

CITY OF MINNEAPOLIS

Municipal State Aid Street System: System Assessment and Recommendations

Presentation to
T&PW Committee
April 5, 2016

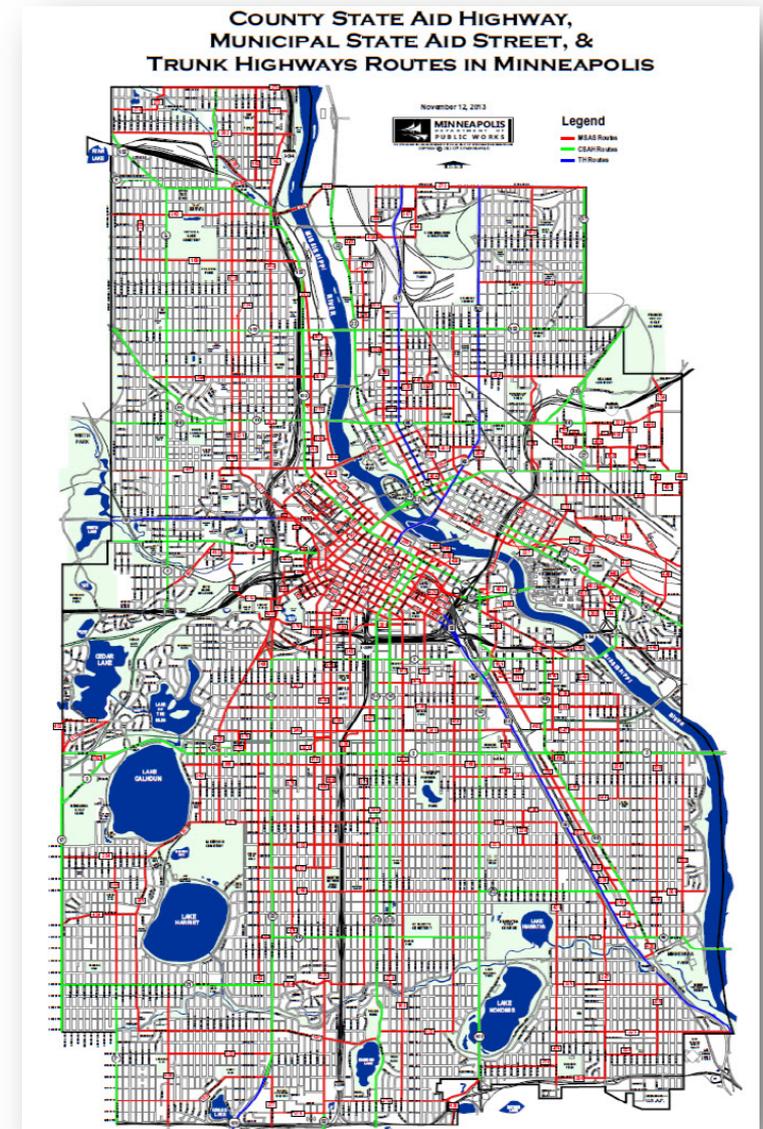
Purpose

- Requesting passage of resolution for Minnesota Commissioner of Transportation
- Provide background on municipal state-aid (MSA) street system
- Discuss assessment of City's MSA street system
- Identify recommended changes



What is the MSA system?

- Established by State Legislature for cities with >5,000 residents
- Designate up to 20% of local system mileage
- Source of state funding for local transportation needs
- Selection Criteria
 - Heavier traffic volumes
 - Collector or Arterial routes
 - Connects points of major interest
 - Integrated system consistent with traffic demands



System Assessment

- Evaluation of MSA system
 - Align with Access Minneapolis
 - Changing land uses and recent construction projects
 - Evolving traffic patterns or modifications to transportation system
 - Revised State-Aid funding formulas
- Review current MSA routes and non-MSA routes
- Establish implementation framework
 - Near-, Mid-, and Long-Term recommendations



Methodology

- Factors and Criteria:
 - Average daily traffic (ADT)
 - Street Typology / Functionality / Context
 - Multimodal characteristics
 - Truck route
 - System continuity and connectivity
- Special considerations:
 - One-way streets
 - Adjacent MSA system
 - Non-existing routes
 - Future transportation projects
 - Payback requirements



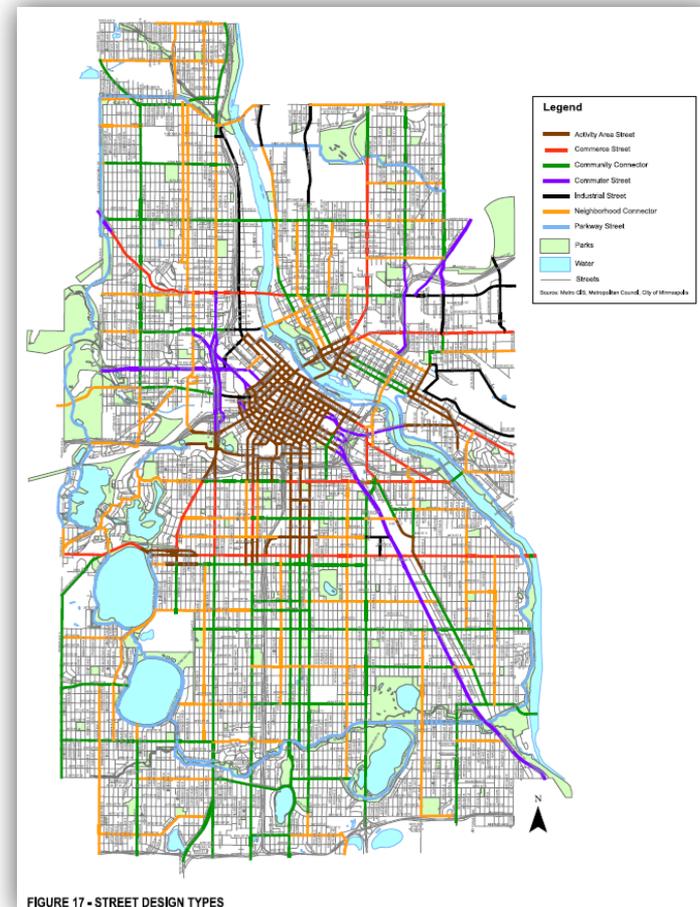
Assessment Overview

- **Very good alignment with MSA system**
- **Good alignment with MSA system**
- **Fair alignment with MSA System**
- **Poor alignment with MSA System**
- Alignment Criteria
 - Average Daily Traffic Volumes
 - Street Typology
 - Location / Connectivity
 - Termini extended to nearest highway or state-aid facility



Access Minneapolis

- Align Street Typology and MSA designation
 - Functionality linked to urban context
- Street Typologies
 - **Commuter Street**
 - **Commerce Street**
 - **Activity Area Street**
 - **Community Connector**
 - **Neighborhood Connector**
 - **Industrial Connector**
 - **Parkway Street**
 - **Local Street**
 - **Alley**



Recommendations

- Implement changes over 5+ years
 - Document factors, criteria and considerations
 - Guiding framework for changes
 - Near-Term: 3.5 miles
 - Mid-Term: 4.5 miles*
 - Long-Term: 3-5 miles*
- *Further analysis, ongoing considerations, and coordination required*
- Goal of Short-Term Recommendations
 - Balance mileage changes
 - Additions: Higher ADT and alignment with factors/criteria
 - Removals: Lower ADT and functional hierarchy



Requested Removals

- **Cleveland St NE:** Summer St NE to Broadway St NE (*Map ID #8*)
- **Summer St NE:** Cleveland St NE to Stinson St NE (*Map ID #9*)
- **Winter St NE:** Hoover St NE to Delano St NE (*Map ID #11*)
- **Delano St NE:** Winter St NE to Spring St NE (*Map ID #12*)
- **Harding St NE:** Broadway St NE to Summer St NE (*Map ID #13*)
- **Summer St NE:** Taft St NE to Harding St NE (*Map ID #14*)
- **5th St S:** Chicago Ave to 11th Ave S (*Map ID #16*)
- **Diagonal Roadway:** 24th Ave S to Kasota Ave SE (*Map ID #17*)
- **Granary Rd:** 11th Ave SE to 25th Ave SE (*Map ID #18*)
- **Oak St SE:** 6th St SE to Diagonal Roadway (*Map ID #19*)
- **Malcolm Ave SE:** Granary Rd to Kasota Ave SE (*Map ID #20*)
- **Snelling Ave:** 22nd St E to 24th St E (*Map ID #21*)
- **24th St SE:** Snelling Ave to Minnehaha Ave (*Map ID # 22*)

Requested Additions

- **33rd Ave NE:** Central Ave NE to Stinson Blvd (*Map ID #37*)
- **Van White Memorial Blvd:** 7th St N to Glenwood Ave (*Map ID #39*)
- **20th Ave S:** 4th St S to Riverside Ave (*Map ID #45*)
- **36th Ave S:** 34 St E to 38 St E (*Map ID #59*)
- **54th St W:** Xerxes Ave S to Upton Ave S (*Map ID #60*)
- **58th St W:** Lyndale Ave S to Nicollet Ave S (*Map ID #61*)
- **10th Ave S:** 3rd St S to 2nd St S (*Map ID #62*)
- **3rd St S:** 10th Ave S to 12 Ave S (*Map ID #63*)
- **12th Ave S:** 3rd St S to 2nd St S (*Map ID #64*)
- **2nd St S:** 11th Ave S to 12th Ave S (*Map ID #65*)

