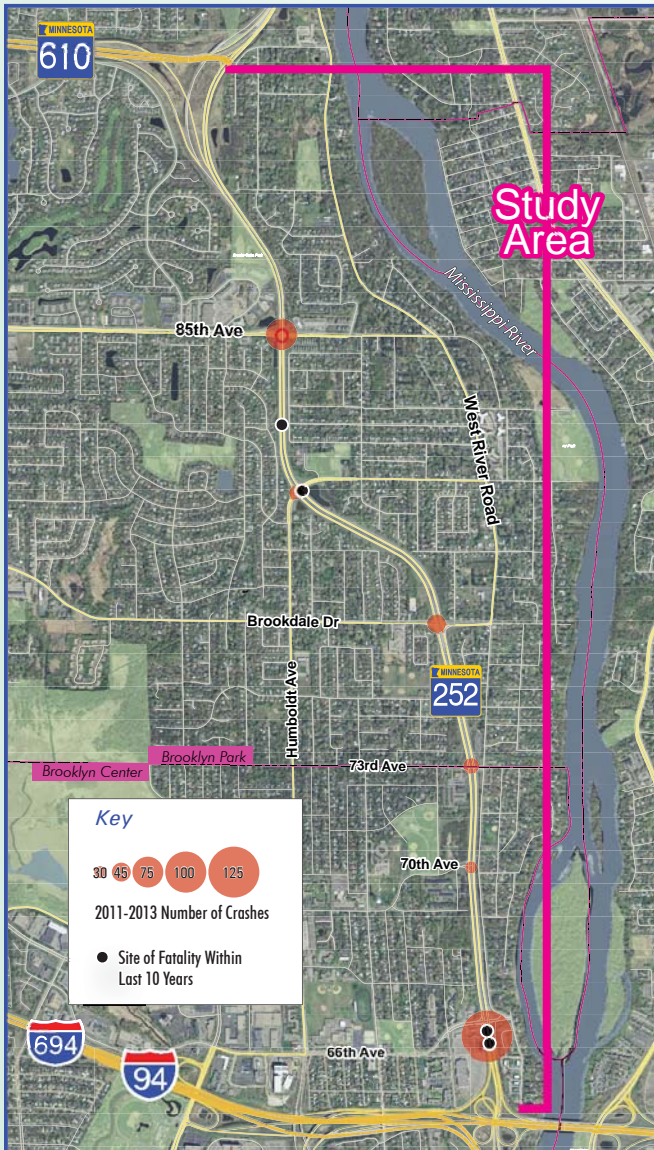




Corridor Study Newsletter



Concerns:

- **Safety:** The greatest safety problems occur at the intersections with 66th Avenue in Brooklyn Center and 85th Avenue in Brooklyn Park. Both intersections have higher than average crash rates. The severity of crashes is also higher than average. There have been a total of 4 fatal crashes at 66th Avenue since 2003. It is also difficult for pedestrians and bicyclists to cross TH 252.
- **Congestion:** TH 252 is a congested corridor, especially during the morning and evening rush hours. Currently an average of 53,000 to 69,000 vehicles uses TH 252 every day. In the future, this number is expected to reach up to 79,000 vehicles, which will make congestion even worse.

Open House

Date: Tuesday, February 10, 2015

Time: 5:30 p.m. to 7:00 p.m.

(Short presentation at 6:00 p.m.)

Brooklyn Center City Hall

6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

About the Trunk Highway 252 Corridor Study

Trunk Highway (TH) 252 is an important north-south roadway connecting I-94/694 and TH 610, in the Cities of Brooklyn Center and Brooklyn Park. The City of Brooklyn Center is leading this study to address motor vehicle, pedestrian and bicycle safety, congestion, and connectivity concerns in the corridor. The study will guide future studies and improvements to TH 252. Study partners include the City of Brooklyn Park, Metropolitan Council, Metro Transit, and the Minnesota Department of Transportation (MnDOT). The study began in March 2014 and will continue through March 2015.

