



# 3.0

## TRAFFIC FORECASTS

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### 3.1 Methodology

The Anoka County travel demand model, which is based on TP+ software, was used for forecasting future year travel demand. The model was first run with the year 2000 dataset to establish baseline volumes. Two future year models were run using the year 2030 land use datasets to determine growth. Both 2030 roadway datasets included a six-lane section on TH 10 to 7th Avenue, consistent with the Anoka County Long Range Transportation Plan. One future year alternative included Coon Rapids Boulevard/East River Road with existing geometry (Alternative 1) and the other included an improved six-lane Coon Rapids Boulevard section between Egret Boulevard and Hanson Boulevard (Alternative 2). These two scenarios represent the future year “No-Build” and “Build” scenarios for the Coon Rapids Boulevard/East River Road corridor, respectively.

Additional scenarios were tested but not carried forward in the analysis. An unimproved (four-lane) TH 10 scenario was run, which is not consistent with the Long Range Transportation Plan. However, the model results did show diversion from TH 10 to Coon Rapids Boulevard/East River Road as a result of the congestion on TH 10. A scenario also was run that included six lanes on Coon Rapids Boulevard from the end of the existing six-lane section near Egret Boulevard to Round Lake Boulevard. The forecasted volumes from this scenario did not indicate a need to extend the six-lane section beyond Hanson Boulevard.

Future year model volumes were compared to the baseline volumes to establish the amount of growth anticipated in the “No-Build” and “Build” conditions. Growth was calculated by segment, and then aggregated and smoothed to balance the traffic volumes through the corridor. The projected linear growth ranged from 0 percent to 1.3 percent along the corridor for Alternative 1 (“No-Build”) and Alternative 2 (“Build”), which is consistent with the projected growth on proximate corridors.

### 3.2 Volumes

The projected growth was applied linearly to the existing traffic volumes to determine year 2030 forecast traffic volumes for both Alternative 1 (“No-Build”) and Alternative 2 (“Build”). The year 2030 forecasts are presented in [Exhibit 3-1](#). The forecast volumes reflect rounded values based on the American Association of State Highway and Transportation Officials (AASHTO) procedures.

The projected volumes for Alternative 1 (“No-Build”) indicate a borderline need for a six-lane section between Hanson Boulevard and Egret Boulevard. The borderline need is a result of capacity constraint along the Coon Rapids Boulevard/East River Road corridor and diversion of traffic to alternate routes. The projected volumes for Alternative 2 (“Build”) indicate a strong need for a six-lane section between Hanson Boulevard and Egret Boulevard with a corresponding increase in projected volume on Hanson Boulevard between Coon Rapids Boulevard and 111th Avenue. The other segments of Coon Rapids Boulevard/East River Road and proximate corridors indicate little change in projections between the two alternatives.

### 3.3 Alternative Land Use Scenarios

The year 2030 land use dataset was compared with the two alternative land use scenarios prepared by the project team with input from the City of Coon Rapids. The two alternative land use scenarios represent different redevelopment alternatives: one with more commercial and residential redevelopment, and one with more medical and office redevelopment. The parcels identified as ripe for redevelopment account for about seven percent of the area in their associated traffic analysis zones along the corridor. Those 19 areas are shown in [Exhibits 3-2](#) and [3-3](#). The growth in land use and trip generation in the 2030 model

dataset is generally consistent with the growth resulting from the two land use alternatives, such that Coon Rapids Boulevard/East River Road volume projections and the necessary roadway cross section would not be impacted by the alternative land use scenarios.

#### 3.3.1 Coon Rapids Community Center

One specific alternative land use scenario that was studied in greater detail was the proposed community center in Coon Rapids. The city has conceptual plans for the development of a community center on the site of the former Target near 111th Avenue. The city has approved the construction of a new ice hockey arena to replace the existing Cook Arena on part of this site. The existing Cook Arena would be demolished and replaced with parking as part of the phased development of the community center. The change in land use may impact the traffic operations along part of the corridor which will be investigated in Section 4, Concept Development and Analysis.





