

ACTION TRANSMITTAL – 2019-25

DATE: May 28, 2019
TO: TAC
FROM: TAC Planning
FROM: MTS Staff
PREPARED BY: Rachel Wiken, Planner, 651-602-1572
SUBJECT: Function Class Request for Ramsey County – Old Hwy 8
REQUESTED ACTION: Ramsey County requests approval from TAC to change Old Hwy 8 (CSAH 77) from Other Arterial to A-Minor Reliever. (*Change Request #1361*)
REQUESTED ACTION: That TAC approve Old Hwy 8 (CSAH 77) as an A-Minor Reliever.

BACKGROUND AND PURPOSE OF ACTION: Ramsey County is requesting a change to Old Hwy 8 (CSAH 77) between Country Road (CR) D and 5th Ave in New Brighton. The requested change is from Other Arterial to A-Minor Reliever.

This section of roadway closely parallels I-35W, running approximately 0.4 miles to the west. To the south the road connects at a t-intersection with CR D (an A-Minor Augmentor). Just a short half block to the west, New Brighton Blvd (an A-Minor Reliever) continues to the south and west. On the north end, the road connects with 5th Ave, already an A-Minor Reliever. Adding this section of roadway as A-Minor Reliever would create a continuous, if slightly disjointed, A-Minor Reliever to the west of I-35W from US 10 to Hwy 36.

Old Highway 8 serves as a route for heavy commercial traffic and connects Downtown New Brighton with commercial areas to the north and south.

The City of New Brighton supports the change.

STAFF ANALYSIS: Staff supports the request since the segment is currently functioning as a reliever by removing traffic from I-35W during congested periods.

New Brighton is an Urban Community under Thrive2040 designations. Spacing is consistent for urban A-Minor roads, which should be spaced 1/2 to 1 miles based on Appendix D of the Transportation Policy Plan. A north-south A-Minor Augmentor runs along Silver Lake Rd, one mile to the west. An A-minor Reliever runs along Cleveland (CSAH 46), one half mile to the east of Old Hwy 8 and just to the east of 35W. It is acceptable to have an A-Minor Reliever on both sides of a principal arterial.

Like many urban A-Minors, access control is a concern. There are many commercial and residential properties with direct road access. Side streets are controlled by stop signs. Major intersections are controlled by stop lights, with one 4-way stop.

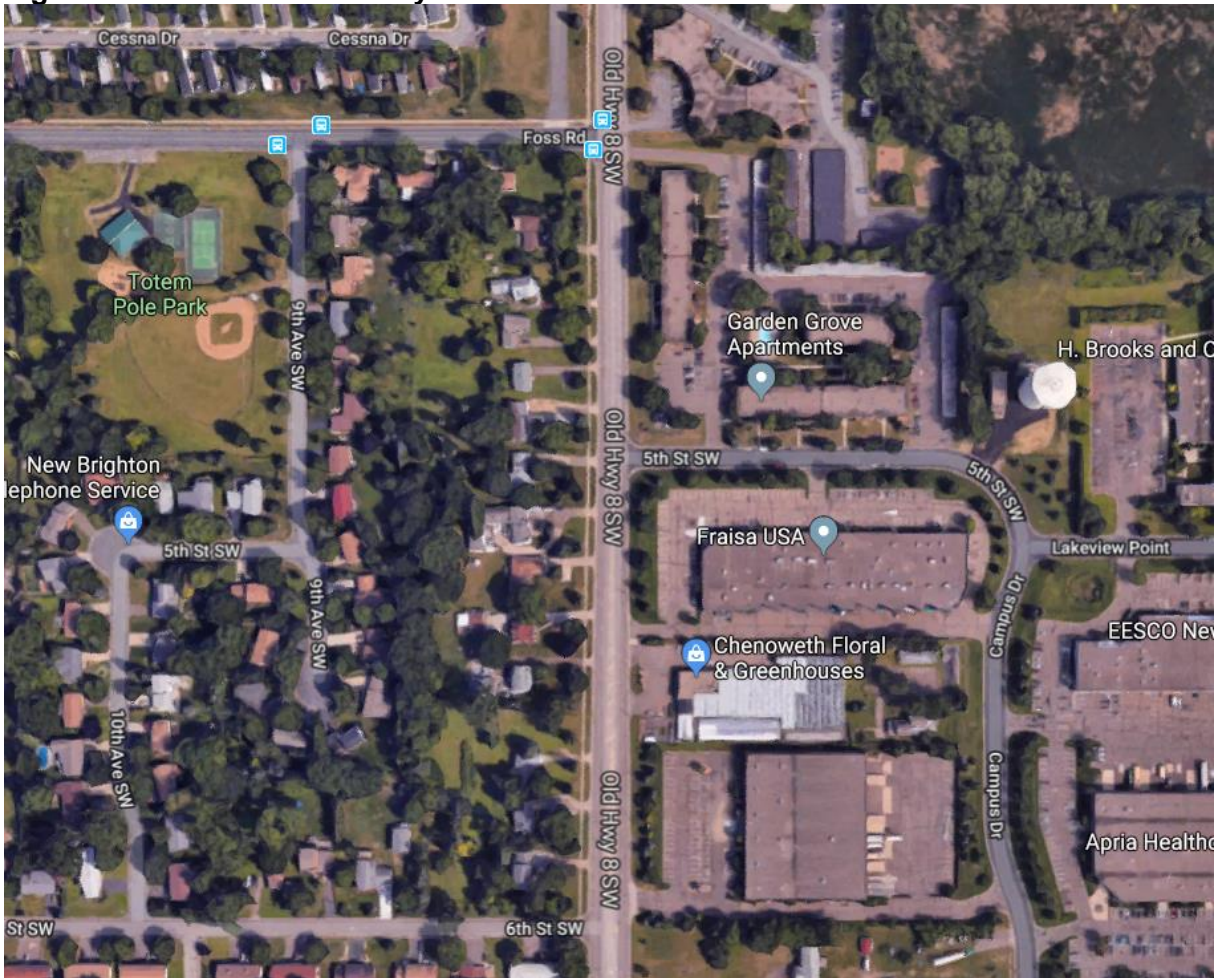
Figure 1: Commercial access along Old Hwy 8

