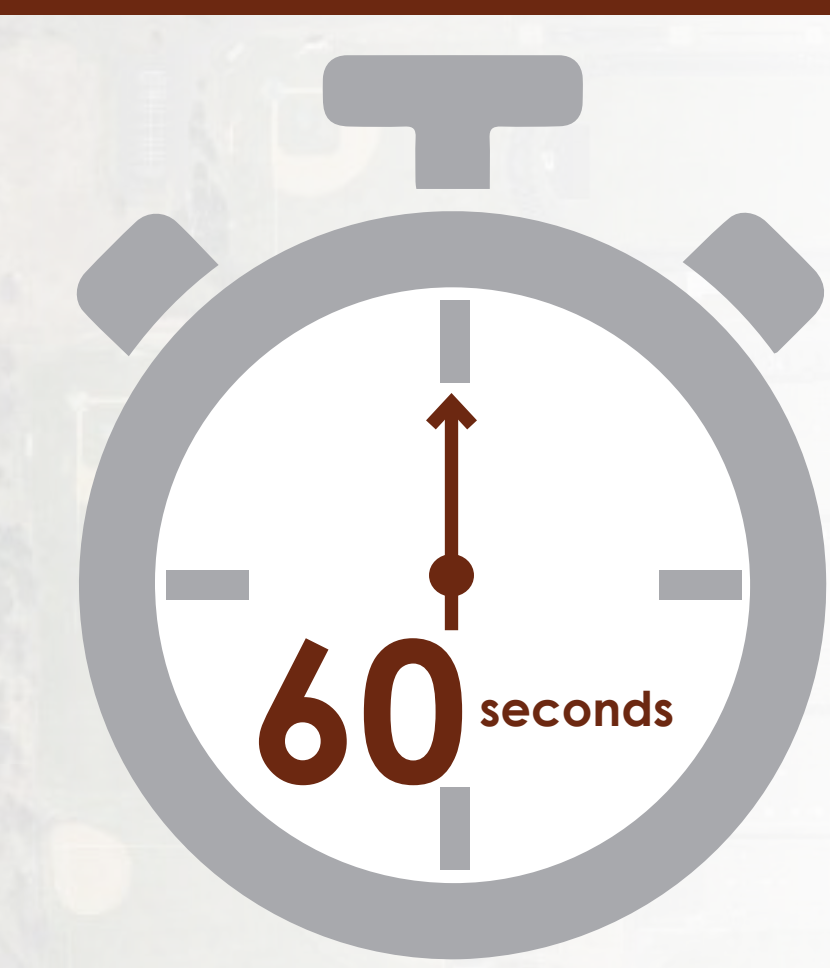
Congestion builds behind left-turning vehicle at the McKinley Street intersection

Lack of flexibility for turns. Property access adds to congestion and **safety** issues

Residents experience delayed access.



A driver will wait



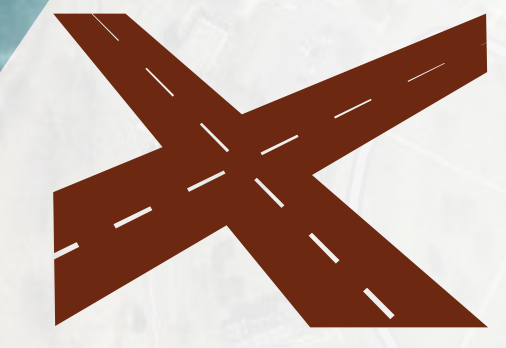
before making a risky move into traffic or taking a different route



