

Welcome



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.

Study Overview

Brooklyn Boulevard provides access to commercial businesses, connects Highway 100 and Highway 694, and connects residential areas. The City of Brooklyn Center is leading a study to assess the current conditions of the corridor, develop a long-term vision, and identify improvements to shape the future of the corridor.

A long-term concept is under study that will:

- Update Brooklyn Boulevard to make the road safer and more efficient.
- Better incorporate the road with trails, sidewalks, and transit.
- Incorporate streetscaping for a more visually appealing corridor and define the character of Brooklyn Boulevard.
- Identify improvements that can occur over time as properties redevelop.

Future Concept

The long term concept will address:

- Bike and pedestrian facilities
- Roadway
- Intersections
- Access
- Streetscaping
- Redevelopment properties

The future concept is intended to improve the corridor for the long term. No funding has been identified, so the implementation of the concept will likely occur in pieces over time. Interim concepts are shown for some elements to help stage the project as redevelopment occurs and funding is available.

Transit

The transit concept includes:

- No proposed changes to transit service (additional routes, increased service, etc.).
- Recommendation to further study specific bus stop locations and coordinate with Metro Transit to relocate stops.
- Removal of bus pull-outs (bus bays) since they are not consistent throughout the corridor. The wider boulevards will provide a buffer between the road and the bus stops for people to wait more comfortably.
- Three types of improved bus stop amenities such as benches and plantings.

Summary of Public Involvement

The June 2012 Open House provided an opportunity for feedback on the recommended improvements to Brooklyn Boulevard. Input received confirmed the needs for many of the proposed elements, such as traffic improvements on Brooklyn Boulevard, aesthetic improvements, and better pedestrian and bike facilities.

Public comments have helped refine the long term concept, and Brooklyn Center residents have indicated support for the project. Your continued comments and input are welcomed as the project moves forward into implementation.



IMPLEMENTATION PLAN

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

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.

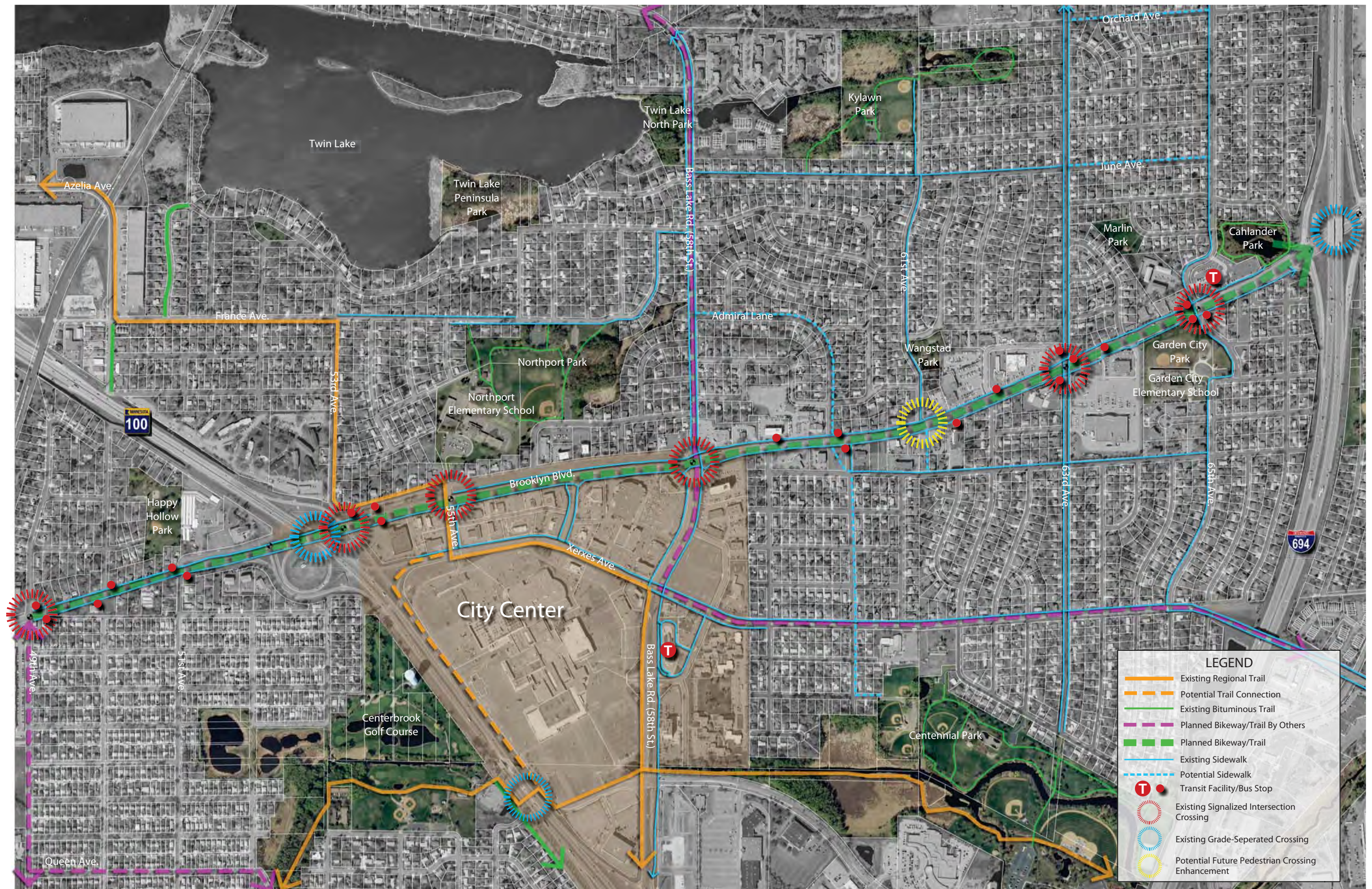
Construction becomes more manageable with smaller, more limited projects.

