

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
PLANNING COMMITTEE

Thursday, January 14, 2016
1:00PM – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the December 2015 Meeting
- 4) Action Items
 1. 2016-12: Functional Class City of St Paul # 1332 – 1336
 2. 2016-13: Functional Class City of Brooklyn Center #1339
 3. 2016-14: Functional Class City of Minneapolis #1337 & 1338
 4. 2016-15: RBTN Changes and Map Approval
- 5) Other Business
- 6) Adjournment

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TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Notes of a Meeting of the
TAC-PLANNING COMMITTEE
Dec 10, 2015

MEMBERS PRESENT: Jean Kelly, Holly Anderson, Katie White, Amanda Smith, Paul Czech, Kevin Roggenbuck, Ann Terwedo, Rachel Wiken, Michael Larson, Jack Byers, Lisa Freese, Bob Byers, Jack Forslund, Elaine Koutsoukos

OTHERS PRESENT: Dave Vessel, Steve Peterson, Mark Filipi, Joe Barbeau, Brad Utecht, Cole Hiniker, Russ Owen, Tina Goodroad (City of Dayton), Marie Cote (SRF)

1. Call to Order

The Meeting was called to order by Lisa Freese

2. Adoption of the Agenda

The agenda was adopted

3. Approval of the Minutes

Notes of the meeting of the Nov 2015 meeting were approved as submitted

4. Action Transmittal

1. 2016-07 Functional Class Request- City of Dayton - #1330

The City of Dayton requested a new planned road, Ridgeway Crossing, to be an A Minor Connector. The road would run from CSAH 101 (Brockton Lane) to CSAH 81. Eventually the road would include access to I94 with a new interchange.

The City presented briefly on the need for the project, mainly to improve access for this area to the Principal Arterial system allowing for development (residential, commercial, and industrial) in this area. It would also divide a 6 mile gap in access on I94, improving safety and access for emergency vehicles.

Staff at MTS and MnDOT reviewed the request and found that the City of Dayton is classified as Emerging Suburban Edge in the Thrive Community designations. Under Transportation Policy Plan criteria, A Minors in suburban communities should be expanders instead of Connectors. Staff recommended that the road be classified as an Expander instead of Connector and that Brockton be changed from Expander to Connector upon completion of the new road, to remove duplicity in the Expander system. City of Dayton agreed with both suggestions.

The Committee discussed the recommendations, including the general need for more interchanges and the history of this project. It was noted that Highway 610 will be

completed and reduced the access gap from 6 miles to 5 miles, but the new interchange would still be within guidance.

Dayton hopes someday to connect the road to 117 to the west but the alignment of that road through some low wet areas is uncertain.

Katie White asked if there were other interchanges in the planning stages for this area, but MnDOT did not think so, beyond the completion of 610.

The group agreed that once the road is built it would move to the existing system as an A Minor Expander and Brockton would change to a Connector. No further work is needed from the City or the Committee on the Brockton issue.

Bob Byers moved the motion. It passed unanimously.

2. 2016-06 Functional Class – Washington County – Major Collector CSAH 26 - #1331

Ann Terwedo presented a Major Collector change for Washington County. The road is one of the new connections associated with the Stillwater St Croix Bridge Project. Formally a dead end local street, the CSAH 26 now parallels Highway 36 and connects two other Major Collectors. The County took control of the road in August.

Staff recommended approval of the change. The committee agreed with unanimously vote. It was noted that with the completion of the Stillwater St Croix Bridge there will be other needed functional class changes from the county and MnDOT to correctly identify the main access roads.

5. Info Items

Brad Utecht – Performance Measures

Brad Utecht brought an update on performance measures last month. The committee had asked for clarification on some items and the materials in a different format.

Transit measures are mostly finalized. That committee is farther along than the others.

Other groups are still meeting one more time to finalize their measures.

TAC planning is supposed to act as a steering committee for this group, as the modal groups are very siloed. There is also concern how to deal with the multimodal measures. If these should be noted and compiled together outside of the modal groups, or remain within the modal groups.

Brad again asked the committee for input on what is missing. Katie White commented that there were still a lot of measures on the list and asked if some will be cut. Brad said

goal is to have 5 or fewer measures for a total of 25 items, but many are multimodal so the list should be shorter than that.

Other comments from the committee included – Aviation safety needs to be addressed. Freight is too heavily focused on roads, ignoring rail and aviation freight. Freight and highway measures should align better. Measures will lead to target setting and some of these will be challenging.

Brad commented that other measures beyond this list will still be tracked and reported in the Transportation System Performance Evaluation. Also other MPOs have engagement type measures. Brad asked the group to consider ways we could include that. Paul Czech said that is a big initiative right now at MnDOT but didn't have a perfect answer to that question yet. Ann Terwedo said there is an annual report at county level about public engagement in projects with federal funds that might be a starting place

Brad Utecht – O & M Spending

Council staff has been meeting with the counties on A minor needs and O & M spending within the county. This has been a slow process with only two counties reporting back. This is a reminder to other counties that staff needs this data to better understand funding and spending on the local system

6. Other Business

There will be more functional class issues coming in the next month.

There will also be RBTN changes, which we have not evaluated before. Staff will provide direction to the committee on evaluating these changes.

Paul Czech said Council / MnDOT PA interchange conversion study will be bringing an info item in the next few months.

7. Adjournment

Move and second – adjourn at 2:12pm

ACTION TRANSMITTAL 2016-12

DATE: Jan 4th, 2016
TO: TAC Planning
FROM: MTS Staff
PREPARED BY: Rachel Wiken (651) 602-1572
SUBJECT: Functional Class Changes #1332 through #1336 – Planned and existing augmentors in West Midway area
REQUESTED ACTION: City of St. Paul requests approval of 5 new augmentors.
RECOMMENDED MOTION: That TAC Planning recommend to TAC the approval of the five requests with changes detailed below.

BACKGROUND AND PURPOSE OF ACTION:

The City of St Paul requests new A Minor Augmentors in the West Midway area - between Prior, Hwy 280, I-94, and Pierce Butler. The new Augmentor roads would provide an improved truck route between the BNSF facility along Pierce Butler and Hwy 280 interchange.

STAFF ANALYSIS:

Three roads were requested as **Planned** A Minor Augmentors and two were requested as **Existing** A Minor Augmentors. The TPP provides very little guidance on the planned system. Current precedent is that most planned roads are on future alignments, not over existing functional class roads. These requests seem to be in the grey area of roadways which do not meet the requested classification, but for which plans for improvements are being developed. Staff feels that passing these roadways as Planned will cause confusion to the system and open the door for dual classification on many roads. If the committee feels the planned upgrades are sufficient, the requests should be all passed as **Existing** A Minor Augmentors.

If only allowing new alignments to be classified as Planned roads, and not allowing planned improvements to existing roads to qualify for an upgraded classification, the system would be unfairly penalizing improvements to existing routes in the solicitation funding process. The Committee should review process for changing functional class of routes slated for improvement.

The three **planned** requests do not have AADT within the A Minor Arterial ranges as defined in the TPP. All requested roads would need to be improved to match the A minor criteria for access, right-of-way, and through movement. These improvements are highlighted in the requests.

Transfer Rd is currently an Other Arterial. If approved on Vandalia, this would result in two Arterials within 0.2 miles. The Committee should include possible changes to Transfer Rd as part of the discussion.

MnDOT has reviewed this request and concurs with staff recommendations to approve as existing and to review the classification of Transfer Rd.