3 out of 5 intersections within the corridor see wait times up to **2 minutes**

Corridor Needs

improvements will reduce crashes and provide more reliable access to the highway



Improve intersection operations & safety

Provide safe pedestrian & bicyclist routes



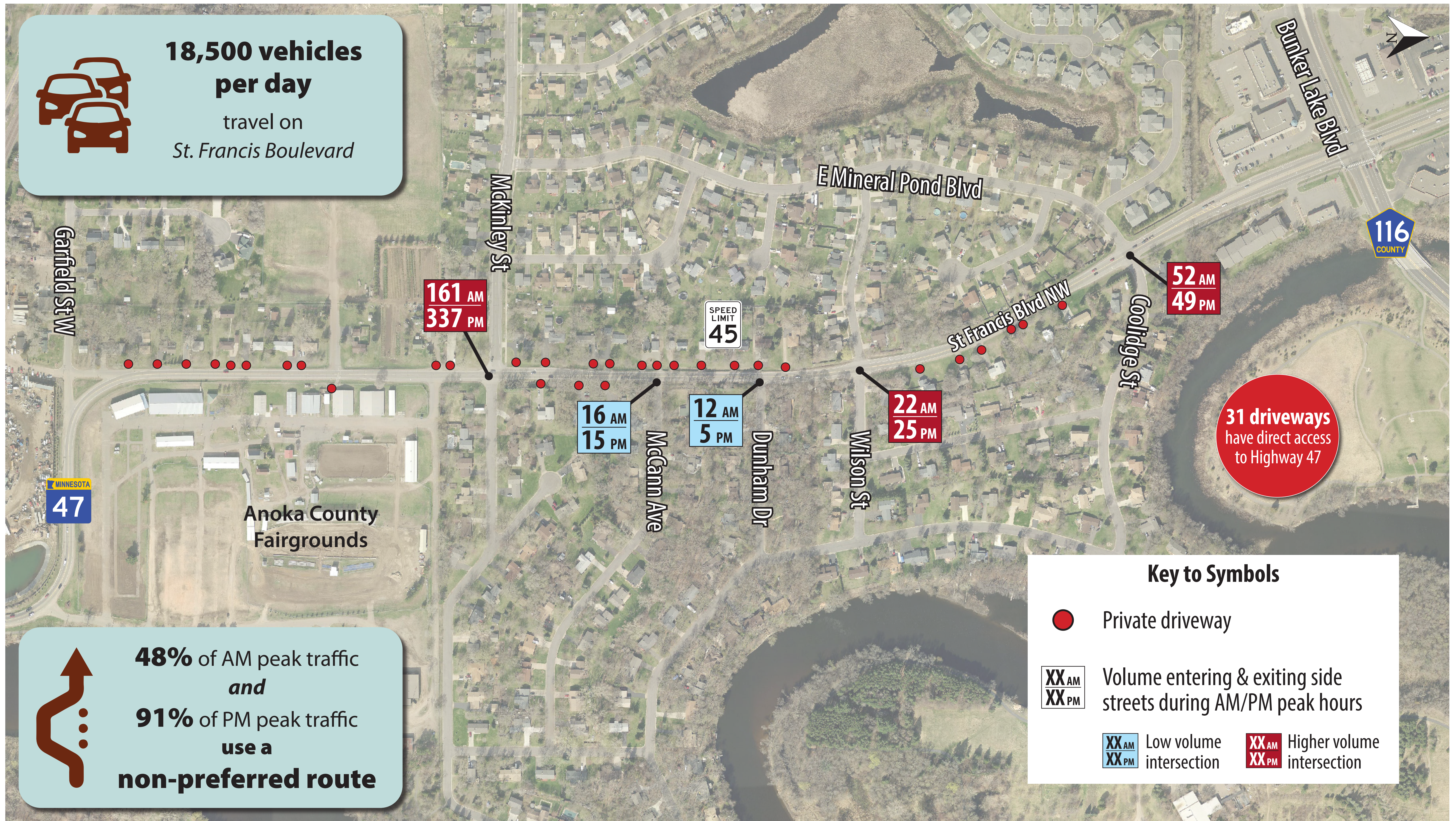
Provide safe driveway access


Accommodate future growth

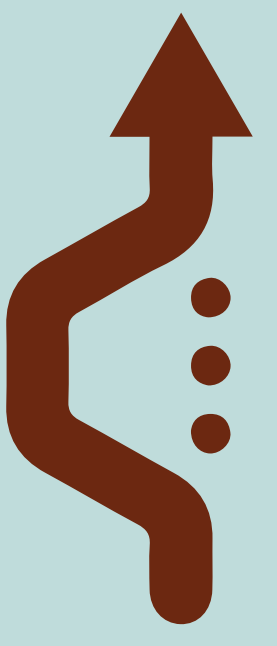


Neighborhood Access

AnokaHwy47.com







 **18,500 vehicles per day** travel on *St. Francis Boulevard*

 **48% of AM peak traffic and 91% of PM peak traffic use a non-preferred route**

31 driveways have direct access to Highway 47

Key to Symbols

-  Private driveway
-  Volume entering & exiting side streets during AM/PM peak hours
-  Low volume intersection
-  Higher volume intersection

Roadway Concept

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McKinley Street Intersection

