

Functional Classification Study – TAC Planning



Study Update

Today's Presentation

- Task 2 – “A” minor effectiveness
 - effectiveness of “A” and “other” minor arterial classifications in regional decision-making
- Tasks 5 and 6 – system planning/mapping for “other” principal arterials
 - identify potential “other” principal arterial routes
 - ****New**** review “other” minor arterial routes
- Additional discussion/questions



Effectiveness of “A” Minor Arterial System

Findings and Recommendations

- Finding #1: The A-Minor Arterial classification has served an important role in regional transportation planning and programming. That role has changed as time has passed and the Regional Solicitation has evolved from being focused on the four A-Minor Arterial sub-classifications/designations to focused on type of improvement (modernization, strategic capacity, etc.). The existing Regional Solicitation rule to fund at least one of each of the A-Minor Arterial sub-classifications/designations has ensured that all areas of the region are funded since they are largely tied to land use.
 - Recommendation: The Regional Solicitation Evaluation in 2023-2026 will examine if the existing rule to fund at least one of each sub-classification/designation, minimums spending by land use, or another approach is the preferred way to ensure that investment continues to occur in all parts of the region and on all types of roadways.

Effectiveness of “A” Minor Arterial System (continued)

Findings and Recommendations

- Finding #2: The A-Minor Arterial Designation is inconsistent with federal functional classification guidance, is inconsistent with peer region practices, is confusing for local and state stakeholders, and is not regularly reviewed nor maintained by road authorities. Over time, this two-tiered system (A-Minor Arterials and B-/Other Minor Arterials) has become unbalanced and lost some of its usefulness with 84 percent of the total Minor Arterials being classified as A-Minors and only 16 percent being classified as Other Arterials.
 - Recommendation #1: As an interim step, with only 16 percent of the Minor Arterials classified as Other Arterials, the region should dissolve the distinction between the A-Minor Arterials and Other Arterials but retain the sub-classifications/designations. As part of this step, the remaining Other Arterials would need to have sub-classification/designations assigned – Augmentor, Connector, Expander, or Reliever. Then, as part of a future study effort, the region should work together to identify and evaluate options for updating sub-classifications/designations (if they are to remain) so they:
 - Are regularly reviewed by road authorities
 - Are regularly updated in routine state, regional, and local transportation planning activities, and
 - More transparently consider and prioritize the corridor’s support for multimodal travel in the region – including movement of freight and support for existing and planned land use

Effectiveness of “A” Minor Arterial System (continued)

Findings and Recommendations

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 - Recommendation #2: If the recommendation above proceeds, the Metropolitan Council will need to review and potentially update Roadway Group categories (presently there is Group 4: A-Minor and Wright/Sherburne Minor Arterials) in its Congestion Management Process (CMP) Policies and Procedures Handbook.

Additional Study Activities



Additional Review and Work Tasks

- Conclusions and recommendations shared with senior Met Council staff
- As part of the study – place all “A” and “other” minor arterial routes into a single category to be consistent with FHWA guidance
- As part of the study – add a task to review sub-designation (Augmentor, Connector, Expander, and Reliever) for routes currently identified as “A” minor arterial routes.
- As part of the study – add a task to provide a sub-designation for routes currently identified as “Other” minor arterial routes

