

ACTION TRANSMITTAL No. 2013-27

DATE: June 13, 2013

TO: Technical Advisory Committee

FROM: TAC Planning Committee

PREPARED BY: David Vessel, Senior Planner
Kevin Roggenbuck, TAB Coordinator

SUBJECT: Functional classification Change Requests #1275, #1276, #1277 in the city of Brooklyn Park

REQUESTED ACTION: #1275 Jefferson Highway between 93rd Avenue and 109th Avenue North: Change functional classification from Major Collector to "A" Minor Arterial Reliever
#1276 101st Avenue between Jefferson Highway and Oak Grove Parkway: Change functional classification for this planned reconstruction from local road to "A" Minor Arterial Reliever
#1277 Oak Grove Parkway between Winnetka Avenue and Noble Parkway: Change functional classification from local road to "A" Minor Arterial Reliever

RECOMMENDED MOTION: #1275 Jefferson Highway between 93rd Avenue and 109th Avenue North: Change functional classification from Major Collector to "B" Minor Arterial
#1276 101st Avenue between Jefferson Highway and Oak Grove Parkway: Change functional classification from local road to "A" Minor Arterial Expander
#1277 Oak Grove Parkway between Winnetka Avenue and Noble Parkway: Change functional classification from local road to "A" Minor Arterial Expander

BACKGROUND AND PURPOSE OF ACTION: Brooklyn Park is working to proactively prepare its local road network to accommodate anticipated development and traffic growth resulting from construction of the Target North Campus development, the NorthPark Business Center, and other potential development, and potential construction of the METRO Blue Line extension (Bottineau LRT).

The functional classification changes in this request anticipate replacing an at-grade intersection (stop controlled side street) on Trunk Highway 169 (TH 169) at 101st Avenue North with a grade-separated interchange. The TH 169/101st Avenue interchange request was reviewed by the MnDOT Interchange Review Committee. The committee required additional information and noted two points as especially important:

1. Interchange Review Criteria 3 states that metropolitan highways [principal arterials] should have interchanges with only other metropolitan highways or "A" Minor Arterials. Since 101st Ave is not currently an "A" Minor Arterial, a functional classification change for 101st Avenue must be approved through the TAC process.
2. Interchange Review Criteria 5 and 6 stress that the [traffic] operational integrity and safety of the metropolitan highway must not be degraded through construction of an interchange. This emphasis is especially important since the spacing between TH 610 and 101st Avenue is less than suggested in Criteria 6. Additional traffic analysis is needed to determine the impact the interchange will have on traffic operations near the 109th Avenue intersection (and its future configurations). A transition plan for how motorists on TH 169 will safely transition from a full freeway at TH 610 to a signal at 109th Avenue would be helpful, especially for northbound traffic entering TH 169 from 101st Avenue and approaching 109th Avenue.

Council staff have noted the proposed TH 169/101st Avenue interchange design would significantly impact the Rush Creek Regional Trail Corridor. The regional parkland was purchased using funding from the Metropolitan Council that includes a restrictive use covenant and is a federal Section 4f resource.

Council staff also noted the roadway changes would affect one of two proposed locations for the Blue Line extension LRT operations and maintenance facility (OMF). One of the OMF sites that will be evaluated in the Draft Environmental Impact Statement is proposed in the northwest quadrant of the existing intersection of 101st Avenue and West Broadway Avenue/County State Aid Highway 103. Council staff supports the important changes, including improved access, proposed so long as they do not preclude the 101st Avenue/West Broadway Avenue (CSAH 103) site from further consideration as an OMF site and the roadway plan does not increase the construction and operating costs for the Blue Line extension by increasing the length of the LRT trackage, electrical system, and other related support facilities.

RELATIONSHIP TO REGIONAL POLICY: The Federal Highway Administration requires MnDOT and the region to identify and report the functional classification for its highway system. Appendix D of the 2030 Transportation Policy Plan (adopted November 2010, amended May 8, 2013) states, "Functional classification involves determining what function each roadway should perform before determining street widths, speed limits, intersection control or other design features. Functional classification ensures that non-transportation factors, such as land use and development, are taken into account when planning and designing streets and highways. ... Once function is established, appropriate or desirable design and operational characteristics can be used as further guidelines for implementation."

