



Welcome!



Corridor Study

from I-694 to TH 610

**Public
Open House**

Open House:
April 2, 2015



Study Goals, & Objectives

Goals:

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

Objectives

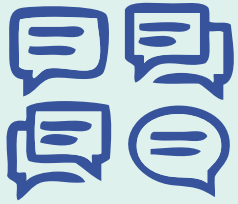
- Identify expressway or freeway options for future vision
- Identify interim safety improvements
- Recommend interim operations improvements
- Identify improvements for pedestrian and bicycle crossings
- Document proposed transit improvements
- Recommend projects for future competitive federal funding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

Study Partners



Feedback from Open House #1

The first project Open House was held on May 21, 2014.

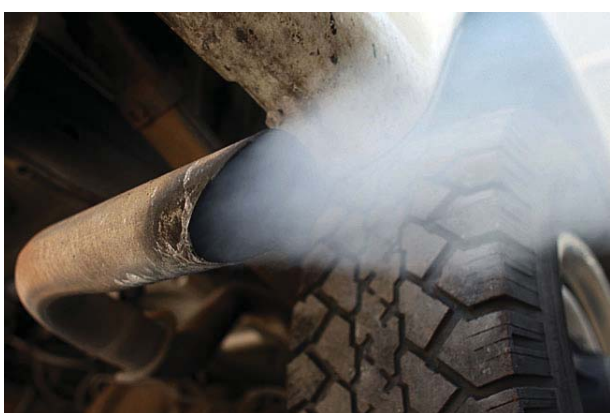


Residents were asked to provide feedback on issues in the TH 252 corridor.

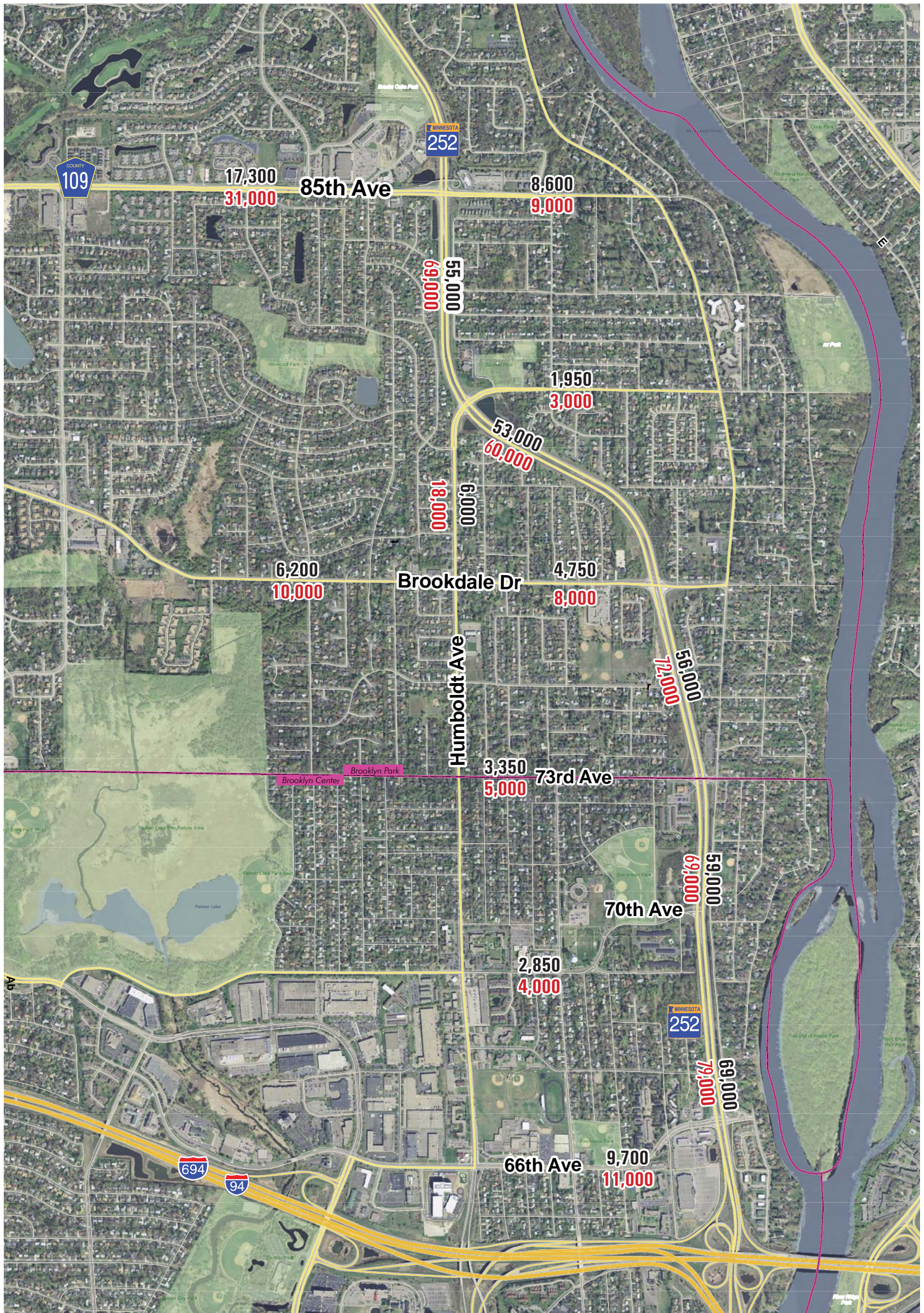
Residents highlighted the following issues:



- Concerns about safety at the TH 252/66th Avenue intersection
- Signal timing makes it difficult to cross or turn onto TH 252
- Pedestrian crossings of TH 252 is challenging, creating problems for transit users
- Need to enforce red light running on TH 252
- Concerns about traffic noise and air pollution as traffic increases
- Lack of funding for improvements to TH 252
- Concern about cut-through traffic on residential streets



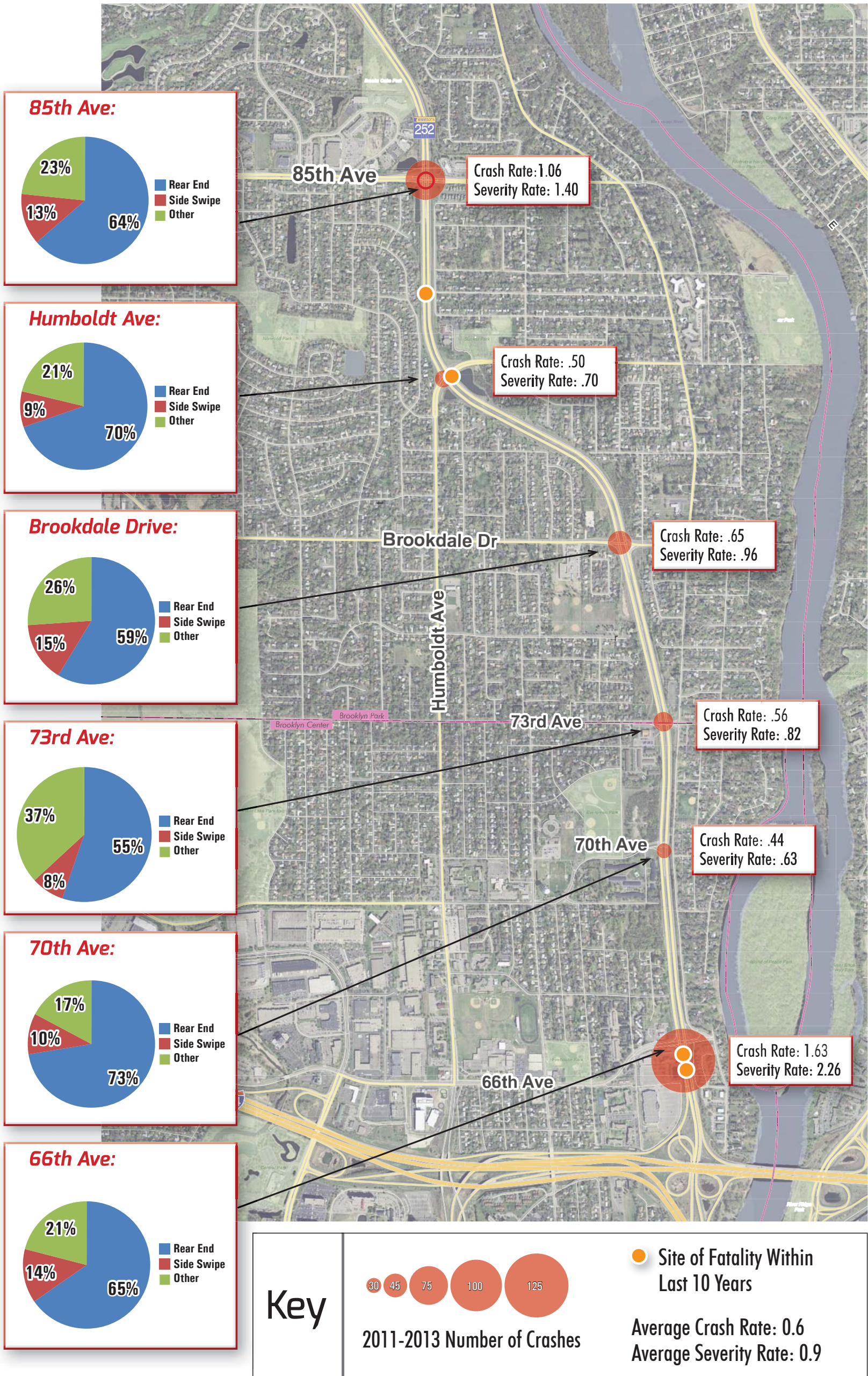
Existing & Forecast Traffic Volumes



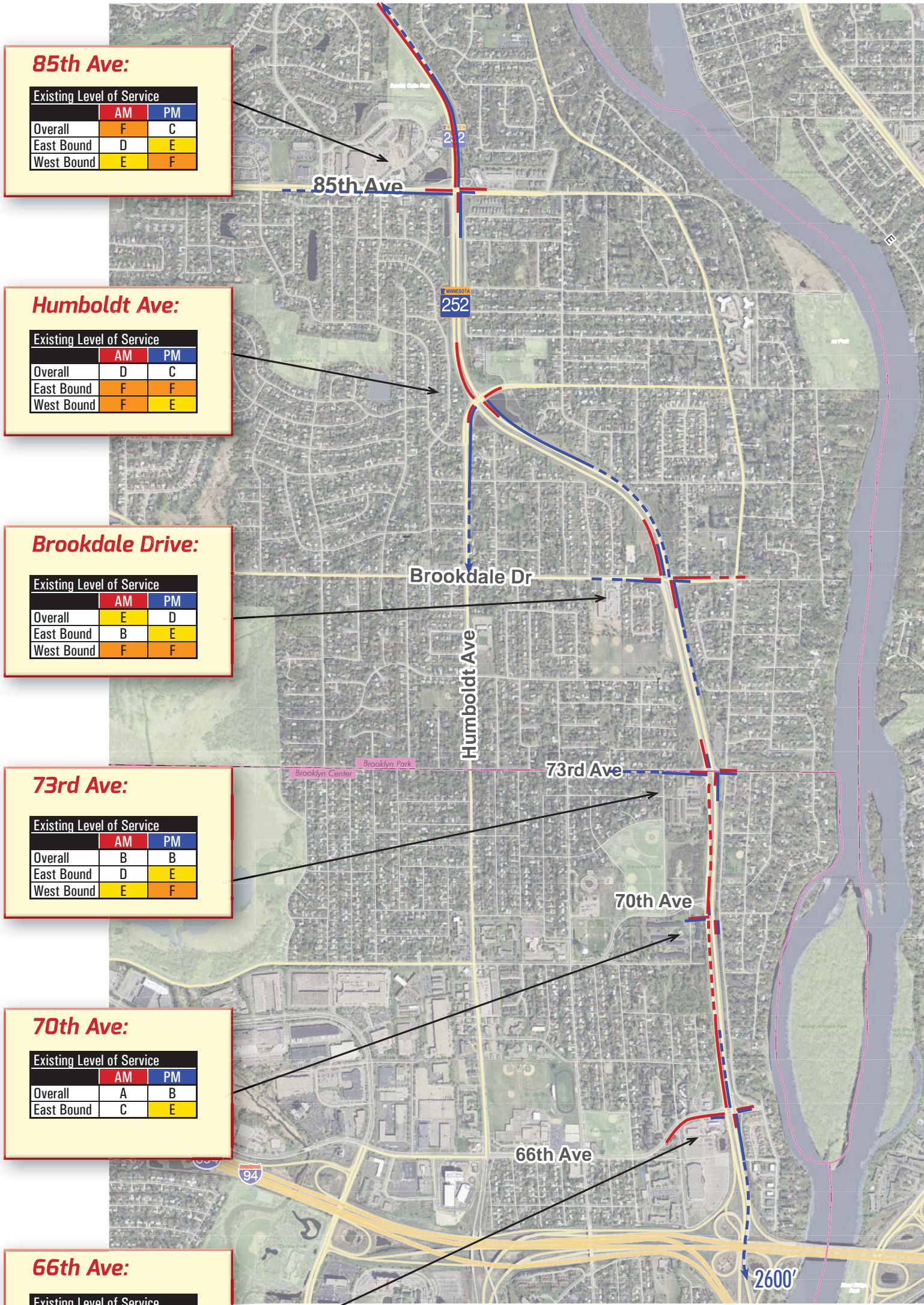
Key	2010/2011 Annual Average Daily Traffic Volume (ADT)
	2030 Forecasted Average Daily Traffic Volume (ADT)

Crash Summary:

