

“A” Minor Arterial System Evaluation Study

Overview

The “A” Minor Arterial System was created to supplement the region’s Principal Arterial (PA) system based on recommendations from a 1990 Transportation Advisory Board (TAB) study and in response to findings in the 1989 Transportation Policy Plan concluding the necessary resources were not available to greatly expand the region’s Principal Arterial system. With the passage of ISTEA in 1991, the region directed a portion of the Surface Transportation Program (STP) Urban Area funds to be used to implement improvements to the “A” Minor system. This study will evaluate if the “A” Minor system has been successful in supplementing the Principal Arterial system over the past 20 years. The study will evaluate how the original purpose fits with existing regional policies. The study will also identify needed changes, if any, to make the system, its purpose, and regional policies more consistent.

The TAC Planning Committee provided input to Metropolitan Council staff on the work program included in the study’s Request for Proposals. Ongoing technical input for the study will be provided by a 14-person Technical Steering Committee consisting of representatives from the TAC, MnDOT Metro District, the seven counties (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, & Washington), and from five of the ten cities on the TAC (Maplewood, Minneapolis, Plymouth, Rosemount, and St. Paul). The purpose of the steering committee is to review and comment on study methodology and results and to identify policy issues to be discussed by the TAB and Metropolitan Council. The list of steering committee members is attached.

A consulting team consisting of SRF Consulting Group (Dave Montebello, Marie Cole) and Cambridge Systematics (Bruce Spear) was selected to perform the work. Mary Karlsson (Metropolitan Council) will be managing the study along with a project management team consisting of Tim Mayasich (TAC), Kevin Roggenbuck (Regional Solicitation), Paul Czech (MnDOT), Greg Coughlin (MnDOT State Aid), and Carl Ohrn/Amy Vennewitz (Metropolitan Council).

Study Work Scope – Notice to Proceed Issued October 25, 2011

The study will look first at the purpose of the “A” Minor Arterial system, the purpose of the four “A” Minor sub-categories, changes in regional policy that have occurred since the “A” Minor System was adopted, and recommend needed changes, if any, to regional policy or this part of the region’s functional classification system. The system evaluation part of the study will also include summarizing the types of improvements that have been made to the “A” minor arterial system since the early 1990s, including performing a visual inventory of a sample of the improved corridors to characterize the type and quality of investments the region has made in the “A” minor arterial system.

The study will also look at how the “A” Minor Arterial system has been funded. The funding review will look at how and why the system and sub-categories were funded with regional federal funds, what changes have been made to policy or funding criteria, and why these changes were made. The study will note inconsistencies between regional policy and funding and the need for or appropriateness of changes to funding criteria or procedures. As part of the funding review, the study will include one case study examining jurisdictional transfer; the case study will select one trunk highway “A” minor arterial in the region and identify and summarize the costs and benefits of it becoming, for example, a county state aid highway (CSAH). If potential changes are identified for funding criteria or procedures, these suggestions would be brought through the regular TAC/TAB process in 2012/2013.

