

# Brooklyn Boulevard Corridor Study

The City of Brooklyn Center in partnership with Hennepin County, Three Rivers Park District, Minnesota Department of Transportation, and Metro Transit.



## OPEN HOUSE

September 18, 2012

# Study Overview

- Purpose – develop long term vision for the Brooklyn Boulevard corridor, including:
  - Roads
  - Bike and pedestrian facilities
  - Transit
  - Streetscaping
  - Redevelopment properties
  - Medians and driveways

# Vision and Goals

- Revitalize the corridor by improving the transportation functions of the road and improving visual appeal
- Ensure a safe and efficient road for all users
- Encourage walking, biking, and transit use by improving facilities and crossings
- Improve the traffic operation and safety
- Identify redevelopment strategies

# What issues does the concept address?

- Lack of pedestrian and bike friendly sidewalks, trails, and streetscaping
- Long stretches with no crosswalks available
- Single family homes not compatible with the character of the corridor in the long term
- Too many driveways directly on a high volume street
- Lack of consistent visual character



# What does “long term” vision mean?

- Future concept described here is a long term concept, and no funding is currently identified except for Highway 100 Bridge
- Sets a long term plan to guide future improvements and help secure funding
- Concept will likely be constructed in pieces as funding is secured
- Some portions have interim and long term improvements to be completed as properties redevelop or property owners are willing to sell

# Future Concept Overview

- Improved function of road – safer and more efficient
- Complete streets – more bike, pedestrian, and transit friendly
- Long term concept for a revitalized Brooklyn Boulevard
- Timing is right as surrounding roads are reconstructed and Shingle Creek Crossing redevelops

# Future Concept Overview

The future concept includes:

- Four lane road north of Highway 100 with center median added where feasible
- South of Highway 100 – two lanes with center turn lane
- Adding sidewalk and off street trail throughout
- Adding landscaped boulevard (buffer between road and sidewalk) throughout
- Turn lane adjustments

# What has been updated since the last open house?

- Concept for Highway 100 Bridge refined (coordination with MnDOT to continue)
- Off-Street Trail recommended (no on-street bike facility)
- Transit concept recommends removal of bus pull-outs



# Future Concept – South of Highway 100

- Reconstruct to two lanes with center turn lane and shoulders
- Adding boulevards with additional trees as a buffer between sidewalk and street
- Trail on west side, sidewalk on east side



Typical cross section for south of Highway 100

# Future Concept - City Center

- Area near Shingle Creek Crossing (formerly Brookdale Center)
- Major entry into Brooklyn Center from Highway 100
- Adding median design elements and streetscaping elements to establish character
- Regional Trail crossing at 55<sup>th</sup> Avenue – improved crosswalk



Example of median with bollards and signs – Eden Prairie

# Future Concept - Bass Lake Road Area

- Opportunity to build on recent Bass Lake Road project
- Establish continuity of visual character
- Improve bike/pedestrian crossing



Sketch of streetscaping elements for Bass Lake Road intersection

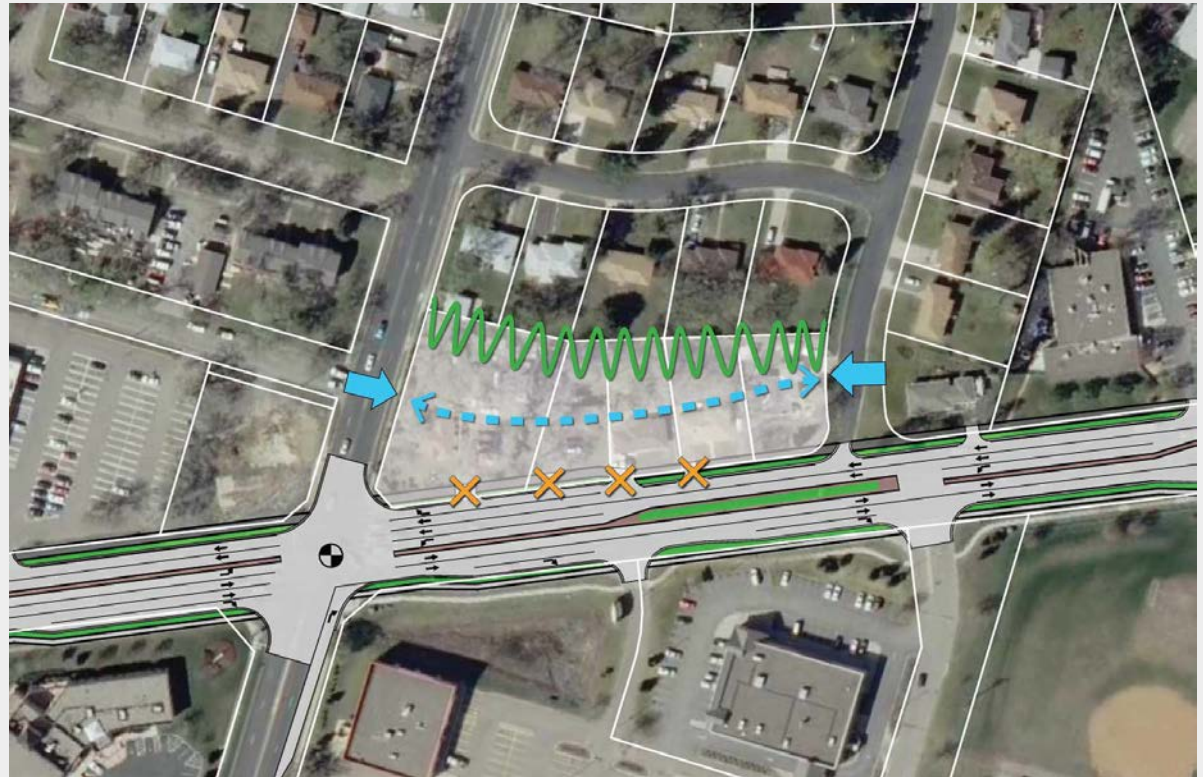
# Future Concept - North End

- Construct median to improve safety and road function
- Closing driveways when possible as properties redevelop
- Adding turn lanes in select locations
- Improve crossings for bikes and pedestrians



# Redevelopment Concepts

- Alternatives under consideration for City-owned parcels
- Also studying alternative uses for key residential parcels for willing sellers



# Corridor Concept Implementation

- What is an implementation plan?
  - Identifies smaller , independent projects within the Brooklyn Boulevard corridor that can be implemented over time.
- Advantages of an Implementation Plan
  - Allows the City and County to match these smaller projects with realistic funding amounts and available funding sources.
  - Types of funding sources include:
    - Surface Transportation Funding (STP) Federal Funding program
    - State Funding through MnDOT
    - State Aid Funding, City and/or County Funding program
    - Special Grants, State or Federal programs
    - Local funds
    - Special Assessment
    - Other

# Corridor Concept Implementation

- Advantages of an Implementation Plan (con't)
  - Allows for certain traffic safety and operational benefits to be implemented sooner rather than waiting for the entire project to be built.
  - Allows for projects to line up with proposed redevelopment as it occurs.
  - Construction becomes more manageable with smaller, more limited projects.

# We need your input!

- Do you have any comments on the final recommended concepts as we finish the corridor study?



# Thank you!



We welcome your input  
using the comment cards,  
or contact us after the  
meeting at:

[publicworks@ci.brooklyn-center.mn](mailto:publicworks@ci.brooklyn-center.mn)