EXHIBIT 3-1 Year 2030 Forecast AADT Volumes

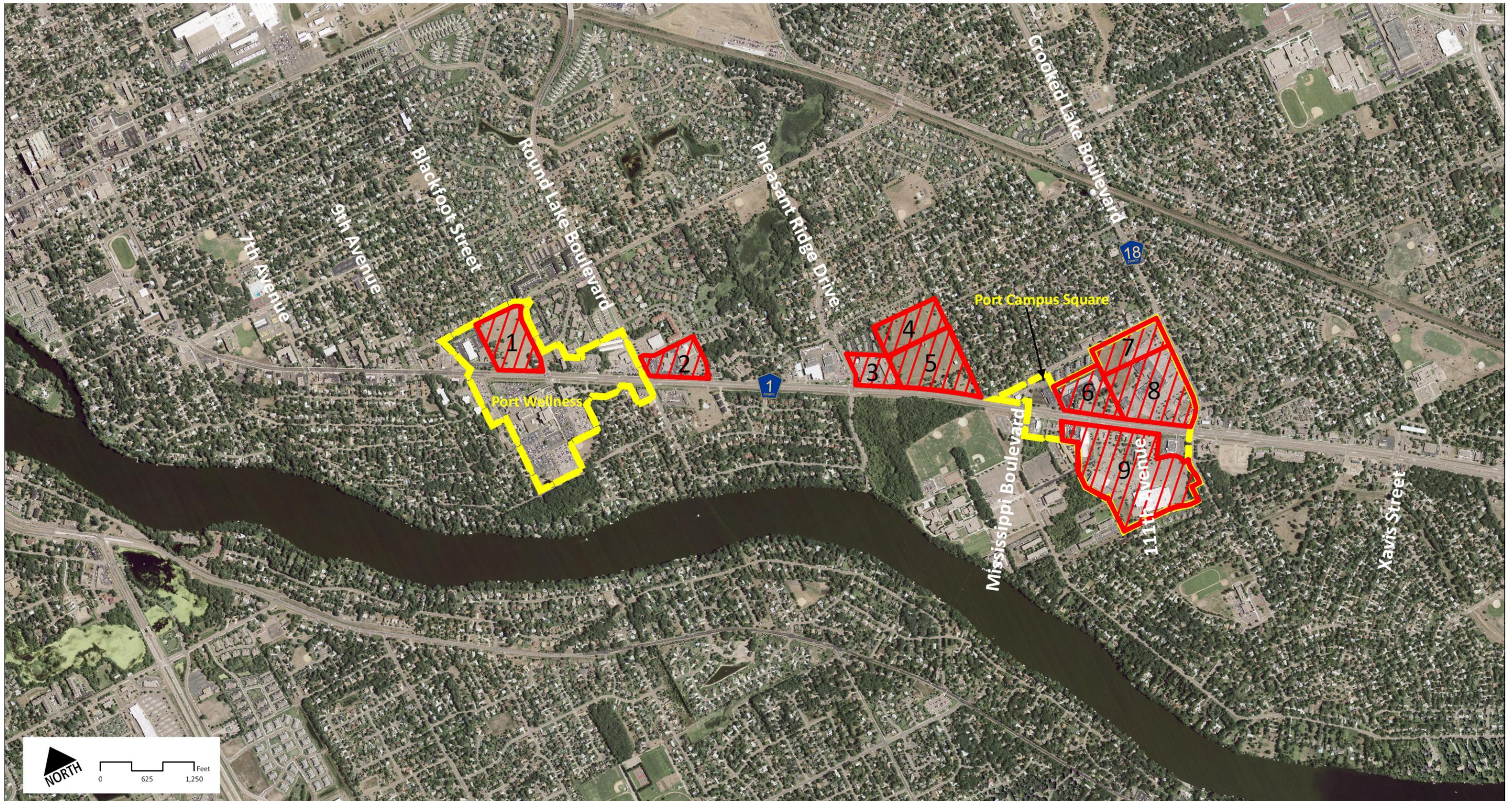


EXHIBIT 3-2 Potential Redevelopment Areas (1 of 2)