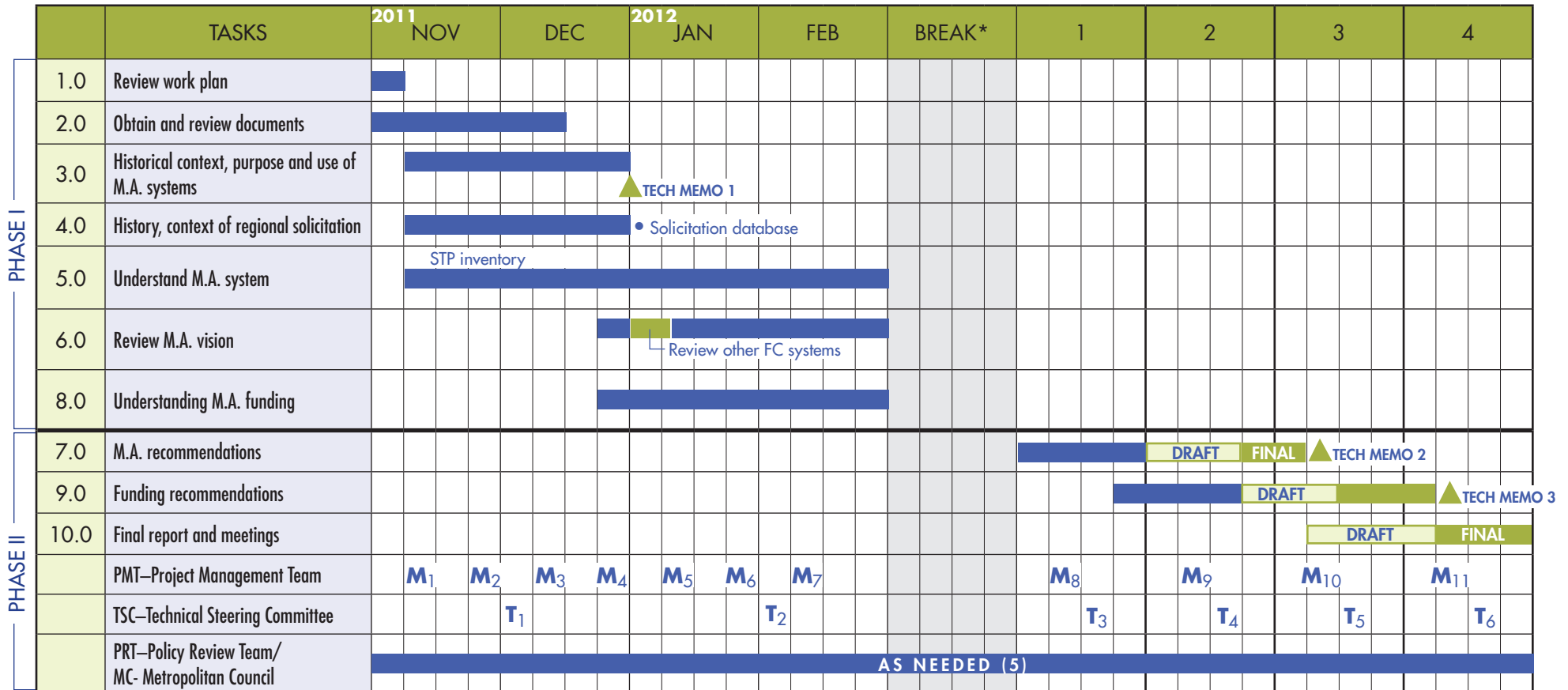
A figure illustrating the study process is attached. The study was authorized to proceed on October 25, 2011.

Study Schedule

The study will be completed in two phases – prior to March 2012 and after. A break was built into the schedule in March 2012 to allow for reaction to federal action on transportation funding, since the current bill is set to expire in March 2012. All activities shown prior to March 2012 can be completed independent of the outcome of Congressional action. The study schedule is also attached.