Principal Arterial Categories

Consistency with FHWA Guidance

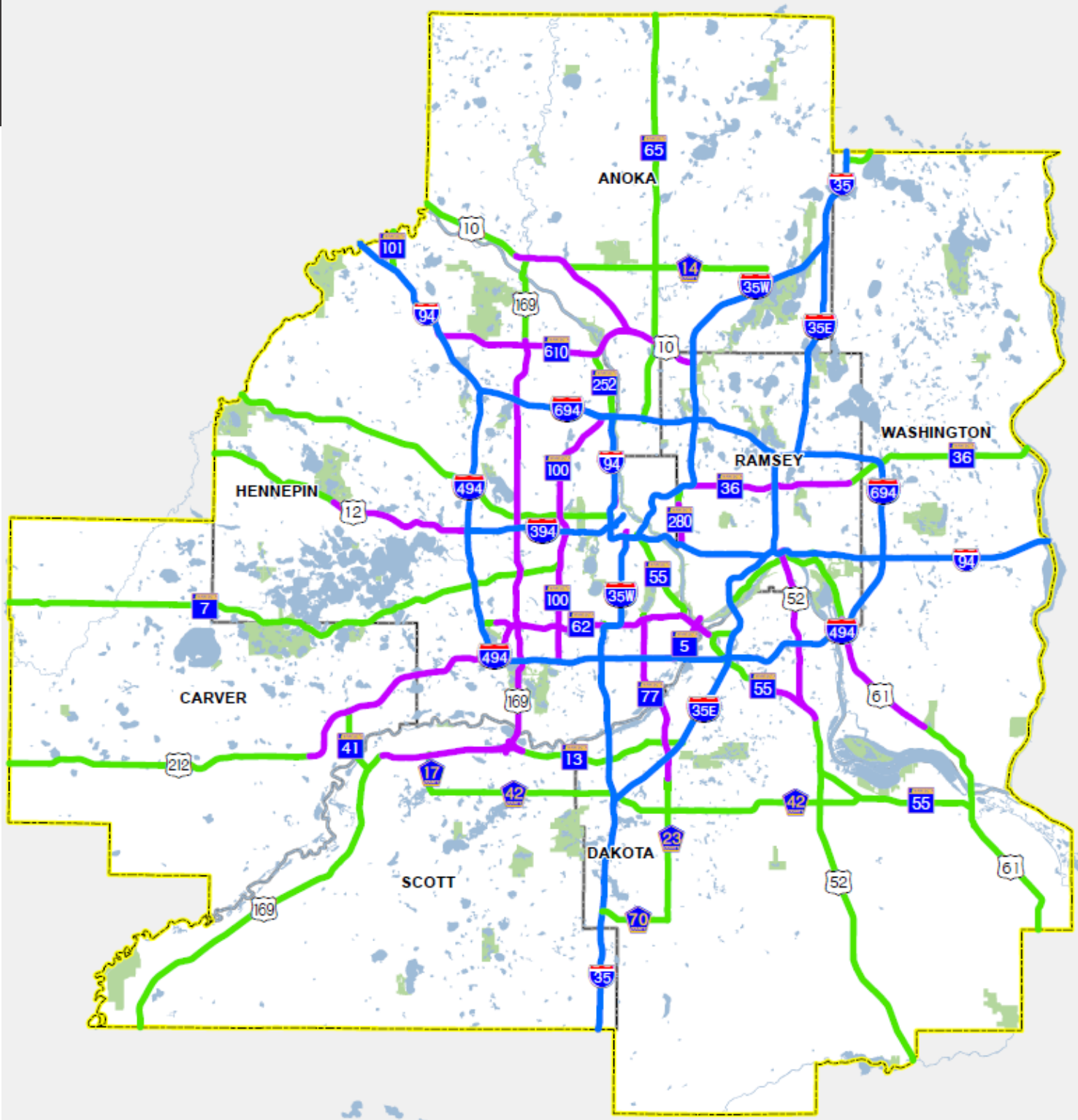
2050 TPP will use the three FHWA-identified categories of principal arterials. These include:

- Interstates
- Other freeways/expressways
- Other principal arterials

Routes under discussion would likely be classified as other principal arterials when/if they are ready to be upgraded to a principal arterial route. Routes under discussion were identified by counties. This study will not change any of the routes – rather discuss for consideration and provide feedback to counties.

Presently appendix D combines interstates and freeway principal arterials and has a second category that is other principal arterials.