In addition to the FHWA-required classifications, the region has developed its own administrative classification, called "A" Minor Arterials, to identify the minor arterials that are most important to the region because of their active support for the Metropolitan Highway System (Principal Arterials). Regional policy limits the expenditure of federal highway funding to the Regional Highway System (Principal and "A" Minor Arterials). Regional policy identifies four types of "A" Minor Arterials: Augmentors, Connectors, Expanders, and Relievers. See Appendix D of the 2030 TPP for additional information.

STAFF ANALYSIS: Staff support parts of the Brooklyn Park functional classification change request and recommends modifications to several specific parts of the request. The requested action needs to be considered and evaluated with other proposed changes including the proposed TH 169/101st Avenue interchange and the potentially-required mitigation of regional parklands to accommodate the potential interchange. The rationale for the recommended motion is:

#1275: Jefferson Highway would be better classified as a "B" Minor Arterial because of the length of the proposed change (1.5 miles), the continuation of Jefferson Highway as a major collector on both ends of the requested reclassification area, and because the City of Maple Grove indicated in its letter of support its long-range transportation plan shows Jefferson Highway to be reclassified as a "B" Minor Arterial.

#1276: Realigned 101st Avenue North would be better classified as an "A" Minor Arterial Expander. The "A" Minor Arterial Expander classification is more appropriate since the length of the proposed change (1.5 miles) is more consistent as an "A" Minor Arterial Expander, the presence of an existing "A" Minor Arterial Reliever (93rd Avenue) just south of TH 610, and consistent with the definitions in the 2030 TPP Appendix D. Realigned 101st Avenue North will serve increased traffic demand in the local area (role of an Expander) as compared to relieving congestion on TH 610 (role of a Reliever); it should also be noted that TH 610 is currently an uncongested Principal Arterial. Regional concerns regarding the TH 169/101st Avenue interchange and the impact of the realignment on the Bottineau Transitway remain.

#1277: Oak Grove Parkway North would be better classified as an "A" Minor Arterial Expander because of the length of the proposed change (1/2 mile), the presence of an existing "A" Minor Arterial Reliever (93rd Avenue) just south of TH 610, and consistent with the definitions in the 2030 TPP Appendix D. Oak Grove Parkway will serve increased traffic demand in the local area (role of an Expander) as compared to relieving congestion on TH 610 (role of a Reliever); it should also be noted that TH 610 is currently an uncongested principal arterial.

COMMITTEE COMMENTS AND ACTION: The Brooklyn Park functional classification change request was discussed by the TAC Planning Committee on April 11, 2013. The committee lacked a quorum and could not take action. The committee made several comments:

- The planned interchange at TH 169 and 101st Avenue would be very close to the existing interchange at TH 169 and TH 610. Mr. Holstein said he could provide the committee with a letter from MnDOT supporting the interchange.
- The request included a letter of support from Maple Grove in changing the functional classification of Jefferson Highway to an "A" Minor Arterial.
- Oak Grove Parkway has sufficient capacity to function as an "A" Minor Arterial Reliever.
- The segment of Oak Grove Parkway and the planned segment on 101st Avenue would be a short "A" Minor Reliever segment and partially redundant to CSAH 30 (93rd Avenue) just south of TH 610.
- Currently, there is no congestion on TH 610, the Principal Arterial to be relieved, and this request might be premature.

- Jefferson Highway would be a very short "A" Minor Arterial Reliever and might be better suited as a "B" Minor Arterial.