**“A” Minor Arterial System Evaluation
Partners, Roles, and Responsibilities – 12/1/11**

	Who	Purpose	Roles
Project Management Team (PMT)	Tim Mayasich – TAB’s Technical Advisory Committee (TAC) Greg Coughlin – MnDOT State Aid Paul Czech – MnDOT Metro Dist. Kevin Roggenbuck – TAB Regional Solicitation (Met Council) Carl Ohrn/Amy Vennewitz – Met Council Management Mary Karlson – Met Council Marie Cote/Dave Montebello – Consultant Team (SRF)	<ul style="list-style-type: none"> ▪ Guide study process ▪ Differentiate between administrative, technical, and policy issues ▪ Provide multi-jurisdictional, administrative direction 	<ul style="list-style-type: none"> ▪ Provide and review data ▪ Share organization’s perspective ▪ Preview key analysis methods and results, revise and/or approve after reviewing TSC comments ▪ Preview study findings and technical recommendations, revise and/or approve after reviewing TSC comments ▪ Review and approve presentation materials ▪ Keep the TSC informed
Technical Steering Committee (TSC)	Chuck Ahl - Maplewood Bob Byers - Hennepin County Paul Czech - Mn/DOT Lisa Freese - Scott County Kate Garwood - Anoka County Jenifer Hager - Minneapolis Kim Lindquist - Rosemount Eriks Ludins - St. Paul Joe Lux - Ramsey County Tim Mayasich (Chair) - TAC Bob Moberg - Plymouth Ann Pung-Terwedo - Washington County Brian Sorenson - Dakota County Bill Weckman - Carver County	<ul style="list-style-type: none"> ▪ Guide study process ▪ Confirm differentiation between technical and policy issues ▪ Provide multi-jurisdictional, technical direction 	<ul style="list-style-type: none"> ▪ Provide and review data ▪ Share organization’s perspective ▪ Identify and share concerns on key analysis methods and results ▪ Identify and share concerns on study findings and technical recommendations ▪ Forward policy issues to TAB and Met Council
Transportation Advisory Board (TAB)	Elected and appointed officials and key transportation policy leaders – list of names available at: http://www.metrocouncil.org/about/TAB.htm	<ul style="list-style-type: none"> ▪ Review study progress ▪ Provide regional policy direction 	<ul style="list-style-type: none"> ▪ Recommend planning and funding policy changes
Metropolitan Council	Appointed officials – list of names available at: http://www.metrocouncil.org/about/members.htm	<ul style="list-style-type: none"> ▪ Review study progress ▪ Provide regional policy direction 	<ul style="list-style-type: none"> ▪ Adopt planning and funding policy changes



* Remaining schedule will be determined based on the outcome of the federal transportation reauthorization bill. Further discussion will be needed between Met Council and SRF staff

“A” MINOR ARTERIAL SYSTEM EVALUATION
October 28, 2011

VISUAL INVENTORY PROJECT SELECTION

Summary of Project Selection Approach

1. Background Information

- The visual inventory will consider projects from seven solicitations (1993, 1994, 1995, 1997, 1999, 2001 and 2003)
- 2005, 2007 and 2009 solicitation projects may not have been built

2. Project Selection Guidelines

- A selected project has to be built
- Need representation from each level of jurisdiction
- Need at least two from each County (CRs and CSAHs), not in the same City
- Need at least two from MnDOT (THs), not in the same County
- Need at least one from a City (MSA)
- Need at least two from each solicitation year
- For any one jurisdiction, a different category should be chosen
- All four categories need to be represented (Connector, Expander, Augmenter, Reliever), with at least two per category

Summary of Approach Application

1. Identify applications for each year by applicant (see Table 1).
2. Populate Table 2 with projects based on the following steps:
 - a. Only two from Scott County – use both.
 - b. Only three from Carver County – take one from 1994 and choose one of the two from 1999 (selected the TH project due to the high number of CSAH projects).

Note: all Scott and Carver County funded projects are from the Collector category, therefore, different solicitation categories cannot be covered for these two counties.

- c. Need two projects from each solicitation year. Only Scott, Hennepin, and Ramsey Co submitted applications in 1993. Select Ramsey County project since Ramsey County has fewer projects than Hennepin County in the study timeframe. Ramsey County had three Augmenter projects, select CSAH 30 since it included three cities.
- d. Need two MSAS projects. Bloomington had several projects and Minneapolis had one. Select one from each city.

- e. Need another Augmenter project. Several in Ramsey County and already have one from this county. Select Washington County Augmenter. Select Ramsey County project to ensure two projects identified (all funded projects are Augmenters).
 - f. Need Reliever projects. Several in Bloomington and already have one from this city. Select one from Hennepin County, and Anoka County.
 - g. Need Expander projects. Need to balance out the distribution by year. Need another MnDOT TH project. Need to identify two projects by county.
 - h. Fill the remainder in with projects submitted by a city.
3. Table 3 is the summary of projects sorted by applicant.

