DEPARTMENT OF TRANSPORTATION

Northwest Metro Mississippi River Crossing

Feasibility Analysis

Appendix A: Context Analysis Report

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Date:	October 8, 2020
Subject:	Northwest Metro Mississippi River Crossing Feasibility Analysis: Context Analysis Memorandum

NORTHWEST METRO
Mississippi River Crossings
Feasibility Analysis

Context Analysis Report

October 8, 2020

Introduction

The Twin Cities Northwest Metro Area is one of the fastest growing areas in Minnesota. Growth in housing, population and employment is expected to continue at the same pace over the next twenty years. This growth has generated increased vehicular traffic loaded on the system for this region, resulting in more congestion, travel delay, and safety issues on area roadways. The Mississippi River forms a natural barrier to travel in this area. It is important to understand regional transportation needs as they relate to the three river crossings (101, 169, and 610), within the context of a rapidly growing area.

There are three existing roadway crossings of the Mississippi River in this area – Trunk Highway (TH) 101 between Otsego and Elk River, TH 169/47 between Champlin and Anoka, and Highway 610 between Brooklyn Park and Coon Rapids. The NW Metro Mississippi River Crossings Feasibility Analysis is just one step of many to understand the need for increased river crossing capacity. As part of this analysis, the Minnesota Department of Transportation (MnDOT) has requested a Context Analysis be completed.

This Context Analysis includes a review of past studies, local municipal and county comprehensive plans, and future land use and transportation elements. It is both a *Look Back* and *Look to the Future*. It includes a comprehensive review of previous land use and transportation planning efforts related to the analysis area, as well as future planned land uses, transportation infrastructure and anticipated demographic changes that are likely to alter travel patterns in the future.

Background

River crossings in this area have been studied several times in the past few decades. In 1989, MnDOT and the Metropolitan Council requested the Transportation Advisory Board study major river crossing needs for the entirety of the Twin Cities Metropolitan Area. In 2002, MnDOT conducted an origin-destination study to better understand travel patterns of bridge users. In 2004, a scoping decision document entitled *Northwest Metro Corridor and River Crossing Study* was completed by MnDOT. The scoping decision analyzed and recommended various alternatives to develop a new river crossing and approach roadways in the Northwest Metro. Momentum behind this effort waned in the past decade as a result of several factors, including a lack of agreement regarding jurisdiction of a future road alignment and river crossing and ongoing state investments in nearby highway and interstate corridors . No one jurisdiction or collection of partners has emerged as a champion of this effort. MnDOT noted in the 2004 Scoping Decision Document that lack of funding and public opposition from some of the project stakeholders led to a decision to pause future plans for environmental documentation. This pause did not preclude the need for additional Mississippi River crossing capacity, which MnDOT maintained would be needed in the future.

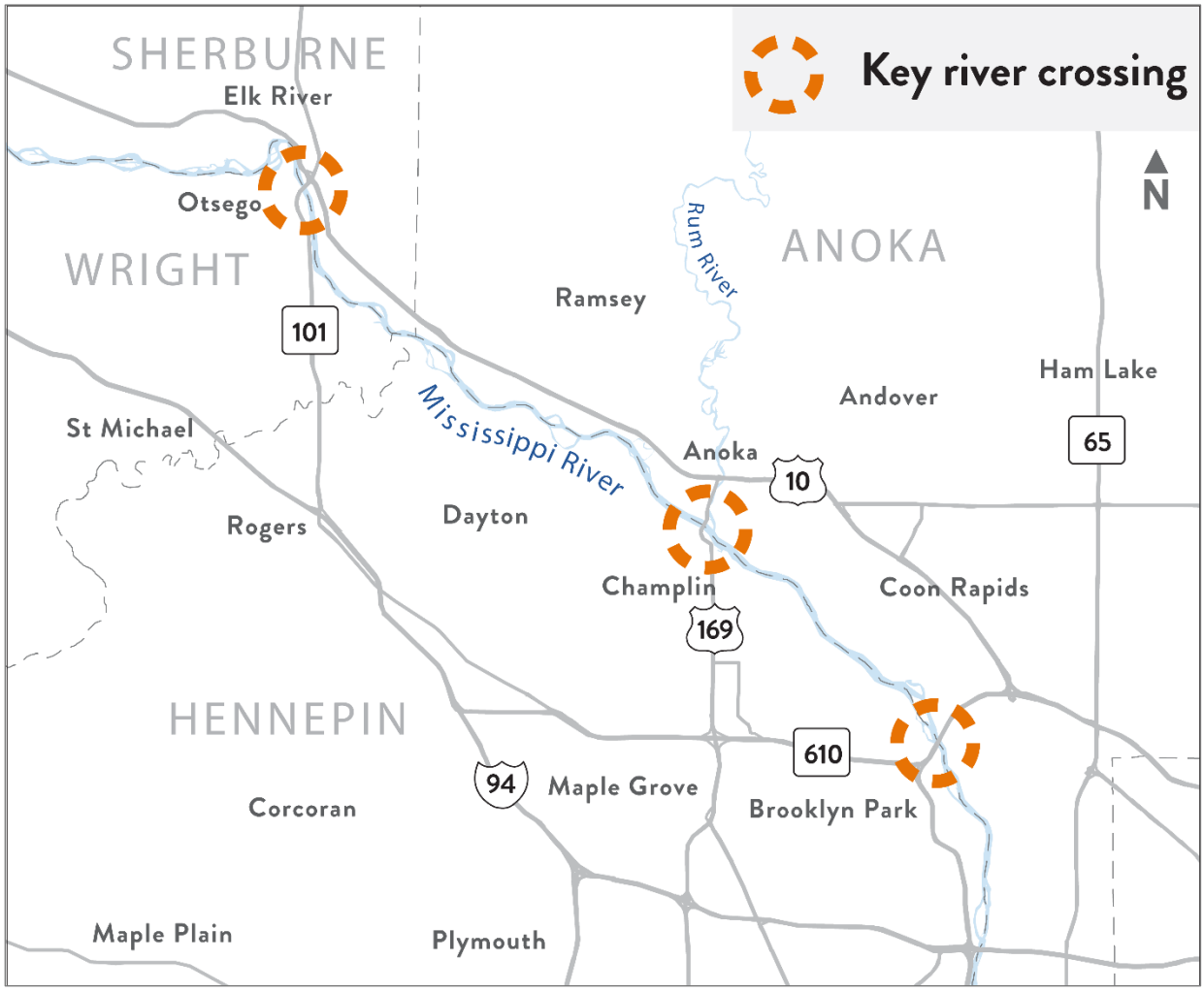
In addition to MnDOT-sponsored studies, Hennepin and Anoka Counties have both looked into the river crossing issue as part of area transportation plans on both sides of the river, as have the cities of Dayton and Ramsey.

Details of all these studies – along with area related area transportation and land use policies within area city and county comprehensive plans – are included in this context analysis.

Feasibility Analysis Area

The Feasibility Analysis Area extends from Otsego and Elk River (Wright and Sherburne Counties) to Coon Rapids (Anoka County) and Brooklyn Park (Hennepin County). The area includes many cities on both sides of the Mississippi River and in close vicinity to understand the regional transportation planning context. Anticipated development and redevelopment trends for population, household, and employment have high potential to reshape cities on both sides of the river and increase pressure on the regional transportation system. This means increased flow of people and goods across the river where existing crossings are limited, and new crossings lack full support.

Figure 1: Feasibility Area Map



Analysis Area Demographics

Table 1 identifies anticipated growth in population, households, and employment for the 13 cities that comprise the analysis area. Combined statistics, provided by Metropolitan Council System Statements for inclusion in Comprehensive Plans and the State Demographer's projections, suggest an increase in population of 75,355, the addition of 31,938 households, and 30,019 more jobs could occur by 2040. **Figure 2** depicts the study area, along with development and redevelopment areas, and household growth to more clearly understand the growth context that should be carefully considered through the decision-making process for the future of the regional transportation system. By any measure this is a rapidly urbanizing area, and transportation challenges will result alongside this growth.

Table 1. Projected Growth

City	Population				Households				Employment			
	2020	2040	Change	% Change	2020	2040	Change	% Change	2020	2040	Change	% Change
Anoka[1]	18,700	21,200	2,500	13.4%	7,900	8,900	1000	12.7%	13,800	14,400	600	4.3%
Brooklyn Park[1]	83,000	97,900	14,900	18.0%	28,720	34,300	5580	19.4%	32,100	40,200	8100	25.2%
Champlin[1]	23,200	24,000	800	3.4%	8,800	9,600	800	9.1%	4,400	4,800	400	9.1%
Coon Rapids[1]	64,800	72,000	7,200	11.1%	25,500	29,300	3800	14.9%	27,100	30,900	3800	14.0%
Corcoran[1]	6,700	11,300	4,600	68.7%	2,500	4,700	2200	88.0%	1,700	2,300	600	35.3%
Dayton[1]	5,900	10,400	4,500	76.3%	2,000	4,400	2400	120.0%	2,000	3,000	1000	50.0%
Elk River[2]	24,890	25,940	1,050	4.2%	8,660	9,330	670	7.7%	12,600	12,800	200	1.6%
Maple Grove[1]	70,900	89,700	18,800	26.5%	26,600	33,100	6500	24.4%	38,400	47,000	8600	22.4%
Osseo[1]	2,730	3,170	440	16.1%	1,300	1,500	200	15.4%	1,920	2,300	380	19.8%
Otsego[2]	17,300	19,400	2,100	12.1%	5,975	6,692	717	12.0%	9,028	9,767	739	8.2%
Ramsey[1]	26,400	34,700	8,300	31.4%	9,400	13,000	3600	38.3%	6,700	8,100	1400	20.9%
Rogers[1]	14,200	22,800	8,600	60.6%	5,000	8,750	3750	75.0%	11,400	14,800	3400	29.8%
St. Michael[2]	17,835	19,400	1,565	8.8%	5,679	6,400	721	12.7%	10,400	11,200	800	7.7%
Total	**376,555**	**451,910**	**75,355**	**20%**	**138,034**	**169,972**	**31,938**	**23%**	**171,548**	**201,567**	**30,019**	**17%**

Sources:

[1] Metropolitan Council System Statements

[2] Extrapolated from data from Minnesota State Demographer, US Census On the Map

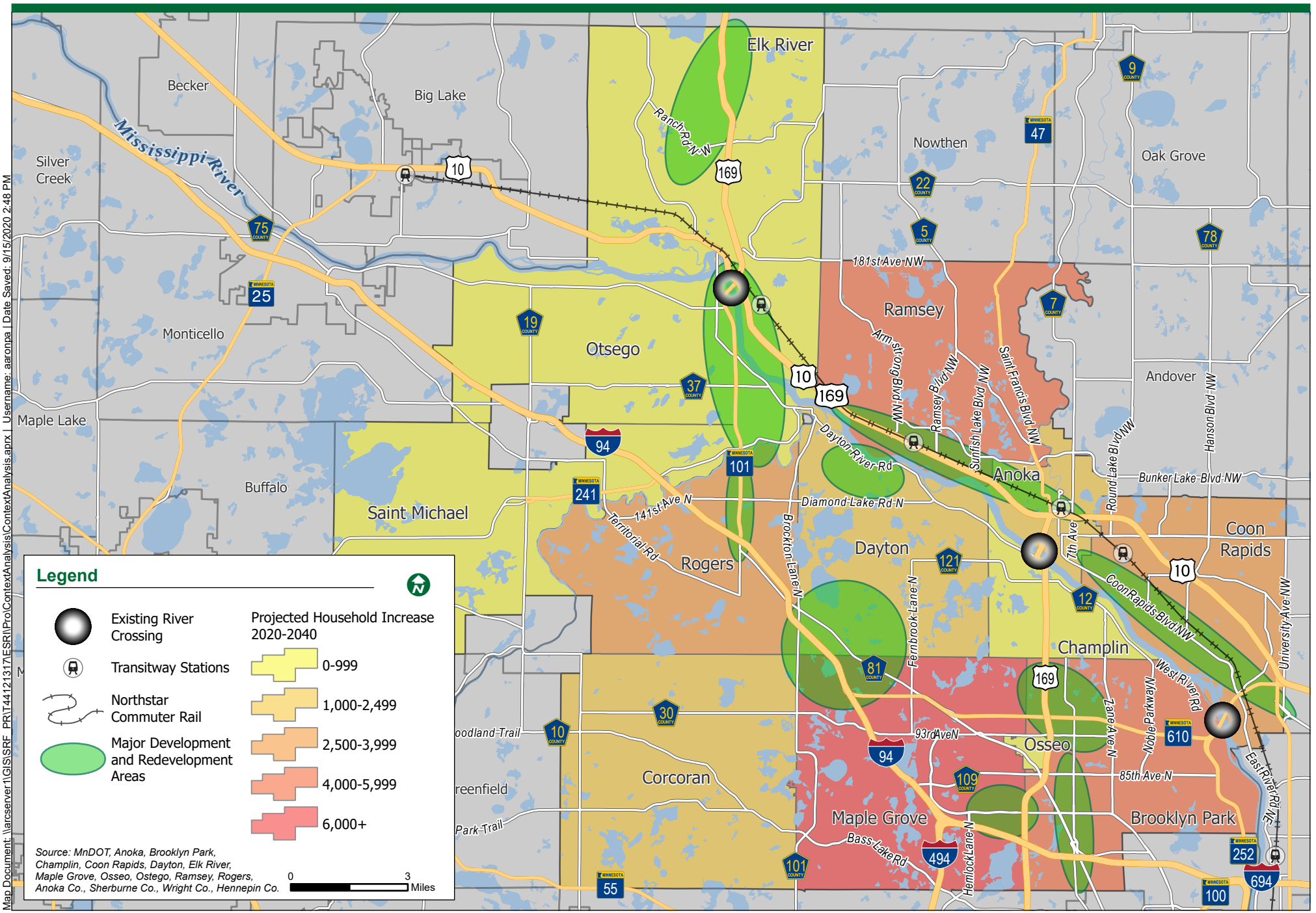
DEPARTMENT OF TRANSPORTATION

NORTHWEST METRO

Mississippi River Crossings Feasibility Analysis

Figure 2: Context Analysis

September 2020



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Plan & Study Review

Major River Crossing Study Report (1989)

The purpose of this study, requested by the Met Council and MnDOT, was to understand river crossing needs at the Mississippi, Minnesota and St. Croix Rivers in the Twin Cities Metropolitan Area. The study ranked bridges that needed to be built, replaced or rehabilitated by 2010. It reviewed the status of 35 Metro Area river crossings.