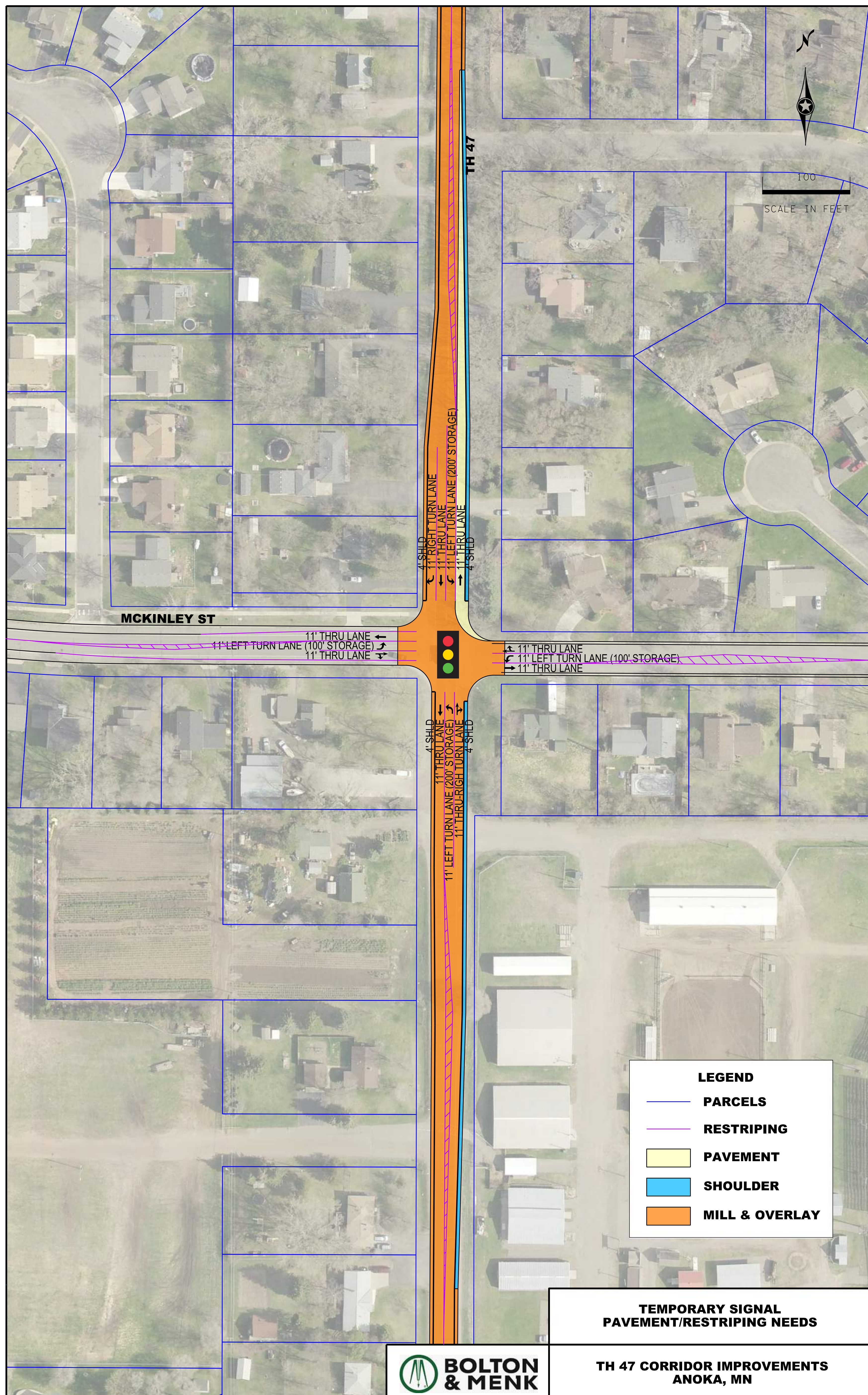


Installation of a traffic signal at McKinley Street is pending formal MnDOT approval.

McKinley Street Intersection Temporary Signal

AnokaHwy47.com

Potential for a temporary traffic signal to be installed at the McKinley Street intersection during Highway 10 construction. **Pending further analysis and MnDOT approval.**



Provide Your Feedback

AnokaHwy47.com

How do you think the project will impact your quality of life?

Provide your response by placing a dot within a box on the scale.

Impact to:



Safety

Mostly negative



Somewhat negative



Neutral



Somewhat positive



Mostly positive



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Impact to:



Vehicle Access to Neighborhoods

Mostly negative



Somewhat negative



Neutral



Somewhat positive



Mostly positive



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Impact to:



Pedestrian & Bicycle Accommodations

Mostly negative



Somewhat negative



Neutral



Somewhat positive



Mostly positive



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Nearby Projects

AnokaHwy47.com



KEY TO PROJECTS

- Highway 47 and County Rd 116/Bunker Lake Blvd intersection improvements
2021 (led by Anoka County)
- Highway 47/169 resurfacing
2021 (led by MnDOT)
- 7th Ave reconstruction
2021 (led by Anoka County)
- Highway 10 Rum River bridge replacement and intersection improvements
2022-23 (led by MnDOT)
- Fairoak/Thurston/W Main Street interchange construction
2022-23 (led by City of Anoka)
- Hwy 47 BNSF Railroad grade separation
TBD (led by MnDOT)

*All dates subject to change.

Highway 47 Railroad Grade Separation Project

Minnesota's Most Dangerous Crossing

ADDRESSING SAFETY AT FERRY STREET

The primary need identified at this crossing is to improve safety for motorists, pedestrians, bicyclists, and trains.