Next Steps

The next step is for the project partners to solicit funding for improvements in the corridor to be completed in pieces. The bridge over Highway 100 is funded and the bridge deck will be replaced over the next few years, and will be reconfigured according to the long term concept.

Since the long term vision will take years to complete, the project partners invite you to stay informed about project implementation and welcome your input as Brooklyn Boulevard transforms. Look for updates on the City of Brooklyn Center website, or contact the Public Works department directly.





Brooklyn Boulevard Trail/Sidewalk Network Concept
 Brooklyn Boulevard Corridor Study

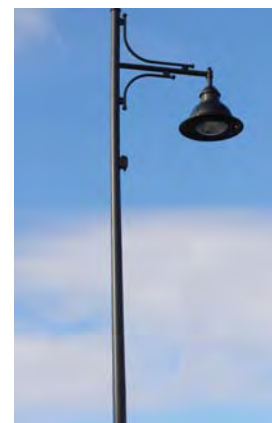
0 300 600 feet



Open House - September 18, 2012

ALL SEGMENTS

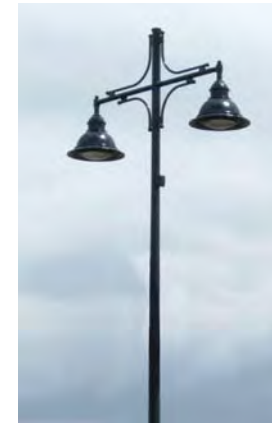
- **Boulevard Treatment**
 - Maintenance Strip
 - Turf grass with street trees
 - Sidewalk or trail
 - Sidewalk access to bus stops



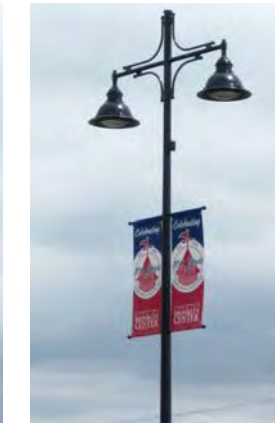
Intersection/Boulevard Lighting Without Banners



Intersection/Boulevard Lighting With Banners



Median Lighting Without Banners



Median Lighting With Banners



Boulevard Street Trees and Sidewalk

SEGMENT A- Between 59th Ave. and I-694/I-94

- **Enhanced Intersections**
 - Lighting without banners
 - Crosswalks at signalized intersections
 - Monuments (primary or secondary)
 - Plantings
 - Colored pavement
- **Median Treatment**
 - Lighting without banners
 - NARROW MEDIAN
 - Pavement with bollards
 - WIDE MEDIAN
 - Maintenance strip
 - Turf grass with street trees
 - Select ornamental planting areas



Primary Intersection Monument and Plantings



Secondary Intersection Monument and Plantings



Colored Paving, Crosswalks

SEGMENT B- Between TH100 and 59th Ave.

- **Enhanced Intersections**
 - Lighting with banners
 - Crosswalks at signalized intersections
 - Monuments (primary or secondary)
 - Plantings
 - Seating and trash receptacles (primary)
 - Colored pavement
 - Fencing/Screening (primary)
- **Median Treatment**
 - Lighting with banners
 - NARROW MEDIAN
 - Pavement with bollards
 - WIDE MEDIAN
 - Maintenance strip
 - Turf grass with street trees
 - Vegetated median (raised)
 - Select ornamental planting areas



Paved Median (includes bollards, colored paving)



Seating, Trash Receptacles and Plantings



Fencing/Screening (select locations)

SEGMENT C- Between 49th Ave. and TH100

- **Enhanced Intersections**
 - Lighting without banners
 - Crosswalks at signalized intersections
 - Monuments
 - Plantings
 - Colored pavement
- **Median Treatment**
 - Lighting without banners
 - NARROW MEDIAN
 - Pavement
 - WIDE MEDIAN
 - Maintenance strip
 - Turf grass with street trees



Paved Maintenance Strip



Select Ornamental Plantings (raised)