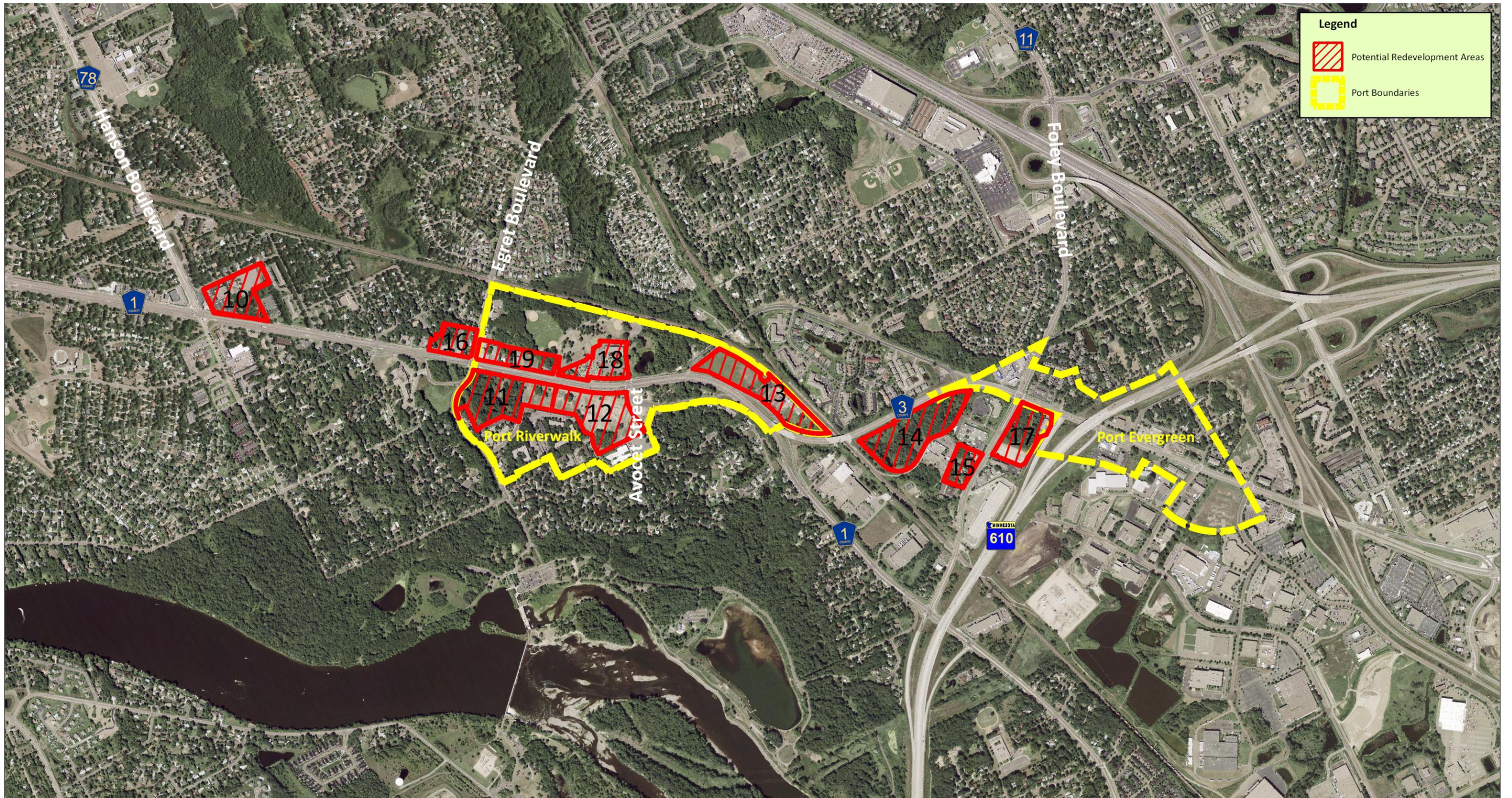


EXHIBIT 3-3 Potential Redevelopment Areas (2 of 2)