This request was reviewed a second time by the committee on June 13th. The City of Brooklyn Park had made changes to their request and submitted it to the committee. With additional discussion, TAC-Planning approved the 'recommended motion'.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning or Funding & Programming Committee	Review & Recommend	June 13, 2013
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Information Item	

Regional Functional Classification
Change Request Form

ID Number: 1275

Date of Request: 2-5-13

Roadway Name: Jefferson Highway

Roadway CSAH #

Roadway MSA # 137 (City of Brooklyn Park)

Roadway County Rd #

Request Type: Existing

Functional Classification Information:

Existing Roadway

Current Classification: Major Collector
Requested Classification: A Minor Reliever
If other:

Planned Roadway

Current Classification: -----
Requested Classification: -----
If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Request Information:

Change Start Location: CSAH 30 (93rd Avenue N)

Change End Location: 109th Avenue N

Length of Requested Change (Miles): 2.0 miles

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: 1276 1277

Involves other jurisdictions (Yes) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change
The roadway currently functions as a reliever for TH 169. This is not expected to change in the long range. The roadway design and access (existing and future) is consistent with a higher level facility that services moderate to high volumes at moderate speeds. The limited access at TH 169 / CSAH 30 with the pending interchange project will result in increased traffic along Jefferson Highway as will the planned high intensity uses adjacent to the roadway within Brooklyn Park.

----- **Required for B-Minor, A-Minor and PA Requests** -----

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: Jefferson Highway provides a supplementary connection between the cities of Osseo, Brooklyn Park, Maple Grove and Champlin and is expected to interconnect major traffic generators within this area in the future.

Spacing: Jefferson Highway is one mile from adjacent north/south minor arterial roadways to the east (CSAH 103) and west (Zachary Lane).

Management: Design speed of 55 mph. Existing posted speed limit of 50 mph. Expected to maintain a minimum average speed during peak traffic periods of over 30 mph in future.

Regional Functional Classification Change Request Form

ID Number: 1275

Date of Request: 2-5-13

System Connections & Access Spacing: Connects to other Minor Arterials to south (CSAH 30) and to north (109th Avenue N).

Trip Making Services: Most trips would be expected to be short to medium in length between the major generators or to and from the substantial residential areas to the west and the City of Osseo. Longer trips would also continue to use the facility as a reliever to TH 169 in the future, including trips to and from the limited access interchange at TH 169 / CSAH 30 and a possible future interchange near TH 169 / 101st Avenue.

Mobility vs. Land Access: Direct land access along Jefferson Highway will continue to be restricted to a limited number of locations that service concentrations of commercial/industrial uses. The design function of Jefferson Highway will continue to be towards mobility.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

(from Table D-4 in TPP, http://www.metrocouncil.org/planning/transportation/TPP/2010/Oct21/Appendix/D_FunClass.pdf)

Use: Relief for traffic along TH 169.

Location: Developing area of Brooklyn Park within MUSA

Trip Length: Most expected to be less than 8 miles.

Problem Addressed: Relief of TH 169 and TH 610 / TH 169 system interchange.

(Optional) Typical Characteristics: Providing the following to support the request

Intersection Treatments: Multiple Lanes of approach.

Present AADT: 7,600 vpd

Estimated Future AADT/Year: 16,000 vpd

Source of Estimated AADT/Date: City of Brooklyn Park 2030 Comprehensive Plan

Posted Speed: 50 mph

----- **Required for All Requests** -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Brooklyn Park

Contact Person: Jeff Holstein

Phone: 763-493-8102

Fax: 763-493-8137

Email: jeff.holstein@brooklynpark.org

Address: 5200 85th Avenue N

City: Brooklyn Park

State: MN

Zip: 55443

Regional Functional Classification
Change Request Form

ID Number: 1275

Date of Request: 2-5-13

----- **Committee Staff ONLY** -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation: Reclassify Jefferson Highway between 93rd Av and 109th Av N from a 'collector' to a B-Minor Arterial.

