

Brooklyn Blvd Corridor Study

TAC Meeting Record

10:00 a.m., Thursday, April 19, 2012

Brooklyn Center City Hall

1. Welcome, Introductions, and Meeting Purpose

The purpose of the meeting was to discuss the long term concept layout, streetscaping options, and land use concepts for presentation at an upcoming open house meeting.

2. Finish review of initial 'Long Term Concept' layout and proposed features

- Finish initial discussion and changes since last meeting

Since most of the corridor was covered at the last meeting, discussion focused on the segment north of Bass Lake Road. Brooklyn Boulevard directly adjacent to the fire station will include a depressed center median with channelized turn lanes with full access at the public streets. Potential land use changes on the west side of Brooklyn Boulevard would create opportunities to explore recirculating traffic to the back of the sites and restricting access from Brooklyn Boulevard.

The primary pedestrian destination in this segment of the corridor is Garden City Elementary School. The public should be asked about other destinations at the open house, and should also be asked if there are destinations they would access on foot if crossings are improved.

The existing free right from east bound I-694 to south bound Brooklyn Blvd. allows for vehicles to enter the corridor at a higher rate of speed and presents potential weave issues for vehicles destined for 65th St on the east side. The concept layout reviewed by the PMT shows the free right being eliminated and controlled by the signal at the ramp terminal. The existing auxiliary lane from the ramp to 65th would be eliminated, with a right turn lane with adequate length maintained. Kutty indicated the changes under study for the I-694 exit area should be clearly indicated as 'under study' and not part of an approved plan. Kutty will follow up further with traffic operations staff within MnDOT to determine the level of analysis necessary to understand impacts (if any) to the freeway operations which includes a back up of traffic onto the mainline.

The existing free right from north bound TH 100 to north bound Brooklyn Blvd. allows for vehicles to enter the corridor at a higher rate of speed and presents concerns with the pedestrian crossing near the south end of the TH 100 bridge. The concept layout reviewed by the PMT shows the free right being eliminated and controlled by a new signal. The concept also shows a new access road to North Lilac Drive, which would be

the fourth leg of the intersection. This direct connection to North Lilac Drive would need to be a public through street maintained by the City.

Similar to the proposed changes at the I-694 area, Kutty indicated MnDOT would need to study further the traffic impacts of the proposed changes. Understanding the recommended typical section across the TH 100 bridge is paramount at this time to ensure the re-decking project by MnDOT next year does not preclude any of the recommended lane usage across the bridge. In particular, a potential on-street bike lane would require 6' of width in each direction. With the potential elimination of the northbound auxiliary lane across the bridge, this width (12') could be repurposed for bike lanes.

- Discuss refinements needed before open house

Enhancements on the bridge should be coordinated between the City and MnDOT, and Kutty noted design standards should be applied in the context of a rehabilitation project. Bridge elements for consideration include the railings and pavement types. The style should blend the TH 100 and Bass Lake Road styles. Kutty indicated the MnDOT coordination regarding the bridge should occur prior to presenting bridge concepts to the public.

Comments from Hennepin County included concerns about pedestrian-vehicle conflicts at the trail crossing at 55th Avenue and ensuring adequate pavement and median placement for truck turning movements. These items can be mitigated in later design refinements.

3. Streetscaping options for presenting at open house

Joni presented information on trail crossings and streetscaping concepts. The TAC agreed the concepts were acceptable to show to the public. The concept map shows a ten foot trail on the west and a six foot sidewalk on the east. SRF has developed concepts for three main segments: the residential area south of TH 100 (Segment A); the City Center portion between TH 100 and Bass Lake Road, and from Bass Lake Road north (Segment C). Joni presented a conceptual map showing suggested gateway entrance areas and major trail crossings with heightened landscaping suggested. She also presented a streetscaping matrix showing varying elements (lighting, median, intersection enhancements, and boulevard enhancements) for each segment.

City staff noted the Earle Brown style should be included for consideration.

Joni noted pedestrian crossings are lacking between Bass Lake Road and 63rd Avenue. The group discussed potential options to slow traffic and/or provide a safer crossing, such as grade separation, adding a signal, etc. and generally thought the appropriate approach would be design considerations. This will be a discussion item at the open house to see if the public views this area as inadequate in terms of pedestrian crossings.

The TAC suggested changes to the concepts, including wider boulevards to allow for street trees.

A transition is needed to the bicycle facilities to be constructed in Minneapolis. The MnDOT Bikeway Facility Design Manual recommends six foot on road bike lanes or eight foot shoulders for an urban roadway with and ADT > 20,000, four travel lane, and speeds between 35 - 40 mph. An on-road bike facility will be reconsidered between 49th Avenue and either TH 100 or 55th Avenue. The Minneapolis Penn/49th Avenue study may be considering an on street bike facility for Osseo Road. The project team will follow up with Shaun Murphy, City of Minneapolis, for an update on the project and bike facilities under consideration. SRF will develop concepts on how the reconstructed bridge deck space will be allocated between traffic lanes, bike facilities and pedestrian facilities.

More information is needed to understand the bicycling needs of the community, such as whether users want commuting style facilities (ie. Mixed with traffic) or separated trails, what distance people would like to travel, and where crossings are needed. This will be a discussion topic at the open house.

The team will follow up for more information about the arterial BRT study findings, and how the recommendations might fit with the Brooklyn Boulevard study.

4. Land Use Concepts for presenting at open house

Joni presented land use concepts for redevelopment parcels:

The parcels between 61st Avenue (west side) and Admiral Lane could potentially be redeveloped in compliance with the City's zoning code as town homes, an office building (only northern two parcels near 61st Avenue), or green space. The property at the corner of 63rd Avenue is currently a residential property and the owner is not willing to sell. The parcel could be redeveloped as a small office building. The parcels between 63rd Avenue and Halifax Avenue could potentially be redeveloped in compliance with the City's zoning code as town homes or green space. Given limited setback for site access for both the 61st Avenue and 63rd Avenue potential redevelopment sites, land use can only generate low traffic volumes.

The TAC discussed that the access spacing for either site could be dictated to the developer, and any access closer would require a traffic study.

Three options were presented for realigning 61st Avenue to the east: connect the two segments of 61st Avenue, connect 61st Avenue from the west straight across, or construct a "T." The City was not interested in extending 61st east to Beard Avenue. Rather, the City would prefer that a cul de sac be shown east of Brooklyn Boulevard at 61st Avenue to provide a consolidated access point to Brooklyn Boulevard.

5. Open House

The group agreed the project is ready to hold an open house meeting in June. The date will be coordinated offline, and the TAC will plan to meet after the open house.

6. Next Steps

Coordination items to be completed prior to the open house include:

- Follow up with Mike Mechtenberg regarding bus stop locations in relation to pedestrian crossings.
- Follow up with MnDOT
- Coordination with City of Minneapolis regarding Osseo Road project
- Look into arterial BRT project status
- Set open house date [Date to be Tuesday, June 19th. Exact time yet to be set]