Look Back

The TH 169 bridge between Anoka and Champlin was identified as the second highest priority bridge in the study group. The original structure dates to 1929, but it was reconstructed in 1991. It was determined the four-lane deck under design in 1991 would not be able to correct current and future capacity problems in this area. The task force concluded additional capacity would be needed in the future for this stretch of the Mississippi. Improvements for TH 610 to the south were expected to satisfy demand needs for the next ten years (through 1999).

The TH 610 bridge between Brooklyn Park and Coon Rapids was also identified by the study as requiring attention (ranking 13th of 20 bridges reviewed). Although it was one of the newest bridges in the Twin Cities at that time, future severe congestion was anticipated in the area. The eventual plan was to construct two, three-lane bridges for TH 610 at this location.

The study did not consider the TH 101 bridge between Otsego and Elk River since this was considered outside of the Metropolitan Area at the time.

Look to Future

The TH 169 bridge is still a 4-lane facility today. The TH 610 crossing currently has two bridges with each carrying four lanes of traffic – well in excess of the future bridge anticipated in the Major River Bridge Crossing Study.

The 1989 study discussed a new river crossing for this area, though it did not identify a location. It noted that total regional demand can generally be satisfied by providing increased capacity at TH 610 and I-694 (the reconstruction planned at TH 169 was not then planned to add capacity and no capacity has since been added to that crossing), but that the orientation of travel demand may still require an additional river crossing. It recommended the affected cities and counties should work in cooperation with MnDOT and the Met Council to complete the additional studies needed to determine the design and location of an additional river crossing, and should preserve the right-of-way needed for future implementation.

Mississippi River Bridge Crossing Study (2002)

This was an origin-destination study of three river crossing in the northwest metro – TH 610 (Brooklyn Park-Coon Rapids), TH 169 (Champlin-Anoka) and TH 10 (Otsego-Elk River).

Look Back

For TH 101 bridge, the study found most origins were in the vicinity of the bridge (e.g. Elk River, Otsego, Zimmerman, etc.). The top five nearby destinations accounted for more than 50% of trip origins, and the top ten (also nearby origins) accounted for 70%. Most destinations were in the immediate vicinity, as well. Almost half of all destinations were in Elk River, Otsego, Anoka, Ramsey, Maple Grove, Brooklyn

Center, Coon Rapids and Rogers. At the time of the study, Downtown Minneapolis was among the top five destinations, accounting for 7.7% of destinations. Downtown Minneapolis was the largest employment center in the state in 2002 and remains so today.

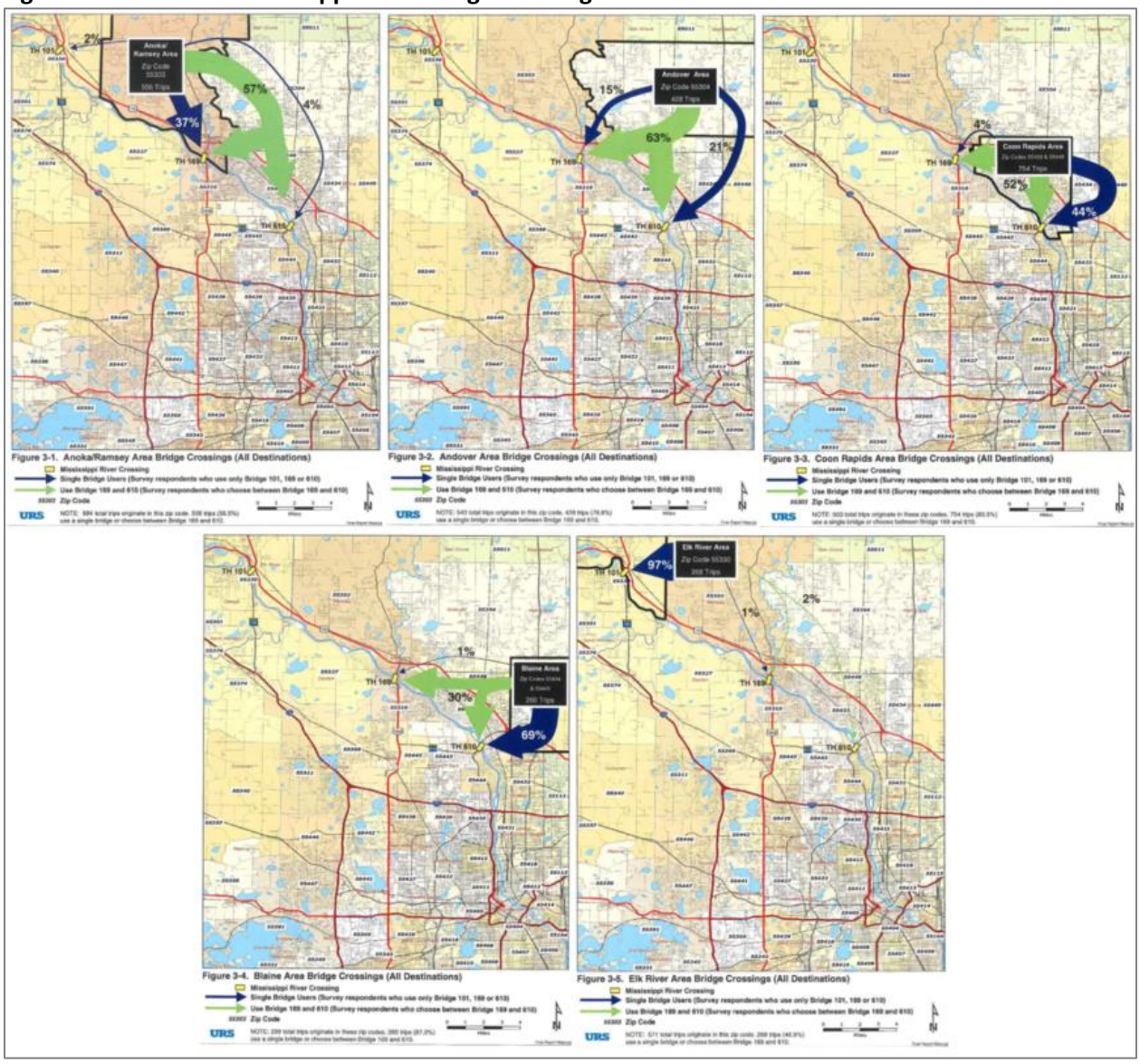
For the TH 169 bridge, the study again identified most origins were in the nearby vicinity, as were most destinations. The top five origins (all nearby) accounted for 53.8% of trip origins, and the top ten (also nearby origins) accounted for 72.3%. Nearby localities in the top ten destinations accounted for 58.1% of destination trips. Downtown Minneapolis was among the top five destinations, accounting for 6.8% of destinations.

For the TH 610 bridge, the top five origins (all nearby) accounted for 51.7% of origins, and the top ten (all nearby) for 72%. Nearby localities account in the top ten destinations account for 57% of destination trips. Downtown Minneapolis was among the top five destinations, accounting for 8.7% of destinations.

Users were not exclusive bridge users. They tended to split use of the three crossings, generally dependent on location. For instance, 57% Anoka/Ramsey area survey respondents reported splitting use of the TH 169 and 610 bridges, and 37% exclusively use TH 169. This pattern is repeated for many nearby localities, except for locations such as Elk River, where respondents reported almost exclusively using TH 101.

Figure 3 shows bridge use patterns from a collection of north-of-river origins.

Figure 3: 2002 North Mississippi River Bridge Crossing Patterns



Look to Future

The study did not identify future trends, a need for a future river crossing, or the location of a potential crossing. It was intended solely to gain understanding of how and where people were traveling at the time of the study.

Progress

As an origin-destination study only, this study did not identify any future needs but was to be a tool for future decision-making for river crossing needs in the region.

Key Takeaways

- Most bridge traffic in 2002 originated from and was destined for nearby cities.

- Minneapolis was strongly represented as a destination (6.8-8.7% of all destinations), a number that has likely grown since 2002 with added housing for the feasibility area and increased numbers of jobs in Downtown Minneapolis

Northwest Corridor and River Crossing Study: Scoping Decision Document (2004)

Look Back

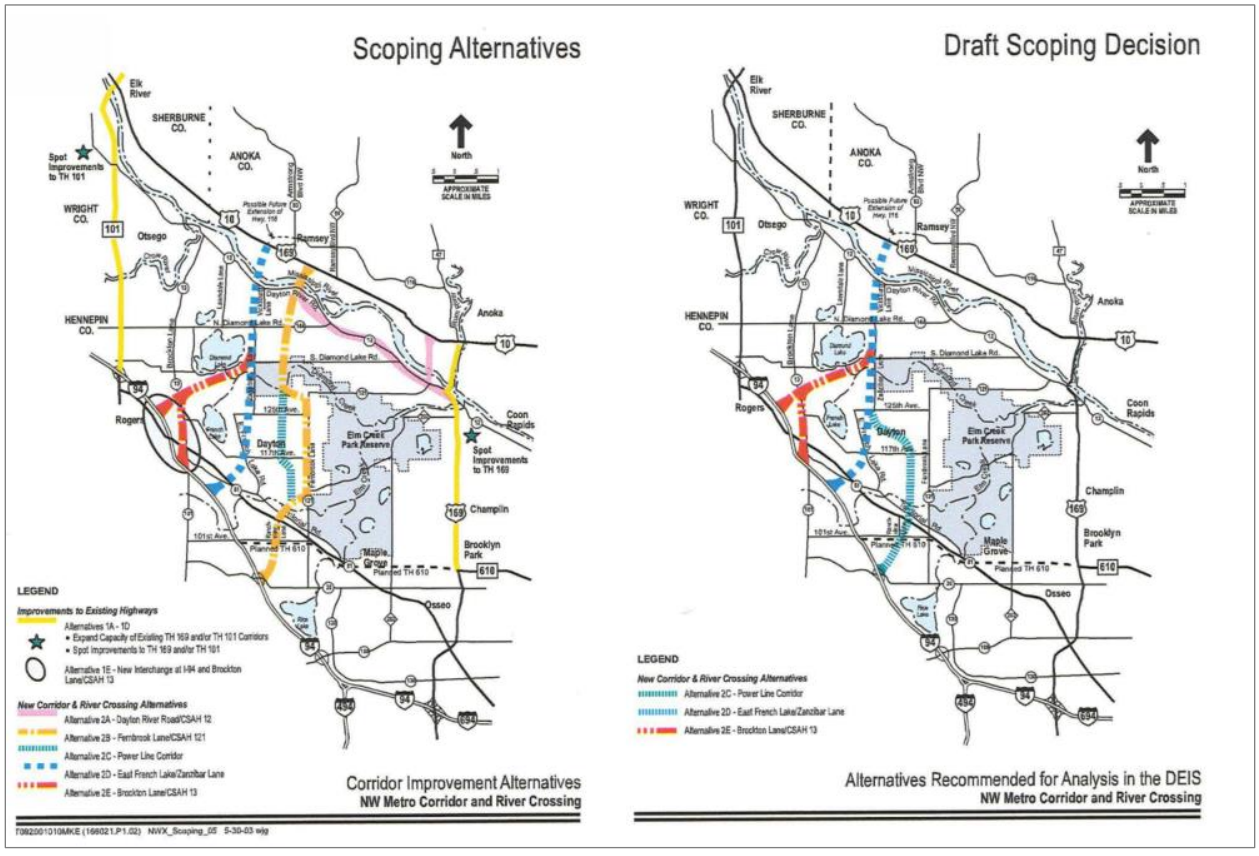
The Scoping Decision Document (SDD) is the most in-depth study on the river crossing utility and feasibility. It states that, at the time of authorship, there had been significant growth in population and traffic congestion in the northwest metro area. Traffic studies at that time identified the need for more capacity for area highways.

