




CITY OF BLAINE

TO: Mayor and City Council

APPROVED: 

FROM: Robert Therres, Public Services Manager 

DATE: June 2, 2005

NO.: 12.5

ITEM: **ADMINISTRATION:** Motion to Approve Policy on Cost Participation of Intersection Improvements on Arterial Road System

BACKGROUND:

Staff reviewed the attached policy at Council Workshop of May 5, 2005. Adoption of the policy will provide guidance to staff as property owners continue to develop their land and arterial roadway systems are impacted by changes in land use. The policy is summarized as follows:

- Property owners will be required to pay for some or all of the cost of needed intersection improvements.
- The City of County will be responsible for roadway improvements **between intersections.**
- If the intersection improvement can be attributed primarily to new development, then property owners pay 100% of the improvement cost (access intersection).
- Arterial-to-Arterial intersections or other unique locations would be treated as a system intersection where the City and County will also participate and limit property owner contribution to 50% (system intersection).
- The City may be the lead agency to move projects along where private arrangements among property owners are not likely or occurring at different periods of time.

Adoption of the policy is recommended.

RECOMMENDED COUNCIL ACTION:

By motion, approve Council Policy on cost participation of intersection improvements on Arterial Road System.

ATTACHMENT:

Council Policy: Cost Participation – Intersection Improvements

CITY OF BLAINE
COUNCIL POLICY

COST PARTICIPATION – INTERSECTION IMPROVEMENTS

1.0 PURPOSE: Establish basis of cost participation at future access locations onto the arterial street system.

2.0 POLICY:

- 2.1 Property owners shall be responsible for upgrades to intersections warranting increased traffic control. These improvements include right turn lanes, left turn lanes, and traffic control signals. Often the street section also necessitates the need for installation of median to separate traffic.
- 2.2 Segments of roadway between major intersections shall be the responsibility of the County or City to construct increased capacity to accommodate increase in traffic due to changes in development and increases due to general area-wide population growth.
- 2.3 Due to the nature of existing and future intersections, the intersections shall be classified as either an access intersection or a system intersection; see table on following page.
 - Access intersections are to be upgraded with costs entirely paid by the property owners.
 - System intersections would have improvements paid 50% by the County/City and 50% paid by the property owners.

Background: The issue of property owner obligation to participate in the cost of improvements to County roads that occur as a result of the improvement of property has been left to a coordination process of the County and the City of Blaine. No specific policy is in place, nor has there been a generally followed criteria relating to a property owner's obligation to construct necessary improvements. Examples range from no participation in improvements to significant property owner participation. Further anticipated development along Lexington Avenue, 109th Avenue, and 125th Avenue in our northeast area dictates the need to formulate a policy.

The basic premise of the policy is as follows:

- Property owner obligation would be limited to obvious intersection improvements necessitated as a result of increased traffic (access), consisting of the construction of right turn lanes, protected left turn lanes, and signal improvements if traffic analysis indicates that warrants will be met. System-wide intersections would be funded 50% by property owners and 50% by City/County.
- Improvements to the roadway system between intersections would be provided by the coordinated efforts of the County and City.
- All properties should contribute towards the cost of intersection improvements. Interim financing for a project would likely be provided by the City and property owners, depending on the determination of project needs.
- Improvement obligations would be met by property owner payment as stipulated in a Development Agreement, but could also be met by the City completing an "Assessment Project." Other funding alternatives could also consider a specific area levy or develop an area assessment that would be applied upon development.

The City should continue to negotiate with all property owners regarding the installation of intersection improvements on the minor arterial system. Where a signal and turn lane modification can be directly attributed to one specific development or a combination of developments, it is recommended that the intersection improvements be funded and constructed by the individual property owner. Following is a list of intersections with suggestions for type of improvement and party responsibility:

<u>Intersection</u>	<u>Necessary Improvement</u>	<u>Type of Intersection</u>	<u>Party Responsible</u>
Radisson Rd/Lakes Blvd	Turn Lanes/Signal	Access	Property Owner*
Radisson Rd/Cloud Dr	Turn Lanes/Signal	System	City/County/Property Owner*
Radisson Rd/125 th Ave	Modify Turn Lanes/Modify Signal	System	City/County/Property Owner*
125 th Ave/Cloud Dr	Turn Lanes/Signal	System	City/County/Property Owner*
125 th Ave/Harpers St	Turn Lanes/Signal	Access	Property Owner*
125 th Ave/N Lakes Blvd	Turn Lanes/Signal	Access	Property Owner*
125 th Ave/Zest St	Turn Lanes/Signal	Access	Property Owner
Lexington Ave/125 th Ave	Modify Turn Lanes/Modify Signal	System	City/County/Property Owner
Lexington Ave/131 st Ave	Turn Lanes/Signal	Access	Property Owner
Lexington Ave/121 st Ave	Turn Lanes/Signal	Access	Property Owner
Lexington Ave/117 th Ave	Turn Lanes/Signal	Access	Property Owner
Lexington Ave/112 th Ave	Turn Lanes/Signal	Access	Property Owner*
Lexington Ave/109 th Ave	Modify Turn Lanes/Modify Signal	System	City/County/Property Owner
Lexington Ave/Pheasant Ridge Dr	Modify Turn Lanes/Modify Signal	System	City/County/Property Owner
109 th Ave/Austin St	Turn Lanes/Signal	Access	Property Owner
109 th Ave/Naples St	Turn Lanes/Signal	Access	City/County/Property Owner
University Ave/122 nd Ave	Turn Lanes/Signal	System	City/County/Property Owner
125 th Ave/Zumbrota St	Turn Lanes/Signal	Access	Property Owner

*Established by Development Agreement

3.0 PROCEDURES:

- 3.1 Improvements to the roadway system would be provided by the coordinated efforts of the County and City.
- 3.2 Improvements to intersections would occur as a result of negotiations with all property owners. All properties should contribute towards the cost of intersections improvements as changes in land use occur. Interim financing for a project may be provided by the City and an initial property owner, depending on determination of project needs.
- 3.3 Improvement obligations would be met by the property owner as stipulated in a development agreement, but could also be met by the City coordinating an "assessment" project. Other funding alternatives to be considered are an area levy or an area assessment that would be deferred until development.

- 4.0 ADMINISTRATIVE RESPONSIBILITY: The Engineering Department is responsible for implementing this policy with coordination of other departments.

Approved by City Council on _____.