Study Goals and Objectives

The following goals and objectives have been identified to guide the TH 252 Corridor Study:

Goals

- Establish the long-term vision for TH 252
- Identify interim improvements to address existing congestion, safety, and neighborhood connectivity issues at the three intersections in Brooklyn Center (66th, 70th, and 73rd Avenues)

Objectives

- Identify expressway or freeway options for future vision
- Identify interim safety improvements
- Recommend interim mobility improvements
- Identify improvements for pedestrian and bicycle crossings
- Document proposed transit improvements
- Recommend projects for future competitive federal funding programs
- Develop recommendations for implementing interim and long-term improvements

Alternatives Under Consideration

Long Term Vision for TH 252

- Addressing capacity and safety needs on TH 252 will require a phased approach
- Freeway-type facility needed to meet 2035 forecast travel demand
- Freeway-type facility not included in MnDOT or Met Council 20 year plans (lack of funding)
- MnDOT/Met Council interchange spacing criteria (1 mile minimum) dictate a maximum of 3 interchanges between I-694 and TH 610
- There are currently 6 at-grade intersections
- Access at 66th Avenue is critical to City of Brooklyn Center land use plans
- An interchange at 85th Avenue is likely with a freeway-type facility
- One other interchange between 66th Avenue and 85th Avenue is possible in freeway alternative
- Future improvements need to provide for efficient transit use

Interim Improvement Concepts Under Consideration (Concepts available on City website)

66th Avenue

- Low cost at-grade improvements with minimal impacts
- Grade separation of selected movements
- Grade separated access at higher cost and impacts

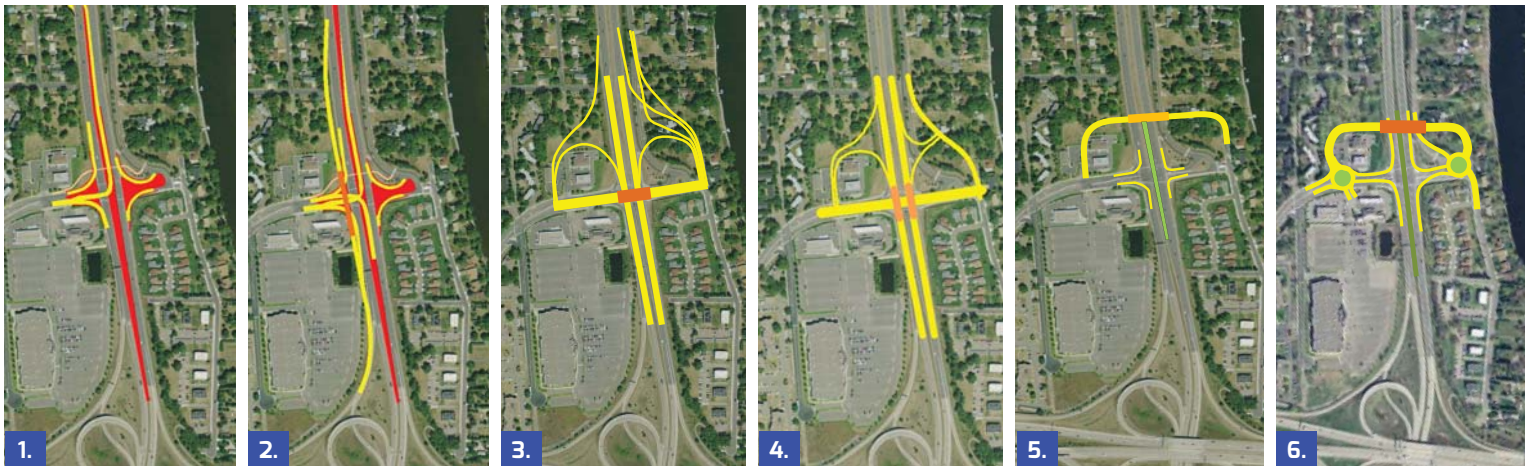
70th Avenue

- Potential closure of access to TH 252 as a result of 66th Avenue improvements
- Grade separated crossing
- Pedestrian bridge only

73rd Avenue

- Intersection improvements to improve safety for pedestrians and bicyclists

Interim Alternatives at 66th Avenue Selected for More Detailed Evaluation



1. Green "T" with "J" Turn

2. Green "T" with southbound Flyover

3. Folded Diamond

4. Folded Diamond with Buttonhook

5. Quadrant Interchange

6. Quadrant Interchange with Roundabouts

Note: Alternatives 3-6 require closing or modifying access to 70th Avenue N

Contact information

If you have comments or questions about the study, the City of Brooklyn Center encourages you to contact:

Steve Lillehaug

Project Manager, Public Works Director/City Engineer
763-569-3340
publicworks@ci.brooklyn-center.mn.us



Project Website

Information regarding this project is available at:

www.cityofbrooklyncenter.org

(Search TH 252 Corridor Study).