2011-2013



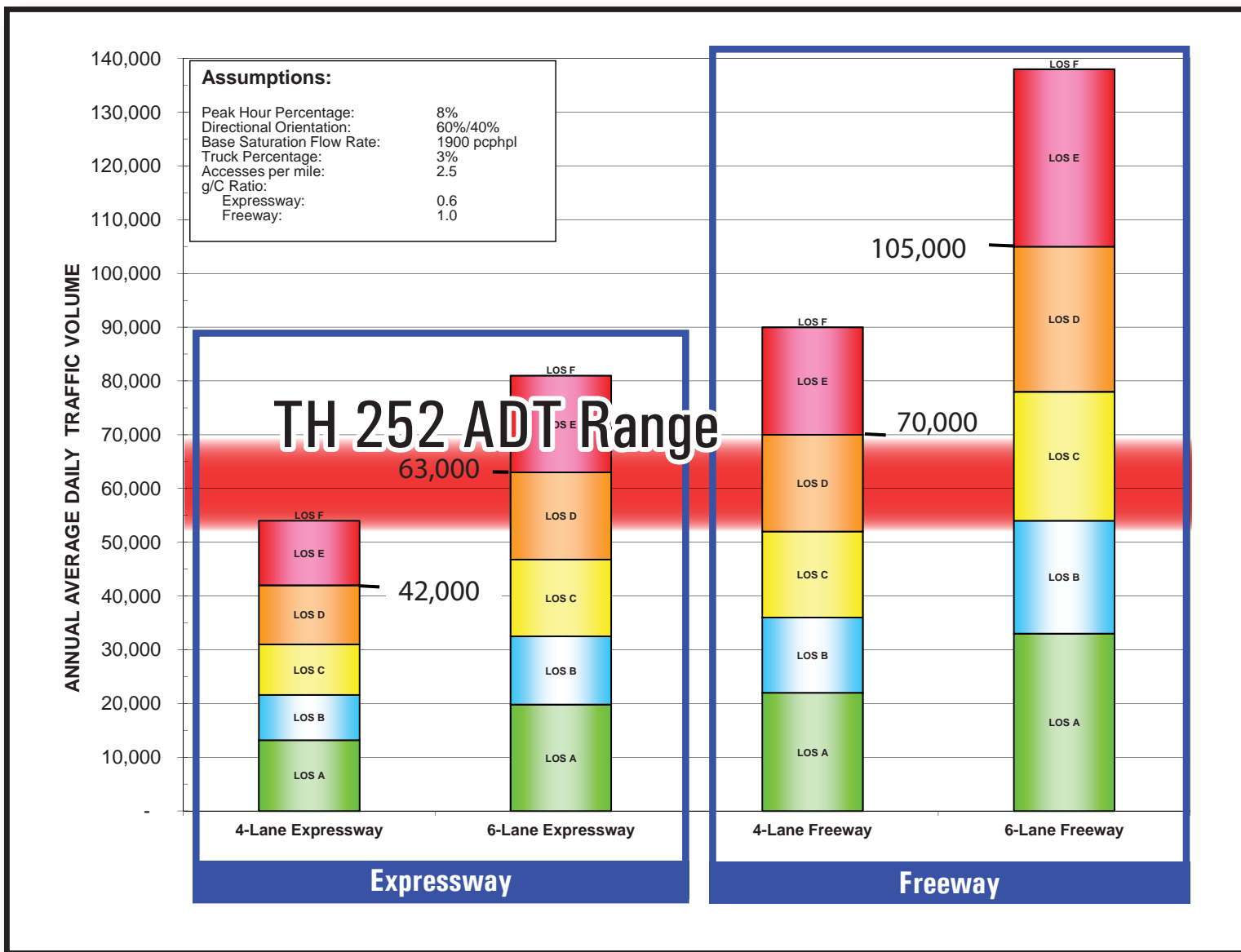
Operations analysis results: Existing Intersection Conditions



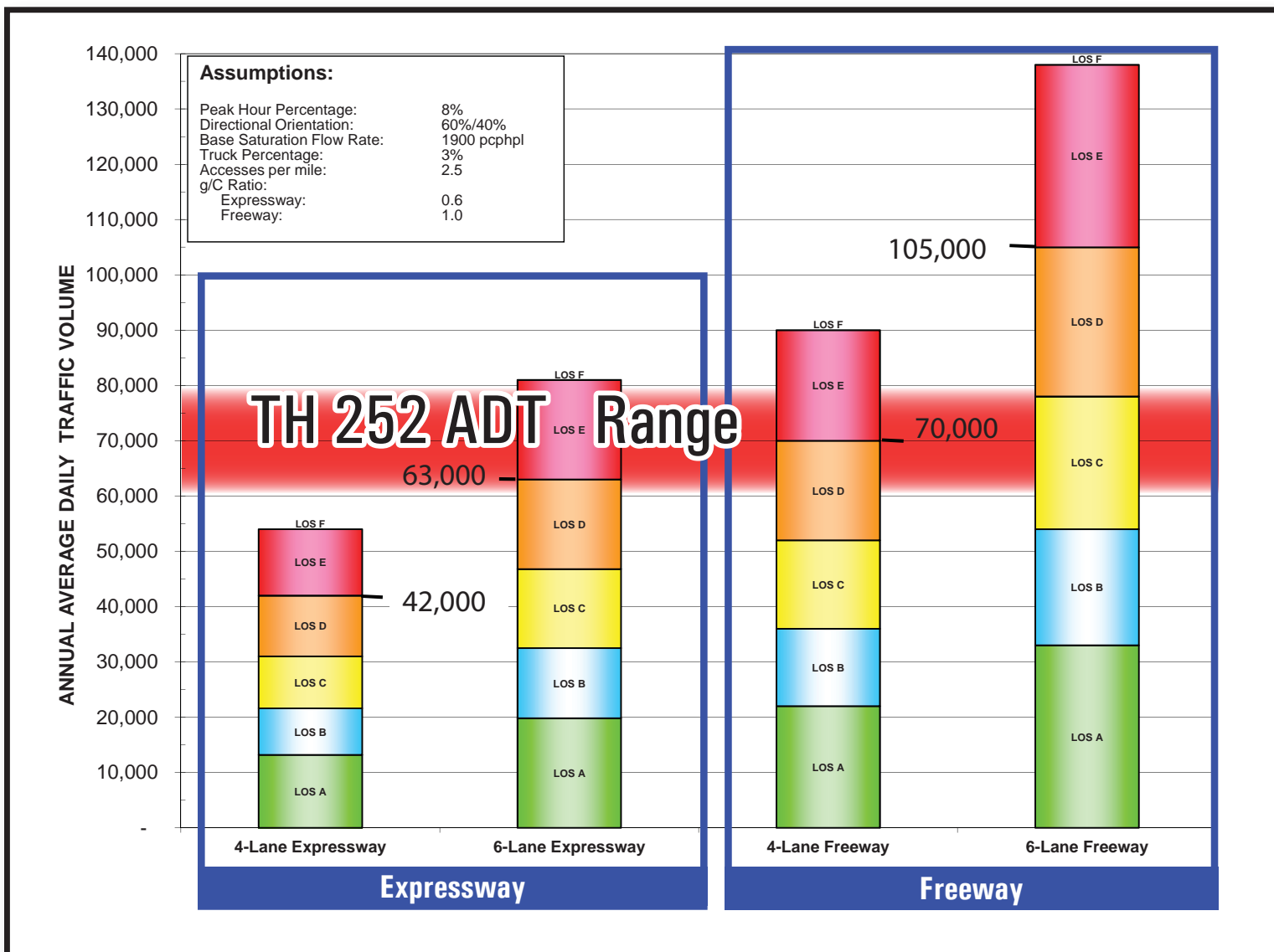
Key	— 2013 PM Peak Hour Maximum Queue
	— 2013 AM Peak Hour Maximum Queue
	— 2013 Peak Hour Average Queue
	— 2013 Peak Hour Maximum Queue

Corridor Capacity

Existing



Future - 2030



66th Avenue: Alternatives Rejected Due to Fatal Flaws



1.

1. J Turn

- Insufficient Capacity and unacceptable access to northbound TH 252



2.

2. High "T"

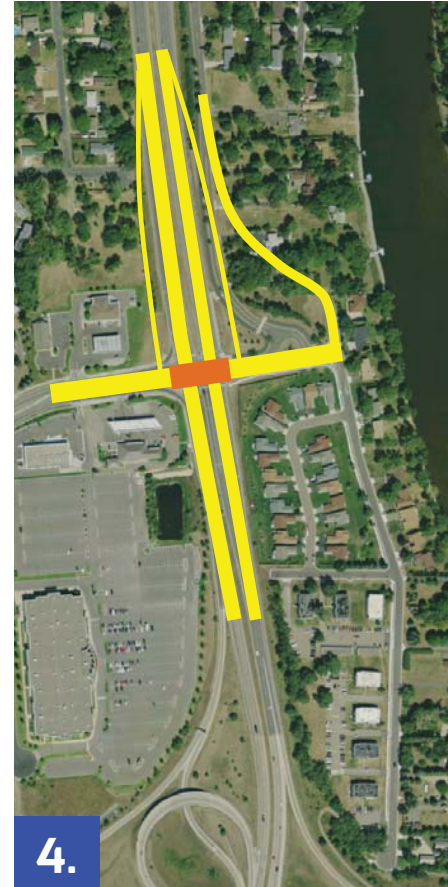
- Unacceptable weaving distance on southbound TH 252 between 66th and I-694



3.

3. Partial Folded Diamond

- Does not provide access from northbound I-94/TH 252 to 66th Avenue



4.

4. Half Diamond

- Unacceptable access



5.

5. Relocate 66th Avenue: Diamond

- Unacceptable weaving



6.

6. Relocate 66th Avenue: Half Diamond

- Unacceptable access

66th Avenue: Alternatives 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

Next Steps

This Brooklyn Center TH 252 Corridor Study will continue through March 2015.



Next steps for the project include:



- Preparing a report for this study documenting technical analyses and recommended improvements

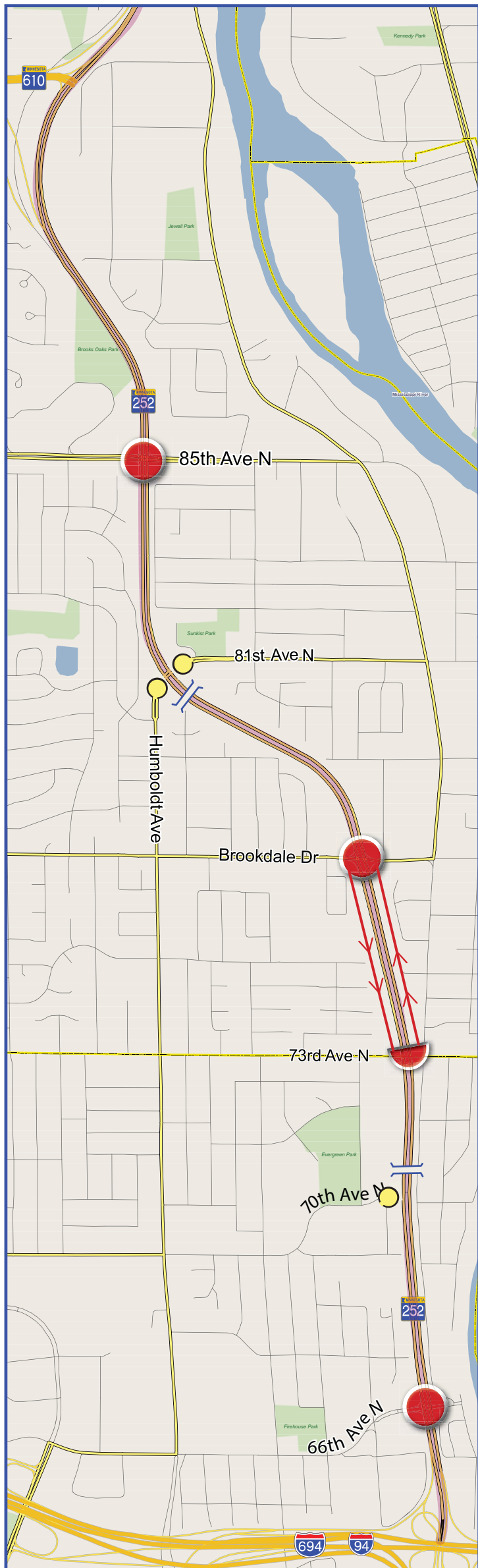


- Recommending potential funding sources for proposed improvements








- MnDOT, Brooklyn Center, and Brooklyn Park have agreed to prepare a long-term freeway vision study. It will address issues highlighted at the May 21, 2014 open house. The long-term study has begun.

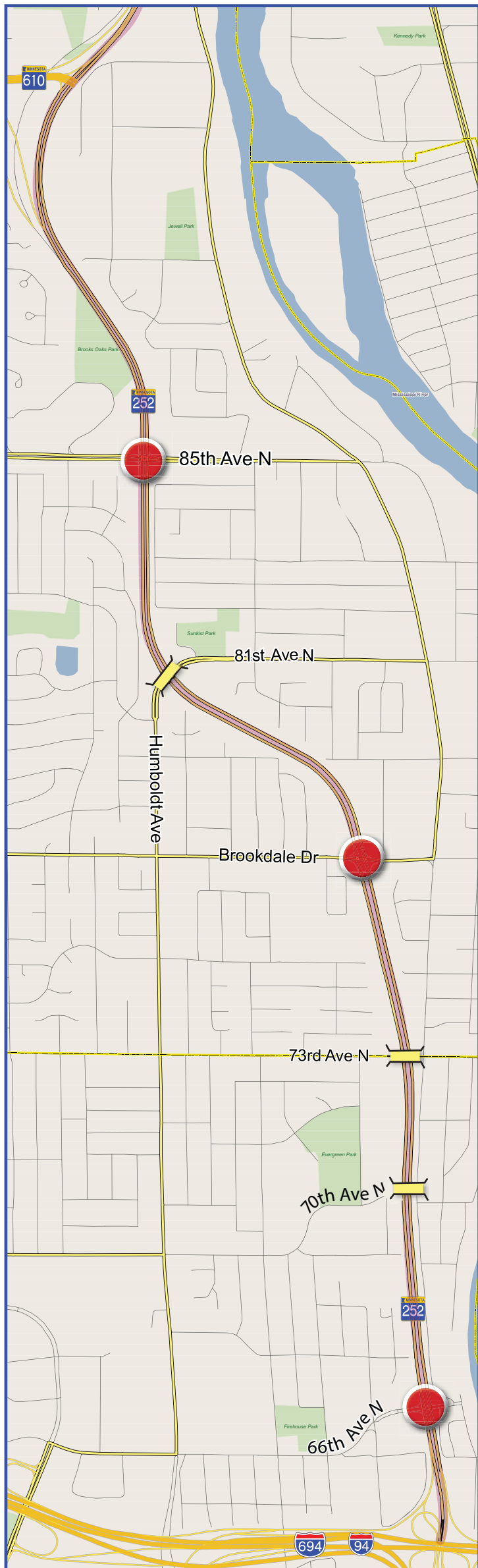
Potential Freeway Access Locations






Option 1

Key	
	Full Interchange
	Half Interchange
	Pedestrian Bridge
	Frontage Road
	Cul-de-sac