Current PA Map – Interstate, Freeway and Other



- PA Interstate
- PA Freeway
- PA Other

Review of County Plans/Input



Plan Review and Follow-Up

- Anoka County – No routes identified in current plan. Follow-up indicated CSAH 22 for consideration.
- Carver County – had multiple routes identified.
- Dakota County – had multiple routes identified.
- Hennepin County – no routes identified in current plan. Potential for one with a Carver County request (TH 5).
- Ramsey County – had a route identified.
- Scott County – had multiple routes identified.
- Washington County – No routes identified in current plan. Follow-up did not have any confirmed routes at this time.

Review of Potential Short-Term Changes

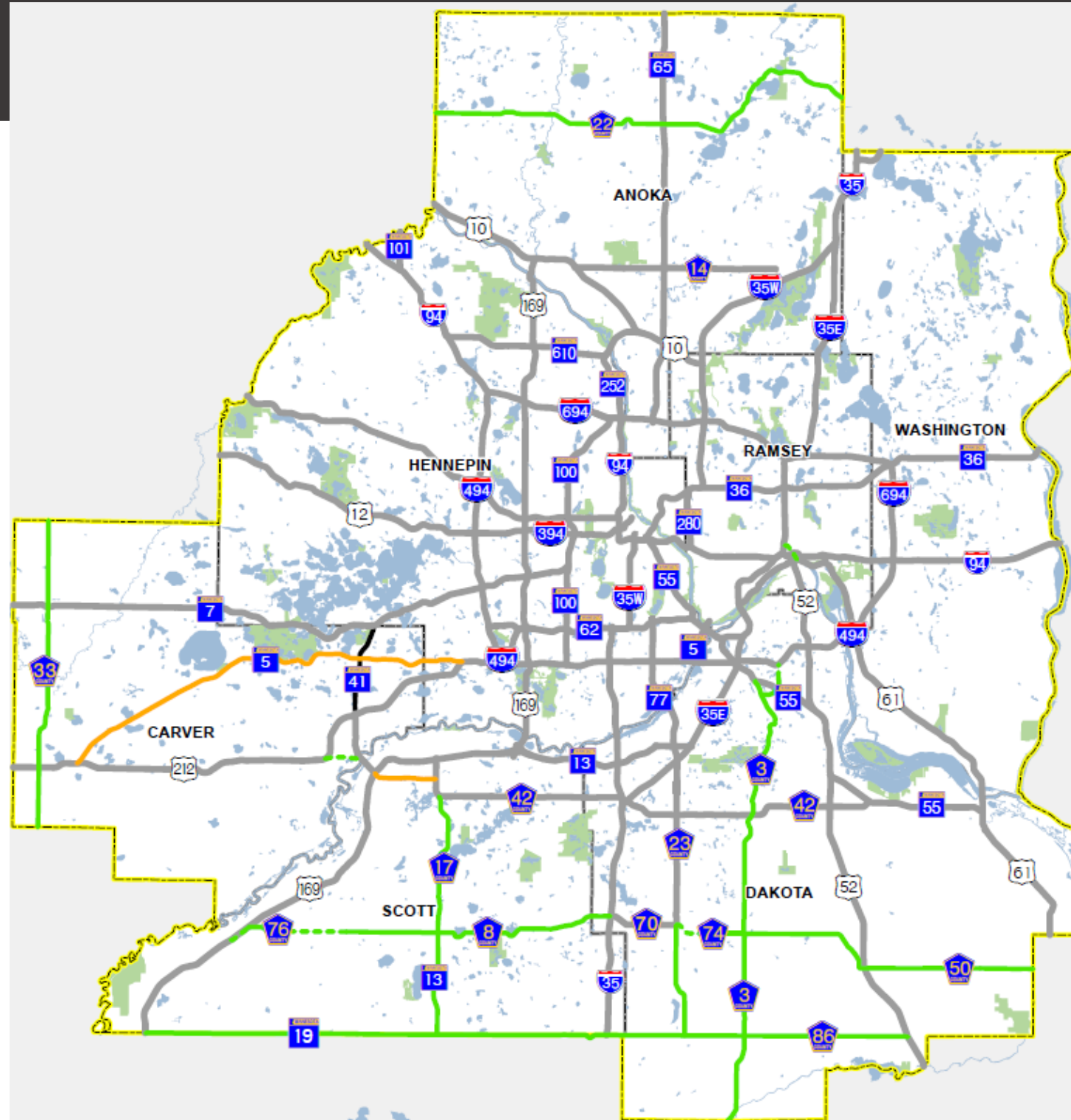


Changes that are nearer term

- Carver County – TH 5 from TH 212 in Norwood Young America to TH 212 in Eden Prairie
 - Would require Hennepin County portion of TH 5
 - Alternative would be to go to TH 41 – but TH 41 would need to be reclassified (see spreadsheet)
 - That reclassification should consider impacts to a future regional river crossing
- Discussed Route – TH 41 from TH 212 in Chaska to TH 7 and the Hennepin County boarder
 - Added as a discussion route due to TH 5 request
 - May have some impacts to a future regional river crossing
- Scott County – CSAH 78 from TH 169 to CSAH 17 south of Shakopee

Potential Other PA Routes and Existing Routes

- PA Interstate, Freeway/Expressway, and Other Principal Arterials (Existing)
- Future Other Principal Arterial (Short Term)
- Future Other Principal Arterial (Long Term)
- Future Other Principal Arterial - New Alignment (Long Term)
- Additional Discussed Route