Look to Future

The SDD proposed improvements to existing north-south highways crossing the Mississippi River – TH 169 between Champlin and Anoka or TH 101 between Otsego and Elk river, and/or the development of a new north-south highway corridor midway between TH 169 and TH 101. It proposed the advancement of one of two alternatives: no build or official mapping of a new trunk highway and river crossing location between I-94 or the future extension of TH 610 on the south (note that this extension has since been completed) and TH 10 / TH 169 on the north.

The SDD reviewed alternatives and advanced three alternatives for future study (see **Figure 4**).

Figure 4: 2004 SDD Alternatives and DEIS Recommendation



The alternatives recommended to be carried forward for a draft environmental impact statement included the following.

- Alternative 2C – Powerline corridor crossing westward to link with Zanzibar Lane alignment
- Alternative 2D: East French Lake Road/Zanzibar Lane corridor
- Alternative 2E: Brockton Lane (CSAH 13) corridor crossing eastward to link with Zanzibar Lane alignment

The SDD also identified *alternatives with independent utility* which are reasonable to consider in the future for further study even though they would not satisfy the original purpose and need in the scoping study. These included:

- Transportation demand management measures
- Alternative 1B: Improve/expand capacity of TH 101
- Alternative 1C: Spot improvements to Ferry Street / TH 169
- Alternative 1D: Spot improvements to TH 101
- Alternative 1E: Spot improvement new interchange at I-94 and Brockton Lane (CSAH 13)

The SDD included a schedule for environmental documentation that should occur to advance the river crossing concept. These were:

- Preparation of Environmental Impact Statement Notice;
- Tier 1 Environmental Impact Statement and Public Hearing;
- Tier 1 Final Environmental Impact Statement;
- Tier 1 Record of Decision; and
- Adequacy Determination.

Progress

Several proposed improvements recommended in the SDD have since been completed or are planned. Completed projects include capacity expansion to the I-94 corridor north of TH 101 and interchange improvements at TH 101, extension of TH 610 and a new interchange at I-94, a new interchange at Armstrong Blvd and TH 10 in Ramsey, and a freeway conversion for TH 101 north of I-94. Planned improvements include more capacity expansion for I-94 north and south of TH 101, a new interchange in the vicinity of I-94/Brockton Lane, capacity expansion for TH 10 in Coon Rapids, a freeway conversion for TH 10 in Anoka and Ramsey and a freeway conversion for TH 169 in Elk River. There have been or will be significant improvements to the main highway and arterial roadways surrounding the feasibility study area.

No progress has been made on furthering a new crossing through initiation of an environmental review document. MnDOT stated in the 2004 study that the SDD was characterized by controversy, and that lack of funding and public opposition from some of the project stakeholders encouraged MnDOT to pause efforts following the SDD to initiate an EIS. MnDOT did assert, however, that demand for river crossing improvements would persist and that future Mississippi River Crossing capacity would be required.

Notably, an interchange is currently under construction in 2020 for a new road (Dayton Parkway) just east of Brockton Lane (Dayton Parkway). This will include a diverging diamond interchange with I-94 and new road between CH 81 and CH 101 (Brockton Lane). The eventual intention is to extend Dayton Parkway further north and link to Zanzibar Lane. This is shown in the SDD as Alternative 2D, to be advanced for future consideration.

In comments on the SDD, the City of Dayton expressed concern that a new river crossing would result in a number of negative impacts, including increased traffic, crime, pollution, cutting the City of Dayton in half, negatively impact the rural nature of Dayton, and would result in the loss of taxable land. This sentiment was echoed by the majority of comments received.

Key Takeaways

- Increased congestion expected on TH 101 and TH 169
- Expanded capacity on TH 101 would not solve congestion problems for TH 169
- A centrally located, new river crossing would carry a large volume of traffic and would provide a reasonable choice for many travelers who would otherwise use the TH 101 or TH 169 bridges
- Numerous improvements have been completed and are planned for major roadways and interchanges throughout the feasibility study area.
- Environmental documentation has proceeded for a new interchange at Dayton Parkway as part of MnDOT's I-94 Resurfacing and Brockton Interchange Project; an interchange is currently under construction southeast of the Brockton Lane/I-94 crossing that follows a portion of SDD recommended Alternative 2D.
- No additional environmental process has progressed for other portions of the Zanzibar Lane and future river crossing connection to Armstrong Blvd.
- The City of Dayton expressed strong opposition to the SDD findings and recommendations in its 2004 comments.

Northwest Hennepin County Sub-Area Transportation Study (2008)

This study was initiated by the cities of Dayton and Rogers and Hassan Township to develop a transportation plan for this urbanizing section of the northwest metro. It includes these three jurisdictions, all south of the Crow River.

Look Back

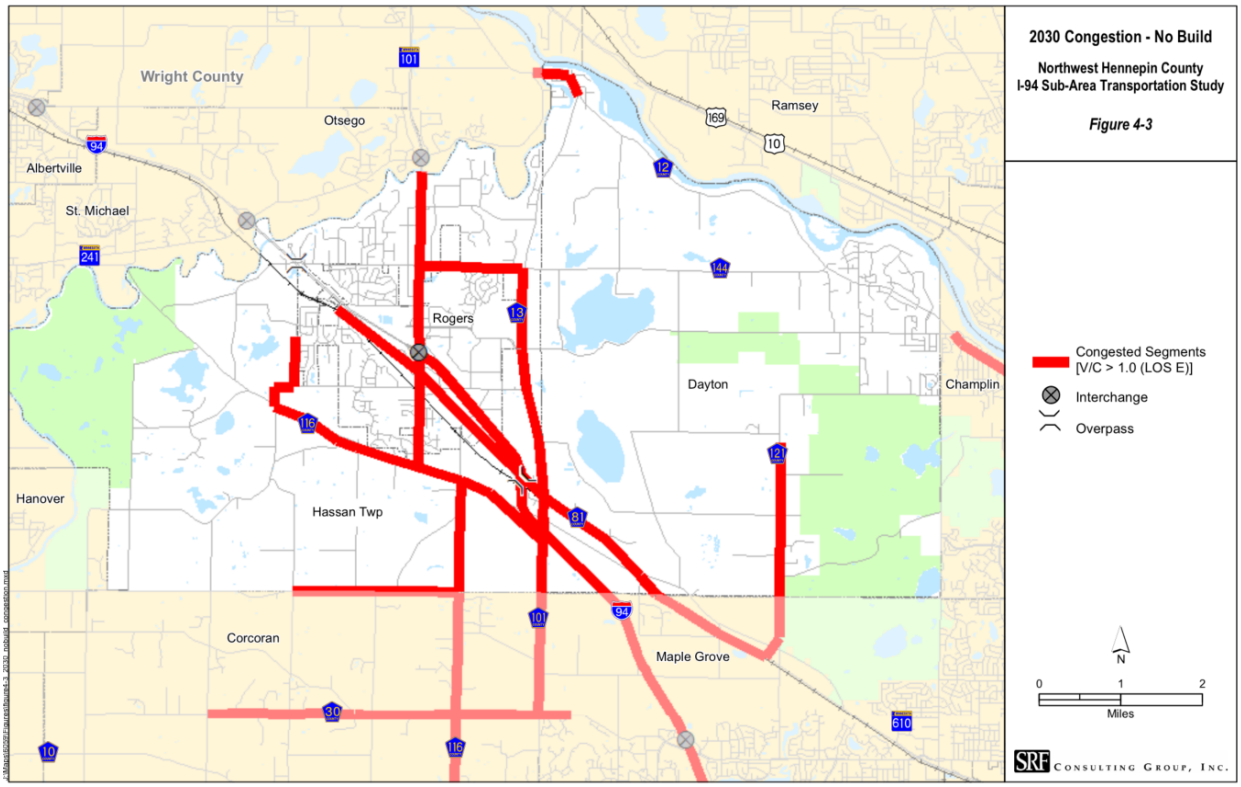
This study identified growth trends contributing to road capacity problems, including population and employment growth in the study area. Population growth was identified as having grown approximately 4% per year for the prior 16 years.

Look to Future

Urbanization was anticipated to continue in the next 20 years beyond the plan date (~2030); the study anticipated a quadrupling of study area population by 2030, and noted that adjacent areas near the study area were also growing in population and employment. The study predicted population growth of almost 6% per year for the next 25 years beyond the study (2009-2033). Dayton was anticipated to grow more than 500% between 2010 and 2030 (5,600 to 28,700 residents), and Rogers was expected to grow 170 % (16,500 to 28,700 residents, a number that includes Hassan Township's population, which was anticipated to be incorporated into the City of Rogers). This growth is expected to be mirrored in rapid growth in the nearby communities of Corcoran (212% growth to 24,600) and Maple Grove (130% growth to 84,000). Among these various areas, Dayton and Rogers were predicted to have the most rapid growth annually through 2030. The study area and vicinity were also anticipating extensive employment growth.

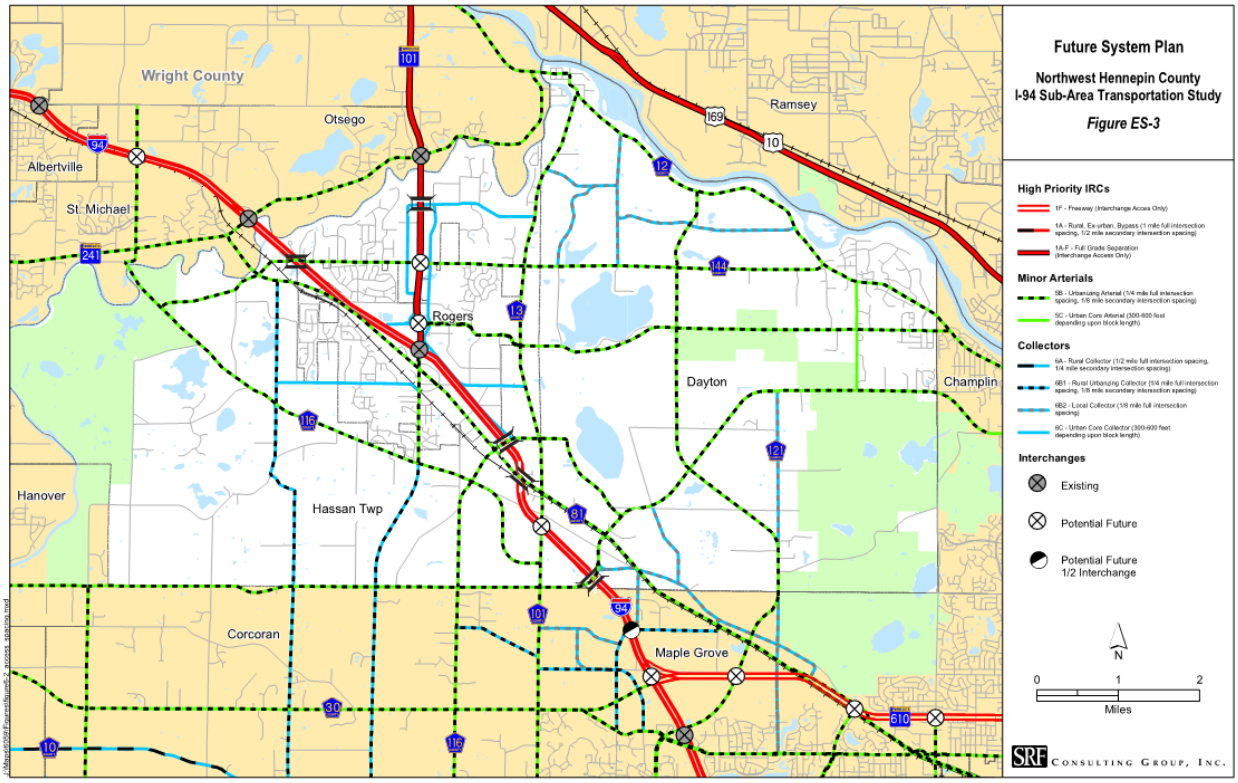
Future (2030) congestion with a no build scenario was expected to be significantly above capacity for much of the study area in the vicinity of the I-94/TH 101 interchange. See **Figure 5**.

Figure 5: 2030 Congestion for NW Hennepin Area Roadways



Hennepin County has planned for a future arterial roadway system in the feasibility study that will include better access to I-94, new interchanges, and an arterial roadway network within Dayton including a north-south access along Zanzibar Lane linking to Dayton River Road (CH 12). See **Figure 6**.

Figure 6: Future System Plan (NW Hennepin Area Transportation Study)



Progress

TH 101 was partially converted to a freeway in Wright County in 2008, though there are still at-grade, signal-controlled intersections that cause congestion and backups on both TH 101 and I-94 (S. Diamond Lake Rd and the westbound off- and on-ramp to I-94).