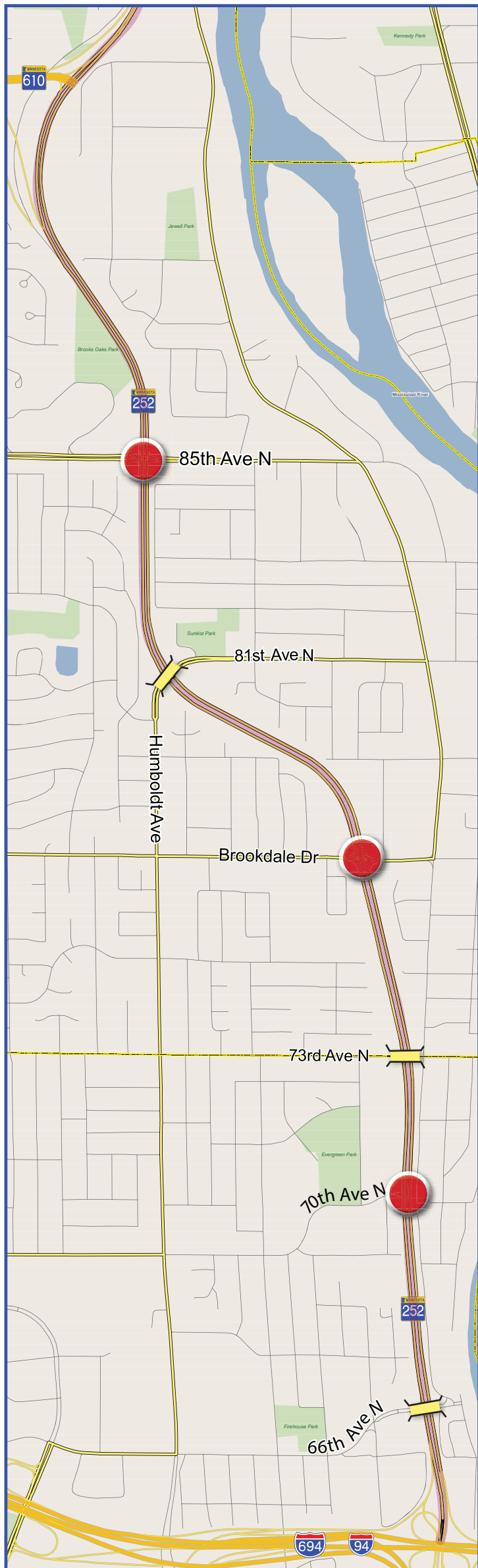
Potential Freeway Access Locations






Option 2

Key	
	Full Interchange
	Half Interchange
	Overpass

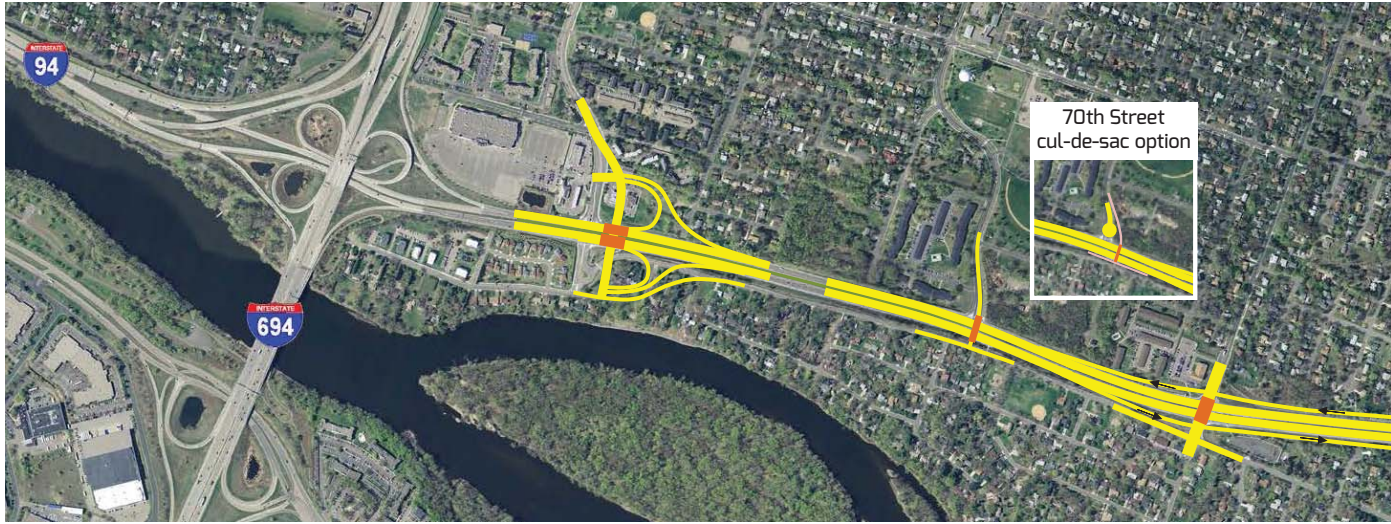
Potential Freeway Access Locations



Option 3

Key	
	Full Interchange
	Half Interchange
	Overpass

Alternatives in Brooklyn Center



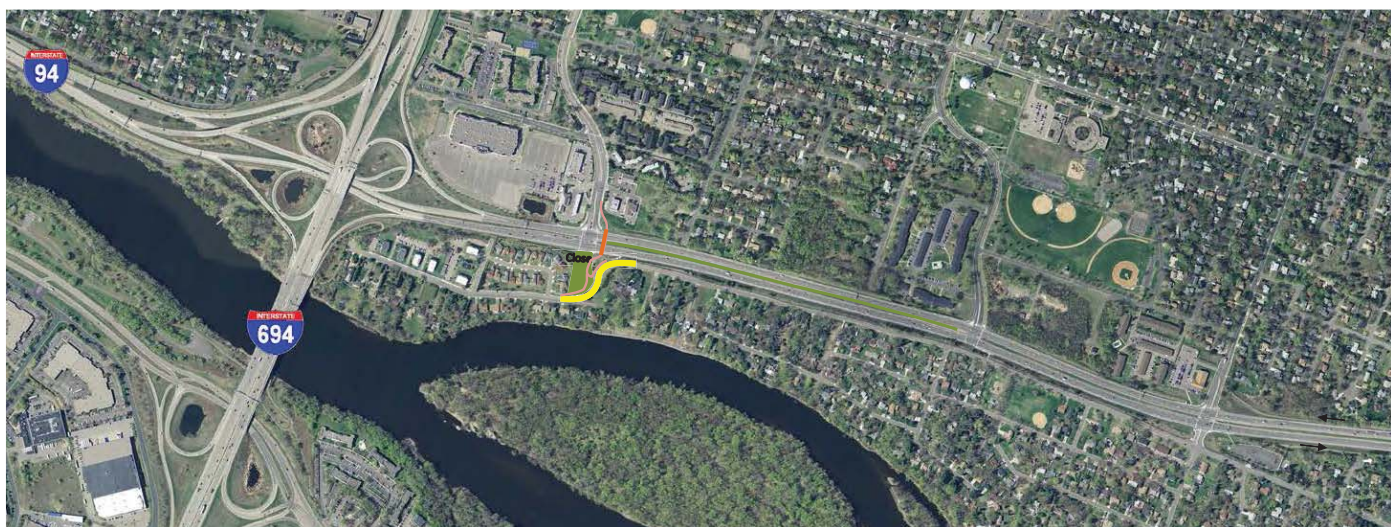
Alternative 1



Alternative 2

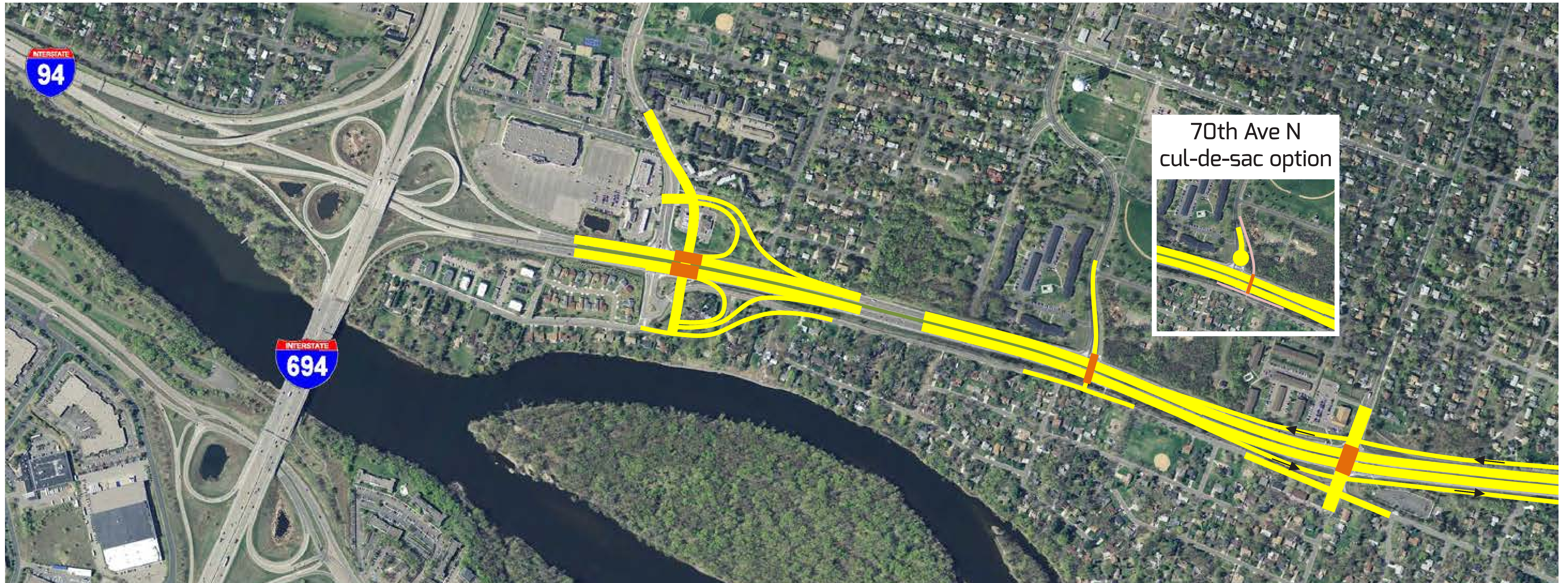


Alternative 3



Alternative 4

Alternatives in Brooklyn Center



Alternative 1

Alternatives in Brooklyn Center



Alternative 2

Alternatives in Brooklyn Center



Alternative 3

Alternatives in Brooklyn Center



Alternative 4

Evaluation TH 252 Interim Alternatives in Brooklyn Center

Evaluation Criteria	Alternatives			
	1	2	3	4
	66th Folded Diamond with 73rd Half Diamond	66th West Folded Diamond with 73rd Split Diamond	70th Interchange with Bridges at 66th and 73rd	At-Grade with Access to East at 66th Closed
Level of Service	High	High	High	Low
Safety/Crash Reduction	High	High	High	Low
Compliance with Design Standards	High	High	High	Moderate
Construction Cost	Low-Moderate	Low	Moderate	High
Potential for Regional Funding Grants	High	High	High	High
Minimize Right-of-way Impacts	Low-Moderate	Low-Moderate	Low	High
Access	High	High	Moderate	Moderate
Pedestrian/Bicycle Connectivity/Safety 1/	High	High	High	High
Development Impacts/Potential	High	High	Low	Moderate
Transit Service	High	High	Moderate	High
Compatibility with Long-Term Vision for TH 252	High	High	High	Low
Neighborhood Impact and Connectivity Benefits	Low-Moderate	Moderate	Low	Low
Minimize Environmental Impacts	Moderate	Moderate	Moderate	High
Emergency Response	High	High	High	Low
Total Score	59	59	49	45

Alternatives are rated from low to high with a low rating meaning it does poor relative to the criterion and high meaning it does well relative to the criterion.

Note that for construction costs, right-of-way impacts, and environmental impacts the alternatives are rated based on how well they minimize costs or impacts.

1/ Assumes that a grade separated crossing will be provided at 66th Avenue for bicycles and pedestrians

2/ These alternatives assume that access to TH 252 at 70th Avenue will be closed. It is anticipated that a grade separation would be provided. 70th Grade separation not included in construction costs.

Evaluation Criteria Scale					
Color Scale	Low	Low-Moderate	Moderate	Moderate -High	High
Score	1	2	3	4	5