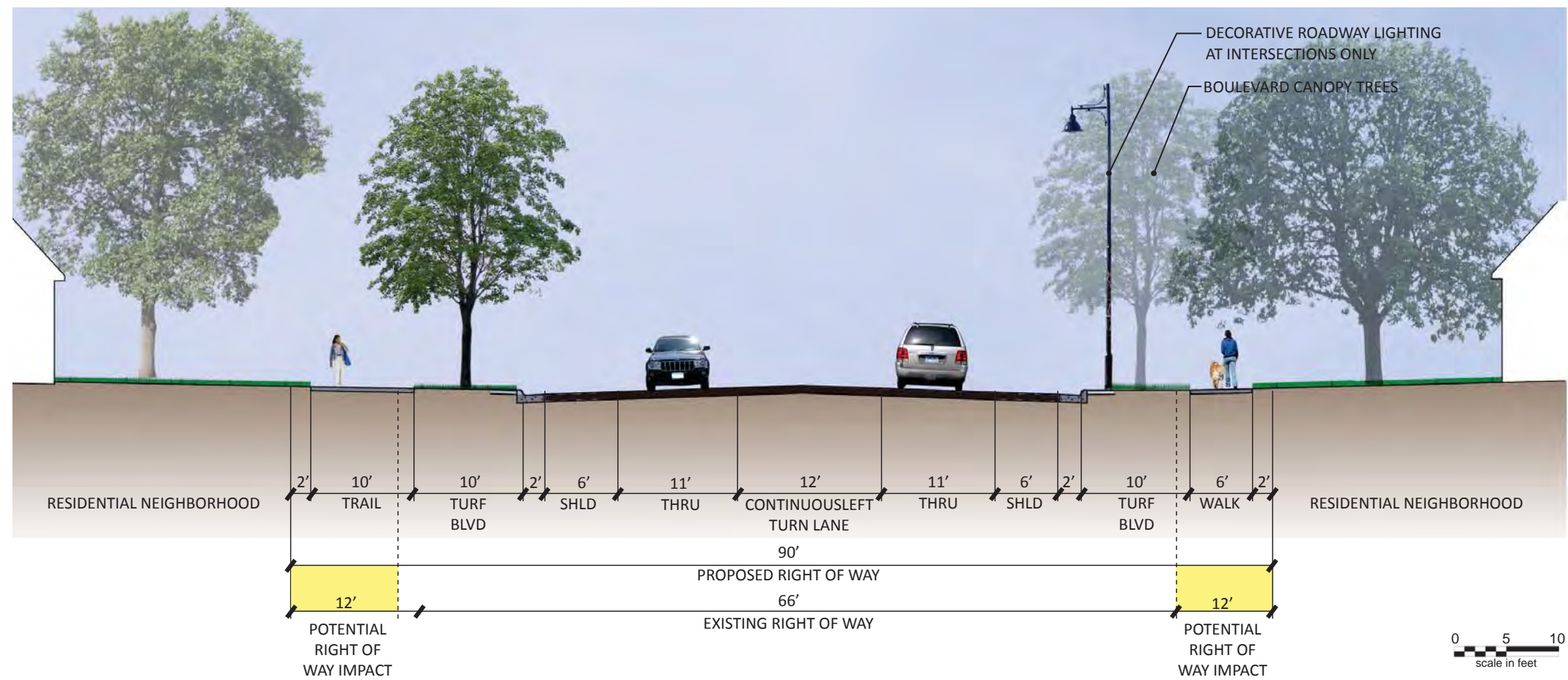


Select Ornamental Plantings (depressed)

Typical Streetscape Cross Section 1

Residential Area

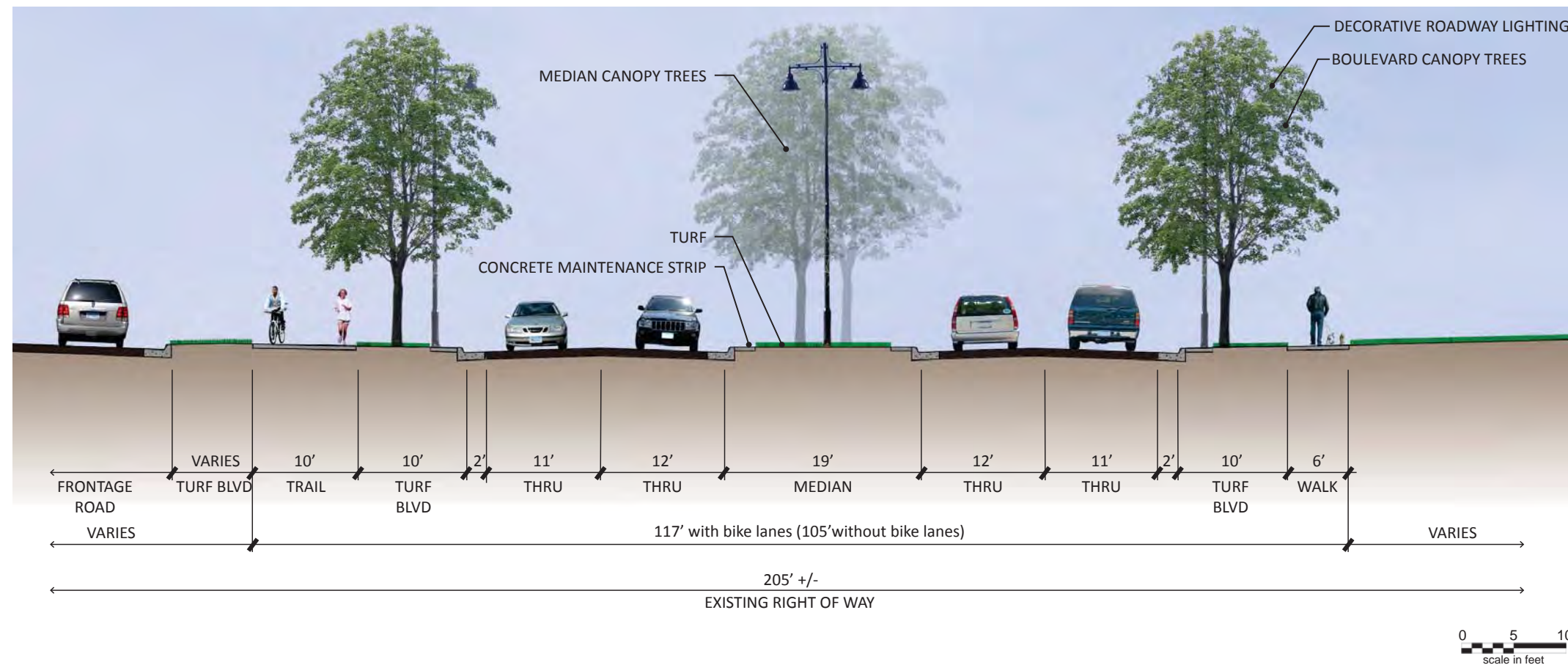
Segment A Between 49th Ave. and 51st Ave. - Looking North