Looking north at 5th St NW



Source: Google Streetview

Figure 2: Residential Driveways



Source: Google Maps

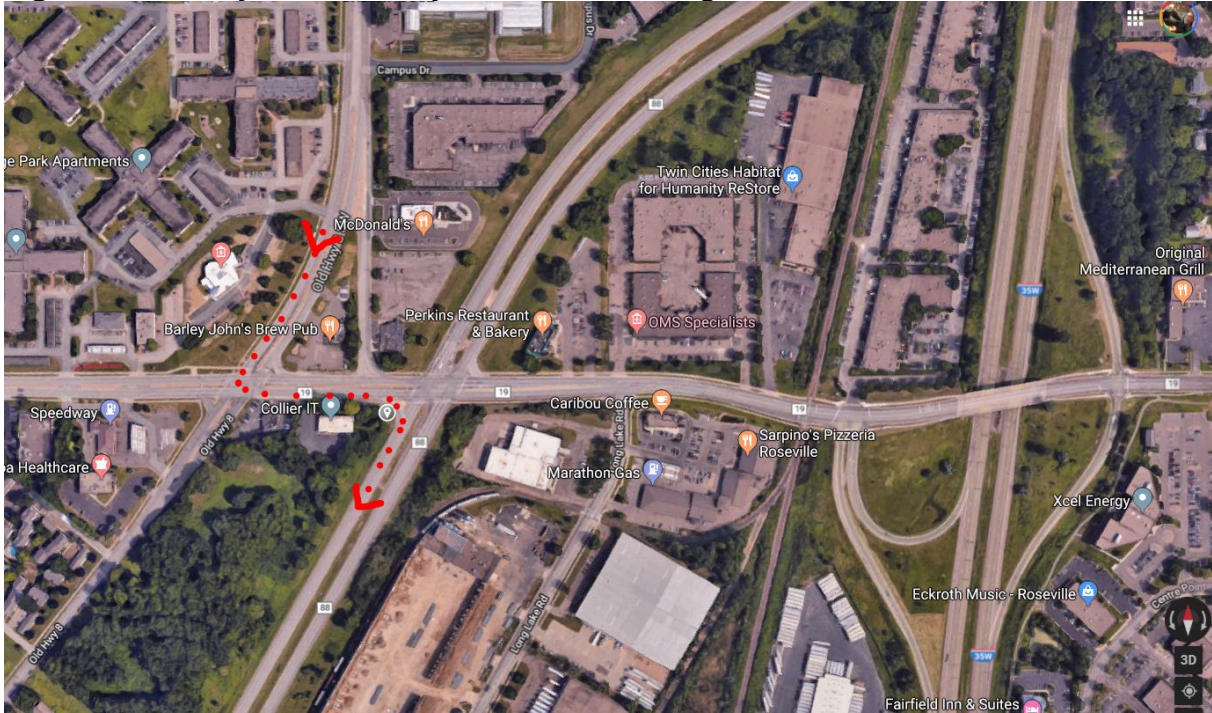
Appendix D of the TPP outlines criteria and characteristics for functional class roads. For A-Minor Arterials in the urbanized area, trips should be of medium length (2-6 miles) or longer trips to access the PA network. Using Streetlight Insights data from 2017, MTS staff ran an analysis of this section and several other A-Minor relievers in the northern Metro area. For Old Hwy 8, only 5% of trips were shorter than 2 miles. Trips of 2-6 miles made up 28%, and 67% of trips were longer than 6 miles.