Table 1
Visual Inventory – Funded Projects by Solicitation Year and Applicant

Year	1993	1994	1995	1997	1999	2001	2003
total # of funded applications	7	13	8	9	13	10	12
Hennepin County	3	2	1	1	3	2	
Washington County		3	2	1	1	1	3
Anoka County		1	1		1	3	2
Ramsey County	3		1	2	1		1
Dakota County		1	2		2	1	1
Carver County		1			2		
Scott County	1						1
MnDOT		3					
Bloomington		2		2	2	2	
Maple Grove			1				1
St. Louis Park				1			
Woodbury				1			
Ramsey				1			
Richfield					1		
Minneapolis						1	
Eagan							1
New Hope							1
Coon Rapids							1

Funded Applications by Type

Connector	14
Expander	27
Augmenter	15
Reliever	16
Total	72

Table 2
Visual Inventory – Preliminary List of Projects

Year	Applicant	Type	Description
1993	Scott County	Connector	CSAH 21 - construction from Prior Lake to 185th/existing CSAH 21
2003	Scott County	Connector	CSAH 86 - reconstruction from TH 19 to CSAH 27
1994	Carver County	Connector	CSAH 11 - reconstruction/realignment from TH 5 to CSAH 10
1999	Carver County/MnDOT	Connector	TH 5 - relocation of segment southeast of Lake Waconia
1993	Ramsey County	Augmenter	CSAH 30 - reconstruction from TH 280 to Dale Street
2001	Minneapolis	Augmenter	MSAS 121 (Richfield Road) - reconstruction from Sheridan Avenue to 36th Street
1999	Bloomington	Reliever	MSAS 385 (80th Street) - reconstruction
2003	Washington County	Augmenter	CSAH 25 - reconstruction from Woodbine Avenue to CSAH 16
1997	Ramsey County	Augmenter	County Road C - I-35W to Snelling Avenue
2003	Anoka County	Reliever	CSAH 116 and CSAH 52 - reconstruction
1995	Hennepin County	Reliever	CSAH 61 - reconstruction from CSAH 10 to I-94
1997	Washington County	Expander	Hinton Avenue and Toner Drive - connection and new alignment
1995	Dakota County	Expander	CSAH 23 - reconstruction from CSAH 9 to CSAH 70
1994	MnDOT	Expander	TH 5 and TH 36 interchange construction
2001	Anoka County	Expander	CSAH 78 - reconstruction from TH 242 to CSAH 116
2001	Hennepin County	Expander	CSAH 1 - reconstruction between offset CSAH 4 intersections
1999	Dakota County	Expander	CSAH 28 - reconstruction from TH 149 to CSAH 63
1997	St. Louis Park	Augmenter	Excelsior Boulevard - widen bridge over TH 100
2003	Coon Rapids	Expander	CSAH 78/TH 10 interchange reconstruction
1997	Woodbury	Expander	Tamarack Road and I-494 interchange construction