Key Takeaways

- The area of Dayton south of the Mississippi River lacks an arterial system.
- More north-south and east-west arterial routes would be needed to serve proposed land uses and meet future traffic demands.
- The I-94 corridor will continue to see rapid growth and significant upgrades will be required.
- Increased traffic volumes will lead to more extensive delays and backups at bottlenecks, and cause safety problems.
- I-94 interchange spacing was inadequate to handle growth. Arterial and collector roads with closer spacing will be needed to distribute traffic more evenly – a new Brockton Lane interchange is recommended to balance the system.
- The Future System Plan in this document depicts a future urbanizing arterial corridor along the Zanzibar Lane alignment, but does not depict a river crossing. The study cites lack of jurisdictional agreement about this roadway and crossing, and that the bridge was beyond the 2030 planning horizon of the document.
- Implementation of land use and other strategies to protect important future transportation corridors.

Highway 10 Access Planning Study (2014)

The intent of this study was to identify high-benefit improvements to Highway 10 that could be funded, programmed and implemented incrementally to improve congestion and safety.

Look Back

This study was implemented to look at strategies to reduce crashes and improve mobility along Highway 10 with strategies short of a freeway, both of which had become a problem on the highway.

Look to Future

The study included a planned land use map, which depicted a mix of uses in the Anoka, Ramsey and Dayton areas, but a large amount of commercial use, multi-optional development, single family residential and parks/recreation spaces sporadically located. The zone around Armstrong Blvd was shown as multi-optional development north of US-10, commercial south of the corridor, and single family residential / parks and recreation nearer to the Mississippi River. The Dayton side opposite is shown as single family residential and agricultural uses – the current land uses prevalent today.

Progress

The study included a large number of possible interventions. The grade separation of Armstrong Blvd was completed in 2014-1015. The Ramsey Gateway Project recently secured a $40 million federal grant from the Revitalize America's Infrastructure program, which would be part of an estimated $138 million to complete the project. Many of the improvements recommended in the Highway 10 Access Planning Study have been folded into the Ramsey Gateway Vision.

Key Takeaways

- No future river crossing was planned for in this study.
- The grade separation at Armstrong Blvd was recommended and has been since completed. This location is identified in other studies as a possible connection point for a future river crossing from Dayton.
- Significant additional safety and mobility investment is planned for Highway 10.

Dayton Parkway Corridor Study (2019)

This study was commissioned by the City of Dayton as an extension of the Northwest Hennepin Area Transportation Study, to focus on a new I-94 interchange and intersecting roadways.

Look Back

This corridor study references the 2008 NW Hennepin study and specifically noted the lack of east-west and north-south flow in Dayton, capacity problems at major intersections and interchanges, access spacing for I-94 and the implementation plan called for in the 2008 study.

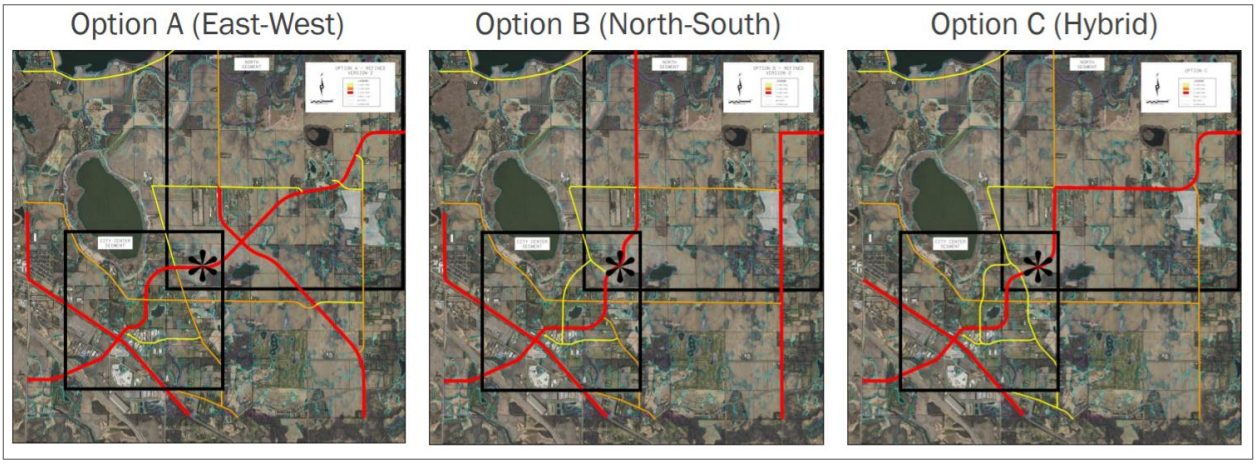
Look to Future

The Dayton Parkway study was intended to better define a future roadway alignment, capacity, access and costs. It also developed a city center vision for this area that is compatible with current land use guidance and the future transportation system. The city center district would be located in an area north of CH 81 and west of E French Lake Rd.

The Dayton Parkway study reviewed three options – one primarily east-west, another north-south, and a third a hybrid of the two. It looked at variations for a central section (city center) and a northern

segment. For center city, the study recommended a western alignment that would best meet evaluation criteria and provide a buffer between an existing industrial area and future city center. For the northern segment, it recommended a generally east-west option that provides more opportunity to control access and reduce impacts to existing access in the area. Option A from **Figure 7** illustrates the recommended alignment.

Figure 7: Dayton Parkway Preliminary Options



Progress

The study recommended continuing to refine options as needed and to develop study documentation. The southern portion of the study area has progressed, and a diverging diamond interchange at I-94 has been included as part of MnDOT's I-94 Resurfacing and Brockton Interchange Project. The interchange is current in construction and a segment of Dayton Parkway will be constructed between CH 101 (Brockton Lane) and CH 81. The city center and northern segments are not yet programmed.

Key Takeaways

- Dayton has identified the Dayton Boulevard corridor as its preferred location for a new I-94 interchange; that project is now in construction east of Brockton Lane.
- The new Dayton Boulevard corridor will extend from Brockton Lane to I-94, and further north to CH 81.
- Dayton is refining plans for a city center district north of CH 81 along an extension of Dayton Boulevard.
- Dayton has identified a preferred alignment for a city center segment and another segment further north. These are not yet programmed for construction.

The future Dayton Boulevard will link to Zanzibar Lane, identified in various studies as a future north-south connection to a future river crossing. The new I-94 interchange can be construed as one piece of connecting between I-94 and TH 10 north of the Mississippi River.

Ramsey Gateway US Highway 10/169 Project (2019)

The Ramsey Gateway project was initiated to develop a preferred vision for Highway 10 improvements in Ramsey and as a means to secure future funding. The corridor had been studied previously but had failed to move beyond multiple scenarios to a preferred alternative. The study area includes the entire

length of TH 10 within the City of Ramsey, and areas somewhat to the north and also south to the Mississippi River.

Look Back

The Gateway study reviewed existing conditions and established a project purpose and need. The project need establishes the past and existing conditions feeding into the project justification. TH 10 was identified as a significant transportation connection for the northwest suburbs and to northern Minnesota. Some segments of the road are freeways while others operate as expressways.
The Gateway study references to *2014 Highway 10 Access Planning* study, which concluded that it would be difficult to achieve the vision of a freeway for this section of TH 10 within the next 20 years given state and federal funding. The 2014 study recommended a series of lower cost, high-benefit improvements that could be incrementally implemented. Between 2014 and 2019, incremental improvements have included a new interchange at Armstrong Blvd and the construction of frontage roads in Anoka and Ramsey toward the ultimate freeway vision.

Traffic analysis shows that this segment of TH 10 ranges from 35,500 (western end) to 56,000 (eastern end) vehicles per day. Data from 2014 demonstrated the importance of TH 10 as a commuting route, with 53% of traffic in the morning peak and 48% in the evening peak passing through the corridor without stopping. As a key link to northern Minnesota, TH 10 also sees significant weekend travel during the summer and fall months. The traffic conditions for TH 10 result in congestion and operational issues. Back ups at many intersections are common.

Safety analysis shows that 277 crashes occurred on TH 10 from 2015-2018, with rear end crashes most common. These are commonly associated with queuing. Significant additional congestion results when crashes occur. Notable intersections include Sunfish Lake Blvd, where the crash rate exceeds the statewide average for similar intersections. Five fatal crashes occurred on this corridor between 2008 and 2017.

The corridor was also identified as an important freight, rail and transit corridor.

Look to Future

Without improvements, additional operational problems will continue to occur on Highway 10 and adjacent roads within Ramsey. Traffic volumes are expected to rise, delays will increase throughout the study area and queues will lengthen. Traffic projections predict all intersections along the corridor would see significant delay.

The Gateway study notes that when Anoka finishes grade-separating TH 10 intersections, Sunfish Lake Blvd will be the first westbound traffic signal. Many of the crashes at Fairoak Ave in Anoka are likely to shift toward Sunfish Lake Blvd. These deficiencies, along with the importance of other multi-modal transportation along the corridor, frame the argument for why TH 10 should be reconfigured as a freeway.

Progress

Armstrong Boulevard was reconstructed as an interchange in 2016. This particular grade separation is notable for this feasibility study, as it is the proposed location for the northern end of a potential future Mississippi River bridge crossing from Dayton.

A new interchange at Thurston Ave and underpass at Fairoak Ave are slated to begin construction in 2022. Strategic congestion mitigation in the form of additional lanes are planned for TH 10 in Coon Rapids. Most recently, Anoka County secured a federal INFRA grant of $40m toward completion of grade separation at the TH 10/169 interchange. These projects together start to build out the freeway vision and improved mobility along the corridor through Anoka County.

Key Takeaways

- Congestion is expected to increase on Highway 10 in the future
- Significant planning completed for freeway conversion
- Some infrastructure grade separations completed along the corridor and some are planned and funded
- The project technical advisory committee for the Ramsey Gateway Project recommended grade separations and frontage road improvements for Ramsey Blvd, Sunfish Lake Blvd and adjacent areas.

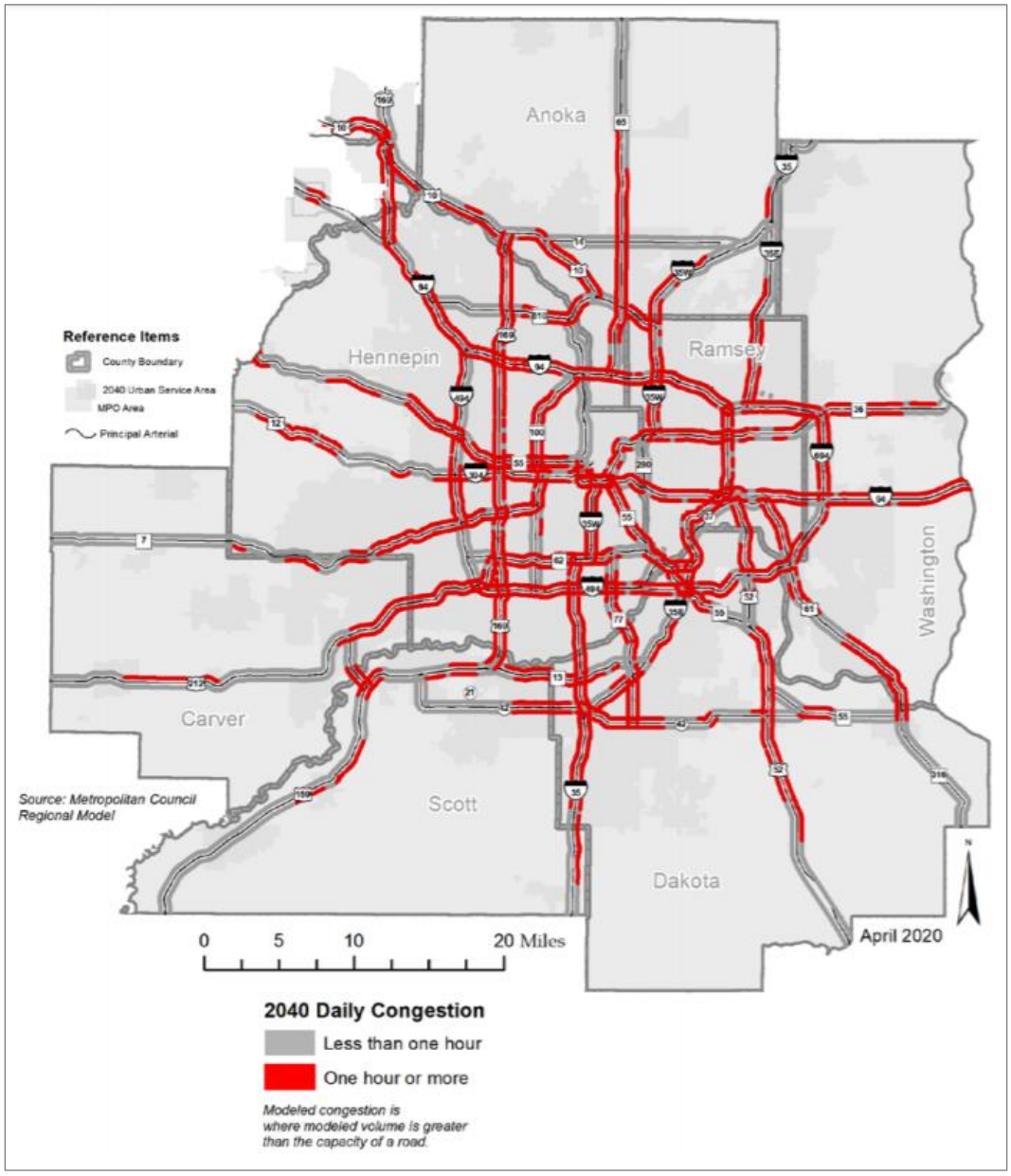
Met Council 2040 Transportation Policy Plan (2018)

This document is the transportation element of the Metropolitan Council's regional plan – Thrive MSP 2040. It includes the goals and policies to carry out the region's transportation vision.