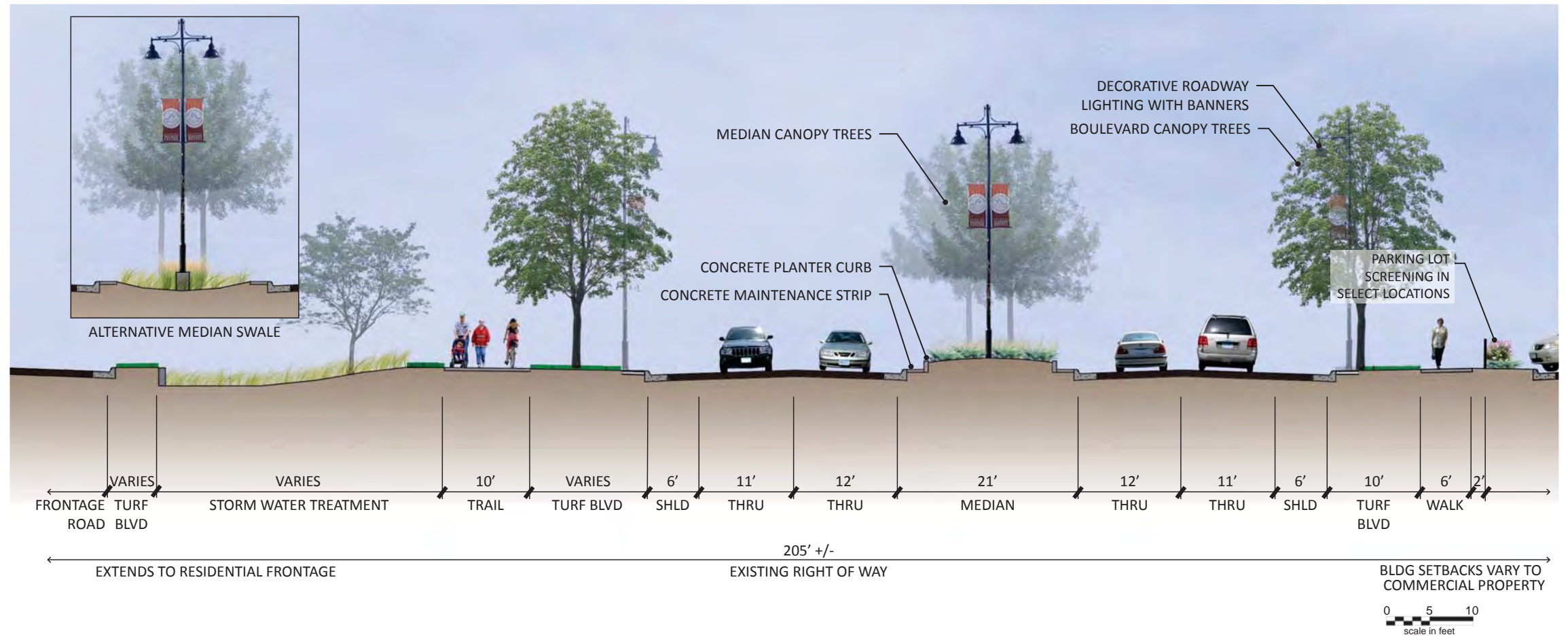
Typical Streetscape Cross Section 2

Interchange Area

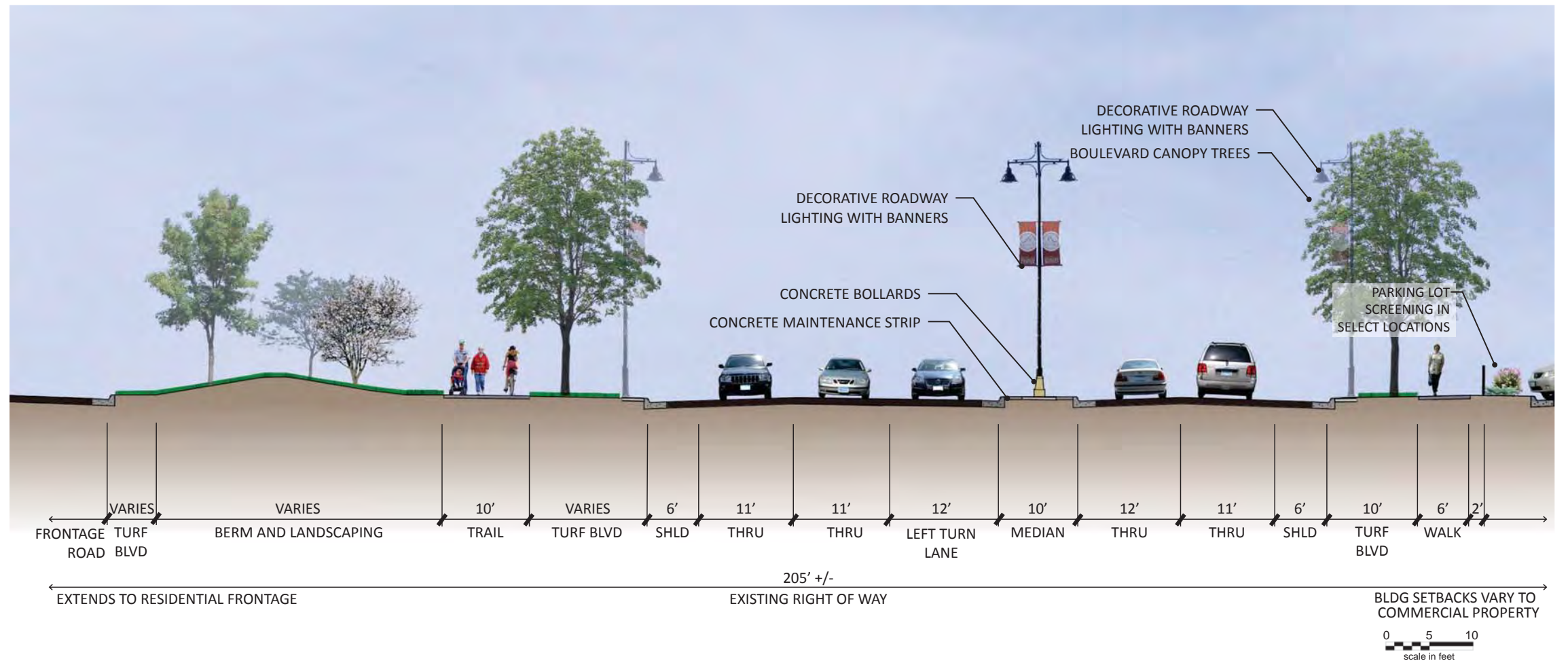
Segment A Between 51st Ave. and TH100 - Looking North



