

# COUNTY ROAD 5

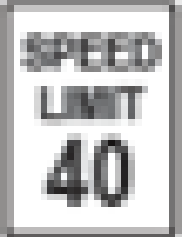
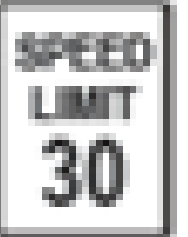
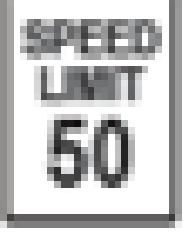
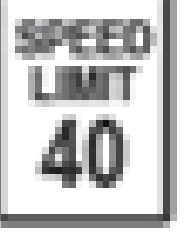
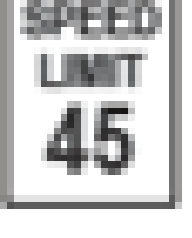

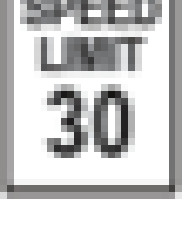
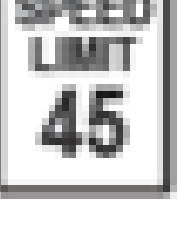
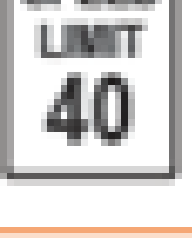

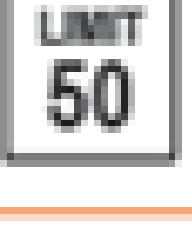







from Croixwood Blvd to Owens Street and from Linden Street to TH 96  
**Design Study of Pedestrian and Traffic Improvements**

## Could the speed limit be lowered?

**Speed limits are determined by Minnesota state laws and the state Commissioner of Transportation, not by City or County officials.**

- Drivers choose speeds based on their available sight lines and abilities to react to potential hazards.
- The roadway will still have generally the same alignment after the project, therefore it is not expected that the speed limit would change significantly.
- Posting a higher or lower speed limit has not been shown to significantly affect prevailing driver speeds in areas where it has been tested (as shown in table).
- Changes or improvements to infrastructure have been shown to have a greater impact on safety and will be studied for the corridor to improve conditions for pedestrians and bicyclists.

**It is standard Washington County practice to request a new speed study after any major project is complete, in order to ensure that the posted speed limit is appropriate for the new conditions.**

Speed Zoning Studies					
Study Location	Before	After	Sign Change +/- MPH	85% Before After	Change MPH
T.H. 65			-10	34 34	0
T.H. 65			-10	44 45	+1
Anoka CSAH 1			-5	48 50	+2
Anoka CSAH 24			+15	49 50	+1
Anoka CSAH 51			+5	45 46	+1
Hennepin CSAH 4			-10	52 51	-1
Noble Ave			+5	37 40	+3
62nd Ave N			-5	37 37	0
Miss. St			+5	39 40	+1