Look Back

The TPP sets the stage by discussing traffic conditions and the location of recent investments. The Highway Investment chapter includes a map of major mobility and preservation projects completed since 2015, noting the interchange investment at Armstrong Blvd/US-10 and the extension of TH 61 to I-94. For traffic conditions, the 2040 congested principal arterials map shows widespread congestion for more than one hour on many roadways within the feasibility study area, including I-94, TH 101, US-10, TH 169 and TH 610 (east of TH 169). See **Figure 8**.

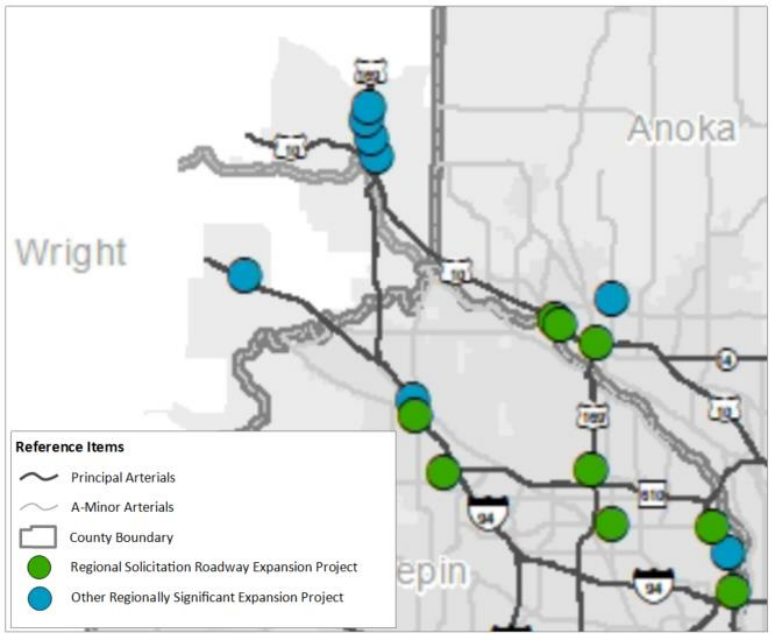
Figure 8: Met Council 2040 Congested Principal Arterials (Current Revenue Scenario)



Look to Future

Much of the document is dedicated to identifying future projects. The Identified Highway Projects 2018-2027 map does not show a MnDOT pavement or preservation project for the study area between Anoka and Elk River, but it does depict pavement preservation and other preservation projects for TH 169 and TH 101. The listing of current revenue scenario projects does not identify a river crossing of any type but does include pavement preservation for numerous study area principal arterial roadways. A map of strategic capacity enhancements shows several planned expansion projects along US-10, I-94 and US-169 (in Elk River and near TH 610). See **Figure 9**.

Figure 9: Met Council Strategic Capacity Enhancements, 2020-2025



The strategic capacity enhancements shown in Figure 6 include:

- Brockton Lane (CSAH 13) interchange with I-94 (Dayton)
- I-94 lane widening between Brockton Lane and TH 101 (Rogers)
- New underpass for US 10 at Fairoak Ave and interchange at Thurston Ave (Anoka)
- New interchange for US-169 at 101st Ave N (Brooklyn Park)
- Four new interchanges on US-169 from US-10 to 198th Ave N (Elk River)
- Interchange reconstruction and auxiliary lanes at US-10 and US-169 (Anoka)

The TPP also notes a series of unfunded projects that have merit but are currently unfunded, including additional traffic management technology priorities for several study area roads and construction of a future MnPASS project for I-94 south of TH 101 (a Tier 3 MnPASS priority project).

Progress

Several elements of the strategic capacity enhancement program described above are currently in progress.

Key Takeaways

- Significant investment currently focused primarily on principal arterials for the feasibility analysis area
- US-10 corridor has strategic capacity enhancements planned and funding secured or in process.
- I-94 improvements at Brockton Lane and on I-94 in Dayton/Rogers will address longstanding issues with local network resilience and bottlenecking.
- Document does not feature river crossing but does recommend continued cooperation between counties and MnDOT to monitor the need for a bridge over the Mississippi, and that project partners work together to preserve right-of-way.

Met Council Congestion Management Plan (In Progress)

The Met Council is in the process of developing Congestion Management Plan documents. It has released Congestion Management Process to date which will eventually result in a plan, process and evaluation to identify and shape projects through the capital planning process to improve safety and mobility.

Look Back

The congestion management process looks at existing congestion levels (volume-to-capacity ratio) as a central criterion to decipher where problems exist in the regional transportation network. The network includes Interstates, non-interstate freeways, non-freeway principal arterials, A-minor arterials and Sherburne and Wright County minor arterials, and other corridors of concern.

Data from available CMP materials is limited, however the process indicates that current volume-to-capacity ratios for the some feasibility analysis area roadways show significant congestion on TH 10 west of the TH 169 interchange and TH 169 between TH 10 and TH 610. Segments of TH 169 in Elk River north of TH 10 also see significant congestion. These are part of National Highway System Group 3 roadways (non-freeway parts of the NHS). Other significant roadways not shown include Group 1 (interstate freeways, e.g. I-94) and Group 2 (NHS non-interstate freeways, e.g. TH 610).

Look to Future

The Met Council will finalize its congestion management plan soon. The next steps will include ongoing corridor analysis and integration of the congestion management process into project development and programming processes for MnDOT and the Met Council.

Key Takeaways

- Congestion documented for TH 10 and TH 169, particularly in the Anoka area and near the intersection of the two roadways
- Congestion on I-94 is also well-documented for the feasibility study area, particularly up and downstream from the TH 101 interchange
- Met Council will finalize its congestion management process soon, and the measures included in the process will be folded into scoping and capital planning decision processes.

Wright County Long Range Transportation Plan (2019)

Look Back

Otsego is among the most populated cities in the county. Much of the county is rural and agricultural in nature. The county had an estimated 131,130 population in 2017. No roadways in the vicinity of the study area are approaching capacity or over capacity. Some safety issues exist along TH 101 where several fatalities have been recorded along this roadway through Dayton and Otsego.
TH 101 is identified as a connection on the National Truck Network.

Look to Future

2040 forecasts still show TH 101 and surrounding roadways as free of capacity issues. CSAH 38 from Odean Ave NE to TH 101 is programmed for reconstruction within the 2019-2023 Five-Year Plan. CSAH 36 from I-94 to TH 101 and CSAH 42 from 85th St to TH 101 are long-term reconstruction/expansion projects identified in the plan.

Progress

TH 101 has been converted to a freeway through Otsego to the Mississippi River crossing.

Key Takeaways

- There are no capacity issues along major corridors in the study area in Wright County
- Some minor arterial roadways that connect to TH 101 and/or I-94 are programmed for reconstruction/expansion by 2040.

Land Use & Roadway System Review

County Comprehensive Plans

Anoka County Comprehensive Plan (2019)

Look Back

The County's highest density population areas and job locations in the southern part of the county, within the study area.

Look to Future

By 2040, the Met Council expects Anoka County will grow by nearly 100,000 people in nearly 45,000 households. TH 10 and TH 169 at the Mississippi River are projected to be over capacity by 2040. TH 610 is anticipated to be near or approaching capacity by 2040.

Figure 34 in the plan identifies a potential new Mississippi River crossing between Anoka and Hennepin Counties as a long-term need. No exact location is identified and there is no discussion in the plan regarding this. Improvements to TH 10 and TH 169 at the river crossing are identified as a short-term need. Improvements to TH 610 at the crossing are also identified as a short-term need.

A letter from the City of Ramsey was included in the Anoka Comprehensive Plan stating the plan is absent meaningful planning for a future Mississippi River crossing. The city states "*Armstrong Boulevard/CSAH 83 has been designed to ultimately become the corridor for the future Mississippi River crossing…Ramsey objects to the potential jurisdictional transfer of this corridor south of Bunker Lake Boulevard.*"

Progress

Capacity expansion is planned along TH 10 from Coon Rapids to Anoka and freeway conversion of TH 10 is planned from Anoka to the Armstrong Blvd Interchange in Ramsey.

Key Takeaways

- The regional system is projected to be approaching or over capacity by 2040.
- Capacity expansion and freeway conversion is planned for TH 10 in the future.
- Anoka County has identified a new Mississippi River crossing as a long-term need with no defined location.

Hennepin County Comprehensive Plan (2019)

Look Back

Hennepin County is the largest county in the state and is projected to lead the region in population, household and job growth through 2040.

Look to Future

The Plan identifies pavement and bridge improvements along TH 169 approaching the Mississippi River for 2019-2024 construction. The Plan also identifies capacity improvements along TH 610 showing a connection to CSAH 30. A potential future Mississippi River crossing is identified between Dayton and Ramsey, coincident with the generalized potential future crossing identified in the Anoka County, City of Ramsey, and Dayton Comprehensive Plans.

Progress
Improvements to TH 169 approaching the Mississippi River have been completed as well as TH 610 strategic capacity improvements.

Key Takeaways
- Hennepin is the largest county in the state with significant projected population, household, and employment growth anticipated.
- The Plan identifies a potential future Mississippi River Crossing coincident with potential crossings identified in neighboring geographies.

Sherburne County Comprehensive Plan (2011)

Look Back
Sherburne is a smaller, more rural county with an overall population of roughly 90,000. Significant aggregate resources are present along the Mississippi River.

Look to Future
A significant cost of aggregate is transporting materials so local use is prioritized. Larger mining operations distribute materials around the Twin Cities along the Minnesota River in Dakota and Scott Counties, in Maple Grove, and in Elk River. Sherburne County operations are farther away from developing urban areas compared to these, thus local mining is expected to continue for 30+ years before being depleted.

TH 10/TH 169 are projected to be over capacity through Elk River by 2030.

Progress
MnDOT is currently completing the 169 Redefine project that will convert Highway 169 to a freeway, removing all five stop lights from the Mississippi River north through Elk River. Construction is planned for 2022-2024.

The City of Elk River has funded a study for TH 10 between the Hwy 169 interchange and Upland Avenue (CR 44) to reconstruct TH 10 as a freeway in this section.

A scheduled 2021 project will reconstruct TH 10 between Xenia Ave and 4th St NW in Elk River. This is not part of the freeway conversion concept, but reconstructs pavement, adds turn lanes, upgrades signal systems and pedestrian curb ramps, and includes a new multi-use trail.

Key Takeaways
- Sherburne County contains significant aggregate resources it plans to mine for the foreseeable future
- TH 10/TH 169 are projected to be over capacity by 2030 through Elk River
- The 169 Redefine project is programmed for 2022-2024 that will convert TH 169 to a freeway through Elk River

Northeast Quadrant (NEQ) Land Use Plan: Buffalo, Monticello, and Rockford Townships (Wright County Land Use Plan) (2007)

Look Back

Wright County had an estimated population of 110,836 in 2005 and is described as rural with access to the Metro area. The county has significant aggregate resources surrounding the Mississippi River.

Look to Future

The county aims to protect aggregate resources from development so as not to hinder future mining operations. These resources exist around TH 101 in Otsego which is in the study area. The Otsego plan anticipates much growth surrounding this portion of TH 101 in the future.

Progress

TH 101 has been converted to a freeway through Otsego to the Mississippi River crossing.

Key Takeaways

- Wright County is a rural county with significant aggregate resources along TH 101 and the Mississippi River that it intends to protect
- TH 101 has been converted to a freeway through Otsego and Otsego has plans for development surrounding the highway

City Comprehensive Plans

Anoka 2040 Comprehensive Plan (2018)

Look Back

The City of Anoka had an estimated population of 17,586 among 7,252 households and employed 13,910 in 2014. 2012-2015 Average Annual Daily Traffic (AADT) volumes along TH 10 ranged from 51,000 to 72,000 from the west city limit to the east. AADT along TH 169 ranged from 25,500 to 45,500 within the same timeframe. These high volumes passing through the community are known to cause disproportionate wear and tear on the roads and poses danger to pedestrians in the community and several major intersections remain problem areas. In fact, most of TH 10 and all of TH 169 are currently over capacity within the City of Anoka.

Look to Future

Projections show the City is expected to add nearly 4,000 population and 1,600 households by 2040. The City also anticipates and increase of nearly 500 jobs with added commercial/retail in the community. The City is planning for the development or revitalization of vacant or older properties into up-to-date housing, retail, and commercial establishments. One example is the Commuter Rail Transit Village (CRTV) at the junction of TH 10 and the Rum River. This has potential to accommodate up to 900 housing units, 36,000 square feet of retail, 105,000 square feet of office, and 218,000 square feet of industrial/office showroom. This development has potential to add significant traffic volume to both TH 10 and TH 169 in the City.

2040 AADT forecasts indicate traffic volume increases along TH 10 ranging from 10.7% to 22.5%, except for the section of TH 10 from Fair Oak Avenue to Main Street which shows a 12% decline. Similarly, TH 169 shows AADT increases of 17.3% to 19.8% by 2040. The City expects that by 2040 TH 10 and TH 169 will be reconstructed from the western city limits to Greenhaven Road/Main Street with grade separated intersections. This includes the elimination of all at-grade access to TH 10/TH 169 between

Thurston Avenue and Main Street. Local access will be served with supporting roadways leading to interchanges at Main Street and Thurston Avenue.

Progress
Since the 2018 Comprehensive Plan Update, plans to convert TH 10/TH 169 through Anoka to a freeway have been finalized and funding allocated.

Key Takeaways
- Trends support the expectation of significant growth in population, households, and employment in the City of Anoka that will inherently generate increased traffic pressure on TH 10/TH169
- The highway system is currently over capacity and this condition is expected to worsen significantly by 2040
- Improvements are programmed to alleviate congestion and capacity issues along TH 10/TH 169 through Anoka

Brooklyn Park Comprehensive Plan (2018)

Look Back
Brooklyn Park had an estimated population of 80,450 among 27,539 households and employed 24,084 in 2016. The completion of TH 610 to I-94 and the reconstruction of TH 169 north of CR 81 have provided significant capacity in Brooklyn Park. TH 610 has nearly 200 acres of adjacent prime land available for development.

Look to Future
Brooklyn Park anticipates a population increase to 97,900 by 2040 with households and employment anticipated to increase to 34,300 and 40,200, respectively. Mixed-Use and Business Park development is planned for the TH 169/TH 610 interchange, anticipated to occur in the northeast, southeast, and southwest quadrants from 2021-2030 and in the northwest quadrant from 2031-2040. In total, development of the identified commercial, employment and mixed-use areas could accommodate 18,071 new jobs in Brooklyn Park by the year 2040.

TH 610 is ultimately planned to include another interchange at I-94 in Maple Grove which, combined with a connection to CSAH 30 west of I-94, will likely result in increased traffic on TH 610 through Brooklyn Park.

By 2040, the TH 252 is anticipated to be converted to a freeway. The need to develop multi-agency studies for additional lanes along highway segments is also identified in the plan.

Progress
The TH 169/101 interchange is programmed for 2020/2021 construction and will include a full land access interchange (folded diamond to the north) with auxiliary lanes along TH 169 between TH 610 and the proposed interchange.

Key Takeaways
- Brooklyn Park anticipates nearly 22% growth in population and large increases in housing and employment by 2040.
- Identified commercial, employment and mixed-use development could accommodate over 18,000 new jobs by 2040.

- A planned interchange at I-94 in Maple Grove combined with a connection to CSAH 30 west of I-94 is anticipated to result in increased traffic on TH 610 through Brooklyn Park.

Champlin 2040 Comprehensive Plan (Draft, 2020)

Look Back

The City of Champlin is 95% developed and had an estimated population of 23,343 among 8,328 households while employing 4,012 in 2016. TH 169 exhibits daily traffic volumes that meet or exceed capacity thresholds and is considered a barrier to local traffic in the area as intersections are at-grade and traffic flow on TH 169 is favored heavily. 169 is a Tier 2 Truck Corridor carrying 1350-1550 heavy trucks per day.

Look to Future

Champlin anticipates only a slight population increase to 24,000 residents among 9,600 households and 4,800 jobs. The City anticipates reaching full development by 2040. The City does have roughly 100 acres of vacant/un-platted land available for low-density residential development. The Mississippi Crossings Redevelopment Area is a 70-acre area located adjacent to the Mississippi River and the Anoka Champlin Bridge guided for 295 multi-family apartments, 42 townhomes, 107,750 square feet of retail/office and a restaurant/event center with multi-level parking structure.

TH 169 is anticipated to operate at LOS F by 2040 from the southern city limits to the river. Dayton Road (CSAH 12) is also approaching capacity thresholds in segments between the west city limits and TH 169. The Principal Arterial Intersection Conversion Study identified the TH 169/109th Avenue intersection as a medium priority and the TH 169/Hayden Lake Road intersection as a low priority for grade separation. Champlin strongly supports efforts to identify and develop a new Mississippi River crossing.

MnDOT intends TH 169 ultimately to be a freeway design all the way north to 109th Avenue, which will bring high traffic volumes into Champlin, where TH 169 will have a non-freeway design. The City will look to incorporate:

- New River Crossing
- Adjacent Collector Improvement Projects
- TH 169 intersection operations and improvements

Progress

In 2019, the Mississippi Crossings development moved forward with a large senior cooperative community near the Anoka Champlin Bridge. The city also entered a pre-development agreement with developers to develop 12 more acres that could include 214 rental housing units, an event center, and public park improvements in this development.

Key Takeaways

- Champlin is mostly built out and anticipates only slight growth in population, housing, and jobs by 2040 although some development is planned near the Anoka/Champlin Bridge over the Mississippi River.
- Highway 169 currently exhibits daily traffic volumes that meet or exceed capacity thresholds and is considered a barrier to local traffic.
- Champlin believes a new river crossing is necessary to alleviate anticipated traffic congestion on TH 169.

Coon Rapids 2040 Comprehensive Plan (2019)

Look Back

In 2015, the City of Coon Rapids had an estimated population of 62,527 among 24,023 households and employed 24,007. The city has little remaining vacant land, with some surrounding the TH 10/TH 610 interchange.

Coon Rapids Blvd intersects with TH 610 and has been identified as a key area for redevelopment in the City. This roadway exhibits a declining commercial environment that the City has plans to redevelop and reinvigorate. Land surrounding the TH 610/Coon Rapids Blvd interchange also contains significant industrial area that continues to develop. The city identifies a lack of local, full access from TH 610 in Coon Rapids. Traffic volumes crossing the Mississippi River along TH 610 have increased 31% from 78,000 vehicles per day in 2003 to 102,000 vehicles per day in 2016.

Coon Rapids Blvd is also parallel to TH 10 and expanded lanes on TH 10 are attributed to the declining commercial business environment along the corridor. Coon Rapids believes that TH 10 is reaching capacity, even though it is not included in the Current Revenue Scenario of the TPP.

Look to Future

Coon Rapids anticipates a population increase to 72,000 residents among 29,300 households and employing 30,900 by 2040. This growth would potentially increase commuter volumes traveling to/from the city. Goals for redevelopment include targeting areas well-served by transportation options and nearby amenities that contribute to better proximity between jobs and housing. The city has established Preservation or Renovation Tracts, or "PORTs", along Coon Rapids Blvd that will include master plans for priority redevelopment. Several of these locations are also identified surrounding the TH 10/TH 610 interchange and are planned to include an increased quantity and variety of housing types, supporting commercial, and urban design amenities. The city anticipates nearly half of the development identified for each node along Coon Rapids Blvd will occur by 2030 and the other half by 2040.

Progress

To improve access from TH 610 and Coon Rapids, the city has initiated conversations with MnDOT and Anoka County on constructing a full interchange at TH 610 and East River Road. The city has been exploring the feasibility of various interchange concepts and designs and was hoping to enter into a preliminary design phase in the near future.

Key Takeaways

- Coon Rapids is anticipating significant population, household, and employment growth by 2040.
- TH 10 and TH 610 over the river have exhibited increasing traffic volumes.
- The city has identified significant redevelopment along Coon Rapids Blvd and around the TH 10/TH 610 interchange that has potential to increase employment in those areas thus further increasing traffic volumes.

Corcoran 2040 Comprehensive Plan (2019)

Look Back

In 2017, the city of Corcoran had an estimated population of 5,592 living among 1,957 households and employed 1,416. The City is primarily undeveloped/agricultural land with one small industrial/commercial node near the intersection of CSAH 116 and CSAH 10. CSAH 101 (Brockton Lane)

runs north/south along the eastern border of the city and provides connections to I-94 and CSAH 81 in the north at Rogers.

Look to Future
Forecast show the population in Corcoran is expected to increase to 11,300 living among 4,700 households and employing 2,300 by 2040. The City anticipates the demand for commercial and industrial development will increase significantly by 2040 as well. Therefore, the City's Land Use Plan identifies large areas of commercial, industrial, business-park, and mixed land use that will provide for a mix of jobs, ranging from retail and commercial service jobs to high end technology jobs. The City's development plan for its downtown area provides an opportunity for additional economic development. The City has guided this area for Mixed Use on the 2040 Land Use Plan, providing flexibility for future development.

A future I-94/Brockton interchange planned in Dayton, and a Highway 610 interchange planned in Maple Grove, will impact the northeastern portions of Corcoran. These roadway improvements will significantly improve access to the City, making it a more desirable location for commercial and industrial development.

Progress
To serve this future demand, the City has planned a large industrial/business park area and commercial/mixed use development in the northeastern portion of the City near each interchange. Additionally, expanding municipal sewer and water services will provide for increased housing opportunities in the City.

Key Takeaways
- Corcoran anticipates nearly doubling population, households and employment by 2040.
- A future I-94/Brockton interchange in Dayton will combine with the TH 619 interchange in Maple Grove to significantly improve access to Corcoran potentially increasing industrial and commercial development.
- The City has planned industrial/business park and commercial mixed use development near each interchange.

Dayton 2040 Comprehensive Plan (Draft, 2020)

Look Back
The City of Dayton is a growing community with a population of 6,072 living among 2,158 households and employing 1,230 in 2018. Dayton is a somewhat rural community with vast agricultural tracts and parks and recreation tracts. A goal of the plan is to focus service businesses and development near urban residential densities and along primary transportation corridors.

Look to Future
Population anticipated to increase to 10,400 in 2040. Households and employment are anticipated to more than double, increasing to 4,400 and 3,000, respectively. The plan designates higher density housing opportunities along major transportation corridors and in close proximity to the new Dayton Parkway Interchange (to be constructed in 2020). For example, the City has planned a large area of mixed-use southwest of the interchange that would support higher density housing uses along the I-94/Hwy 81 corridor which will also provide opportunities for future transit supported residential.

The plan provides for approximately 1,140 additional high-density housing units within the 2020-2030 and 2030-2040 staging decades. The Future Land Use Plan includes 233 net acres of mixed-use development accommodating retail, commercial/office, and housing.

A Mississippi River crossing is not included in the 2040 Transportation Policy plan. Future planning of a corridor and right-of-way protection will be considered as Dayton develops. Future corridor alignment between a future crossing and I-94/Dayton Parkway Interchange would be Vicksburg Lane/Zanzibar Lane to Dayton Parkway.

Progress
I-94 Interchange: The City has secured funding and final approved plans for a Diverging Diamond interchange to be known as the Dayton Parkway Interchange.

Key Takeaways
- Population, households, and employment are anticipated to increase substantially in Dayton by 2040, specifically along major transportation corridors and in close proximity to a new Dayton Parkway interchange to be constructed in 2020.
- The Future Land Use Plan identifies 233 net acres of mixed-use development by 2040.
- Future planning of a corridor and right-of-way protection for a new Mississippi River crossing will be considered as the city develops. Future corridor alignment between a future crossing and I-94/Dayton Parkway Interchange would be Vicksburg Lane/Zanzibar Lane to Dayton Parkway.

Elk River Comprehensive Plan (2014)

Look Back
The City of Elk River had an estimated 22,974 population living among 8,023 households in 2010. The community contains significant undeveloped land. The Comprehensive Plan guides development toward regional highways.

TH 10 and TH 169 were considered congested at the time this plan was developed.

Look to Future
The city's population is anticipated to increase significantly to 34,890 by 2035. The Comprehensive Plan guides future business developments to be located within the Urban Service Boundary and adjacent to regional highways with both visibility and access. The development reserve land use covers a significant central portion of the city and is held in reserve for future development. This area lies adjacent to TH 169 and TH 10 outside of the urban service area. Intense development is expected in the future given the size, access and visibility of the area.

MnDOT and partners, including Elk River, had identified a number of improvements to both TH 10 and TH 169 including converting TH 169 to a freeway facility and converting a portion of TH 10 to freeway as well. Interchanges are planned along TH 10 combined with frontage roads and access elimination to enhance safety and function. TH 169 is anticipated to be a six-lane roadway in the future with several interchanges and other improvements.

Progress
MnDOT is currently completing the 169 Redefine project that will convert Highway 169 to a freeway, removing all five stop lights from the Mississippi River north through Elk River. Construction is planned for 2022-2024.

