

ACTION TRANSMITTAL 2016-13

DATE: Jan 4th, 2016
TO: TAC Planning
FROM: MTS Staff
PREPARED BY: Rachel Wiken (651) 602-1572
SUBJECT: Functional Class Changes #1339 Brooklyn Center
REQUESTED ACTION: Brooklyn Center requests a change from Collector to A Minor Reliever for 66th Ave, Shingle Creek, and 69th Ave
RECOMMENDED MOTION: That TAC Planning recommend to TAC the approval of the change as requested.

BACKGROUND AND PURPOSE OF ACTION:

To provide a continuous east-west connection parallel to I-694/I-94 on the north side within the City of Brooklyn Center. Presently there are no arterial routes that serve as a reliever to I-694/I-94. The closest parallel arterial route that provides east-west movement is CSAH 109 (85th Avenue N) which is located approximately 2 miles north of the proposed "A" minor arterial route in this application. The land use density of the area would support an additional east-west A minor arterial.

In addition to reclassifying the roadway for purposes of providing a continuous east-west route parallel to I-694/I-94, the city would like to have the route reclassified in order to qualify for future interchange consideration at the 66th Avenue N and TH 252 intersection. The City of Brooklyn Center recently led a TH 252 Corridor Study in coordination with MnDOT, Brooklyn Park and the Metropolitan Council to consider long-term changes for the TH 252 corridor. The study recommended constructing an interchange at the 66th Avenue N/TH 252 intersection to address both existing and future safety and capacity problems.

STAFF ANALYSIS:

The requested road mostly matches the A Minor Reliever criteria. It has appropriate current AADT and is in an urban location and does / will function as a reliever of I-694. Access spacing should be improved, but it does seem to be the best option within Brooklyn Center to function as a reliever.

The section of 694 parallel to the request does not have any reliever roadways. However, according to 2014 MnDOT Congestion report, this section of road is not congested. The request seems similar to a 2014 request from Washington County to upgrade Hadley Ave from Major Collector to Reliever. While I-694 in that area was not congested, staff and committee approved the request, as it met other characteristics and was a necessary reclassification to begin planning an interchange at that intersection. Staff feels this previous actions sets precedent to approve this request.

MnDOT reviewed the proposal and concurs with the Metropolitan Council's concern that access spacing along portions of the route are not ideal, but are superior to other east-west alternatives for A Minor arterials (70th Avenue N). MnDOT anticipates that as improvements to the east and west of this area are made, traffic levels will increase, thereby underscoring the need for a reliever roadway.

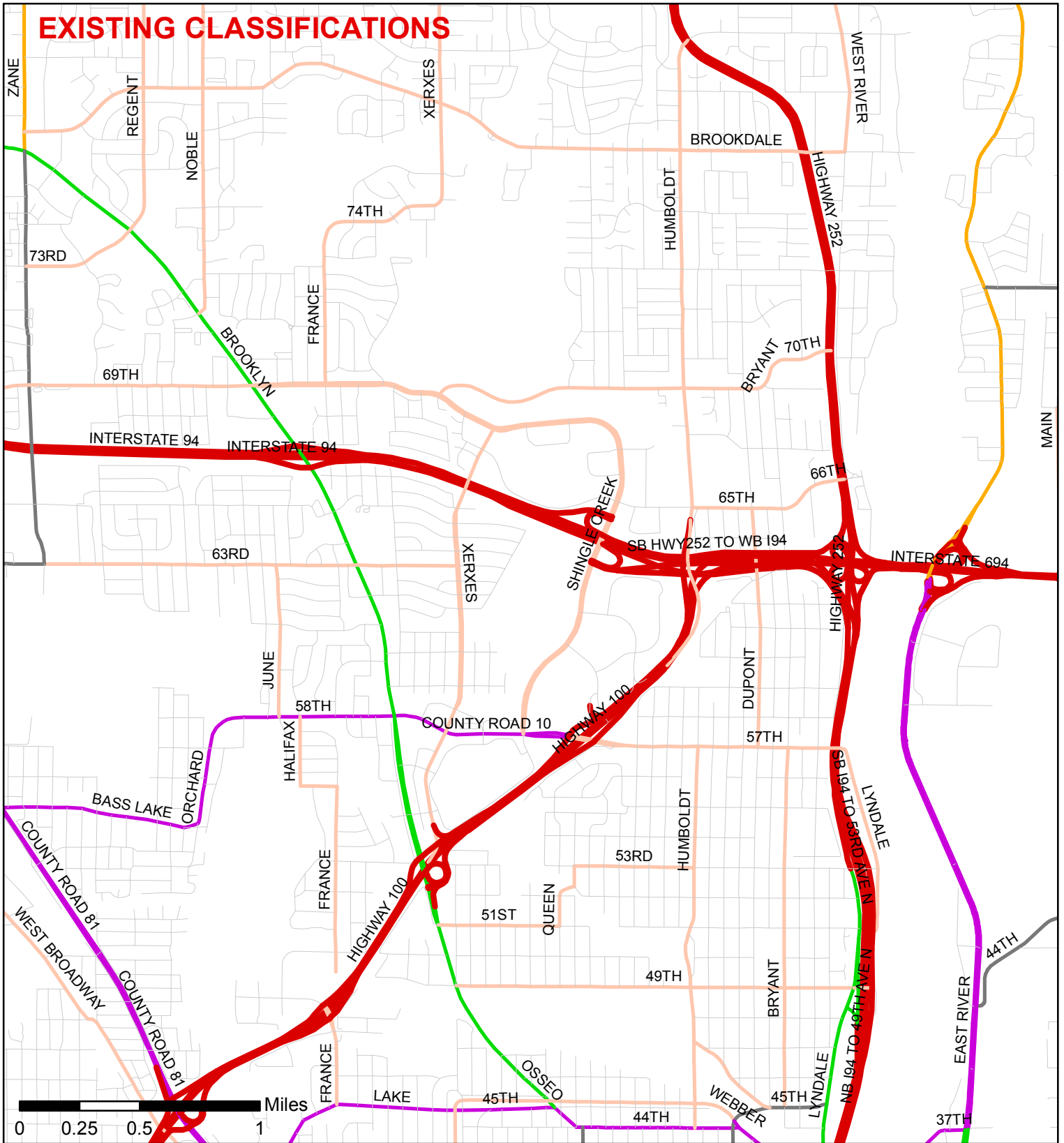
ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC - Planning	Review and Recommend	
Technical Advisory Committee	Review and Approve	