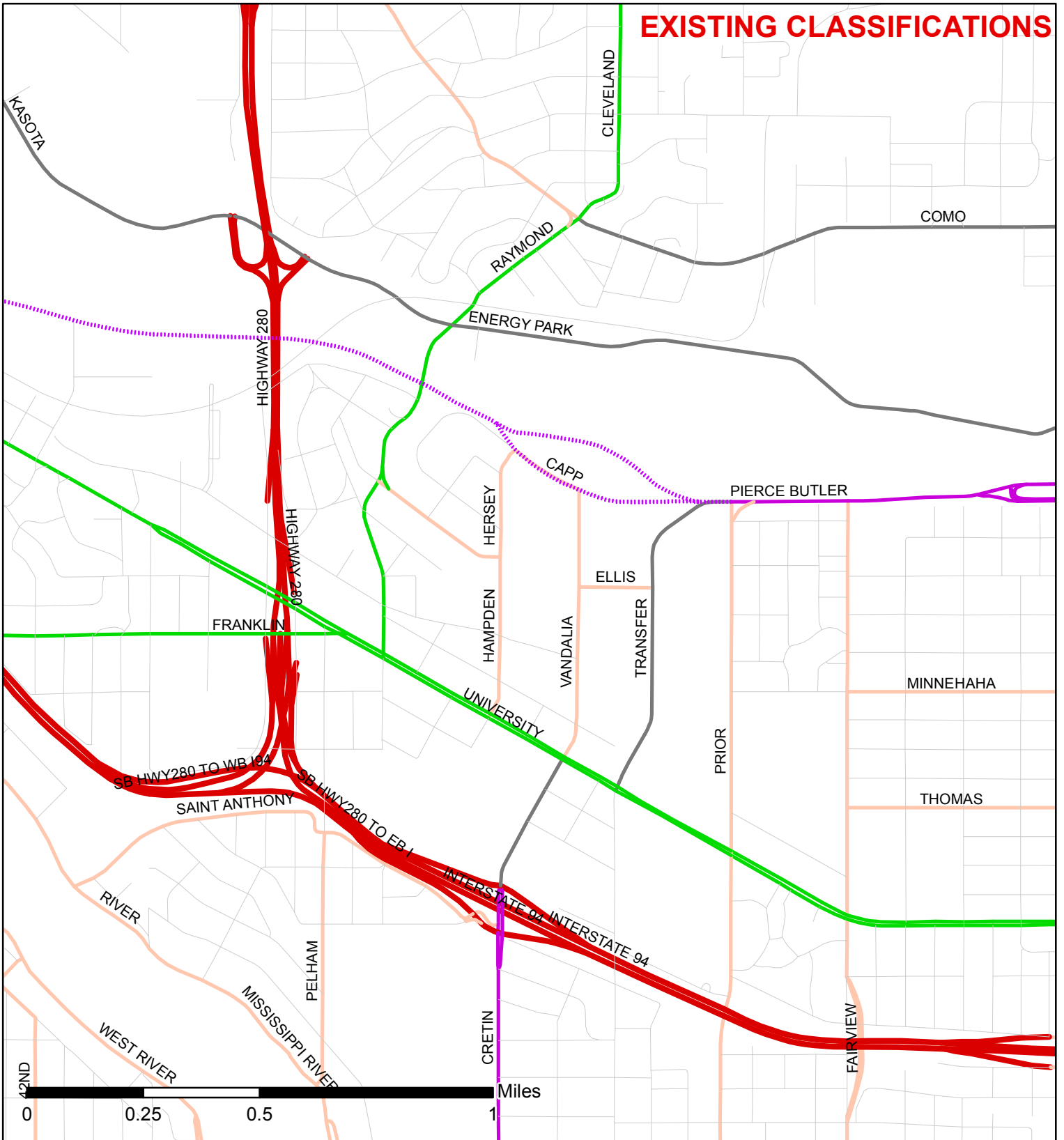
ROUTING

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

Functional Class Roads Change Requests

City of St Paul

ID# 1332 - 1336



EXISTING CLASSIFICATIONS

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

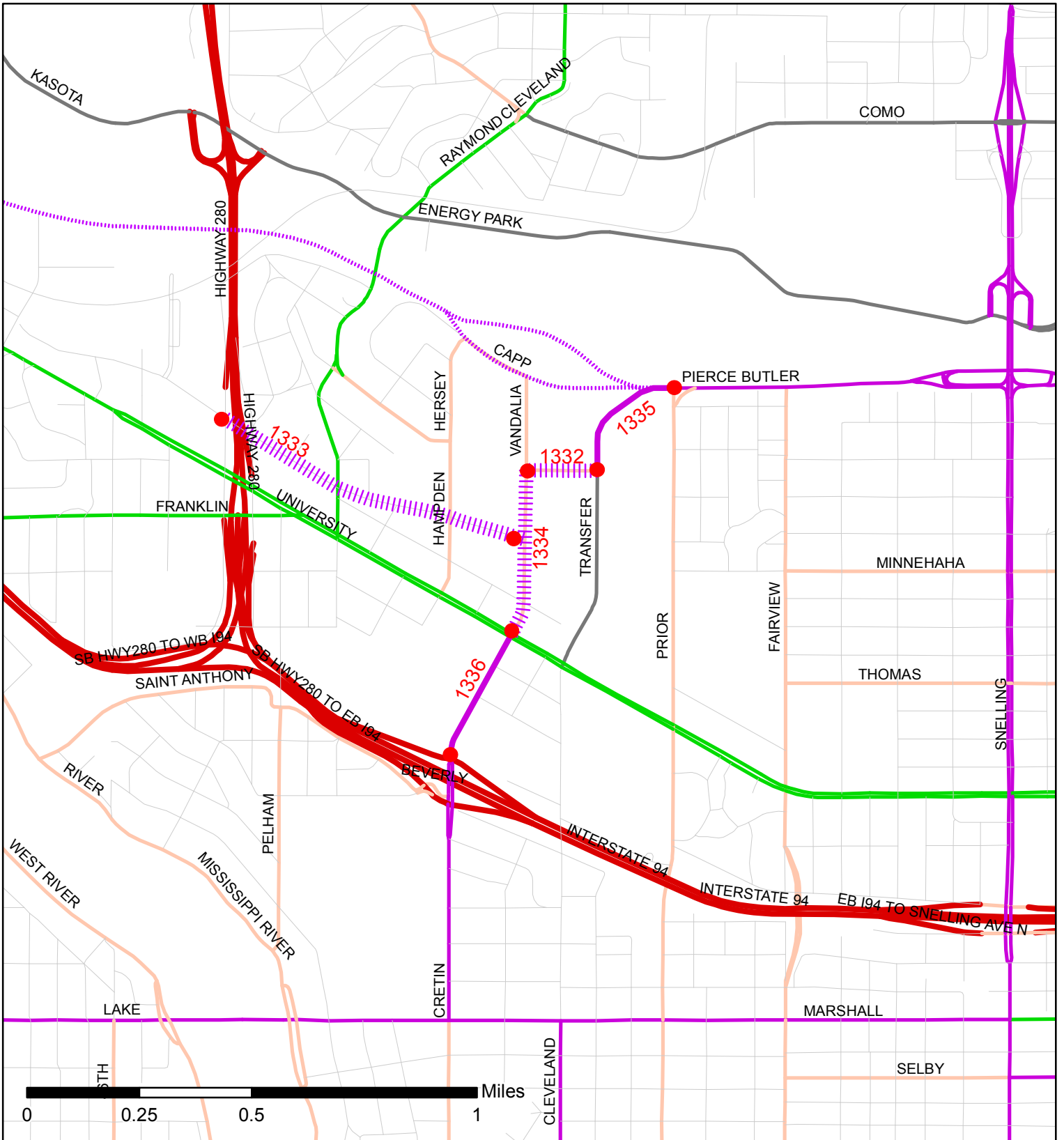
County Boundaries



Functional Class Roads Change Requests

City of St Paul

ID# 1332 - 1336



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



Regional Functional Classification Change Request Form

ID Number: 1332

Date of Request: 12/15/15

Roadway Name: Ellis Avenue

Roadway CSAH #

Roadway MSA # 164-240

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned Roadway

Current Classification: Major Collector

Requested Classification: A Minor Augmentor

If other:

Planned to existing Contingent Conditions: other

Other / Explain: Additional Right of Way will be acquired and the road reconstructed to A Minor standards.

Request Information:

Change Start Location: Transfer Road

Change End Location: Vandalia Avenue

Length of Requested Change (Miles): 0.16

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: Planned Vandalia Avenue

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

Purpose of Change: Please explain rationale for requested Change

This change would serve as the primary truck route connecting the BNSF Midway Intermodal Facility to the I-94 interchange at Vandalia.

----- 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: Ellis is the connection between Transfer Road and Vandalia Avenue which connects the West Midway Industrial Area, including the BNSF Midway Intermodal Facility, in St. Paul to Interstate 94.

Spacing: Ellis is between University Ave (0.36 miles south) and planned Pierce Butler (0.27 miles north)

Management:

System Connections & Access Spacing: Ellis connects Transfer Road to Vandalia which in turn connects the BNSF Midway Intermodal Facility to I-94 via Vandalia.

Trip Making Services:

Regional Functional Classification Change Request Form

ID Number: 1332

Date of Request: 12/15/15

Mobility vs. Land Access: Primarily serves as a connection between the West Midway Industrial Area, the BNSF Midway Intermodal Facility and Interstate 94.

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:

Location:

Trip Length:

Problem Addressed: Connects Principle Arterial (I-94) to A-Minor system.

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

Intersection Treatments: Ellis is currently stop controlled at Transfer Road and at Vandalia.

The future intersections would make Vandalia-Ellis-Transfer Road a free movement with stops in the other directions.

Present AADT: 4,600

Estimated Future AADT/Year: 9,100

Source of Estimated AADT/Date: Assuming 5% annual growth.

Posted Speed: 30

----- **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 Saint Paul Department of Public Works

Contact Person: Eriks Ludins

Phone: 651-266-6204

Fax: 651-266-6222

Email: eriks.ludins@ci.stpaul.mn.us

Address: 25 West 4th Street, Suite 1500

City: Saint Paul

State: MN

Zip: 55102

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

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Regional Functional Classification Change Request Form

ID Number: 1332

Date of Request: 12/15/15

Change Tracking:

TAC Planning Record of Decision:

Date:

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: 1333

Date of Request: 12/15/15

Roadway Name: Territorial Road

Roadway CSAH #

Roadway MSA # 164-240

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned Roadway

Current Classification: Local

Requested Classification: A Minor Augmentor

If other:

Planned to existing Contingent Conditions: other

Other / Explain: The road will be reconstructed to A Minor standards.

Request Information:

Change Start Location: Vandalia Avenue

Change End Location: Eustis Street

Length of Requested Change (Miles): 0.72

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: Planned Vandalia Avenue

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

Purpose of Change: Please explain rationale for requested Change

This change would serve as the primary truck route connecting the BNSF Midway Intermodal Facility to the 280 interchange at Territorial.

----- 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: Territorial Road is the connection between Vandalia Avenue and 280 which connects the West Midway Industrial Area, including the BNSF Midway Intermodal Facility, in St. Paul to Highway 280.

Spacing: Territorial is between University Ave (0.15 miles south) and planned Pierce Butler (0.45 miles north)

Management:

System Connections & Access Spacing: Territorial connects Vandalia to Hwy 280 which in turn connects the BNSF Midway Intermodal Facility to Hwy 280.

Trip Making Services:

Regional Functional Classification Change Request Form

ID Number: 1333

Date of Request: 12/15/15

Mobility vs. Land Access: Primarily serves as a connection between the West Midway Industrial Area, the BNSF Midway Intermodal Facility and Hwy 280.

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:

Location:

Trip Length:

Problem Addressed: Connects Principle Arterial (280) to A-Minor system.

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

Intersection Treatments: Territorial is currently stop controlled at Vandalia and Hampden and signalized at Raymond and at Eustis.

Present AADT: 4,400 between Vandalia and Raymond. 5,125 between Raymond and 280.

Estimated Future AADT/Year: 5,300/6,500

Source of Estimated AADT/Date: Northwest Area Transportation Study - Final Report 10-12-2012; A study conducted by the City of Saint Paul to look at transportation needs of the area.

Posted Speed: 30

----- **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 Saint Paul Department of Public Works

Contact Person: Eriks Ludins

Phone: 651-266-6204

Fax: 651-266-6222

Email: eriks.ludins@ci.stpaul.mn.us

Address: 25 West 4th Street, Suite 1500

City: Saint Paul

State: MN

Zip: 55102

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

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Regional Functional Classification Change Request Form

ID Number: 1333

Date of Request: 12/15/15

Change Tracking:

TAC Planning Record of Decision:

Date:

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: 1334

Date of Request: 12/15/15

Roadway Name: Vandalia Avenue

Roadway CSAH #

Roadway MSA # 164-233

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned Roadway

Current Classification: Major Collector

Requested Classification: A Minor Augmentor

If other:

Planned to existing Contingent Conditions: other

Other / Explain: Additional Right of Way will be acquired and the road reconstructed to A Minor standards.

Request Information:

Change Start Location: University Avenue

Change End Location: Ellis Avenue

Length of Requested Change (Miles): 0.36

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: Planned Ellis Avenue and Transfer Road

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

Purpose of Change: Please explain rationale for requested Change

This change would serve as the primary truck route connecting the BNSF Midway Intermodal Facility to the I-94 interchange at Vandalia.

----- 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: Vandalia is the connection between the West Midway Industrial Area, including the BNSF Midway Intermodal Facility in St. Paul to Interstate 94.