Key Takeaways
- Elk River is anticipating major population growth by 2035.
- The city has a large portion of the city held in reserve for future development adjacent to TH 169 and TH 10 where intense development is expected.
- TH 169 is programmed for freeway conversion by 2024 through Elk River.

Maple Grove 2040 Comprehensive Plan (2019)

Look Back
Maple Grove had a population of 61,567 among 22,867 households and 29,877 jobs in 2010. 85% of the community is either developed or in open space. There is growing congestion on regional routes such as I-494, I-694, and I-94 causing diversion of traffic to County roadways and local streets. Congestion is spurred by urbanization of developing areas of the city, particularly in the Gravel Mining Area and northwest portion of the City. Transportation goals include providing and protecting efficient connections from major freight facilities to the regional highway system, as well as coordinating with regional governments, transit agencies, and rideshare programs to capture the environmental and social costs of commuting and incentivize alternatives to single-occupancy vehicle trips. I-94 west of its interchange with TH 169 and east of its interchange with I-494 are considered Top Interstate Truck Count Locations in the Metro area, carrying 9,900 trucks per day and 9,800 trucks per day, respectively. Currently freight traffic travelling westbound on TH 610 can only continue westbound on I-94, and similarly freight traffic travelling eastbound on I-94 can only continue eastbound on TH 610.

Look to Future
The city has a projected 2040 population of 89,700 among 33,100 households and 47,000 jobs by 2040. This will undoubtedly exacerbate issues with congestion on regional routes. The city's land use focus will be on managing development, primarily in the northwest sector of the city as well as the Gravel Mining Area. This development is anticipated to bring 170,000 square feet of office space, 110,000 square feet of retail, and 140 high density residential units. Utility extensions are anticipated to be completed within the 2020-2030 timeframe.

To increase connectivity between freight centers located along TH 610 and I-94 and improve regional freight mobility in the northwest metropolitan area, the City of Maple Grove's future vision is to extend TH 610 to connect to CSAH 30 and complete the missing TH 610 connections to I-94.

Progress
The TH 169/CSAH 81 interchange has been reconstructed since 2004.

Key Takeaways
- Maple Grove anticipates major growth in population, housing, and employment that will increase traffic pressure on regional highways.
- Congestion already exists due to urbanization of developing areas including the Gravel Mining Area and the northwest portion of the city where significant development is anticipated to continue.

- The city will look to connect Highway 610 to CSAH 30 in the future to increase freight mobility in the northwest metropolitan area.

Osseo 2040 Comprehensive Plan (2018)

Look Back

The City of Osseo had a population of 2,717 in 2016 among 1,284 households and 1,805 jobs. This is a small community that is mostly built out and surrounded by much larger communities. TH 169 borders the community on the east and CSAH 81 borders on the west. Redevelopment will likely occur in locations that are underutilized, mismatched with surrounding uses. Some locations have been identified along Highway 81.

TH 169 is approaching traffic capacity and exhibits congestion during peak hours.

Look to Future

2040 projections show 3,170 in population among 1,500 households and 2,300 jobs. Some redevelopment is planned to add high density residential in the northeast part of the city.

Progress

The construction of TH 610 was anticipated to handle some of the traffic from CSAH 81 through Osseo as well as accommodate additional trips based on population growth. This roadway was constructed in 2009.

Key Takeaways

- Osseo is a small city but does anticipate some growth in population, housing, and employment.
- The city is anticipates adding high density residential in the northeast.

Otsego Comprehensive Plan (2012)

Look Back

Otsego had 13,571 residents living among 4,736 households in 2010. This represents a more than doubling of both population and number of households in the community since 2000. Growth management is a goal for the community including policies for prioritizing development around utility and transportation infrastructure. The City is largely undeveloped and contains significant agricultural resources. Previous plans prioritized maintaining agriculture as a primary use of the city's land, however, the latest comprehensive plan states that this is no longer a priority and the city is preparing for urbanization.

Look to Future

Otsego anticipates more rapid growth. Population and households are anticipated to rise to 28,000 and 10,000 respectively by 2030. The city anticipates major commercial, industrial, and medium to high-density residential growth flanking TH 101 as depicted in the Future Land Use map.

The Plan recommends many improvements to Highway 101 to be completed in the short term including several interchanges at major intersections of Highways 42, 37, 36, and 8.

Progress
Since the 2012 Comprehensive Plan, much of the land use surrounding TH 101 remains the same. However, TH 101 has been converted to a freeway through Otsego, following the recommendations of the Plan.

Key Takeaways
- Otsego is largely undeveloped and anticipates substantial population and household growth by 2030.
- The city is guiding all land surrounding TH 101 for commercial, industrial, and medium to high-density residential and is preparing for urbanization of the city.
- TH 101 has been converted to a freeway facility through the city of Otsego.

Ramsey 2040 Comprehensive Plan (Draft, 2020)

Look Back
The City of Ramsey had a population of 26,251 living among 8,973 households and provided 6,334 jobs in 2016. Ramsey has significant undeveloped land and is identified as an emerging suburban edge community. There are no large freight traffic generators or intermodal facilities within the City. Most freight passes through Ramsey on trips to/from and through the Twin Cities. The Ramsey Transit Station for the NorthStar railway is in proximity to Hwy 10.

Look to Future
Like the other cities in the area, Ramsey is a growing community, anticipating an increased population of 39,150 living among 13,500 households and providing 8,400 jobs by 2040. Ramsey has significant development planned north and south of TH 10 near the Mississippi River according to the Future Land Use Plan. The COR is a 320-acre master-planned community located adjacent to the Northstar Commuter Rail Station (The COR plus surrounding developable area is over 400 acres). This is aimed to provide a destination for retail and access to commuter-rail transit.

The city is planning for an extension of Armstrong Boulevard to serve as future river crossing to Dayton and the Plan mentions that both cities are choosing to protect corridor right-of-way for this alignment/river crossing. However, the Plan acknowledges that this improvement is likely more than 20 years away.

Portions of US 10, Armstrong Boulevard (CSAH 83), and Ramsey Boulevard (CSAH 56) are expected to exceed capacity in 2040.

Progress
The COR is 50% developed and is anticipated to experience substantial development in the next 10 years.

Key Takeaways
- Like other cities in the study, Ramsey is anticipating significant growth in population, households, and jobs by 2040.
- The Future Land Use Plan identifies significant planned industrial and commercial growth surrounding TH 10

- The City supports a potential future river crossing at Armstrong Boulevard (CSAH 83) between Ramsey and Dayton and is choosing to preserve right-of-way for this potential crossing.

Rogers 2040 Comprehensive Plan (2020)

Look Back

Rogers had a population of 12,228 among 4,037 households and provided 9,401 jobs in 2014. The area surrounding the TH 101/I-94 Interchange developed significantly between 1998 and 2009 which left the city with pockets of remnant, vacant commercial and industrial land.

Roadway capacity deficiencies exist at the TH 101/I-94 Interchange where southbound ramps are over capacity.

Look to Future

Rogers anticipates a population of 22,000 among 8,750 households and 14,800 jobs by 2040. The city has identified significant infill and redevelopment opportunities along TH 101 and TH 94. Long-term growth of business and creation of jobs shall depend on a mix of infill of vacant properties or redevelopment. The city has identified the potential for some non-residential growth along 109th Ave and Territorial Road as a result of the Elm Creek Interceptor extension in 2017 and the planned I-94 Interchange on the border of Dayton planned for 2020.

Traffic deficiencies at the TH 101/I-94 Interchange are anticipated to remain through 2040 and the Rogers Transportation Plan does not identify the need for improvements. Design work continues for the Dayton Parkway Interchange which will reduce overall traffic volumes near the TH 101/I-94 Interchange. No other transportation deficiencies are planned to occur by 2040.

Progress

The Dayton Parkway is currently underway and will include:

- New Dayton Parkway between County road 101 and County Road 81
- New diverging diamond interchange with on /off ramps connecting I-94 and County Road 81

Key Takeaways

- Rogers anticipates an almost doubling of the population and households by 2040 along with a significant increase in jobs.
- Traffic deficiencies are minimal and are anticipated to be alleviated with construction of the Dayton Parkway Interchange.
- The Dayton Parkway Interchange is currently being constructed.

St. Michael Comprehensive Plan (2018)

Look Back

St. Michael had an estimated population of 16, 399 living among 5,239 households and employed 5,212 in 2011. St. Michael is rural and largely undeveloped. Industrial, commercial, and residential uses are located along Highway 241 with an industrial node located at the 241/101 interchange. Most of the industrial development in St. Michael occurs along TH 241 between downtown and I-94. Development has been guided toward this area because of its transportation access. The plan describes the city as a young city which limits redevelopment opportunities. Redevelopment opportunities are anticipated to surface as the city ages and anticipated, significant, development takes hold.

Look to Future

By 2040, the city is anticipated to have a population of 19,400 living among 6,400 households and to provide 11,200 jobs. The eastern half of the City is guided for significant development in the future focused around CSAH 241. There is an interchange planned in the Northeast Wright County Transportation Plan to be constructed at Naber Avenue and I-94. The development of an interchange at this location will likely result in the development of a commercial area to serve drivers on the interstate and those traveling to the north along Naber Avenue toward Otsego. This will also be a logical location for business/office park uses south of I-94 and industrial uses to the northwest adjacent to the commercial.

Progress

An interchange is planned at I-94 and Naber Avenue NE, just north of 50th Street and Middle School East. MnDOT and the Federal Highway Administration have approved the interchange, which included extensive traffic and environmental reviews. The City is waiting for the right economic market and financing before the project moves forward.

Key Takeaways

- St. Michael is expected to grow…
- The I-94/Naber Avenue interchange is approved, and the city is waiting for the right economic market and financing before implementation.

Future Land Use in the Analysis Area

The Project Team assembled land use data for each city within the feasibility analysis area. To allow for cross-community comparison, land use was generalized into six main categories:

- Agricultural/Park/Open Space
- Low Density Residential
- Multifamily/High Density Residential
- Commercial/Industrial Areas
- Institutional
- Mixed Use Development Areas

The results of this land use compilation and generalization are shown in **Figure 10**. The future land use figure confirms some of the themes prevalent in land use and transportation planning documents reviewed in this context analysis. There is a concentration of activity along major corridors, including I-94 north of TH 61 to TH 101, TH 101 from I-94 north into central Elk River, along TH 10/169 between central Elk River and into Coon Rapids, and along TH 169 south of the Mississippi River and in the vicinity of the TH 610 interchange.

Some areas are clearly targeted for mixed use development and are in the process of urbanizing, including higher density residential development and more intense commercial development (higher floor area ratios and taller buildings). These include the COR area of Ramsey on the north side of TH 10/169, central Anoka surrounding the Northstar Commuter Rail Station, the I-94 corridor from Maple Grove to TH 101, areas adjacent to TH 101 within Hennepin County, and large areas in and around central Elk River. Many of these areas have seen rapid development in recent years, and others have the zoning policy in place to facilitate development as the market allows. Several of these areas are at least partially targeted around transit-oriented development related to Northstar Commuter Rail Stations (Elk River 171st Ave Focus Area, Ramsey COR and Anoka Station in the City of Anoka).

There are two areas of particular note planned for increased densities associated with the previously identified river crossing alignment south of Armstrong Boulevard in Ramsey. One is the City Center zone southeast of French Lake in Dayton. This area would be a mixed use, commercial and multifamily/high density residential district connected to I-94 by the new Dayton Parkway project. That project is currently under construction by MnDOT between Brockton Lane (CSAH 101) and CH 81. A future phase of Ramsey Parkway (as yet unprogrammed) is planned to continue northward through the designated City Center Area and continue northeasterly to link with Fernbrook Lane North. It would intersect Zanzibar Lane – an alignment identified in several planning documents as a future connection to a potential river crossing. The second mixed use area to note is directly south of Dayton River Road between the Daytona Golf Club and the residential district along River Hills Parkway. This area would be directly south of Ramsey, and presumably would be situated to benefit directly from the previously identified alignment, as well as from east-west travel along Dayton River Road. It is an area primarily in agricultural use today. The future land use classification for both Dayton sites appears to take advantage of a future north-south connection and potential future river crossing. The City Center Area would likely be less dependent on a crossing because of its proximity to I-94; however, the northern area would be more dependent on the river crossing to effectively deliver the master planned development.