Other A-Minors had similar breakdowns in trip length, with some minor variations in shorter trip length. Old Hwy 8 was very close to the average for trip length over these segments in those three trip length categories (less than 2 miles, 2 to 6 miles, and more than 6 miles).

The route requires several turns to stay on the reliever alignment, especially the movement from southbound Old Hwy 8 to southbound New Brighton Blvd (Figure 3). Staff has concern over whether traffic can be moved safely and efficiently along the Reliever route, or if traffic would continue southbound beyond County Road D on Old Hwy 8, which is currently a local road with only two stop signs before Old Hwy 8 and New Brighton Blvd (Figure 4). It seems possible that some traffic may continue southbound on Old Hwy 8 to avoid a left turn during congested times.

MTS staff and MnDOT support the functional class change given that the route is currently functioning as a reliever.

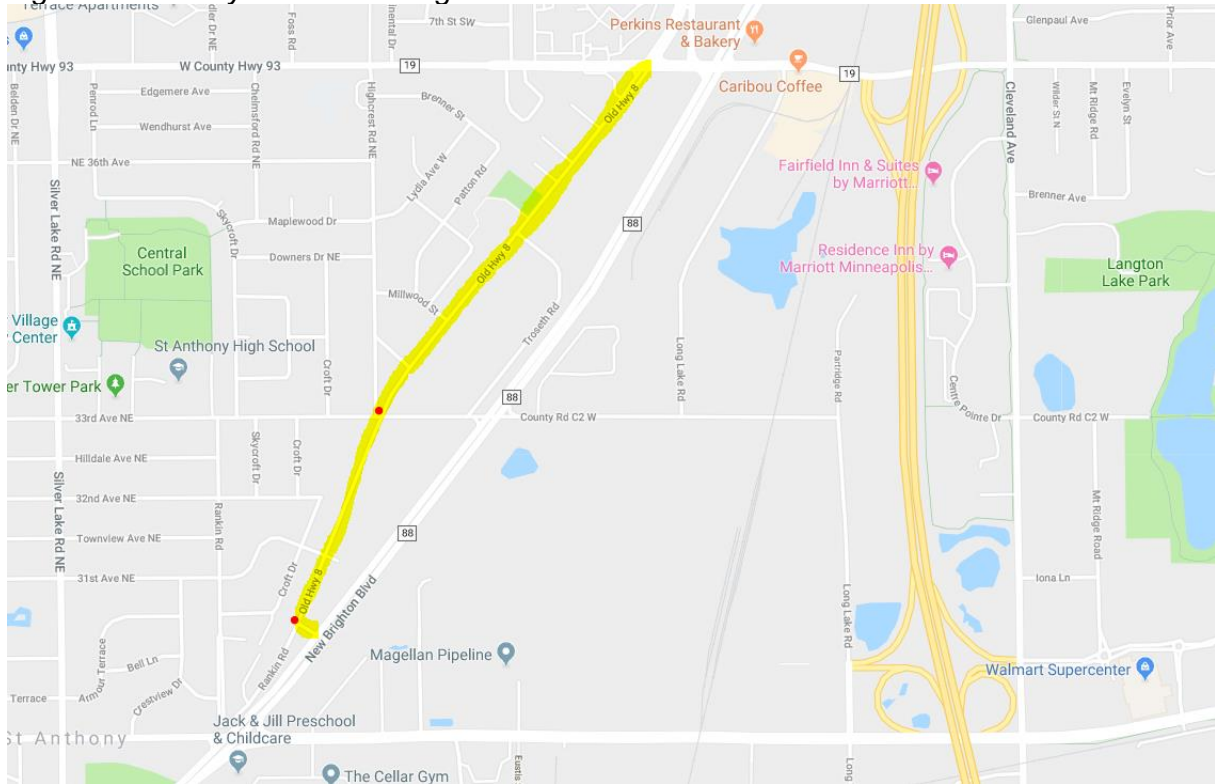
Figure 2: Old Hwy 8 and County Road D Interchange



Source: Google Maps

Note: Traffic heading southbound on Old Hwy 8 would need to turn left onto County Road D, and then right onto New Brighton Blvd (CSAH 88).

Figure 4: Old Hwy 8 and New Brighton Blvd



Source: Google maps

Note: Old Hwy 8 (in yellow) only has two stop signs (red dots) before joining New Brighton Blvd.

COMMITTEE ACTION: TAC Planning voted unanimously to recommend the requested change.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	5-9-19
Technical Advisory Committee	Review & Recommend	