Reduced visibility



Driveway entrances too close to crossing

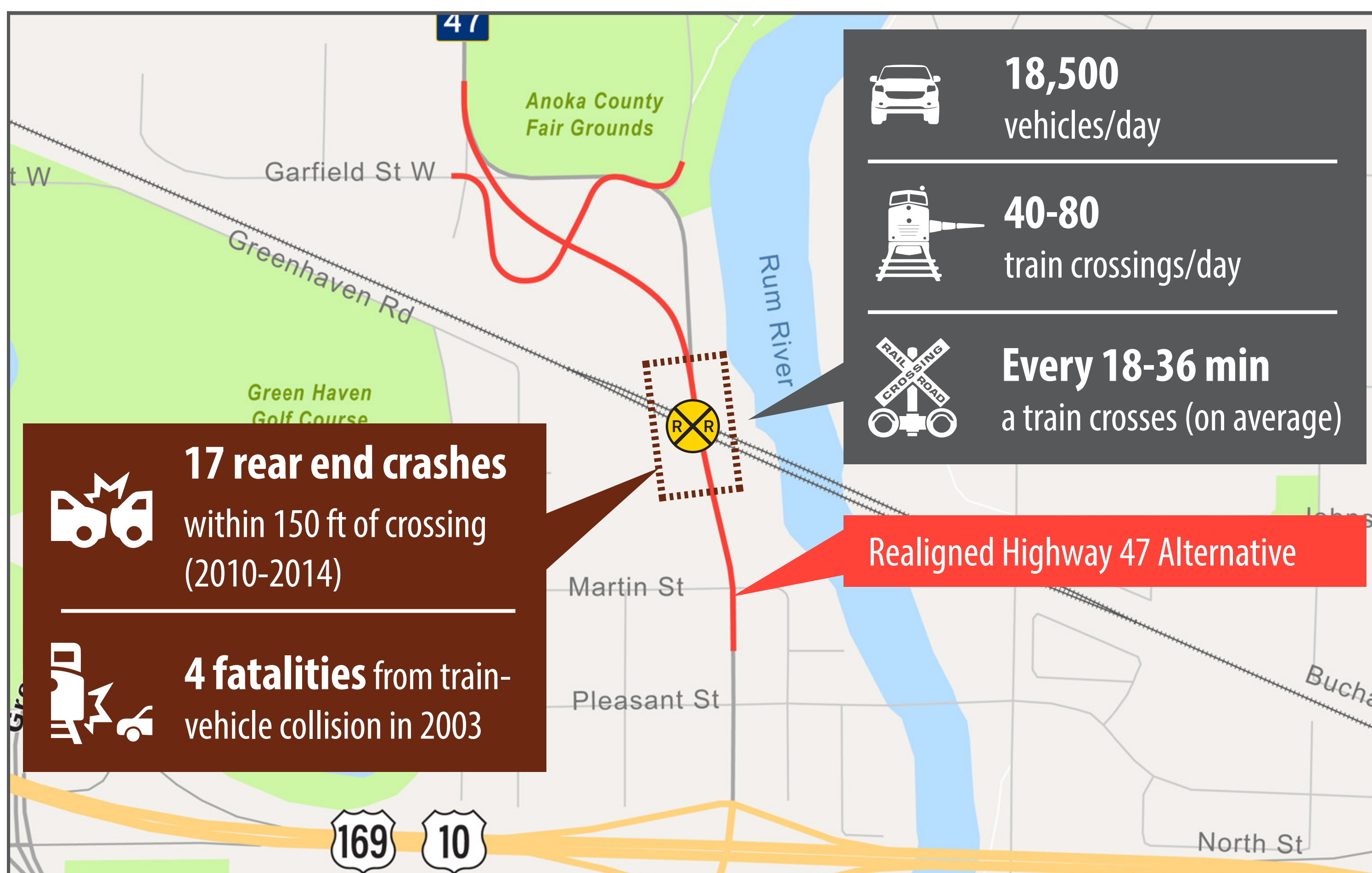


Traffic stopped 40 to 80 times per day with backups extending to Hwy 10

Local citizens, the Federal Rail Administration, MnDOT, and BNSF Railway staff have identified the Highway 47 (Ferry Street) - BNSF Railroad crossing as the highest priority railroad project in the state for public safety.



Looking south on Highway 47 (Ferry Street)



PRIORITIZING CRITERIA

When evaluating options to improve the crossing, the project team considered and prioritized the following criteria:

1. Improve Railroad Crossing Safety
2. Reduce Railroad Operations Disruptions
3. Minimize Filling in the Floodplain
4. Facilitate Public Discussion
5. Eliminate Motorist Delay due to Trains
6. Reduce Environmental Impacts from Contaminated Sites
7. Protect the Local Water Table
8. Minimize Park/Fairground Land Takings
9. Minimize Public/Private Access Closures
10. Reduce Construction Duration and Detours
11. Decrease Right-of-Way Takings
12. Preserve and Protect Historic Property

STUDY RECOMMENDATION: LONG OVERPASS BRIDGE



The overpass has fewer environmental impacts and is more cost effective than an underpass.



The bridge will have two travel lanes, a multi-use trail, and will be designed to allow for future expansion.



Traffic will no longer be stopped because of trains.



A long bridge has a lower estimated cost.



Graphic shown is conceptual and will change as the design is further refined.

Estimated Cost:
\$57 million

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DESIGN BENEFITS

Crossing Safety

The design reduces motorist delay and improves safety at the crossing.

Railroad Operations

The project will have little effect on railway operations.

Water & Soils

The water table will not be disturbed. Minimizes disturbance of contaminated soils.