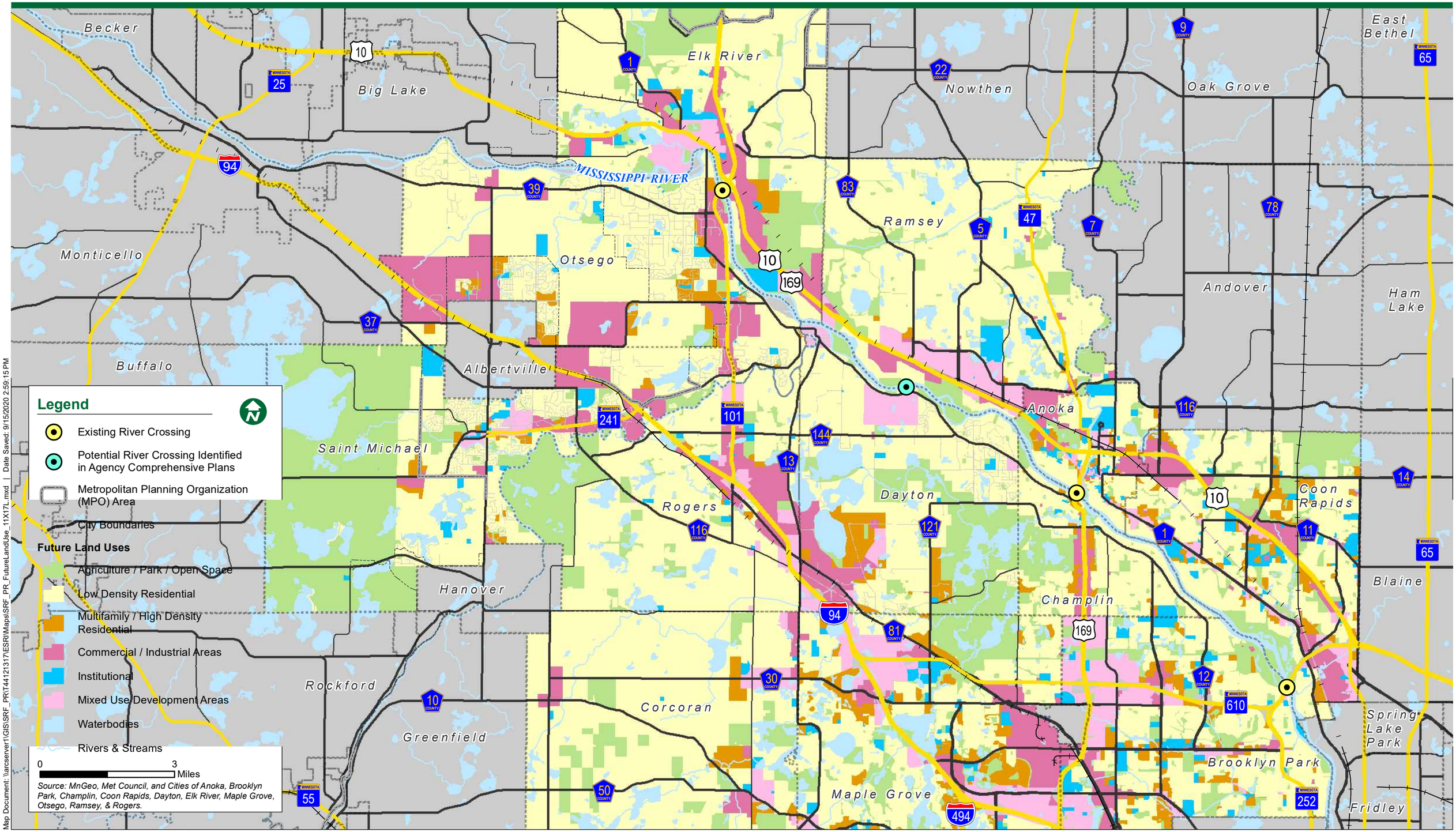
DEPARTMENT OF TRANSPORTATION

NORTHWEST METRO

Mississippi River Crossings Feasibility Analysis

Figure 10: Future Land Use Analysis

September 2020



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The Transportation System in the Analysis Area

The Project Team assembled data for the feasibility analysis area. The results of this compilation are shown in **Figures 11 and 12**.

Figure 11 identifies the existing functional classification system, from principal arterials to collectors, within the analysis area. Principal arterials are concentrated along the river corridors, with the supporting system providing connections.

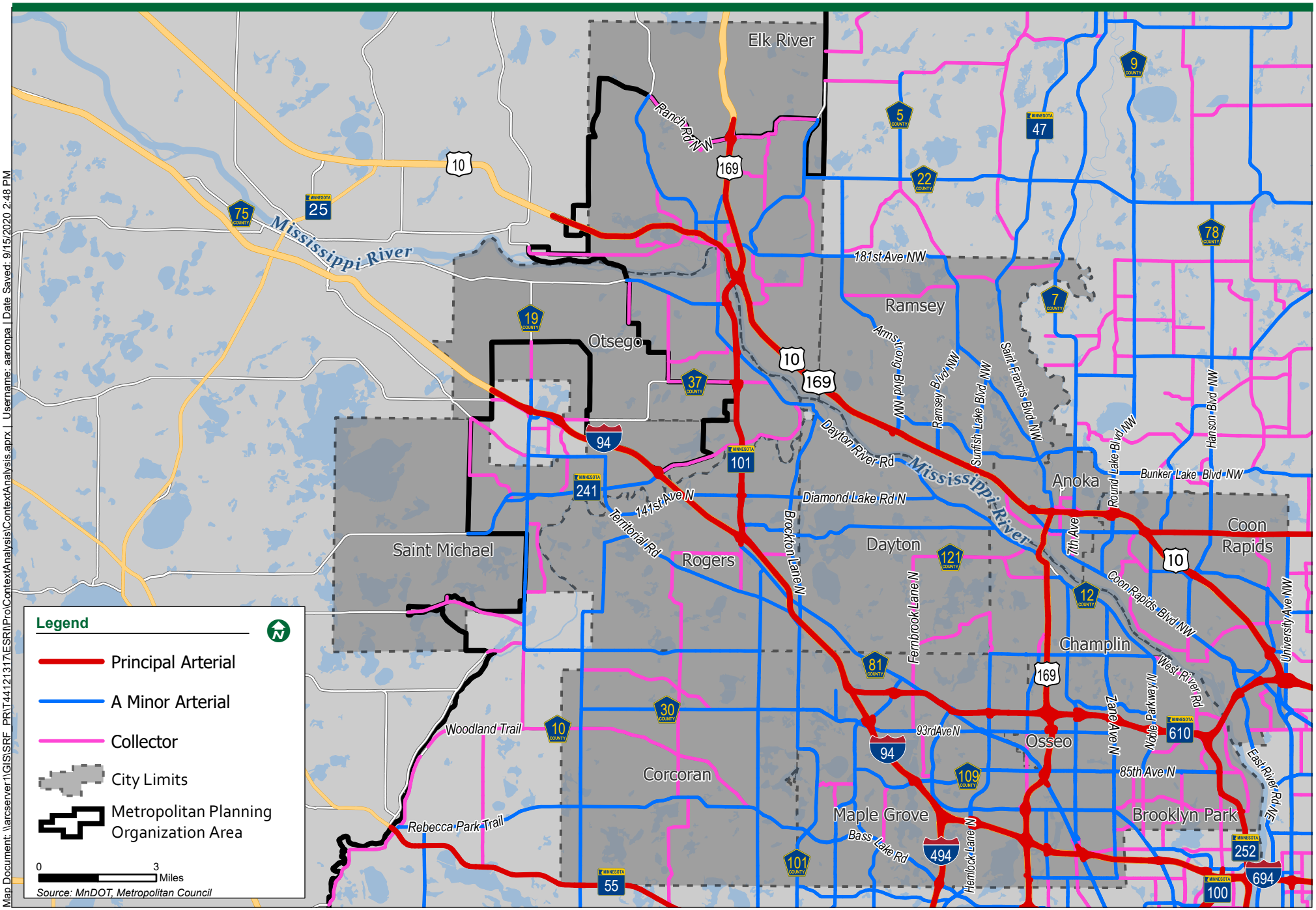
Figure 12 illustrates the future network. This figure identifies programmed and planned improvements along the I-94 and TH 10. It also identifies potential improvements and new alignments identified in past studies and local comprehensive plans. The overall result is a coordinated system with connections at key locations.

NORTHWEST METRO

Mississippi River Crossings Feasibility Analysis

Figure 11: Existing Functional Class

September 2020



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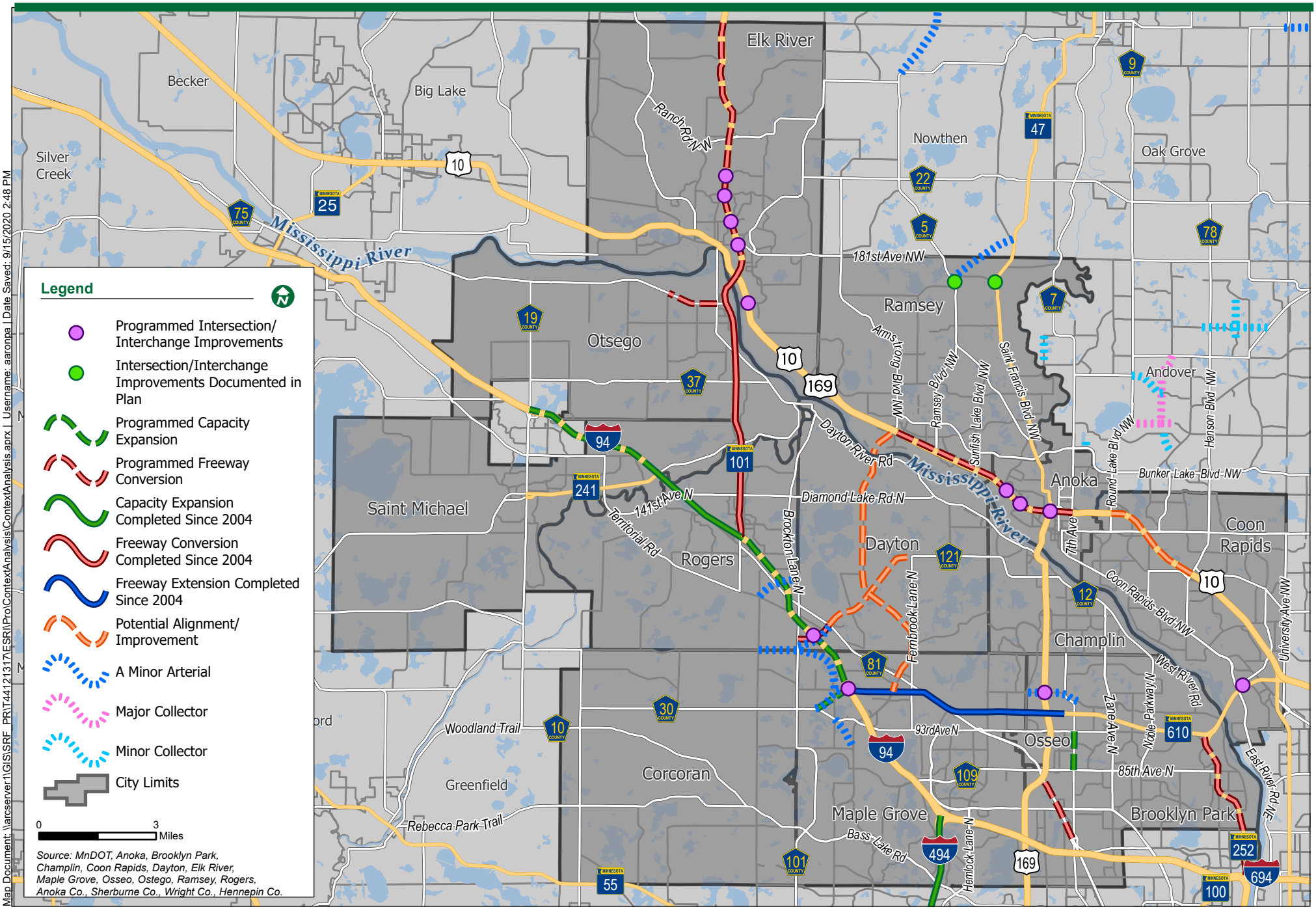
DEPARTMENT OF TRANSPORTATION

NORTHWEST METRO

Mississippi River Crossings Feasibility Analysis

Figure 12: Future Network

September 2020



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Summary

The Context Analysis is intended to provide a ***look back*** at the studies and work that has been completed in the feasibility analysis area over the last three decades. Our review of the comprehensive plans prepared by the cities and counties provides a ***look to the future*** at what the communities expect to occur in the next 20 years, and how they are planning and positioning for this to occur.

Our analysis has results in several ***key takeaways****:*

- The area included within the feasibility analysis has been studied multiple times over the last 30 years. Nearly all of these past studies identified the need for additional capacity within the corridor. Some, but not all, called out a need for additional crossings.
- Growth is anticipated to continue throughout the analysis area. Ramsey, Corcoran, and Dayton are among the fastest growing communities in the Twin Cities Metropolitan area.
- Comprehensive plans for many of the communities in the feasibility area identify a concentration of more intense development along the major corridors. There are plans for mixed use and higher density development. In some cases, the areas are targeted for transit oriented development.
- Investments have been made in current system to increase capacity as a result of existing conditions, and in anticipation of future growth.
- Some individual communities have made investments on the north side of the river to accommodate a future crossing
- Recent investments on I-94 make it a natural east-west connection for any regional investments connecting both sides of the river