Spacing: Vandalia is between Snelling Ave (1.25 miles east) and Raymond Avenue (0.43 miles west) (Staff edit: Transfer Rd, 0.17 mile to the east, is a Other Arterial (formally called Bminor).

Management:

Regional Functional Classification Change Request Form

ID Number: 1334

Date of Request: 12/15/15

System Connections & Access Spacing: Vandalia connects the BNSF Midway Intermodal Facility on Pierce Butler (A-Minor Augmentor) to University Ave (A-Minor Augmentor) I-94 (principal arterial) and Cretin Ave. (A-Minor Augmentor) .

Trip Making Services:

Mobility vs. Land Access: Primarily serves as a connection between the West Midway Industrial Area, the BNSF Midway Intermodal Facility and Interstate 94.

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:

Location:

Trip Length:

Problem Addressed:

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

Intersection Treatments: Signals at University Ave. Through turning movements at Ellis with southbound Vandalia stopped at Ellis and northbound through movements also stopped at Ellis.

Present AADT: 4,900

Estimated Future AADT/Year: 6,200

Source of Estimated AADT/Date: Northwest Area Transportation Study - Final Report 10-12-2012; A study conducted by the City of Saint Paul to look at transportation needs of the area.

Posted Speed: 30

----- **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 Saint Paul Department of Public Works

Contact Person: Eriks Ludins

Phone: 651-266-6204

Fax: 651-266-6222

Email: eriks.ludins@ci.stpaul.mn.us

Address: 25 West 4th Street, Suite 1500

City: Saint Paul

State: MN

Zip: 55102

Regional Functional Classification Change Request Form

ID Number: 1334

Date of Request: 12/15/15

----- *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:

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: 1335

Date of Request: 12/15/15

Roadway Name: Transfer Road

Roadway CSAH #

Roadway MSA #

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: B Minor

Requested Classification:

A Minor Augmentor

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Request Information:

Change Start Location: Pierce Butler Route

Change End Location: Ellis Avenue

Length of Requested Change (Miles): 0.30

Dependent on other Requested Changes: No

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

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

Ramsey County Letter included

Purpose of Change: Please explain rationale for requested Change

This change would serve as the primary truck route connecting the BNSF Midway Intermodal Facility to the I-94 interchange at Vandalia.

----- 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: Transfer Road is the connection between Pierce Butler (A-Minor) and Ellis Avenue/Vandalia Avenue which connects the BNSF Midway Intermodal Facility, in St. Paul to Interstate 94.

Spacing: Transfer Road is between Snelling Ave (0.91 miles east) and Raymond Avenue (0.58 miles west)

Management:

System Connections & Access Spacing: Transfer Road connects Pierce Butler Route to Ellis/Vandalia which in turn connects the BNSF Midway Intermodal Facility to I-94 via Vandalia.

Regional Functional Classification Change Request Form

ID Number: 1335

Date of Request: 12/15/15

Trip Making Services:

Mobility vs. Land Access: Primarily serves as a connection between the West Midway Industrial Area, the BNSF Midway Intermodal Facility and Interstate 94.

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:

Location:

Trip Length:

Problem Addressed: Connects Principle Arterial (I-94) to A-Minor system.

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

Intersection Treatments: Transfer Road is currently thru traffic from Pierce Butler to University Avnue. The future intersection at Ellis would make south bound Transfer Road to west bound Ellis and west bound Ellis to north bound Transfer Road free movements with stops in the other directions.

Present AADT: 9,525

Estimated Future AADT/Year: 12,000

Source of Estimated AADT/Date: Northwest Area Transportation Study - Final Report 10-12-2012; A study conducted by the City of Saint Paul to look at transportation needs of the area.

Posted Speed: 40

----- 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 Saint Paul Department of Public Works

Contact Person: Eriks Ludins

Phone: 651-266-6204

Fax: 651-266-6222

Email: eriks.ludins@ci.stpaul.mn.us

Address: 25 West 4th Street, Suite 1500

City: Saint Paul

State: MN

Zip: 55102

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

Staff Recommendation:

Regional Functional Classification Change Request Form

ID Number: 1335

Date of Request: 12/15/15

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:

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: 1336

Date of Request: 12/15/15

Roadway Name: Vandalia Avenue

Roadway CSAH #

Roadway MSA # 164-233

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: B Minor

Requested Classification:

A Minor Augmentor

If other:

Planned to existing Contingent Conditions: _____

Other / Explain:

Planned Roadway

Current Classification: _____

Requested Classification: _____

If other:

Request Information:

Change Start Location: I-94 (North side exit/entrance ramps)

Change End Location: University Avenue

Length of Requested Change (Miles): 0.31

Dependent on other Requested Changes: No

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

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

Purpose of Change: Please explain rationale for requested Change

This change would serve as the primary truck route connecting the BNSF Midway Intermodal Facility to the I-94 interchange at Vandalia.

----- 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: Vandalia is the connection between the West Midway Industrial Area, including the BNSF Midway Intermodal Facility, in St. Paul to Interstate 94.

Spacing: Vandalia is between Snelling Ave (1.25 miles east) and Huron Blvd (1.75 miles west)

Management:

System Connections & Access Spacing: Vandalia connects I-94 (principal arterial) and Cretin Ave. (A-Minor Augmentor) to University Ave (A-Minor Augmentor) and the West Midway Industrial Area of St. Paul.

Trip Making Services: This is the primary connection between the BNSF Midway Intermodal Facility and the West Midway Industrial Area to Interstate-94.

Regional Functional Classification Change Request Form

ID Number: 1336

Date of Request: 12/15/15

Mobility vs. Land Access: Primarily serves as a connection between the West Midway Industrial Area, the BNSF Midway Intermodal Facility and Interstate 94.

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:

Location:

Trip Length:

Problem Addressed:

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

Intersection Treatments: Signals at I-94 ramps and at University Ave. Wabash and Myrtle are stopped at Vandalia. Note: both Wabash and Myrtle have been vacated by the City of Saint Paul west of Vandalia. Wabash and Myrtle east of Vandalia remain as City streets (Stops at Vandalia).

Present AADT: 16,775

Estimated Future AADT/Year: 22,000

Source of Estimated AADT/Date: Northwest Area Transportation Study - Final Report 10-12-2012; A study conducted by the City of Saint Paul to look at transportation needs of the area.

Posted Speed: 30

----- **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 Saint Paul Department of Public Works

Contact Person: Eriks Ludins

Phone: 651-266-6204

Fax: 651-266-6222

Email: eriks.ludins@ci.stpaul.mn.us

Address: 25 West 4th Street, Suite 1500

City: Saint Paul

State: MN

Zip: 55102

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

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Regional Functional Classification Change Request Form

ID Number: 1336

Date of Request: 12/15/15

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

December 1, 2015

Lisa Freese, Chair
TAC Planning Committee
Metropolitan Council
390 Robert St. N.
St. Paul, MN 55101

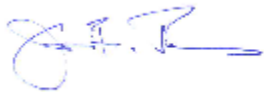
CITY OF SAINT PAUL PROPOSED FUNCTIONAL CLASS CHANGES ON TRANSFER ROAD (CSAH 33), ELLIS AVENUE, VANDALIA AVENUE, TERRITORIAL ROAD, AND A PROPOSED NEW SEGMENT OF PIERCE BUTLER ROUTE

Dear Ms. Freese:

Ramsey County supports the City of Saint Paul's proposal to designate a Class A Minor Arterial-Augmenter route along Transfer Road, Ellis Avenue, and Vandalia Avenue to provide an efficient truck route from Pierce Butler Route to I-94. We further support the City's proposal to designate Territorial Road between Vandalia Avenue and TH 280 as an Augmenter to serve as a connection to TH 280. With the addition of the Green Line light rail transit on University Avenue, alternate routes for truck traffic make sense.

We have not had any discussions with the City about whether any of these routes would be placed on the County's system, but as Class A Minor Arterials and truck routes, Ramsey County is open to that discussion as the routes are upgraded to accommodate the expected traffic. Please let me know if there are any questions about our support or our future role in these routes.

Sincerely,



James E. Tolaas, P.E.
Director of Public Works/County Engineer

C: Kathy Lantry, Director of Public Works, City of Saint Paul

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.