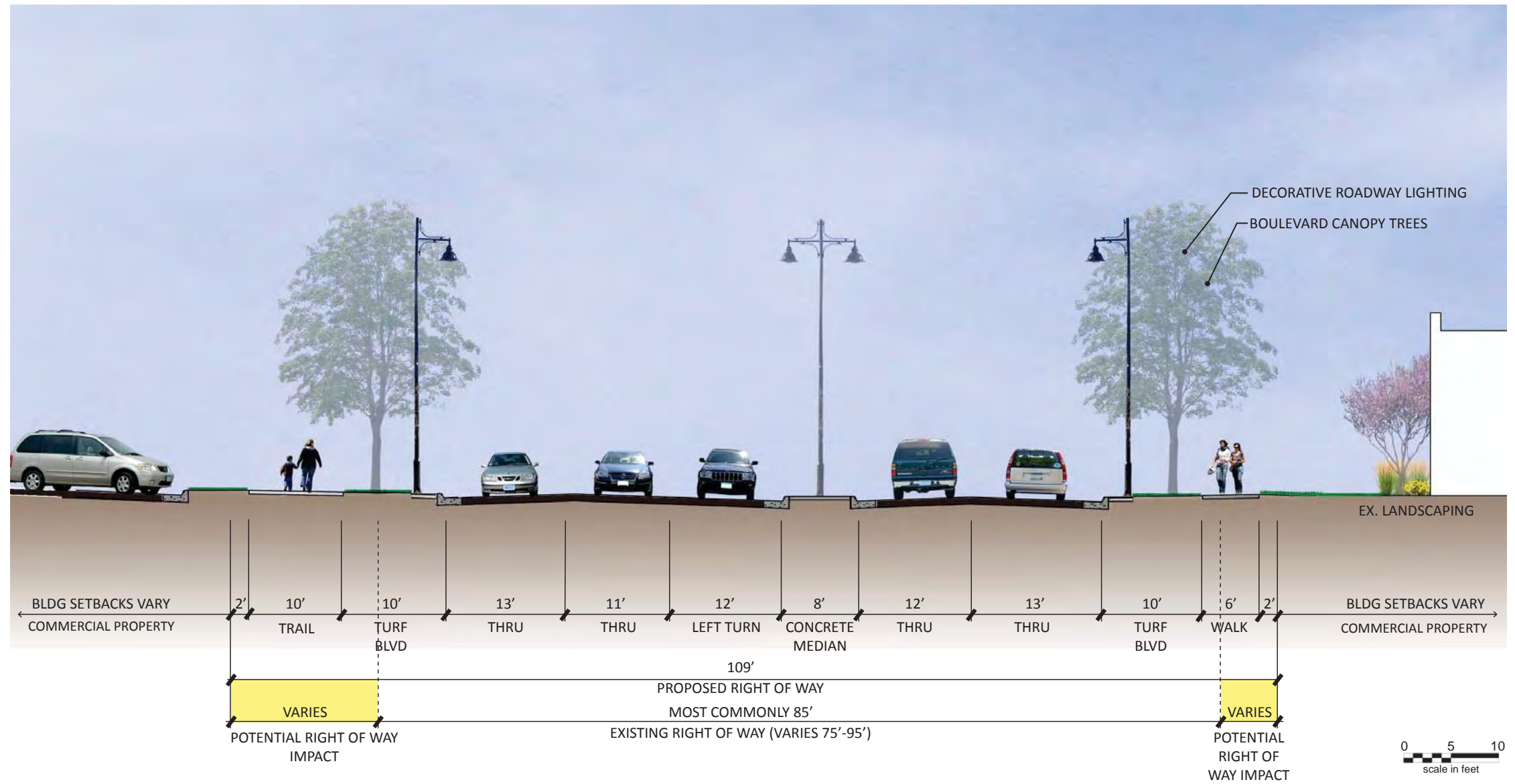
Typical Streetscape Cross Section 3a
 Adjacent City Center, Stormwater
 Treatment Alternative
Segment B Between TH100 and 59th
 Ave. - Looking North



Typical Streetscape Cross Section 3b
 Adjacent City Center, Median Berm
 Alternative
Segment B Between TH100 and 59th
 Ave. - Looking North

