

**ACTION TRANSMITTAL No. 2013-27**

**DATE:** June 3, 2013

**TO:** TAC Planning Committee

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning or Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Information Item	