MnDOT Consent: YES NO Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date: June 13, 2013

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

Regional Functional Classification Change Request Form

ID Number: 1276

Date of Request: 2-5-13

Roadway Name: 101st Avenue N

Roadway CSAH #

Roadway MSA # 129 (101st Ave N)

Roadway County Rd #

Request Type: Planned

Functional Classification Information:

Existing Roadway

Current Classification: -----

Requested Classification: N/A

If other:

Planned Roadway

Current Classification: Local

Requested Classification: A Minor Reliever

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Request Information:

Change Start Location: Oak Grove

Change End Location: Jefferson Highway

Length of Requested Change (Miles): 1.3 miles

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: 1275 1277

Involves other jurisdictions (Yes) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

To provide a continuous backage road along the north side of TH 610 similar to CSAH 30 to the south of TH 610. To qualify for future interchange consideration at or near the TH 169 / 101st Avenue junction.

----- Required for B-Minor, A-Minor and PA Requests -----

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: Provides interconnection between several significant existing and future traffic generators (Target North Campus, Park Place Promenade, 610 Crossings, future Target development to west of CSAH 103 and business park development west of TH 169) along the subject segment.

Spacing: Spacing to the closest E/W Minor Arterials varies from 3,000 feet to a mile to CSAH 30 to the south and a mile to 7,000 feet to 109th Avenue to the north.

Management: Design speed of 35-40 mph. Existing posted speeds of 40 mph (Oak Grove) and 45 mph (101st Avenue). Expected to maintain at least a 30 mph average speed during future peak traffic periods.

Regional Functional Classification Change Request Form

ID Number: 1276

Date of Request: 2-5-13

System Connections & Access Spacing: Would connect via full movement signalized intersections to other A Minor Arterials (CSAH 103, CSAH 14, CSAH 12 and Jefferson Highway which is also requested to be upgraded), major collectors (Regent Avenue, Hampshire Avenue and future Xylon Avenue) and possibly a principal arterial (TH 169) if an interchange is constructed.

Access spacing would be limited to selected locations of major public streets and significant development driveways. Average access spacing would be approximately 1,000 feet.

Trip Making Services: Most trips would be short to medium between the major generators or between the major generators and the significant residential land uses to the immediate east and west. Longer trips would utilize the TH 610 interchanges at CSAH 103, CSAH 14 and CSAH 12 and the TH 169 access at CSAH 30, 109th Avenue and possibly a future interchange at or near 101st Avenue. There is also a real possibility that the Bottineau Boulevard Transitway will ultimately service this area via a LRT line along CSAH 103 to the Target North Campus.

Mobility vs. Land Access: The proposed design function of the 101st Avenue North / Oak Grove Parkway roadway would be to move through traffic.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

(from Table D-4 in TPP, http://www.metrocouncil.org/planning/transportation/TPP/2010/Oct21/Appendix/D_FunClass.pdf)

Use: Relief for traffic along TH 610.

Location: Developing area of Brooklyn Park along MUSA

Trip Length: Sub-regional trips expected to be less than 8 miles in length.

Problem Addressed: Relief of TH 610 and TH 610 / TH 169 System interchange.

(Optional) Typical Characteristics: Providing the following to support the request

Intersection Treatments: Multiple lanes of approach.

Present AADT: 101st Avenue E. and W. of TH 169 - 500 vpd and 1,700 vpd, respectively. Oak Grove Parkway E. of CSAH 103 - 2,500 vpd.

Estimated Future AADT/Year: 16,800 vpd in 2030.

Source of Estimated AADT/Date: City of Brooklyn Park 2030 Comprehensive Plan

Posted Speed: existing 40 mph on Oak Grove Parkway, 45 mph on 101st Avenue to east of TH 169 and 30 mph on 101st Avenue to west of TH 169.

Regional Functional Classification
Change Request Form

ID Number: 1276

Date of Request: 2-5-13

----- Required for All Requests -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Brooklyn Park

Contact Person: Jeff Holstein

Phone: 763-493-8102

Fax: 763-493-8137

Email: jeff.holstein@brooklynpark.org

Address: 5200 85th Avenue N

City: Brooklyn Park

State: MN

Zip: 55443

----- Committee Staff ONLY -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation: Reclassify 101st Ave between Jefferson Highway and Oak Grove Parkway from a local road to an A-Minor Arterial Expander.

MnDOT Consent: YES NO Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date: June 13, 2013

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

Regional Functional Classification
Change Request Form

ID Number: 1277

Date of Request: 2-5-13

Roadway Name: Oak Grove Pkwy

Roadway CSAH #

Roadway MSA # MSA #130 (Oak Grove Pkwy)

Roadway County Rd #

Request Type: Existing

Functional Classification Information:

Existing Roadway

Current Classification: Local

Requested Classification: A Minor Reliever

If other:

Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Request Information:

Change Start Location: CSAH 12 (Noble Pkwy)

Change End Location: Winnetka Ave

Length of Requested Change (Miles): 2.2 miles

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: 1275 1276

Involves other jurisdictions (Yes) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

To provide a continuous backage road along the north side of TH 610 similar to CSAH 30 to the south of TH 610. To qualify for future interchange consideration at or near the TH 169 / 101st Avenue junction.

----- Required for B-Minor, A-Minor and PA Requests -----

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Spacing: Spacing to the closest E/W Minor Arterials varies from 3,000 feet to a mile to CSAH 30 to the south and a mile to 7,000 feet to 109th Avenue to the north.

Management: Design speed of 35-40 mph. Existing posted speeds of 40 mph (Oak Grove) and 45 mph (101st Avenue). Expected to maintain at least a 30 mph average speed during future peak traffic periods.

Regional Functional Classification Change Request Form

ID Number: 1277

Date of Request: 2-5-13

System Connections & Access Spacing: Would connect via full movement signalized intersections to other A Minor Arterials (CSAH 103, CSAH 14, CSAH 12 and Jefferson Highway which is also requested to be upgraded), major collectors (Regent Avenue, Hampshire Avenue and future Xylon Avenue) and possibly a principal arterial (TH 169) if an interchange is constructed.

Access spacing would be limited to selected locations of major public streets and significant development driveways. Average access spacing would be approximately 1,000 feet.

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Mobility vs. Land Access: The proposed design function of the 101st Avenue North / Oak Grove Parkway roadway would be to move through traffic.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

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Use: Relief for traffic along TH 610.

Location: Developing area of Brooklyn Park along MUSA

Trip Length: Sub-regional trips expected to be less than 8 miles in length.

Problem Addressed: Relief of TH 610 and TH 610 / TH 169 System interchange.

(Optional) Typical Characteristics: Providing the following to support the request

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Present AADT: 101st Avenue E. and W. of TH 169 - 500 vpd and 1,700 vpd, respectively. Oak Grove Parkway E. of CSAH 103 - 2,500 vpd.

Estimated Future AADT/Year: 16,800 vpd in 2030.

Source of Estimated AADT/Date: City of Brooklyn Park 2030 Comprehensive Plan

Posted Speed: existing 40 mph on Oak Grove Parkway, 45 mph on 101st Avenue to east of TH 169 and 30 mph on 101st Avenue to west of TH 169.

Regional Functional Classification Change Request Form

ID Number: 1277

Date of Request: 2-5-13

----- **Required for All Requests** -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Brooklyn Park

Contact Person: Jeff Holstein

Phone: 763-493-8102

Fax: 763-493-8137

Email: jeff.holstein@brooklynpark.org

Address: 5200 85th Avenue N

City: Brooklyn Park

State: MN

Zip: 55443

----- **Committee Staff ONLY** -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation: Reclassify Oak Grove Parkway between Winnetka Av and Noble Parkway as an A-Minor Arterial Expander

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date: June 13, 2013

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

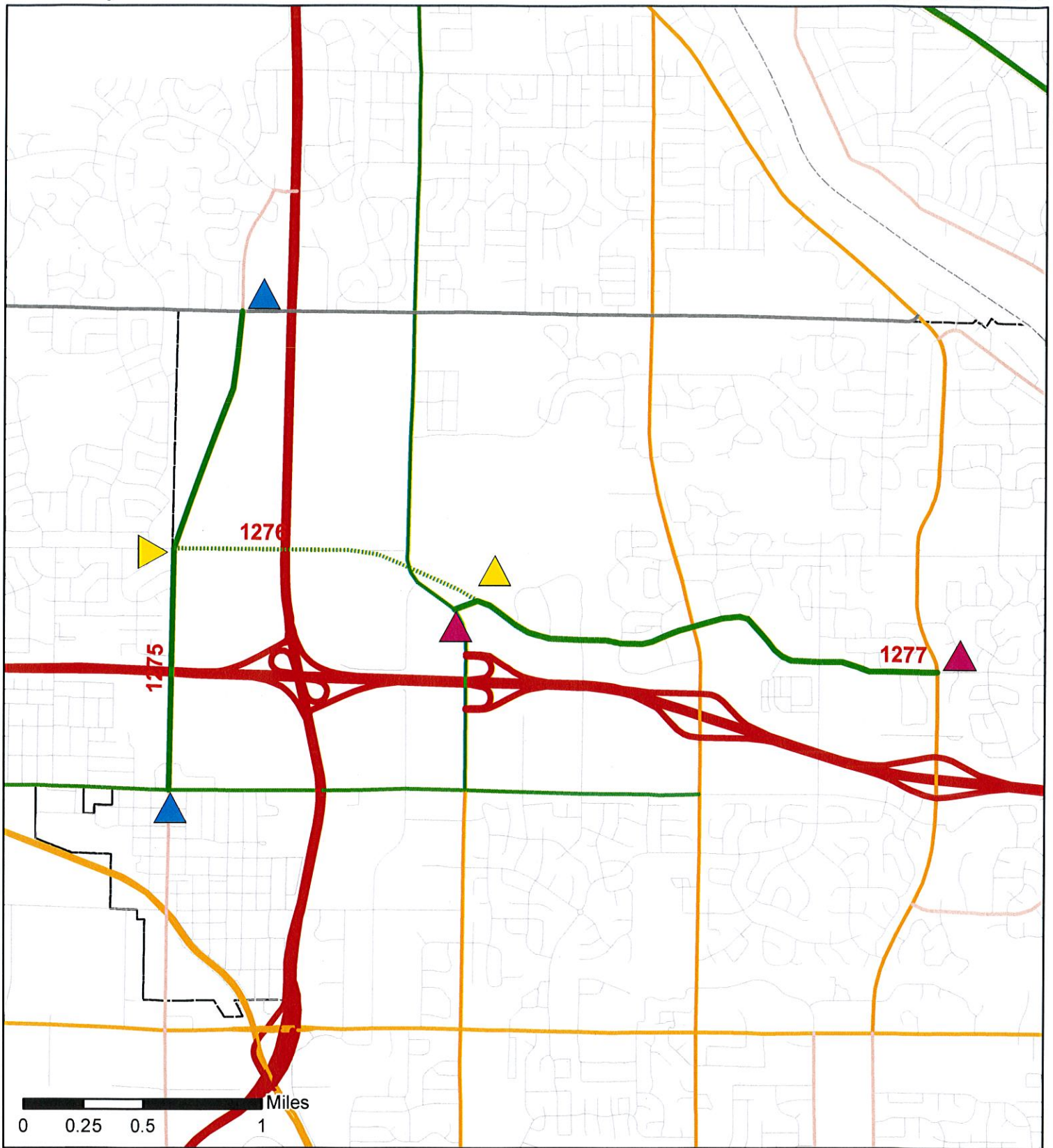
Date:

Previous Action ID:









Date:

Functional Class Roads Change Requests Brooklyn Park









ID# 1275-1277



Existing Regional Functional Class Roads

-  Principal Arterial
-  B Minor
-  Major Collector
-  Minor Collector
-  A Minor Augmentor
-  A Minor Reliever
-  A Minor Expander
-  A Minor Connector

Planned Regional Functional Class Roads

-  Principal Arterial
-  B Minor
-  Major Collector
-  Minor Collector
-  A Minor Augmentor
-  A Minor Reliever
-  A Minor Expander
-  A Minor Connector

 City / Township Boundaries

 TLG Street Centerlines

 County Boundaries