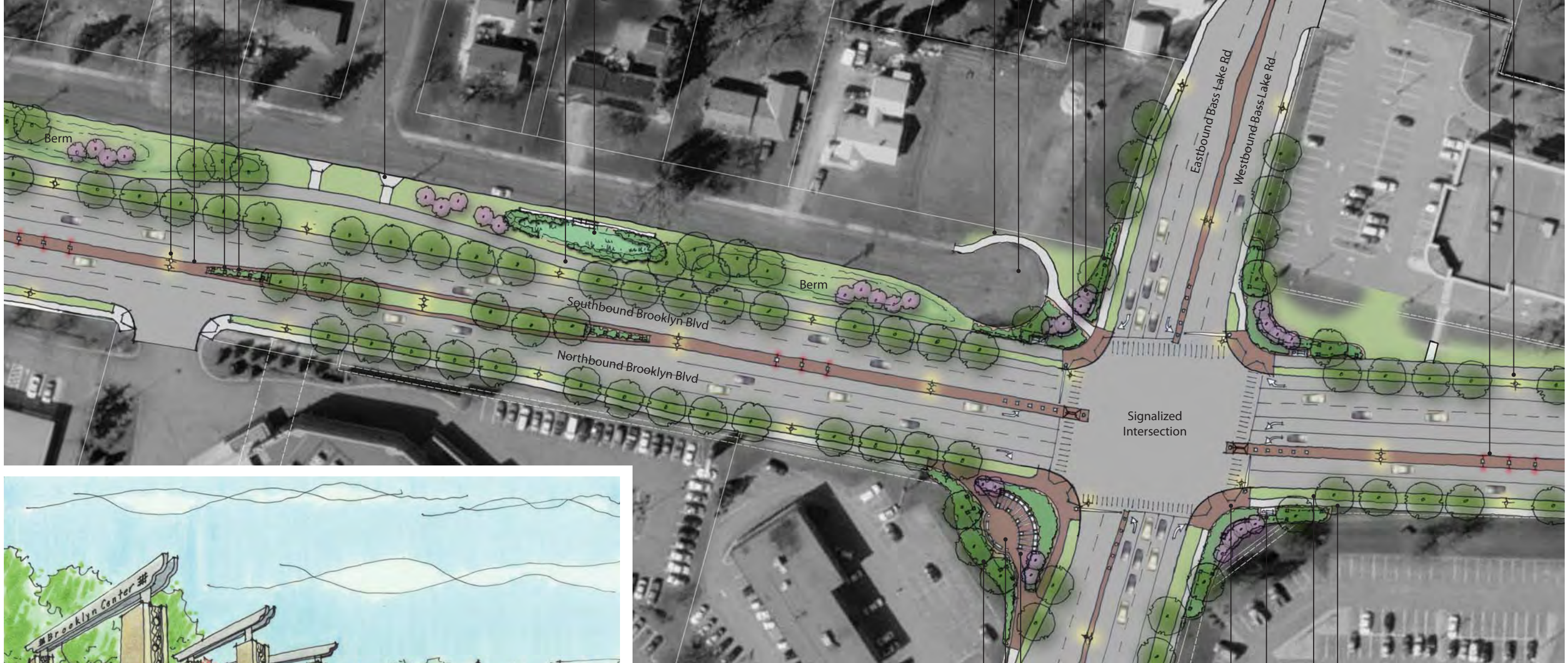


Typical Streetscape Cross Section 4
 Segment C Between 59th Ave. and
 65th Ave. - Looking North



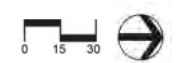
Note: a number of easements exist along property frontages beyond the right of way shown here

- Narrow Colored Concrete Median, typ.
- Decorative Bollard Grouping, typ.
- 10' Bituminous Trail
- Existing Cul de Sac
- Architectural Planter Wall, typ.
- Single Decorative Roadway Light in Blvd, typ.
- DbI Decorative Roadway Light in Median, typ.
- Landscape Planting Bed, typ.
- Potential Rain Garden
- Neighborhood Sidewalk Connection
- Ornamental Fence, typ.
- Decorative Banner Pole Grouping, typ.



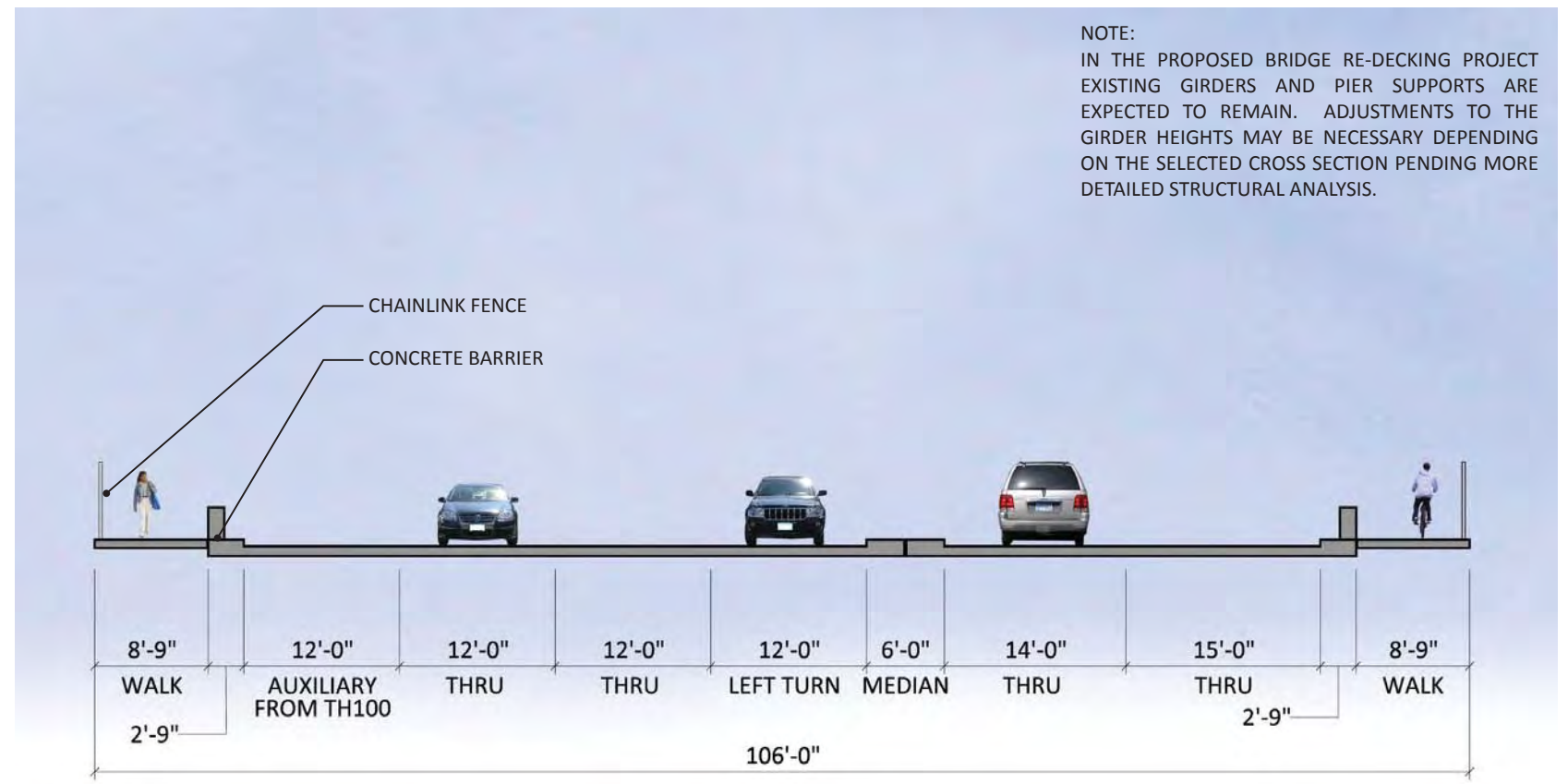
Gateway Concept Sketch (Southeast Corner)

- Landscape Planting Bed
- Pedestrian Plaza
- Architectural Gateway Monument
- 6' Standard Gray Concrete Sidewalk, typ.
- Turf Boulevard, typ.
- Pedestrian Rest Stop with Furnishings, typ.
- Colored Concrete Corner Pavement, typ.





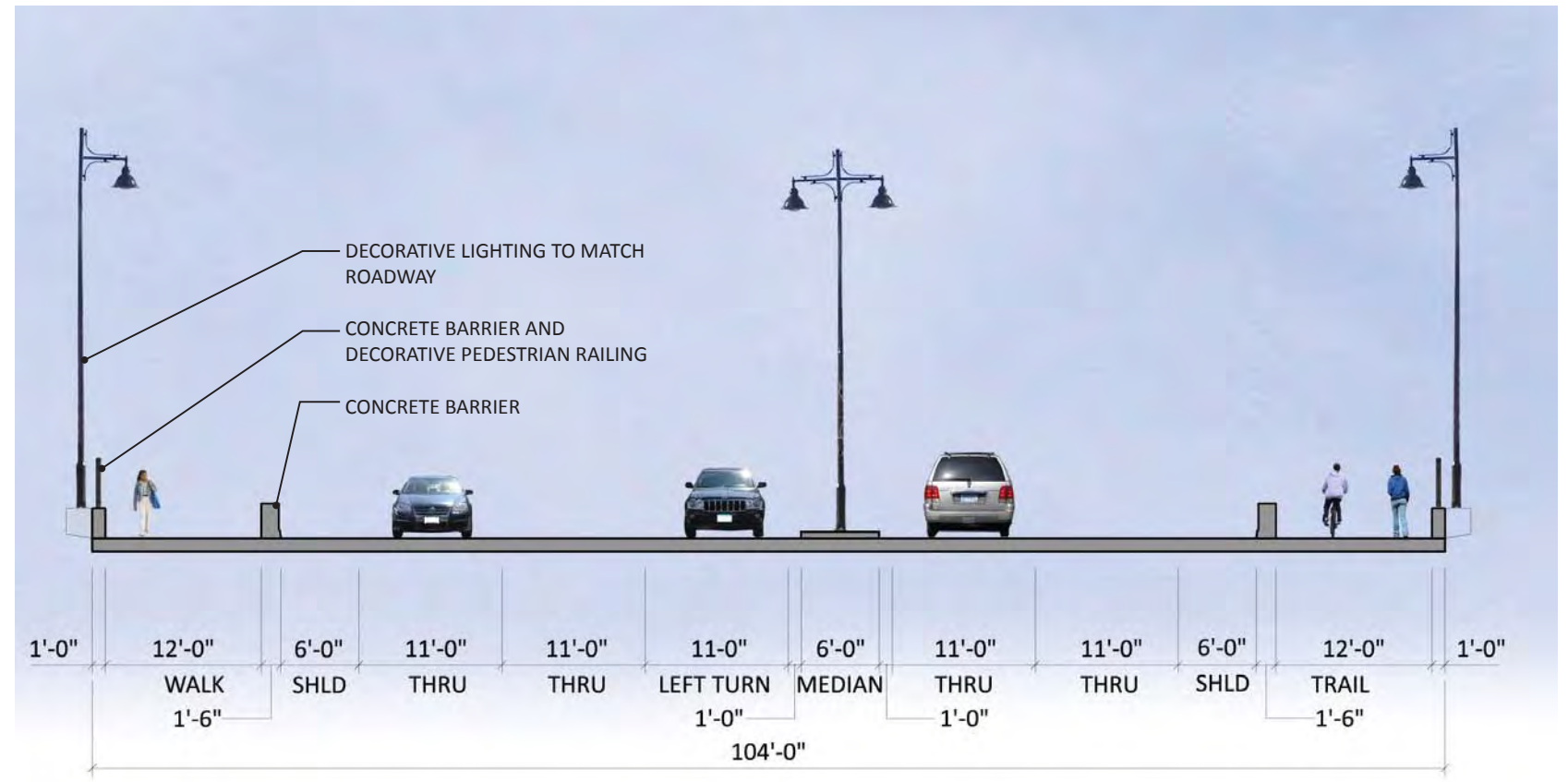
Existing Bridge Approach - Looking North