Functional Class Roads Change Requests

City of Brooklyn Center

ID# 1339



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

Street Centerlines

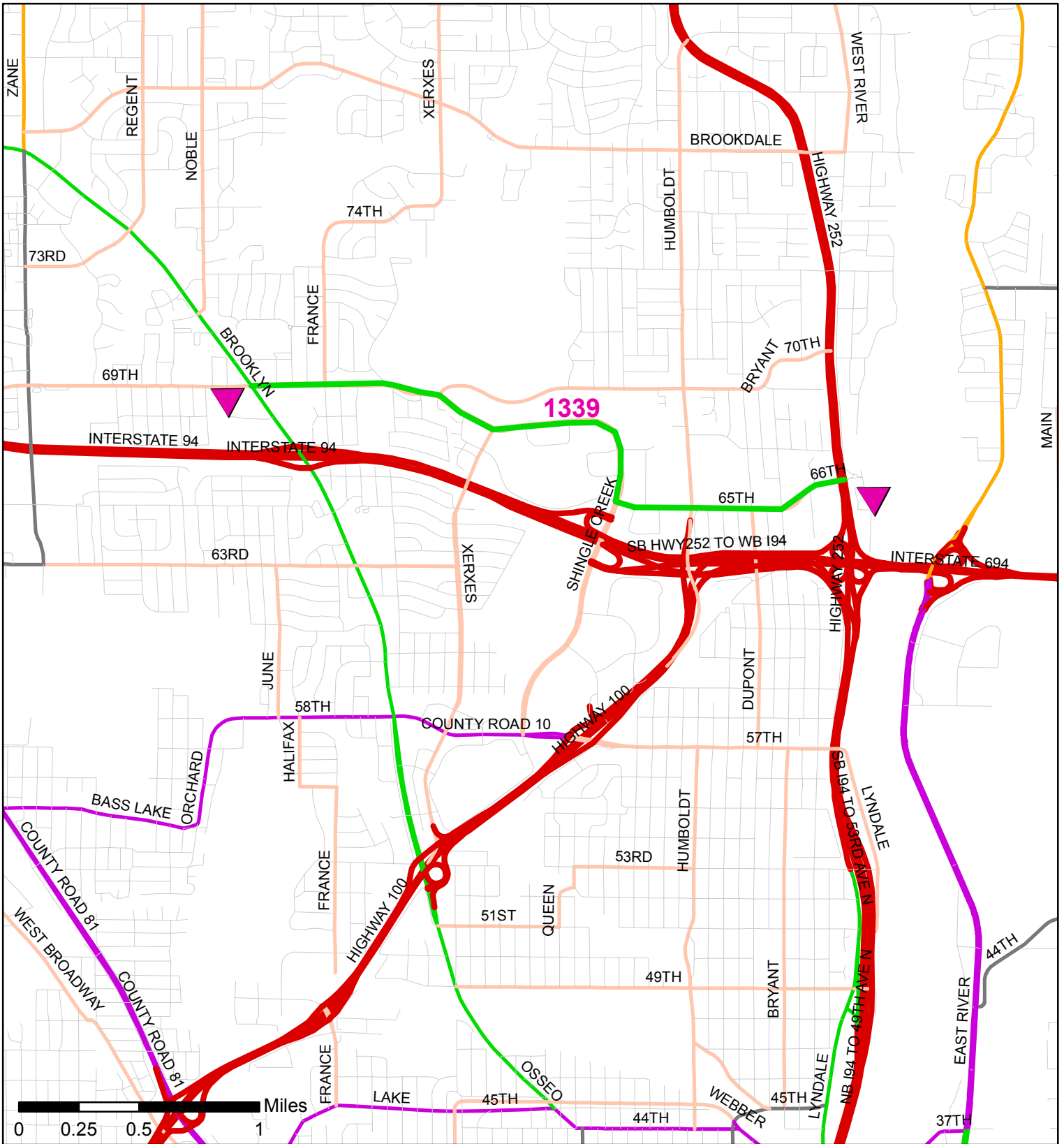
County Boundaries











Functional Class Roads Change Requests

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


Existing Regional Functional Class Roads

-  Principal Arterial
-  B Minor
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-  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

 Street Centerlines

 County Boundaries



Regional Functional Classification Change Request Form

ID Number: 1339

Date of Request: 12-22-2015

Roadway Name: 69th Avenue N, Shingle Creek Parkway, Freeway Boulevard, 65th Avenue N, and 66th Avenue N

Roadway CSAH # NA

Roadway MSA # 111,109,125

Roadway County Rd # NA

Request Type: Existing

Functional Classification Information:

Existing Roadway

Current Classification: Major Collector

Requested Classification: A Minor Reliever

If other: One section of roadway is currently classified as a local roadway in the Metropolitan Council database and as

collector route in the city's comprehensive plan

Planned Roadway

Current Classification: N/A

Requested Classification: N/A

If other:

Planned to existing Contingent Conditions: -----

Other / Explain: The entire route is shown as a major collector in the City of Brooklyn Center Comprehensive Plan. However, Freeway Boulevard is not shown as a major collector on the Metropolitan Council Functional Classification map, thus leaving a gap in the collector network. For purposes of streamlining the functional reclassification process, Metropolitan Council staff indicated that only one application will be needed for the proposed route rather than breaking it into three different segments.

Request Information:

Change Start Location: Brooklyn Boulevard (CSAH 152)

Change End Location: Trunk Highway (TH) 252

Length of Requested Change (Miles): 2.8

Dependent on other Requested Changes: No

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

Involves other jurisdictions (No) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

To provide a continuous east-west connection parallel to I-694/I-94 on the north side within the City of Brooklyn Center. Presently there are no arterial routes that serve as a reliever to I-694/I-94. The closest parallel arterial route that provides east-west movement is CSAH 109 (85th Avenue N) which is located approximately 2 miles north of the proposed "A" minor arterial route in this application. The land use density of the area would support an additional east-west A minor arterial.