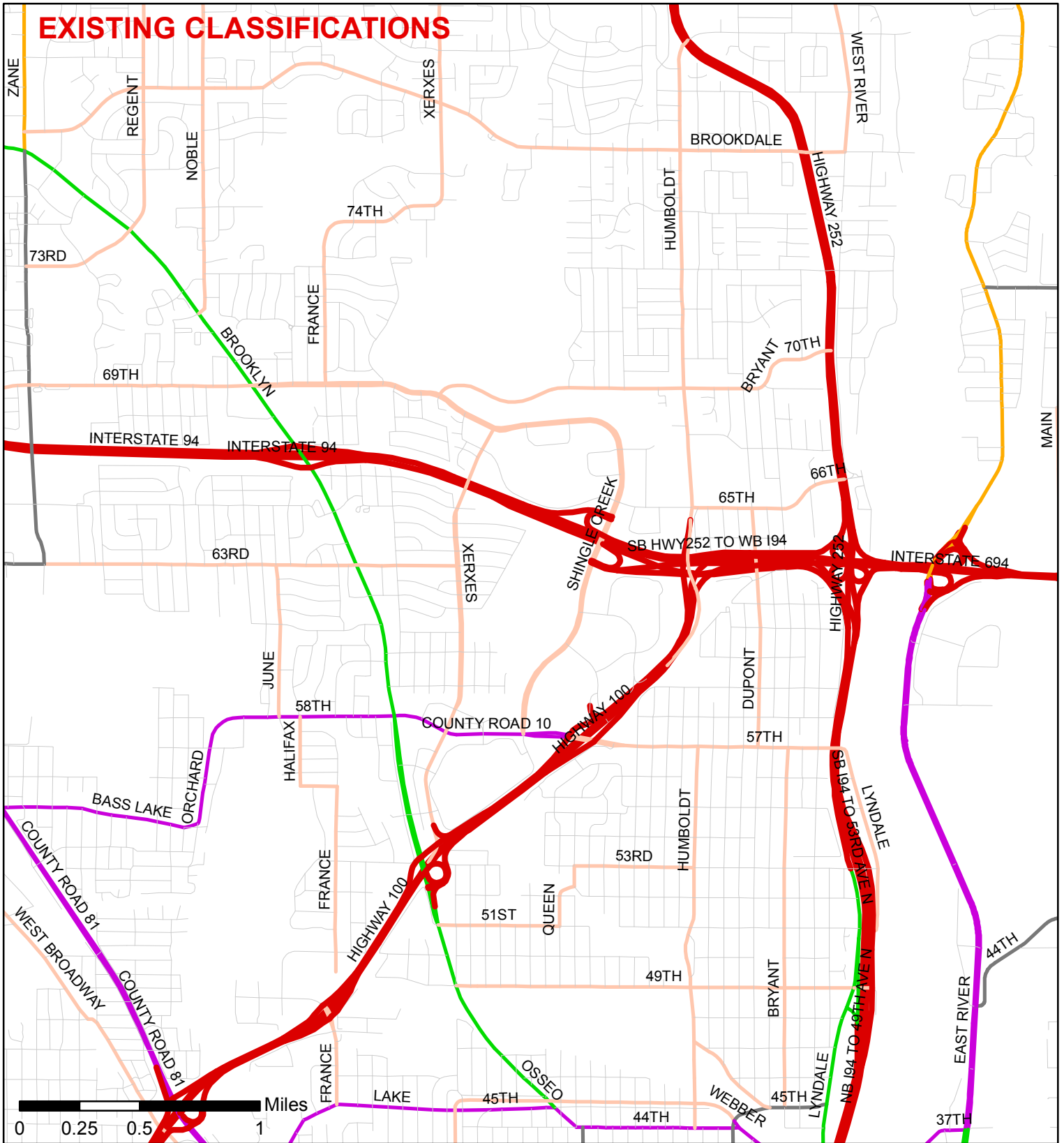
ROUTING

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

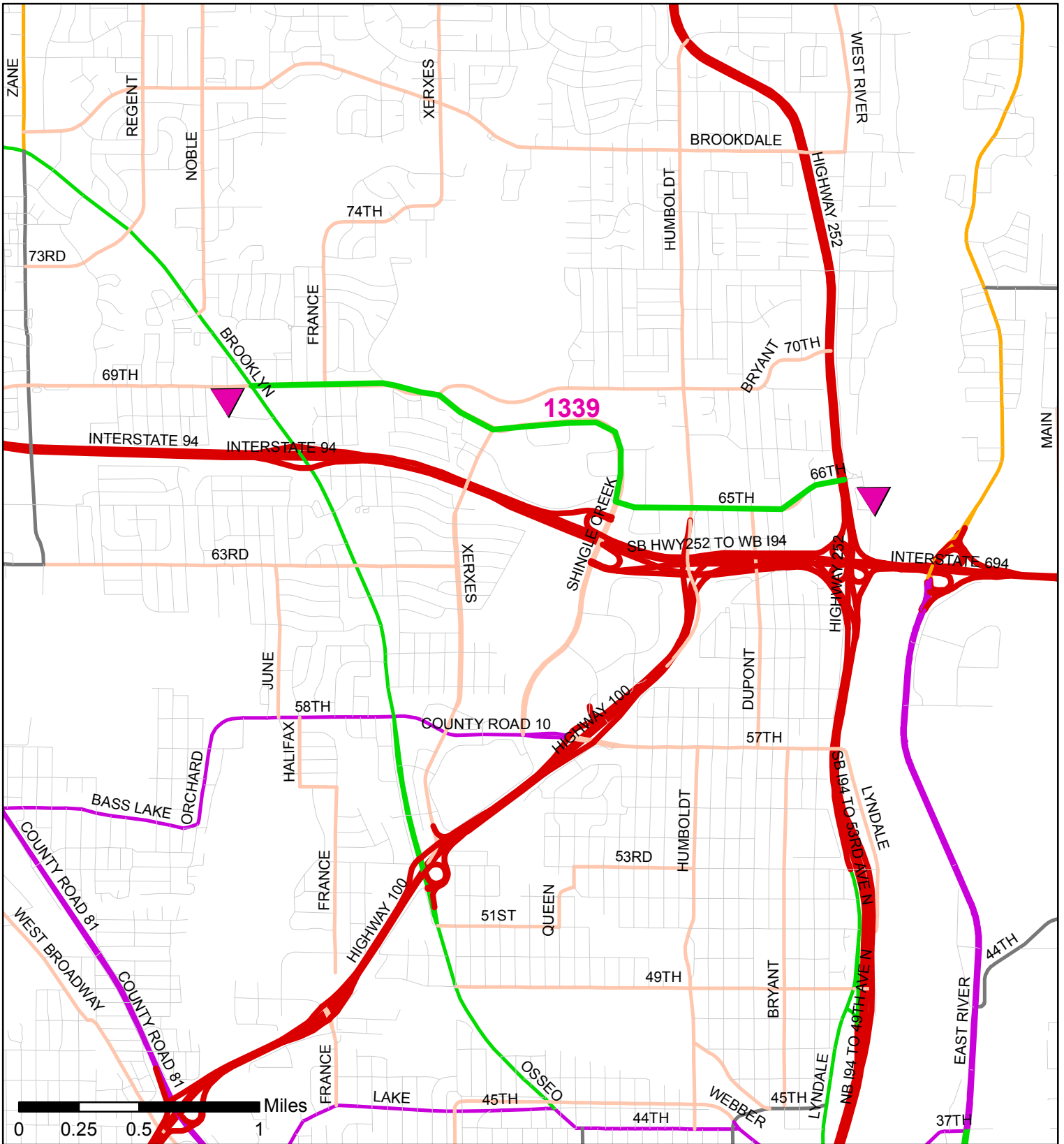
 County Boundaries











Functional Class Roads Change Requests

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



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.

Regional Functional Classification Change Request Form

ID Number: 1339

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.

Regional Functional Classification Change Request Form

ID Number: 1339

Date of Request: 12-22-2015

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

Regional Functional Classification Change Request Form

ID Number: 1339

Date of Request: 12-22-2015

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

Regional Functional Classification Change Request Form

ID Number: 1339

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:

Regional Functional Classification Change Request Form

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:

ACTION TRANSMITTAL 2016-14

DATE: Jan 4th, 2016
TO: TAC Planning
FROM: MTS Staff
PREPARED BY: Rachel Wiken (651) 602-1572
SUBJECT: Functional Class Changes #1337 (existing) & # 1338 (planned) – Nicollet Ave Reliever
REQUESTED ACTION: City of Minneapolis requests changing Nicollet Ave from Other Arterial to A Minor reliever, with addition of one block section of Planned A Minor Reliever between 29th and Lake Street.
RECOMMENDED MOTION: That TAC Planning recommend to TAC the approval of the changes as requested.

BACKGROUND AND PURPOSE OF ACTION:

Nicollet Avenue is a critically important north-south connection that extends from downtown Minneapolis to the City border and into Richfield. It serves as reliever to the I-35W corridor that frequently experiences significant congestion in the peak hours. A one-block section from Lake Street to 29th Street West does not presently exist and is requested to be identified as a planned roadway. The City of Minneapolis intends to complete the missing segment of Nicollet Avenue, although the exact timing is not known at this time. The requested change is to an A-Minor Reliever.

STAFF ANALYSIS:

Staff agrees that Nicollet Ave does function as a reliever of I-35W in its current configuration. With the planned completion of the avenue between Lake Street and 29th, Nicollet will become a direct connection from Downtown Minneapolis to residential areas of South Minneapolis and freeway connections to the south and west.

One concern would be the duplicity in classifications with Lyndale Ave and Park/Portland, which are relievers of I-35W. While not specifically spelled out in the TPP, previously relievers have been limited to one or two per Principal Arterial. However, Nicollet is functioning as a reliever to the congestion of I-35W, and the reclassification meets all the other criteria for the Reliever status.

Spacing with Lyndale and Park/Portland are ½ mile, which is within the ½ to 1 mile spacing range for urban communities.

MnDOT has reviewed and concurs that Nicollet Ave does function as a reliever of I-35W.

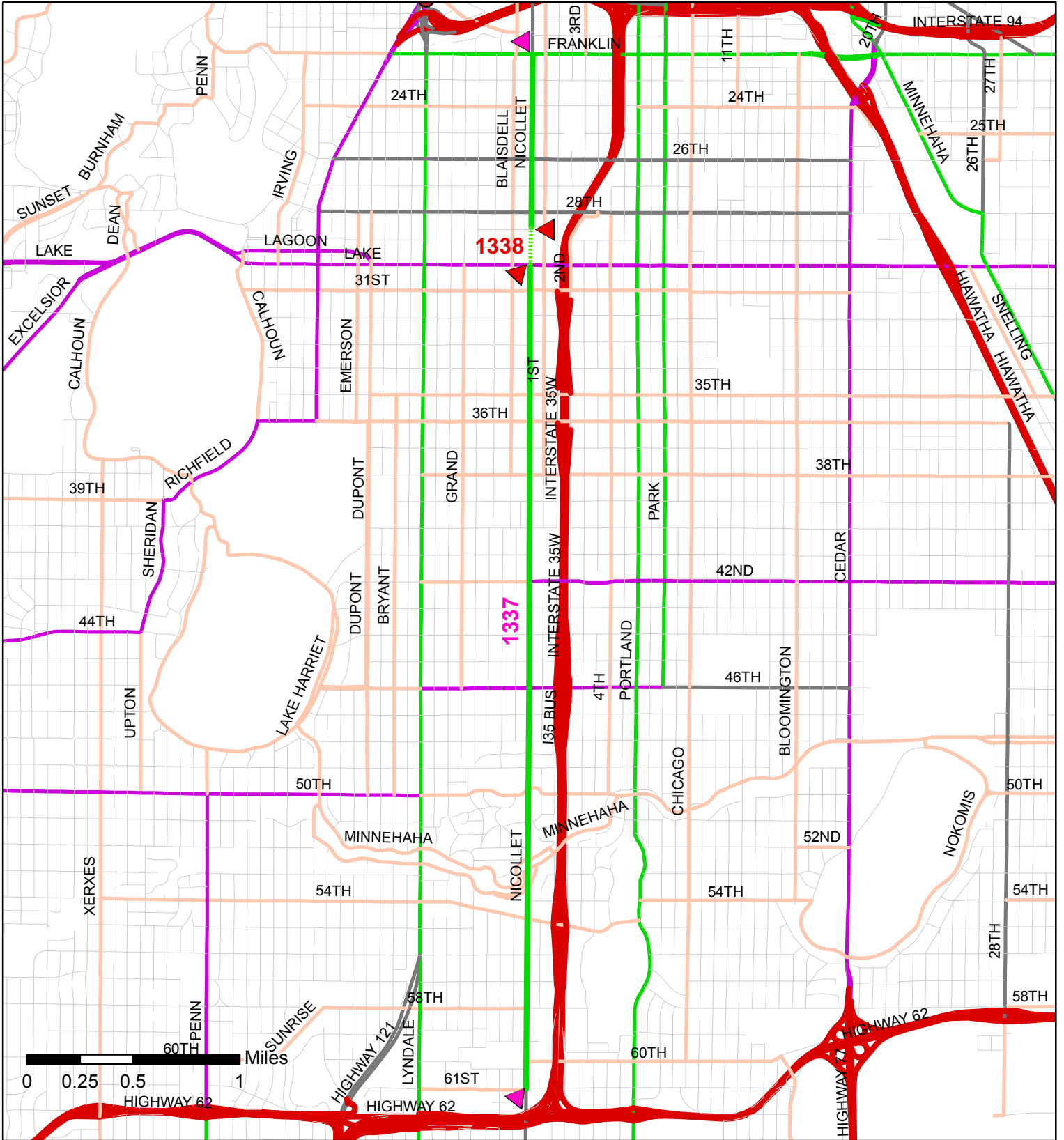
ROUTING

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

Functional Class Roads Change Requests

City of Minneapolis

ID# 1337 - 1338



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



Regional Functional Classification Change Request Form

ID Number: 1337-1338

Date of Request: 1/4/15

Roadway Name: Nicollet Avenue

Roadway CSAH #

Roadway MSA # 430

Roadway County Rd #

Request Type: Existing

Functional Classification Information:

Existing Roadway

Current Classification:

Other Minor Arterial

Requested Classification: A Minor Reliever

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Planned Roadway

Current Classification: N/A

Requested Classification: A Minor Reliever

If other:

Request Information:

Change Start Location: Franklin Avenue

Change End Location: 61st Street West

Length of Requested Change (Miles): 4.9

Dependent on other Requested Changes: No

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

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

Purpose of Change: Please explain rationale for requested Change
Nicollet Avenue is a critically important north-south connection that extends from downtown Minneapolis to the City border and into Richfield. It serves as reliever to the I-35W corridor that frequently experiences significant congestion in the peak hours. A one-block section from Lake Street to 29th Street West does not presently exist and is requested to be identified as a planned roadway. The City of Minneapolis intends to complete the missing segment of Nicollet Avenue, although the exact timing is not known at this time. The requested change is to an A-Minor Reliever.

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: Nicollet Avenue connects into downtown Minneapolis where it becomes Nicollet Mall. From downtown it connects south Minneapolis with Richfield and Bloomington. It connects major employment and entertainment concentrations in downtown with communities to the south.

Spacing: The nearest A-Minor Arterial to the west is Lyndale Avenue, ½ mile away; the nearest A-Minor Arterial to the east is Portland Avenue, ½ mile away.

Regional Functional Classification Change Request Form

ID Number: 1337-1338

Date of Request: 1/4/15

Management: No recent speed study has been completed, however, 15 MPH speeds are maintained during peak periods based on observations from traffic operations.

System Connections & Access Spacing: Nicollet Avenue provides important connections to major east-west routes including Franklin Avenue, Lake Street, 50th Street W and into Richfield and Bloomington.

Trip Making Services: Nicollet Avenue serves short, medium, and some longer length trips during peak hours at moderate speeds. It also serves as an important multi-modal corridor serving significant numbers of transit users as well as pedestrians and some bicyclists. Metro Transit Route 18 uses Nicollet Avenue and is one of the most heavily used routes in the system. Express Route 554 also uses the Nicollet corridor. The planned Nicollet-Central Streetcar line will use the Nicollet Avenue corridor from north of 46th Street W.

Mobility vs. Land Access: Nicollet Avenue provides primarily a mobility function rather than land access. It provides mobility to major east-west corridors, major employment and entertainment destinations, and population concentrations.

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

(from Table D-4 in TPP, [http://metro council.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://metro council.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: Nicollet Avenue supplements the Principal Arterial I-35W, as well as A-Minor Arterials Lyndale, Park, and Portland Avenues.

Location: From just south of downtown Minneapolis to close to the city border.

Trip Length: Primarily short and medium length trips.

Problem Addressed: Supplements and relieves I-35W as well as Lyndale, Park, and Portland Avenues and other north-south collectors.

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

Intersection Treatments: Many signalized intersections.

Present AADT: 6,800 - 12,000

Estimated Future AADT/Year: NA

Source of Estimated AADT/Date: NA

Regional Functional Classification Change Request Form

ID Number: 1337-1338

Date of Request: 1/4/15

Posted Speed: 30 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 Minneapolis

Contact Person: Steven Hay

Phone: 612-673-3884

Fax: 612-673-2048

Email: steven.hay@minneapolismn.gov

Address: 309 2nd Avenue S, Room 300

City: Minneapolis

State: MN

Zip: 55401

----- *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:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

ACTION TRANSMITTAL No. 2016-15

DATE: January 14, 2016
TO: TAC Planning Committee
PREPARED BY: Steven Elmer (651) 602-1756
SUBJECT: Regional Bicycle Transportation Network (RBTN)
Change Requests
REQUESTED ACTION: Dakota County and Scott County request that specific Tier 1 and Tier 2 alignments be designated on the Met Council's on-line, interactive RBTN map for use in the 2016 Regional Solicitation.
RECOMMENDED MOTION: That TAC Planning recommend TAC accept the Met Council's on-line, interactive RBTN map with changes requested by Dakota County, for use in the 2016 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION:

The Regional Bicycle Transportation Network (RBTN) was developed through a Regional Bicycle System Study conducted in 2013 – 2014 and later adopted by the Met Council as the official regional bicycle network in the 2040 Transportation Policy Plan (TPP). It was created through the help of a project advisory committee of city, county and state practitioners, and bicycle advocates in conjunction with input received from a series of public workshops held around the region. The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails to most effectively improve conditions for bicycle transportation at the regional level and to encourage planning and implementation of future bikeways by cities, counties, parks agencies, and the state, in support of the regional network vision.

The Met Council is the responsible government agency to designate the various corridors and alignments through the development and adoption of its TPP. In order to provide the best opportunity for local jurisdictions to implement the RBTN through the regional solicitation process, the Council notified local governments in November of this opportunity to request minor refinements to the RBTN map. The following specific types of administrative or technical change requests were accepted for consideration at this time:

- A. Designating an official alignment within an established Tier 1 or Tier 2 corridor;
- B. Establishing a designated alignment that parallels and is within ½-mile of an established Tier 1 or Tier 2 corridor;
- C. Moving a designated Tier 1 or Tier 2 alignment to a parallel location within ½-mile of the original alignment.

Other more significant changes to the RBTN (such as moving a corridor more than ½-mile from its original location, designating an alignment more than ½-mile outside an existing corridor or away from the original alignment, or adding new corridors/alignments) will be considered through the next update of the TPP to be adopted by 2018.

The Met Council received three requests for changes to the RBTN map and each is described below:

- 1) Dakota County is requesting that CSAH 38 (McAndrews Road) be designated as the official Tier 2 alignment for the RBTN Tier 2 corridor between Nicollet Avenue in Burnsville and TH 3 in Rosemount. This proposed change would be an administrative revision, as defined in the 2040

TPP, that identifies a more specific alignment within what is shown as a conceptual one-mile wide corridor in the TPP (see attached Map A).

- 2) Dakota County is requesting that a Tier 1 alignment be designated to replace the north-south RBTN Tier 1 corridor centered along Galaxie Avenue between CSAH 42 in Apple Valley and CSAH 32 in Eagan (see attached Map B). The proposed alignment would lie approximately 1/8th to 1/2-mile east of the established Tier 1 corridor; it would generally parallel the Tier 1 corridor and would follow Flagstaff Avenue and Johnny Cake Ridge Road.
- 3) Scott County is requesting that a north-south RBTN Tier 2 alignment be designated to replace the easternmost segment of an existing Tier 2 corridor in the City of Shakopee (see attached Map C). The alignment would run north-south between CSAH 21 at its southern terminus to CSAH 101 at its north terminus and would lie approximately 1/2 to 1-mile west of the existing corridor segment it would replace. The proposed alignment would align with a planned local trail corridor and with county and city plans to construct a bike/ped overpass across Highway 169 by connecting an existing trail north of the highway to a planned bikeway to the south.

RELATIONSHIP TO REGIONAL POLICY:

The Regional Bicycle Transportation Network was adopted into the 2040 Transportation Policy Plan in January 2015. The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails to most effectively improve conditions for bicycle transportation at the regional level and to encourage planning and implementation of future bikeways by cities, counties, parks agencies, and the state, in support of the regional network vision. The RBTN sets the region's priorities for bicycle planning and investment.

Requests for alignment designation were made by the agency with jurisdiction over the affected RBTN corridor or alignment. As the changes considered through this pre-solicitation process are administrative and/or technical in nature, it is appropriate that TAC Planning and the TAC, as they serve in an advisory capacity on other similar TPP-related issues, review and provide their input from their local perspectives and technical experience.

STAFF ANALYSIS:

Met Council staff reviewed each request to determine how the regional intent of the original RBTN corridor or alignment was maintained, improved, or impacted. This assessment was based on the original guiding principles (as documented in the 2040 TPP) for developing the RBTN.

The original guiding principles defined the RBTN to effectively:

- Overcome physical barriers and eliminate critical system gaps
- Facilitate safe and continuous trips to regional destinations
- Function as arteries to connect regional destinations and the transit system year round
- Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users
- Integrate and/or supplement existing and planned infrastructure
- Provide improved opportunities to increase the share of trips made by bicycle
- Connect to local, state, and national bikeway networks
- Consider opportunities to enhance economic development
- Be equitably distributed throughout the region
- Follow spacing guidelines that reflect established development and transportation patterns
- Consider priorities reflected in adopted plans

The reviews also included extensive on-site tours of the original corridors and proposed alignments.

Change Request #1: *Designate Dakota County State Aid Highway 38 as the Tier 2 alignment for the existing Tier 2 corridor between Nicollet Avenue in Burnsville and TH 3 in Rosemount.*

The review and analysis for this proposed change resulted in the following findings:

- All of the criteria were met regarding the original RBTN corridor directional orientation and proximity to the proposed alignment, and regarding support within local plans.
- All criteria were met with regard to the RBTN guidelines established in the 2040 TPP for designating RBTN corridors and alignments.

As a result of this review and analysis, staff recommends accepting the request to designate CSAH 38 as the official RBTN Tier 2 alignment between Nicollet Avenue and TH 3.

Change Request #2: Designate a Tier 1 alignment approximately 1/8th to 1/2-mile east of and generally parallel to the north-south RBTN Tier 1 corridor centered along Galaxie Avenue between CSAH 42 and CSAH 32 in Dakota County.