Existing Bridge Cross Section - Looking South



Concept Sketch on Trail Looking North



Bridge Cross Section Alternative A - Looking South
Without TH100 Auxiliary Entrance Lane or On-street Bike Lanes



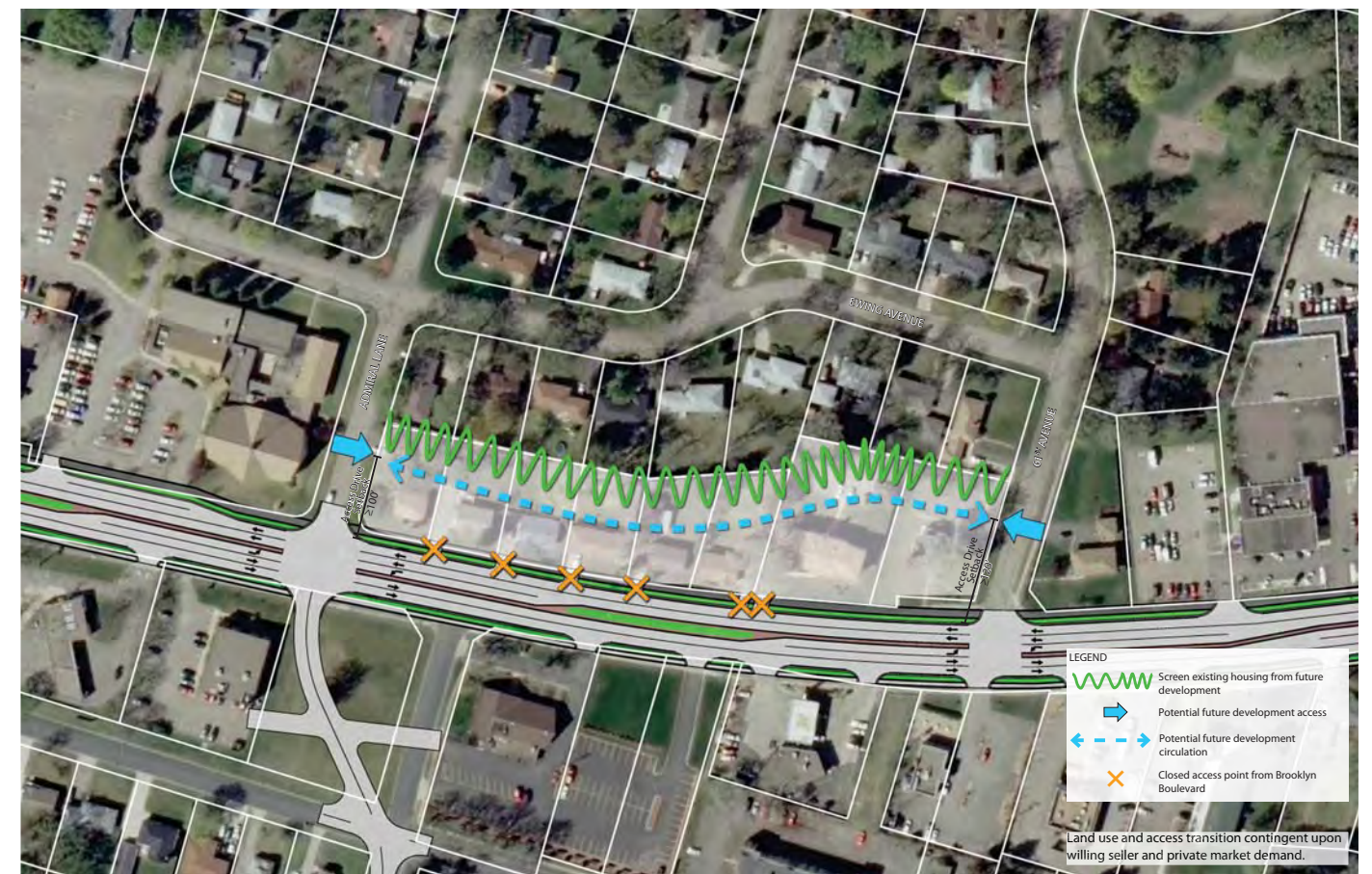
TH 100 Overpass Bridge Re-decking and Enhancement Options

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Land Use and Access Transition Area (63rd Avenue)



Land Use and Access Transition Area (Admiral Lane/61st Avenue)



Land Use and Access Transition Area (61st Avenue East of Brooklyn Boulevard)



Land Use and Access Transition Area (Bass Lake Road)

Land Use and Development Scenarios

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