Table 3
Visual Inventory – Preliminary List of Projects Sorted by Applicant

Year	Applicant	Type	Description
1995	Hennepin County	Reliever	CSAH 61 - reconstruction from CSAH 10 to I-94
2001	Hennepin County	Expander	CSAH 1 - reconstruction between offset CSAH 4 intersections
1997	Washington County	Expander	Hinton Avenue and Toner Drive - connection and new alignment
2003	Washington County	Augmenter	CSAH 25 - reconstruction from Woodbine Avenue to CSAH 16
2001	Anoka County	Expander	CSAH 78 - reconstruction from TH 242 to CSAH 116
2003	Anoka County	Reliever	CSAH 116 and CSAH 52 - reconstruction
1993	Ramsey County	Augmenter	CSAH 30 - reconstruction from TH 280 to Dale Street
1997	Ramsey County	Augmenter	County Road C - I-35W to Snelling Avenue
1995	Dakota County	Expander	CSAH 23 - reconstruction from CSAH 9 to CSAH 70
1999	Dakota County	Expander	CSAH 28 - reconstruction from TH 149 to CSAH 63
1994	Carver County	Connector	CSAH 11 - reconstruction/realignment from TH 5 to CSAH 10
1999	Carver County/MnDOT	Connector	TH 5 - relocation of segment southeast of Lake Waconia
1993	Scott County	Connector	CSAH 21 - construction from Prior Lake to 185th/existing CSAH 21
2003	Scott County	Connector	CSAH 86 - reconstruction from TH 19 to CSAH 27
1994	MnDOT	Expander	TH 5 and TH 36 interchange construction
1999	Bloomington	Reliever	MSAS 385 (80th Street) - reconstruction
1997	St. Louis Park	Augmenter	Excelsior Boulevard - widen bridge over TH 100
1997	Woodbury	Expander	Tamarack Road and I-494 interchange construction
2001	Minneapolis	Augmenter	MSAS 121 (Richfield Road) - reconstruction from Sheridan Avenue to 36th Street
2003	Coon Rapids	Expander	CSAH 78/TH 10 interchange reconstruction

- Each county has two projects
- Includes two MnDOT TH projects
- Includes numerous CSAH/CR projects
- Includes two MSAS projects
- Includes two to four projects per solicitation year
- Includes a four Connectors, eight Expanders, five Augmenters and three Relievers

“A” MINOR ARTERIAL SYSTEM EVALUATION
November 2, 2011

VISUAL INVENTORY OBJECTIVE AND SCOPE

Visual Inventory Objective

The system evaluation part of the study includes summarizing the types of improvements that have been made to the “A” minor arterial system since the early 1990s, including performing a visual inventory of a sample of the improved corridors to characterize the type and quality of investments the region has made in the “A” minor arterial system.

Visual Inventory Scope

1. Review the successful regional solicitation application for the project.
2. Visit the project site to inventory and photograph the built project.
3. Compare the built project to its regional solicitation application.
 - a. Was the project built as proposed? (# of lanes, median, turn lanes, traffic control improvements, trails etc.)
 - b. If not, what project components are different than in the application?
4. Observe the built project and identify whether the project appears properly maintained.
5. Observe corridor operations in the project area and identify whether the project appears to be operating appropriately, noting observations.
6. Identify whether multimodal components (freight, transit, bikes, pedestrians) are included in the project, and if so, which ones.
7. Characterize the types of land uses and development adjacent to the corridor.
8. Observe access type and spacing on the corridor in the project area and identify whether access has been managed along the corridor.

Field Inventory Date:

“A” MINOR ARTERIAL SYSTEM EVALUATION – VISUAL INVENTORY FORM

Project Information

Grant Applicant (Year):

Location (Project Length):

Project:

Type of “A” Minor Arterial:

Characteristics	Proposed in Application	2011 Existing Condition	Did Applicant Build what was Proposed (Y/N)?	Differences	Notes
# of Lanes					
Shoulders					
Median					
Turn Lanes					
Traffic Control					
Trails/Sidewalks (Type and Width)					
Access (Count)					

1. Are multimodal components (freight, transit, bikes, and pedestrians) included in the project area? Describe.

- Freight (observation of large trucks): Yes No School bus, dump, semi, delivery
- Transit (observation of buses, shelters, stops): Yes No _____
- Bicycle Facilities: Yes No _____
- Pedestrian Facilities: Yes No _____

Field Inventory Date:

"A" MINOR ARTERIAL SYSTEM EVALUATION – VISUAL INVENTORY FORM

2. Does the project appear properly maintained? Yes No

- General Appearance
- Pavement Condition
- Pavement Markings/Signage
- Trails/Sidewalks
- Landscaping
- Other _____

3. Does the project appear to be operating appropriately? Yes No Explain.

Follow up email with applicant on peak hour operations:

4. Characterize the types of land uses (single family residential, multifamily residential, commercial, industrial, parks, etc.) and development adjacent to the corridor?