In addition to reclassifying the roadway for purposes of providing a continuous east-west route parallel to I-694/I-94, the city would like to have the route reclassified in order to qualify for future interchange consideration at the 66th Avenue N and TH 252 intersection. The City of Brooklyn Center recently led a TH 252 Corridor Study in coordination with MnDOT, Brooklyn Park and the Metropolitan Council to consider long-term changes for the TH 252 corridor. The study recommended constructing an interchange at the 66th Avenue N/TH 252 intersection to address both existing and future safety and capacity problems.

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Date of Request: 12-22-2015

Following Section Required for All Principal and Minor Arterial Requests

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

Place Connections: The proposed A Minor arterial provides interconnection between existing traffic generators including the concentration of commercial land uses at 66th Avenue N and TH 252, commercial and industrial land uses along Freeway Boulevard and Shingle Creek Parkway between Humboldt Avenue N and 69th Avenue N, commercial land uses at 69th Avenue N and Brooklyn Boulevard, and Brooklyn Center High School.

Spacing: The closest continuous east-west minor arterials are approximately 2 miles to the north (85th Avenue N) and 2.6 miles to the south (44th Avenue N/Lake Drive). I-94/694 (principal arterial) is spaced between approximately a quarter of a mile to a half a mile south of the proposed route. This route is an interstate facility with limited access. The Metropolitan Council recommends minor arterial spacing of 0.5-1 mile in urban communities.

Within the Metropolitan Council's functional classification criteria, the proposed route is the best candidate for a continuous east-west A Minor arterial connection north of I-694. 70th Avenue N/69th Avenue N could be considered as an alternate connection for the eastern portion of the proposed route (instead of 66th Avenue N/65th Avenue N/Freeway Boulevard/Shingle Creek Parkway). However, 70th Avenue N passes through mostly park, residential, and school uses. Based on the adjacent land use, existing access is not consistent with criteria for an A Minor arterial and it would not connect the commercial and industrial uses that are served by the proposed route.