The review and analysis for this proposed change resulted in the following findings:

- All of the criteria were met regarding the original RBTN corridor directional orientation and proximity to the proposed alignment, and regarding support within local plans.
- All but one criteria were met with regard to the RBTN guidelines established in the 2040 TPP for designating RBTN corridors and alignments.
- One criterion, “follow spacing guidelines that reflect established development and transportation patterns” was partially met; although the original spacing of the RBTN corridors/alignments is narrowed, the proposed alignment improves direct connections to a major high school and other regional destinations that would increase potential bicycle travel compared to the expected demand within the original corridor.

As a result of this review and analysis, staff recommends accepting the request to designate a Tier 1 alignment east of and generally parallel to the existing north-south RBTN Tier 1 corridor centered along Galaxie Avenue in Dakota County.

Change Request #3: Designate a north-south RBTN Tier 2 alignment to replace the easternmost segment of an existing Tier 2 corridor in the City of Shakopee within Scott County.

The review and analysis for this proposed change resulted in a few general findings, including:

- Only a very small segment of the proposed alignment is within a 1/2-mile of the established RBTN corridor.
- Criteria were met with regard to the original RBTN corridor directional orientation and regarding support within local plans.
- Several RBTN guideline criteria were not met and several were only marginally met.

Although the proposed alignment has merit as a local bicycle route, the alignment did not meet several regional criteria. These discrepancies are as follows:

- 1) The proposed alignment does not “follow spacing guidelines that reflect established development and transportation patterns” because the established Tier 2 corridor follows a more densely developed area that includes several multi-story, multi-family townhome developments as well as a variety of neighborhood commercial uses of the type that would typically cater to bicyclists. By comparison, the proposed alignment moves away from these medium-density residential and commercial nodes (see Map C) to a more local corridor that would connect lower-density single-family homes and industrial uses. In addition, the established corridor is in close proximity to residential and commercial nodes in Savage and will afford opportunities for direct connections from the east.
- 2) The proposed alignment does not “function as an artery to connect regional destinations and the transit system” to an improved or equivalent level as the established corridor. Most significantly, the proposed alignment would move the regional network away from the Minnesota Valley Transit Authority high-use park-and-ride at Crossings Boulevard and Stagecoach Road. This 500-space lot is served by express bus routes to downtown Minneapolis and the University of Minnesota and

is easily accessible from residential neighborhoods to the east and southeast in the City of Savage in addition to residents within Shakopee. Bicycle storage lockers and bike racks are provided to cater specifically to the cyclist community.

- 3) While the proposed alignment “integrates and/or supplements existing and planned infrastructure” to some degree by incorporating an existing trail segment north of Highway 169, it does not fully take advantage of infrastructure in the form of existing grade separations. A stated TPP objective under the Transportation System Stewardship goal is to “operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.” The reason the proposed alignment fails to meet this objective is because the established Tier 2 corridor which is centered along Stage Coach Road east of CSAH 21 would take advantage of an existing overpass (of Hwy 169) and underpass (of a ramp to CSAH 101) without the need for a costly bicycle bridge.
- 4) While the proposed alignment would connect to the Minnesota River Valley State Trail north of CSAH 101 and to regional destinations across the river in Bloomington, it does not improve upon the connection opportunity to the state trail already available in the existing Tier 2 corridor via Stagecoach Road.

Recommendation:

As a result of this review and analysis, it is determined that the proposed RBTN Tier 2 alignment would not improve, and in fact would remove some of the inherent benefits of the already established Tier 2 corridor. The proposed alignment would move access to the RBTN away from higher density, multi-family developments and community commercial retail nodes within the corridor and would remove access to a high-use transit park-and-ride that currently accommodates residents in east Shakopee and the western residential areas in the City of Savage.

The original Tier 2 corridor was the result of much public and government agency review and input both through the earlier Regional Bicycle System Study and the development of the 2040 TPP. The requested alignment change is mostly more than ½-mile outside the established corridor and is substantially different than the corridor it would replace. Therefore, that the requested change would constitute a policy change to the RBTN (rather than an administrative or technical change) which is not available through this pre-solicitation process and would require sufficient public input prior to incorporation into the RBTN. This proposed change, however, could be considered during the next TPP update process to begin in 2017.

The overall recommendation from this review is for TAC Planning to recommend that TAC accept the addition of requested changes #1 and #2 (and not change #3) to the Met Council’s on-line, interactive RBTN map for use in the 2016 Regional Solicitation.

COMMITTEE ACTION:

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review and Recommend to Accept	
Technical Advisory Committee	Review and Accept	
Transportation Advisory Board	Adopt for Use in 2016 Regional Solicitation	

DAKOTA COUNTY

RBTN Change Request A: Designate CSAH 38 (McAndrews Road) as an RBTN 2 official alignment

The proposed designation of CSAH 38 as a Tier 2 Alignment addresses the following. (See Attachment 2)

Proposed Change Map

- Aligns with both Apple Valley and Rosemount Bicycle Pedestrian Plans
- Aligns with Dakota County Regional Trail System Plan
- Connects Regional Destinations including Minnesota Zoo, Lebanon Hills Regional Park, BurnsvilleCenter, Cedar BRT, North Creek Regional Greenway, Rosemount Regional Greenway

Map A

Attachment C

BURNSVILLE

EAGAN

Lebanon Hills Regional Park

Minnesota Zoo

ROSEMOUNT

APPLE VALLEY

Eastview HS

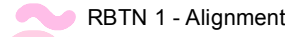




North Creek Regional Greenway

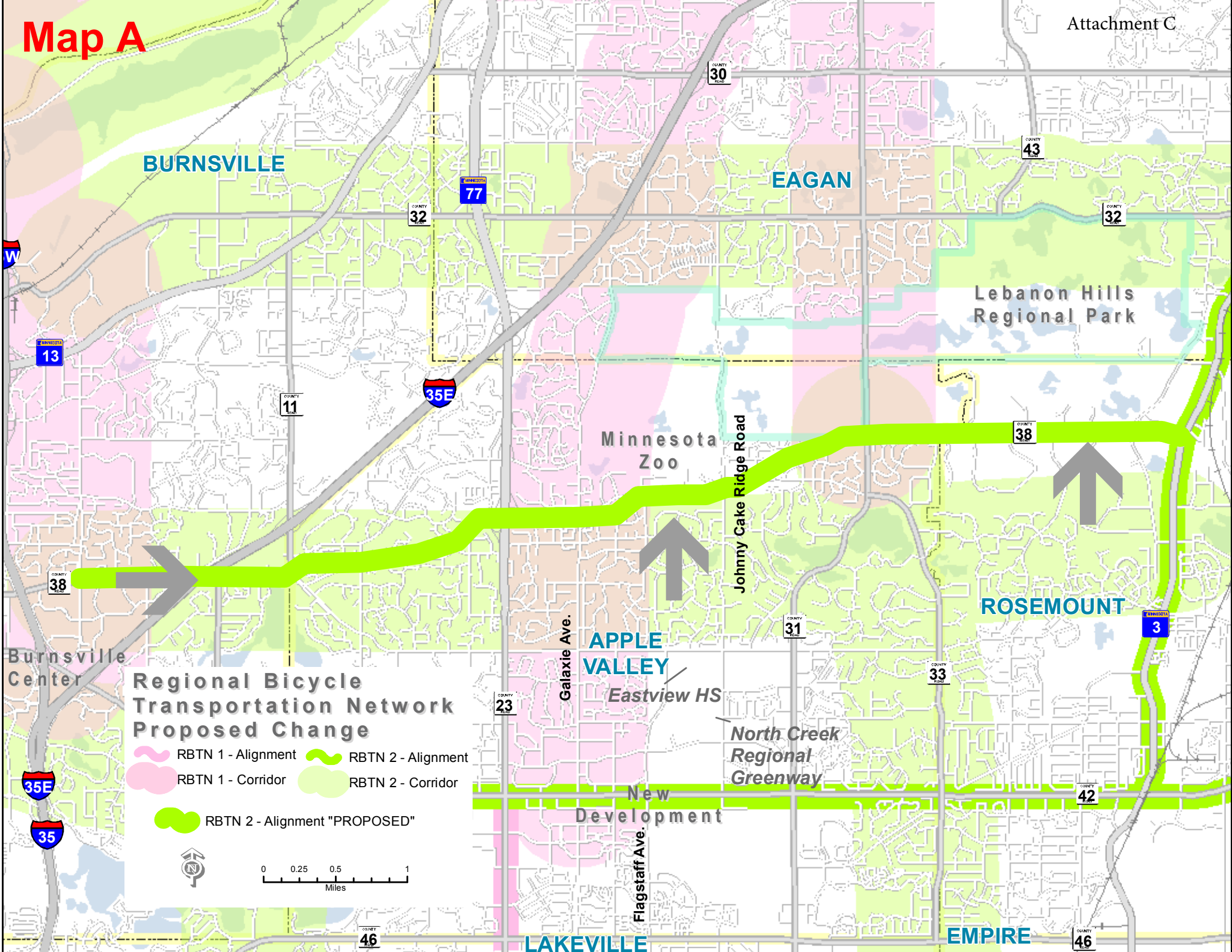
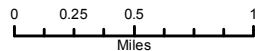
New Development

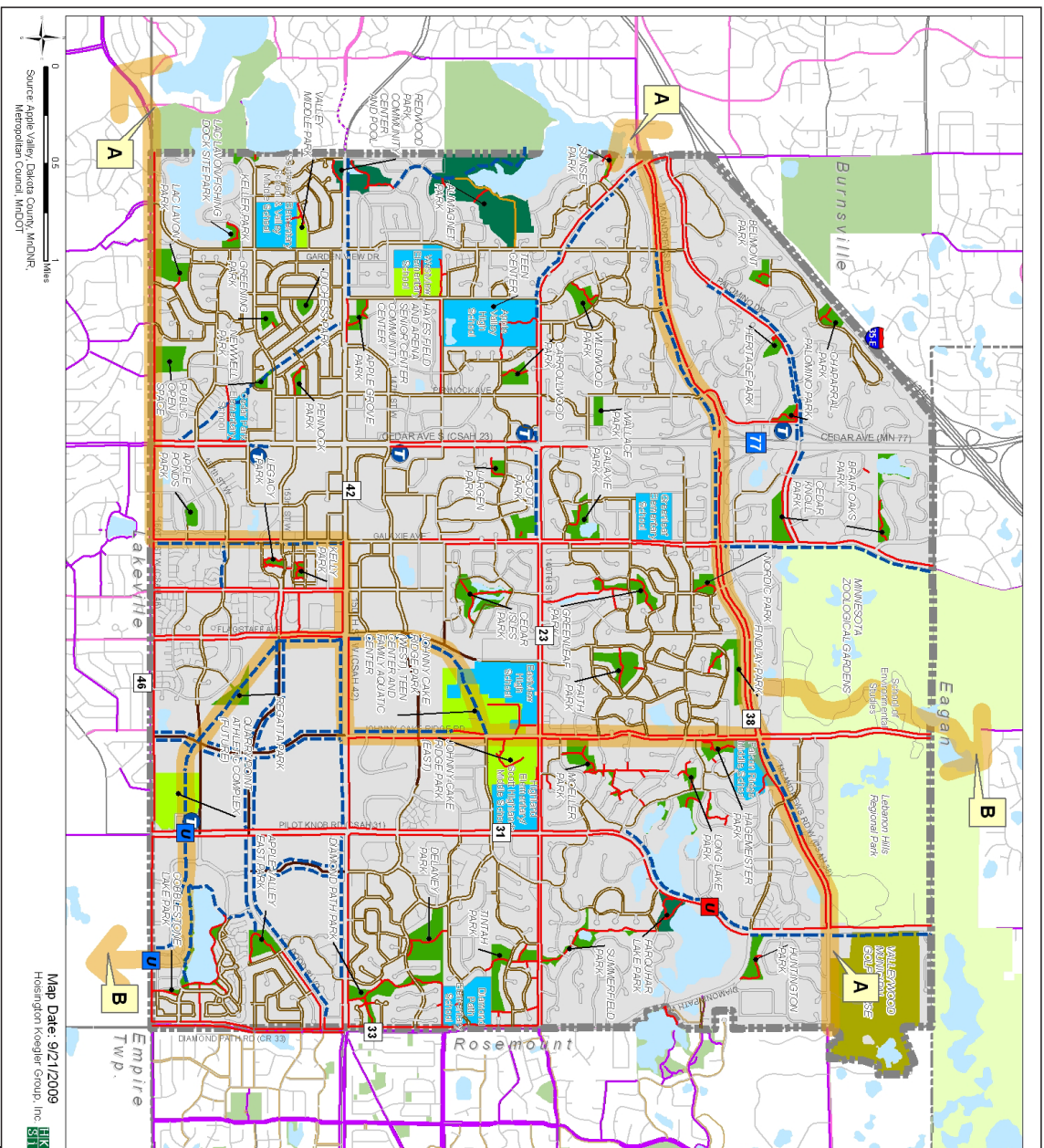
LAKEVILLE

EMPIRE

Regional Bicycle Transportation Network Proposed Change

-  RBTN 1 - Alignment
-  RBTN 1 - Corridor
-  RBTN 2 - Alignment
-  RBTN 2 - Corridor
-  RBTN 2 - Alignment "PROPOSED"





Potential Regional Trail Alignments
 A = Dakota County South Urban Regional Trail
 B = North Creek Greenway Trail

- Planned Trails**
 - Potential Trail Alignments
 - Conceptual Future City Trails
 - Proposed Pedestrian/Bike Underpass
- Existing City Parks and Trails & Sidewalks**
 - Community Park
 - Community Playfield
 - Neighborhood Park
 - Special Use Park
 - Existing Gravel Path
 - Existing Trail
 - Existing Sidewalk
 - Pedestrian/Bike Underpass
- Non-City Parks, Recreation & Schools**
 - Regional Parks and Minnesota Zoo
 - Existing Parks
 - Schools
- Recreation in Adjacent Cities**
 - Existing Paved Trail
 - Existing Bike Lane
 - Proposed Paved Trail
 - Existing Sidewalks
- Other Information**
 - Transit Connections
 - Future Street

Future People Movement Plan
 Figure 7.4

Elmer, Steven

From: Chatfield, Kurt <KURT.CHATFIELD@CO.DAKOTA.MN.US>
Sent: Monday, January 04, 2016 4:26 PM
To: Elmer, Steven; Vessel, David
Cc: Stwora, Erin; Brian Sorenson; Bernstein, Barry
Subject: RE: Dakota Co Request for Changes to the Reg Bicycle Transportation Network
Attachments: 2015_RBTN_Change_AV_revised.pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi Steve,

Thank you for the voicemail and follow-up email. Here is Dakota County's revised request to move the RBTN alignment which we believe is consistent with a minor change request:

1.) Change Request B: Establish a Tier 1 alignment of a Tier 1 Corridor that is parallel and proximal to an established Tier 1 corridor.

The Proposed change would establish a Tier 1 alignment east approximately 1/8 to 1/2 mile of the Tier 1 Corridor that follows Galaxie Ave. in Apple Valley. The proposed alignment would follow Flagstaff Ave. and Johnny Cake Ridge Road. In addition the alignment would parallel important sections of the master planned North Creek Regional Greenway. Establishing the tier 1 alignment to utilize Flagstaff and Johnny Cake Ridge Roads provides a more complete pedestrian opportunity and aligns better with adopted city and county plans (see attached map).

The proposed alignment change addresses the following:

- Better aligns with 2010 City of Apple Valley Bicycle Pedestrian Plan
- Better aligns with City of Apple Valley Comprehensive Plan
- Better aligns with Metro Council Regional Parks and Trails System Plan
- Connects to more schools and parks
- Aligns with planned road design of Johnny Cake Ridge Road that includes bike lanes
- Parallel to existing designated Tier 1 corridor centered on Galaxie Ave
- Proposed alignment is safer for all bicyclists:
 - o Provides grade separated crossing opportunities at major roads
 - o Follows lower volume/speed parallel roads
 - o Includes roads with bike friendly shoulder opportunities
- Provides direct connection to regional destination including downtown Apple Valley, Minnesota Zoo, and Lebanon Hills Regional Park.
- Provides connections to regional transit facilities along Pilot Knob Rd. & Cedar Ave via multiple local roads and trails
- The proposed alignment accommodates a broader range of cyclists:
 - o Includes multiple on-road and off-road facilities
 - o Includes multiple existing, funded and planned grade separated crossing
- Proposed corridor better addresses physical barriers of high speed/volume arterials

Attached is a map representing the revised request. Please feel free to call if you have any questions.

Sincerely,
Kurt Chatfield

Kurt Chatfield
Planning Supervisor
Dakota County



SCOTT COUNTY COMMUNITY SERVICES DIVISION

PHYSICAL DEVELOPMENT • 600 COUNTRY TRAIL EAST • JORDAN, MN 55352-9339
(952) 496-8346 • Fax: (952) 496-8365 • www.co.scott.mn.us

TONY WINIECKI
COUNTY ENGINEER

December 7, 2015

Steven Elmer
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: RBTN Alignment Request

Dear Mr. Elmer:

Scott County and the City of Shakopee request an alignment designation to the Metropolitan Council's RBTN Map concerning an existing Tier 2 Corridor in the City of Shakopee. The City of Shakopee has been planning a safe pedestrian/trail crossing of the US169 freeway barrier for some time. When the RBTN Tier 2 corridor was established, both the City and County felt the corridor was broad enough to meet the intent of the planned trail crossing location of US169 shown in both the County and City adopted Comprehensive Plans.

Attached you will find the County's 2009 Comprehensive Plan which calls for a future regional trail alignment and crossing of US169. You will also find a map of the requested alignment for the crossing of US169 for the Tier 2 trail and a map of existing trail system. The existing RBTN corridor appears to follow and cross the CH 21/US169 freeway system interchange, which would prohibit a trail crossing location. The revised US 169 corridor crossing location and alignment would be approximately 1.5 miles east of CSAH 83 which is the next existing pedestrian/bike/ADA crossing of US169 within the City of Shakopee.

Defining the alignment to take advantage of existing trail infrastructure north of US169 would provide for the eventual non-motorized connection of residents in Shakopee, Savage, and Prior Lake south of US 169 to destinations such as Valleyfair, the 7,000 jobs within one mile of a future US 169 crossing alone, and a connection to the existing Hwy 101 Tier 1 MN Valley State Trail. The MN Valley State Trail provides an existing non-motorized connection to employment and other destinations across the Minnesota River in the City of Bloomington.

Thank you for the opportunity to request this alignment on the RBTN. Please contact Craig Jensen, Scott County Transportation Planner (952) 496-8329, with any questions or require additional information.

Sincerely,

Tony Winiecki, P.E.
Scott County Engineer

C: Bruce Loney, City of Shakopee
Patricia Freeman, Three Rivers Parks General Manager – Scott County
Lisa Freese, Transportation Planning Director

Scott County Request: RBTN Tier 2 Alignment

Regional Bicycle Transportation Network

Alignments

Tier 1

Tier 2

Proposed Tier 2 alignment

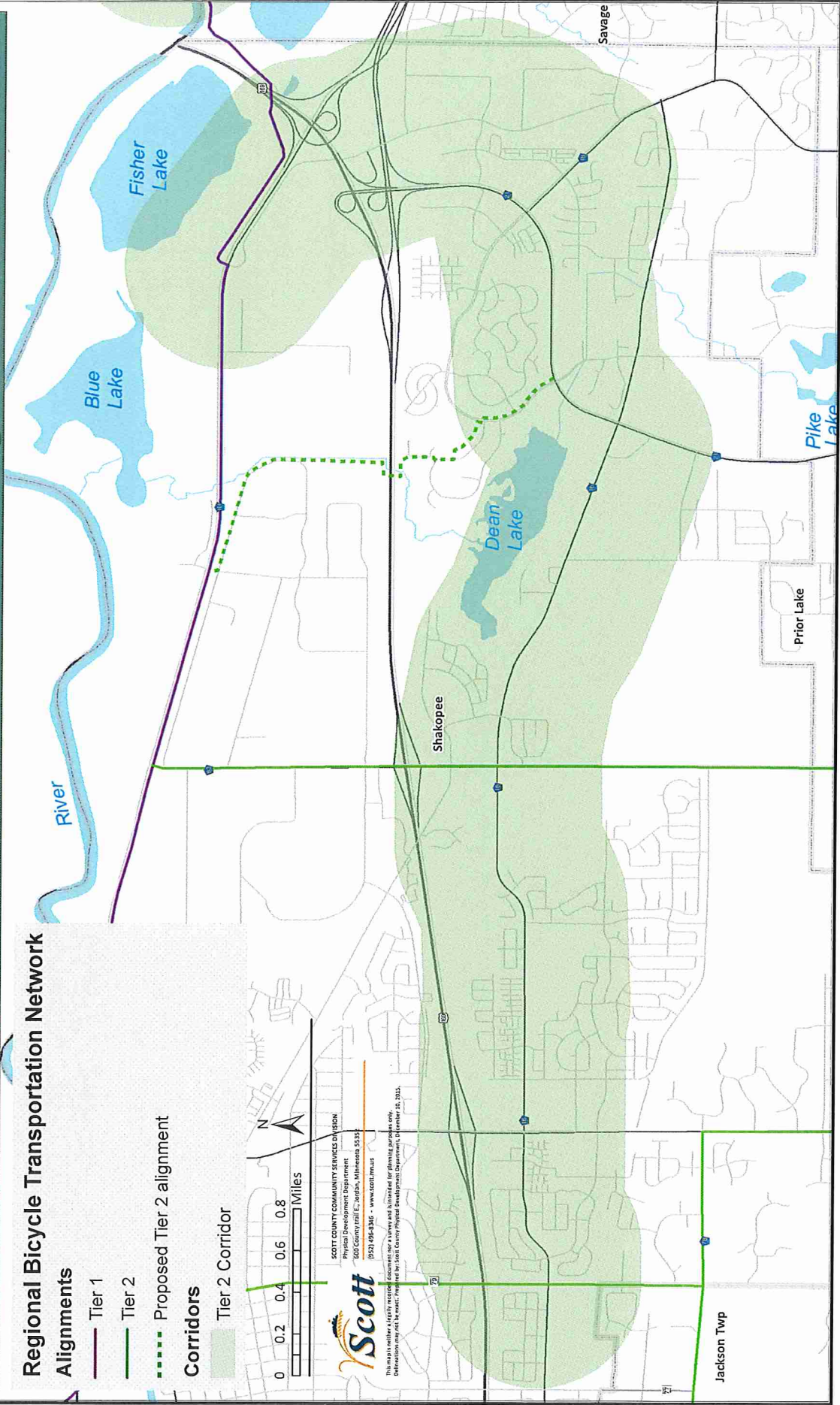
Corridors

Tier 2 Corridor



SCOTT COUNTY COMMUNITY SERVICES DIVISION
Physical Development Department
500 County Trail E., Jordan, Minnesota 55351
(952) 496-8365 • www.scottcountymn.us

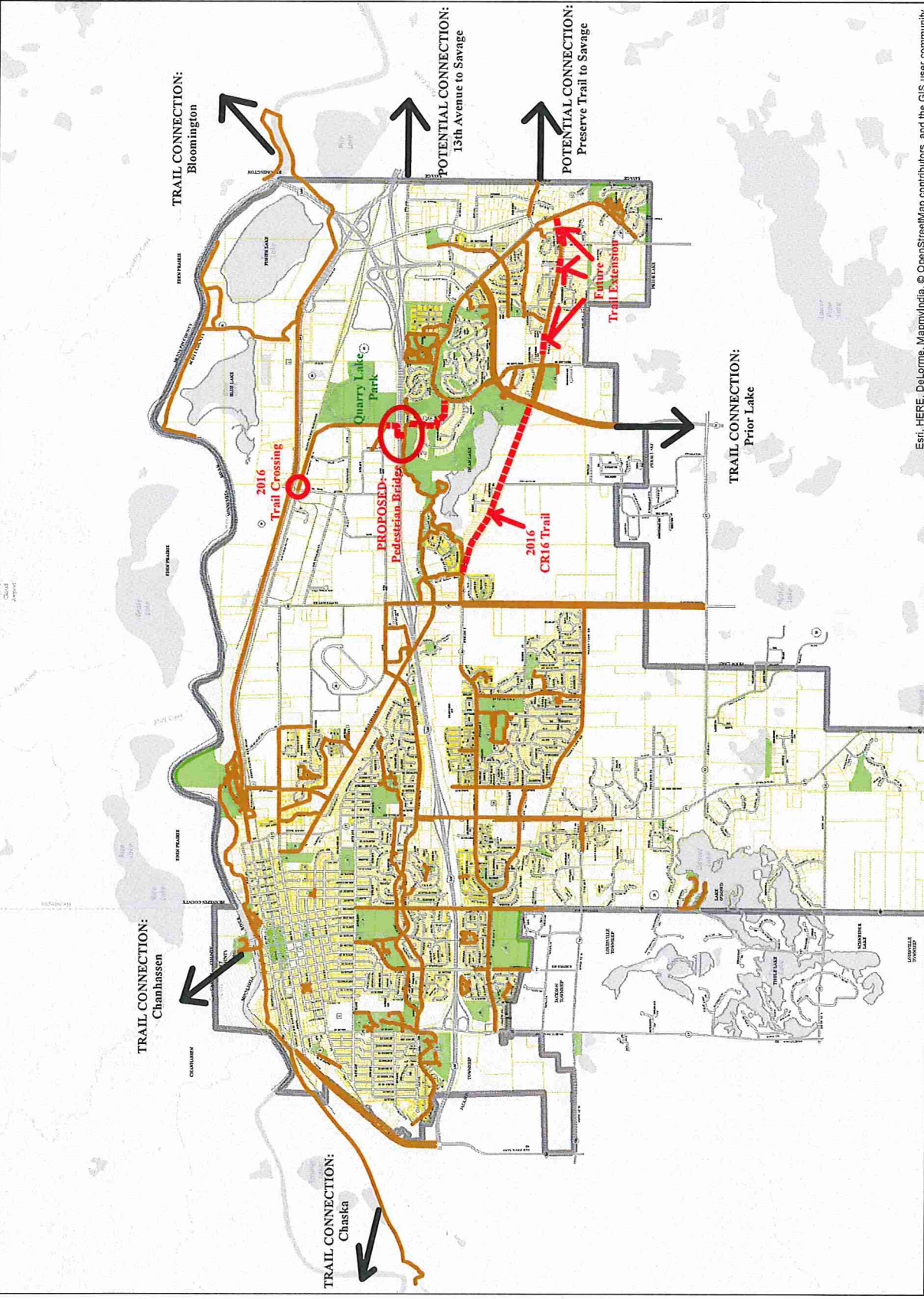
This map and the information contained herein are intended for planning purposes only. Dimensions may not be exact. For more information, please contact the Planning Department at (952) 496-8365.





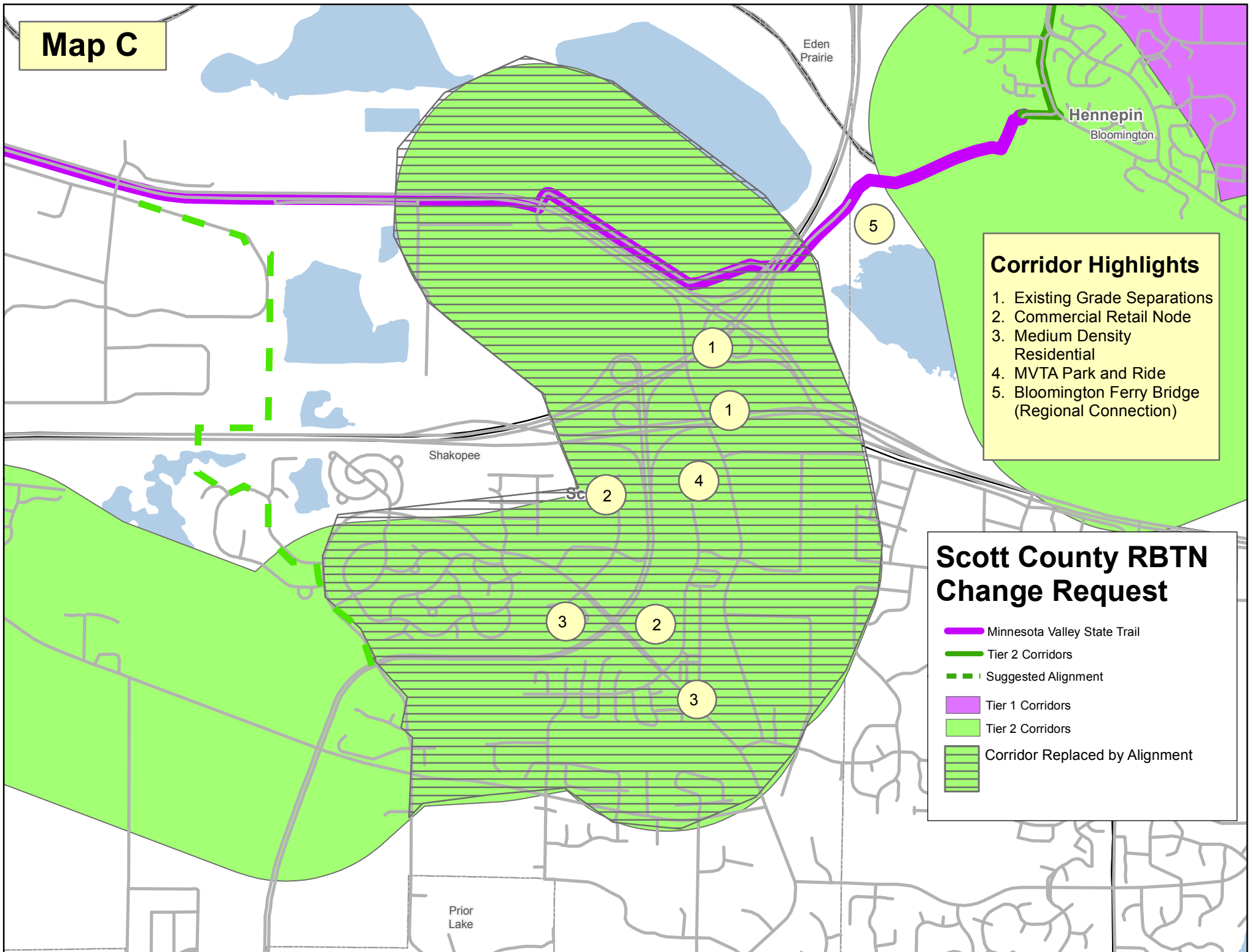
City of Shakopee Proposed Trail Improvements

- Legend
- Future Trail Improvements
 - Existing Trails
 - Parks, Schools and Open Space
 - Shakopee Parcels



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Map C



- ### Corridor Highlights
- 1. Existing Grade Separations
 - 2. Commercial Retail Node
 - 3. Medium Density Residential
 - 4. MVTA Park and Ride
 - 5. Bloomington Ferry Bridge (Regional Connection)

- ### Scott County RBTN Change Request
- Minnesota Valley State Trail
 - Tier 2 Corridors
 - Suggested Alignment
 - Tier 1 Corridors
 - Tier 2 Corridors
 - Corridor Replaced by Alignment