Potential Long-Term Changes

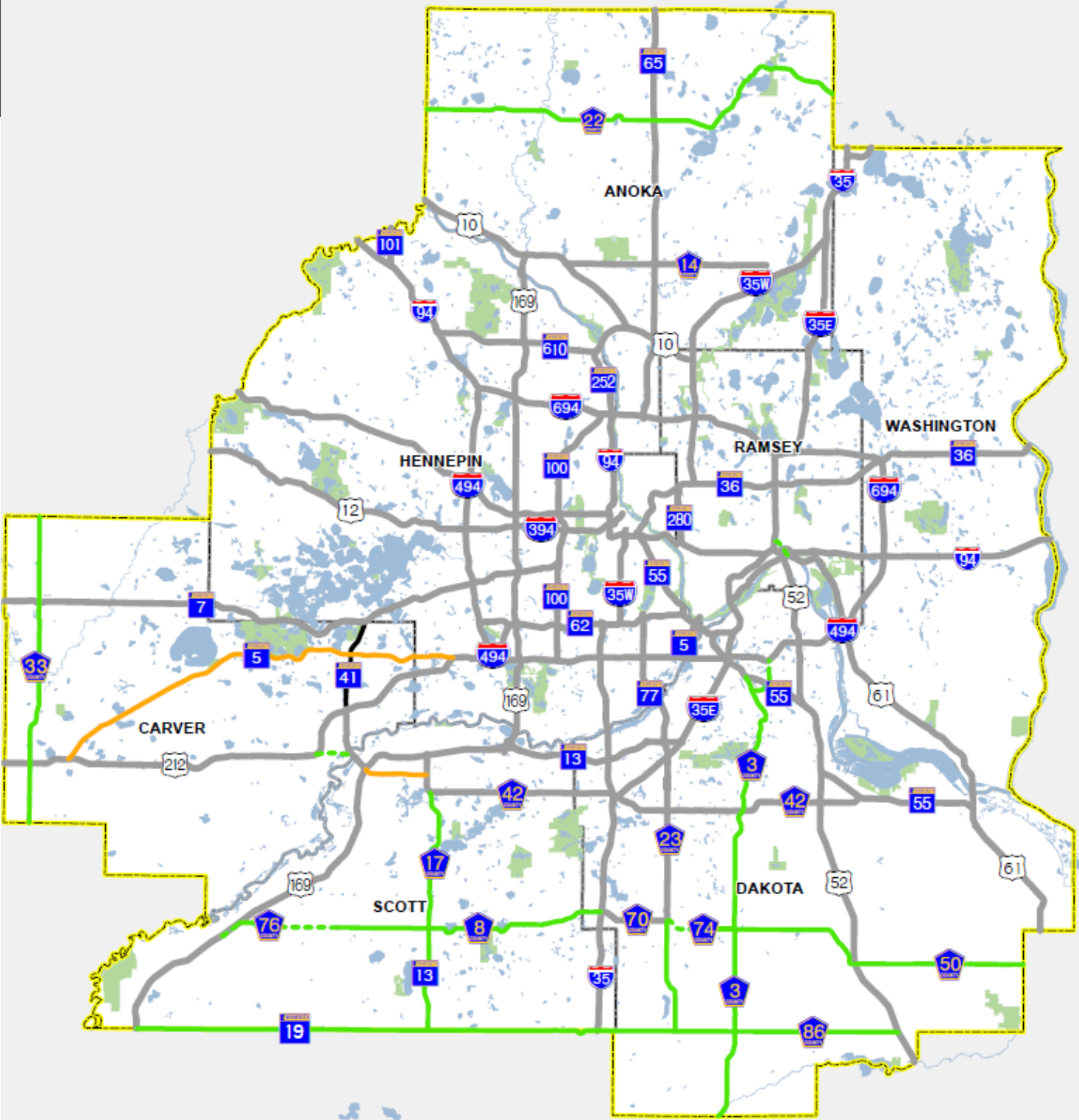


Anoka, Carver, and Scott Counties

- **Anoka County**
 - CSAH 22 – from western county border to eastern county border.
- **Carver County**
 - CSAH 33/CR 131/TH 25 – from northern county border to southern county border. Requires a new alignment for a portion of the corridor.
- **Scott County**
 - TH 13 (existing alignment) – from TH 282/TH 13 to TH 19
 - CSAH 17 (existing alignment) from CSAH 42 to TH 282
 - CSAH 86 (existing alignment) from TH 19/CSAH 23 to Scott/Dakota County border
 - TH 19 (existing alignment) from TH 169 to CSAH 23
 - CSAH 8 (existing and new alignment) from TH 169 to Scott/Dakota border
 - TH 41 river crossing (existing and new alignment) from TH 169 to TH 212

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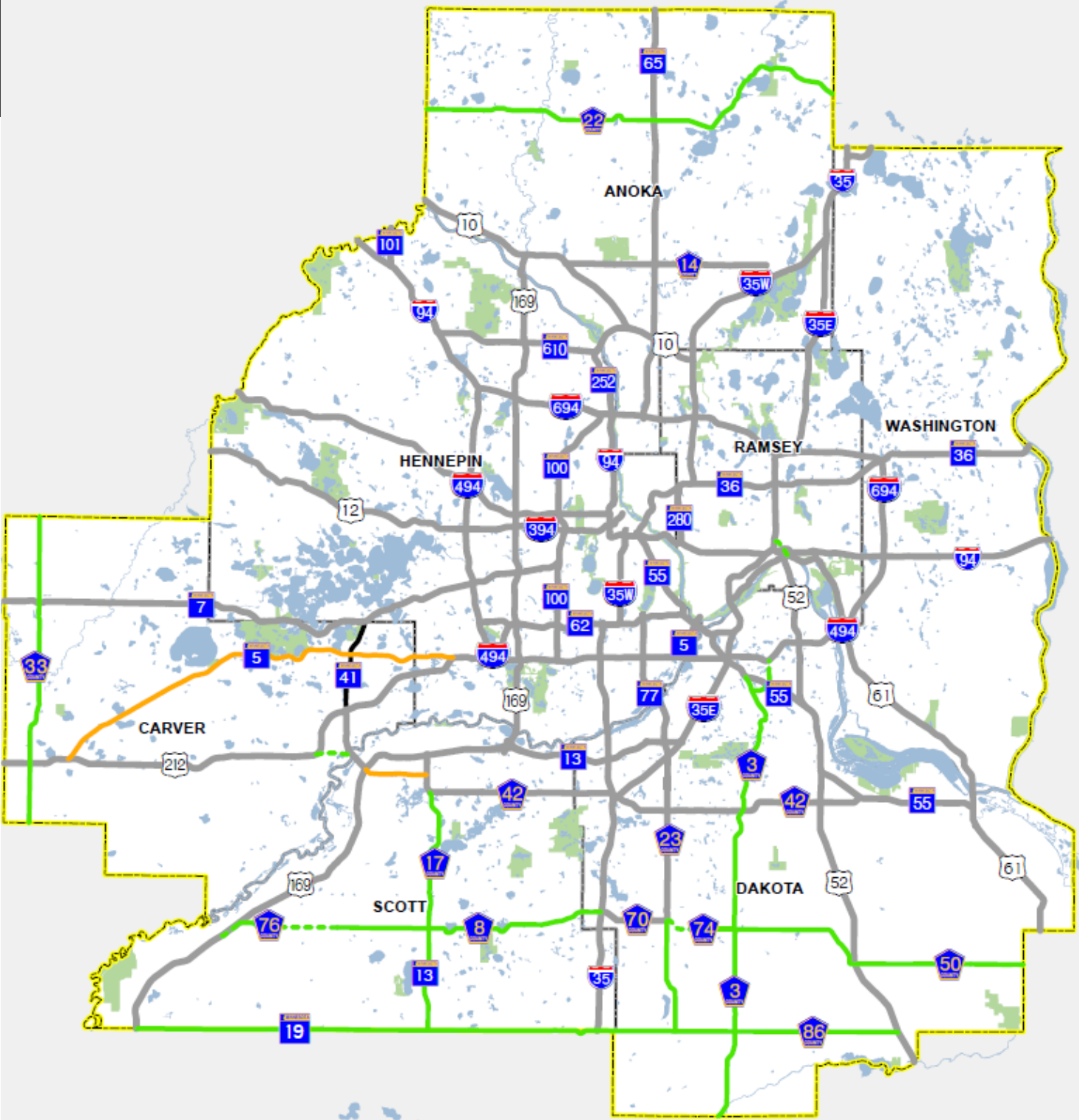


Dakota County

- CSAH 23 (existing alignment) from CSAH 70 south to CSAH 86
- CSAH 28/CSAH 63 (existing alignment) from TH 149 to 65th St/CR 63
- CSAH 63 (new alignment extension) from 65th St/CR 63 to I-494 (also could include a new interchange)
- TH 149 (existing alignment) from TH 55 to TH 3
- TH 3 (existing alignment) from TH 3 to TH 19
- CSAH 70 (existing alignment) from Dakota/Scott County border to I-35
- CSAH 70 (new alignment/extension) from CSAH 23 to CSAH 31
- CSAH 74 (existing alignment) from CSAH 31 to TH 3
- TH 50 (existing alignment) from TH 3 to TH 61
- TH 61 from TH 61/TH 50 to Dakota/Goodhue County border
- CSAH 86 (existing alignment) from Dakota/Scott County border to TH 52

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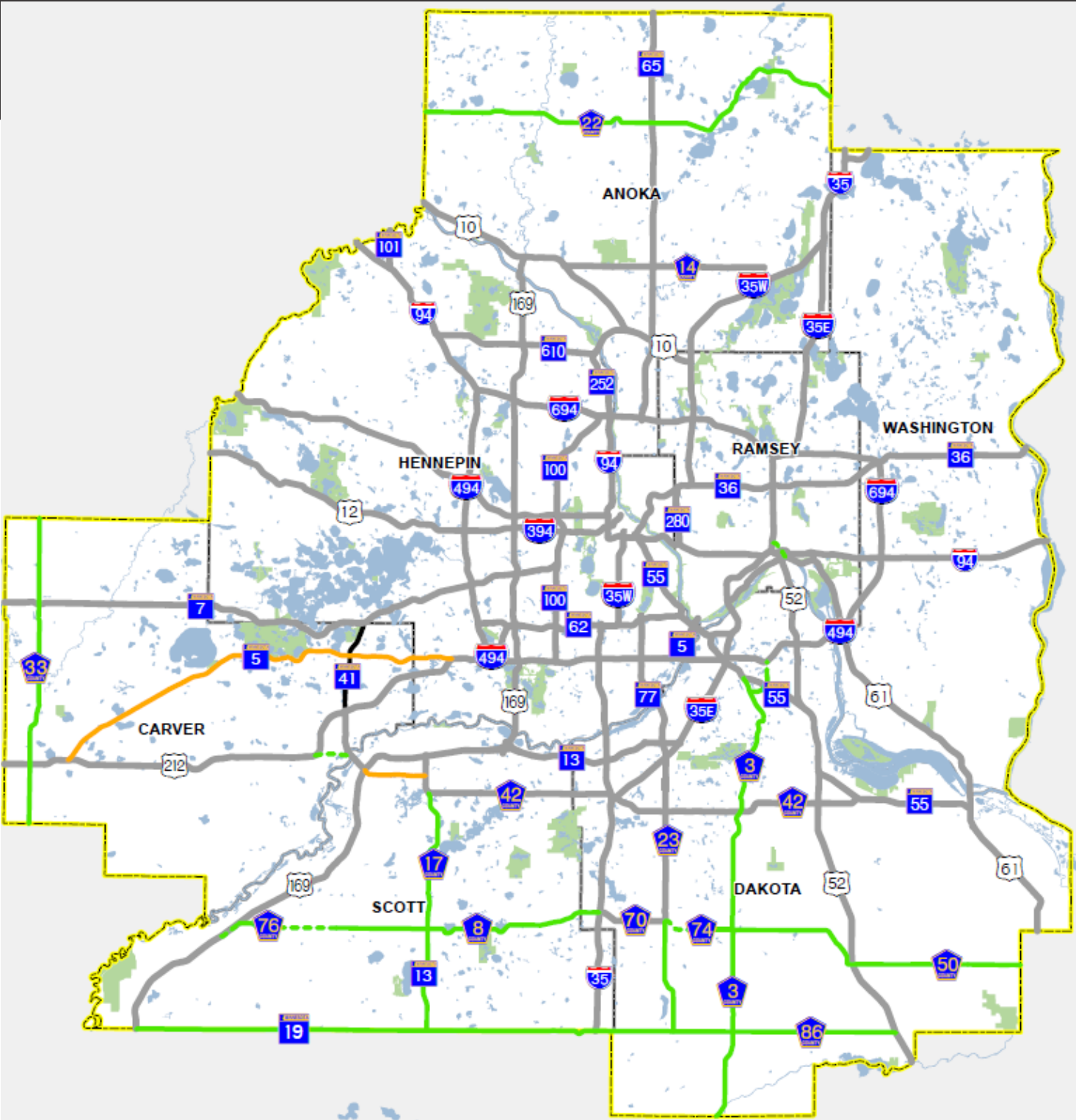


Ramsey County

- Ramsey County
 - New alignment – Between Shepard Road/Great River Road to I-35E

Potential Other PA Routes and Existing Routes

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- Future Other Principal Arterial (Long Term)
- Future Other Principal Arterial - New Alignment (Long Term)
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Conclusions

Direction Moving Forward

- The 2050 TPP will recognize the three sub-classifications of the principal arterials (Interstate, Other Freeway/Expressway and Other Principal)
- Changes would not take place until 2026 regional solicitation
- Move forward with combining “A” and “Other” minor arterials – apply sub-designations



Questions

Any Comments/Questions?