Management: All intersections along the proposed route are signalized or side street stop-controlled. Existing posted speeds are between 30 and 35 mph. The proposed route is expected to maintain at least a 30 mph average speed during peak traffic periods.

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System Connections & Access Spacing: The proposed route provides a continuous east-west connection between CSAH 152 (Brooklyn Boulevard), an A minor arterial reliever and TH 252, a principal arterial. Both connections are via full movement signalized intersections. The proposed route also connects to several major collectors, including France Avenue N, 69th Avenue N, Xerxes Avenue N, Shingle Creek Parkway, Humboldt Avenue N, and Dupont Avenue N.

Access spacing varies along the route. Along 69th Avenue N, Shingle Creek Parkway, and Freeway Boulevard, access is limited to commercial driveways and local public streets. Average spacing in this segment is approximately 300 feet. Along 65th and 66th Avenues N, there is some access to residential properties in addition to commercial driveways and local public streets. Average spacing in this segment is approximately 200 feet. Access spacing along this route is not ideal; however, it is better than the other alternative for east-west A Minor arterials (70th Avenue N).

Trip Making Services: Most trips are expected to be short to medium length at moderate speeds. The proposed route links many commercial and industrial land uses and the residential areas located north and south of the proposed route. The route parallels I-694 and keeps traffic off the freeway system for short and medium length trips. The route also provides access to the principal arterial network for longer trips. There are connections to I-694 at CSAH 152, Shingle Creek Parkway, and TH 252. 66th Avenue N connects to TH 252 for northbound trips on TH 252 and southbound trips on I-94.

In addition, the proposed route helps to serve connections to TH 100. Presently access to and from TH 100 is limited in the area due to the system to system interchange with I-94/694. Traffic on the interstate heading eastbound currently needs to exit at Shingle Creek Parkway and use Shingle Creek Parkway/Freeway Boulevard and Humboldt Avenue in order to get onto TH 100. Classifying the route as an A minor arterial better defines this function for the proposed route. Additionally, northbound traffic on TH 100 is only able to go east on I-94/694. If it is destined to the west, it needs to exit at Humboldt and then take Freeway

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Boulevard to Shingle Creek Parkway where it can then use the interchange to head west - again using part of the proposed A minor arterial.

Along with providing for trips for single occupant vehicles, the proposed route also provides for bus service along the corridor. Route 761 follows portions of 69th Avenue N and Shingle Creek Parkway. Route 722 follows Freeway Boulevard and Route 763 follows 65th and 66th Avenue N.

Mobility vs. Land Access: The function of the proposed A minor arterial would be to move through traffic, connect to nearby A minor and principal arterials, and provide access to concentrated commercial and industrial land uses. Access for much of the corridor is consistent with a lower-speed arterial, with access primarily being provided at public street intersections and larger industrial/commercial driveways. There are a limited number of direct residential driveways. A majority of those driveways are concentrated between Bryant Avenue N and Girard Avenue N.

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

(from Table D-4 in TPP, [http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx](http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx))

Use: Relief of traffic along I-94/694

Location: Urban community

Trip Length: Short to medium length trips (2-6 miles)

Problem Addressed: Relief of I-94/694 and improved connection to A minor and principal arterial system

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

Intersection Treatments: Signalized intersections with multiple lanes of approach and side street stop-controlled intersections

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Date of Request: 12-22-2015

Present AADT: 69th Avenue N: 9,400-12,400 AADT, Shingle Creek Parkway: 6,800-10,800 AADT, Freeway Boulevard: 12,000 AADT, 65th Avenue N: 8,100 AADT, 66th Avenue N: 9,700 AADT.

Estimated Future AADT/Year: 2030 Projected AADT - 69th Avenue N: 12,823-16,343 AADT, Shingle Creek Parkway: 8,926-14,206 AADT, Freeway Boulevard: 14,332 AADT, 65th Avenue N: 10,560 AADT, 66th Avenue N: 12,823 AADT.

Source of Estimated AADT/Date: City of Brooklyn Center 2030 Comprehensive Plan, approved 2010.

Posted Speed: Existing 30 mph posted speed on 65th, 66th, and 69th Avenues N. Existing 35 mph posted speed on Shingle Creek Parkway and Freeway Boulevard.

----- **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 Center

Contact Person: Steve Lillehaug

Phone: 763-569-3340

Fax: 763-569-3440

Email: slillehaug@ci.brooklyn-center.mn.us

Address: 6301 Shingle Creek Parkway

City: Brooklyn Center

State: MN

Zip: 55430

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

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

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ID Number: 1339

Date of Request: 12-22-2015

TAB Record of Decision (PA ONLY):
Mn/DOT Notification:

Date:
Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date: