



Welcome!



Corridor Study

from I-694 to TH 610

**Public
Open House**

Open House:
February 10, 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

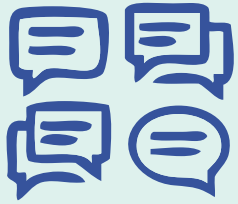
- Identify expressway or freeway options for future vision
- Identify interim safety improvements
- Recommend interim operations improvements
- Identify improvements for pedestrian and bicycle crossings
- Document proposed transit improvements
- Recommend projects for future competitive federal funding 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.

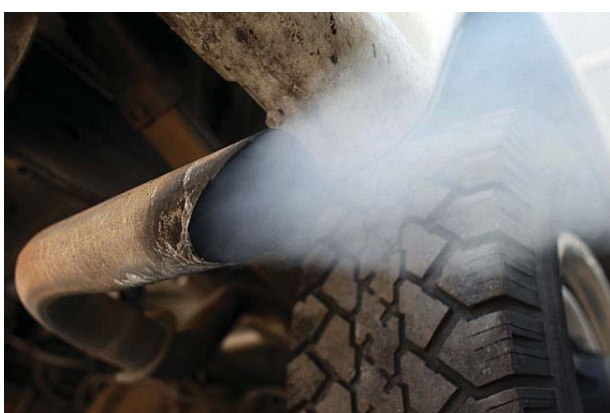


Residents were asked to provide feedback on issues in the TH 252 corridor.

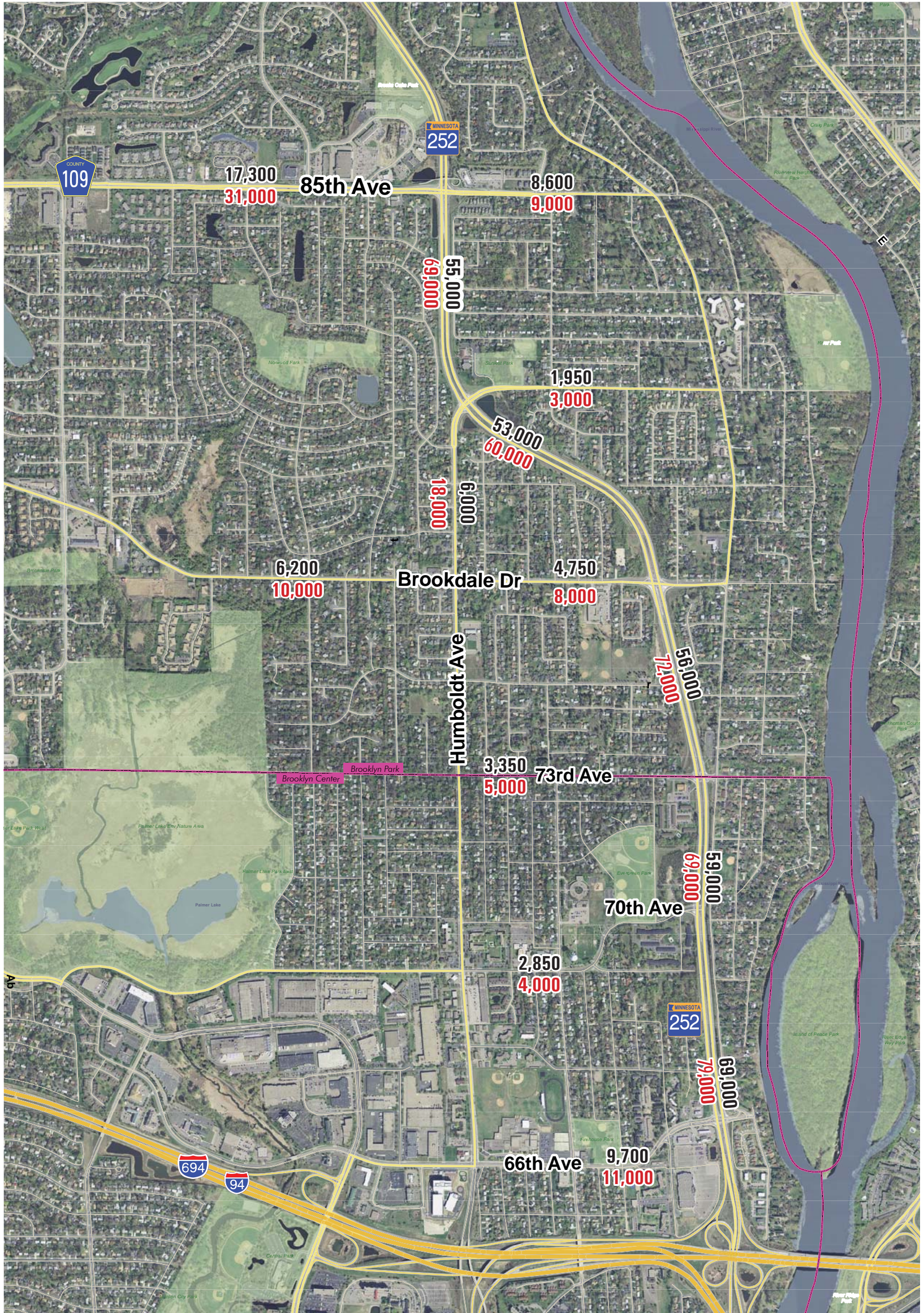
Residents highlighted the following issues:



- 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



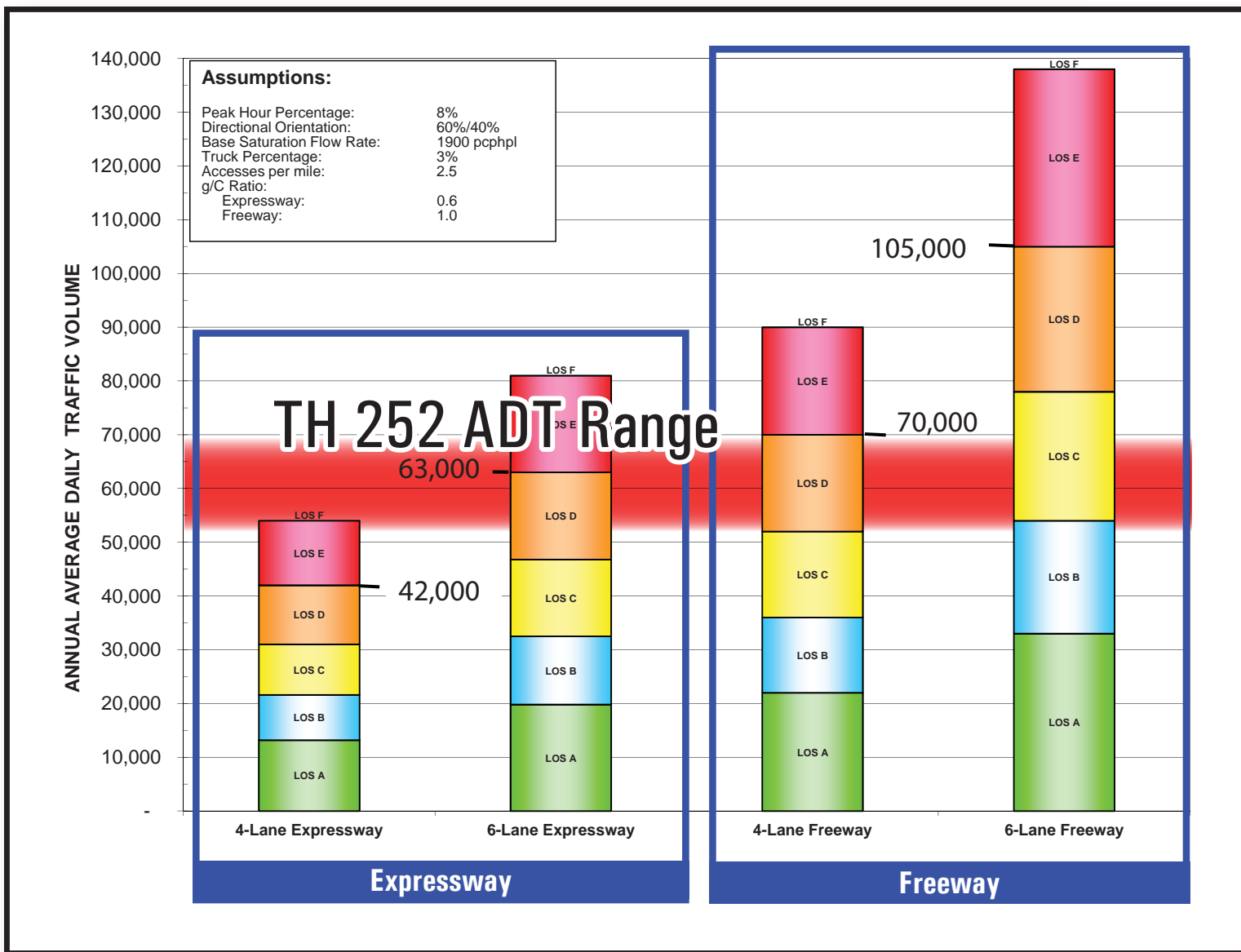
Existing & Forecast Traffic Volumes



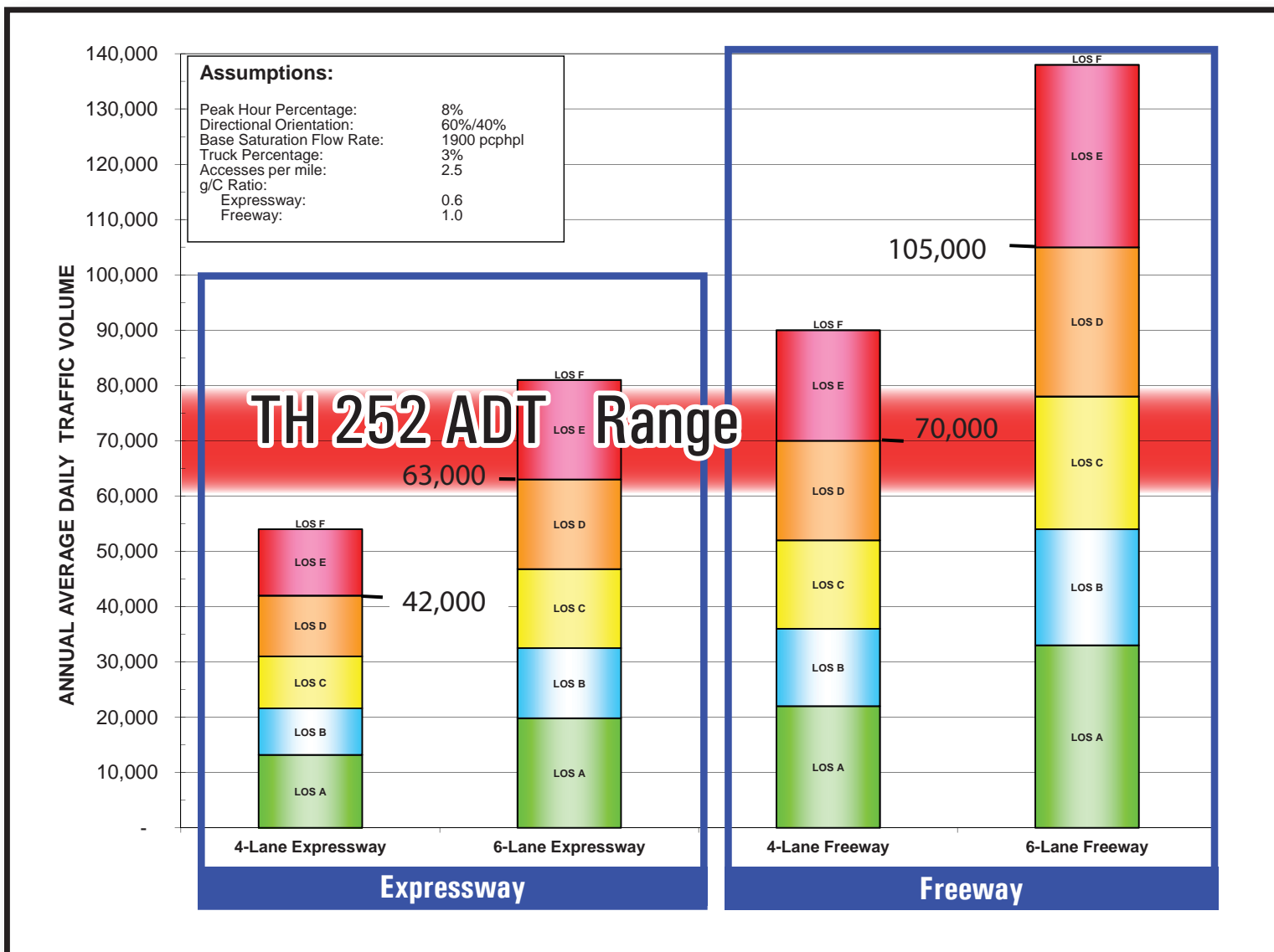
Key	2010/2011 Annual Average Daily Traffic Volume (ADT)
	2030 Forecasted Average Daily Traffic Volume (ADT)

Corridor Capacity

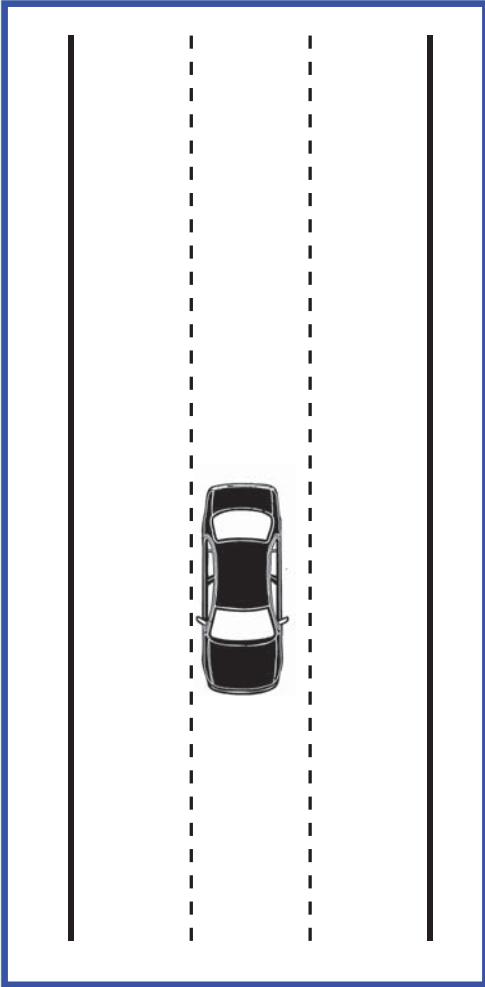
Existing



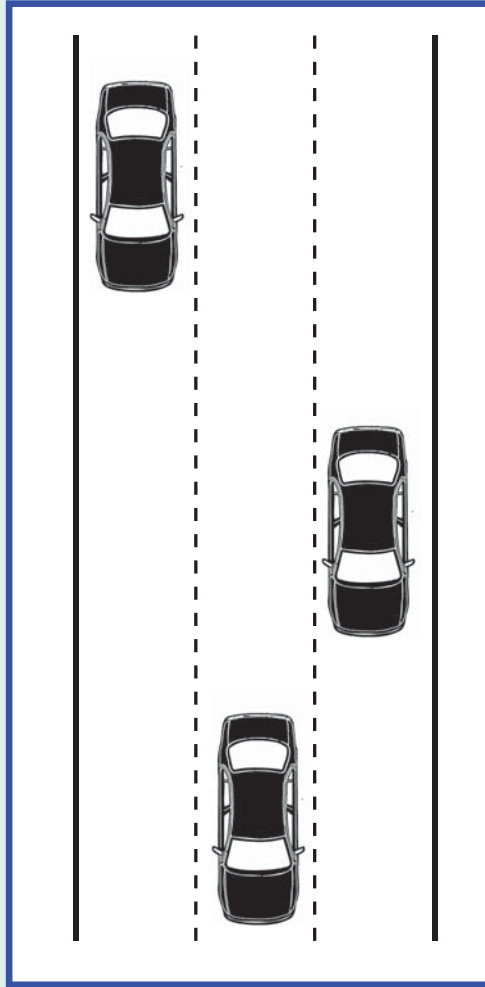
Future - 2030



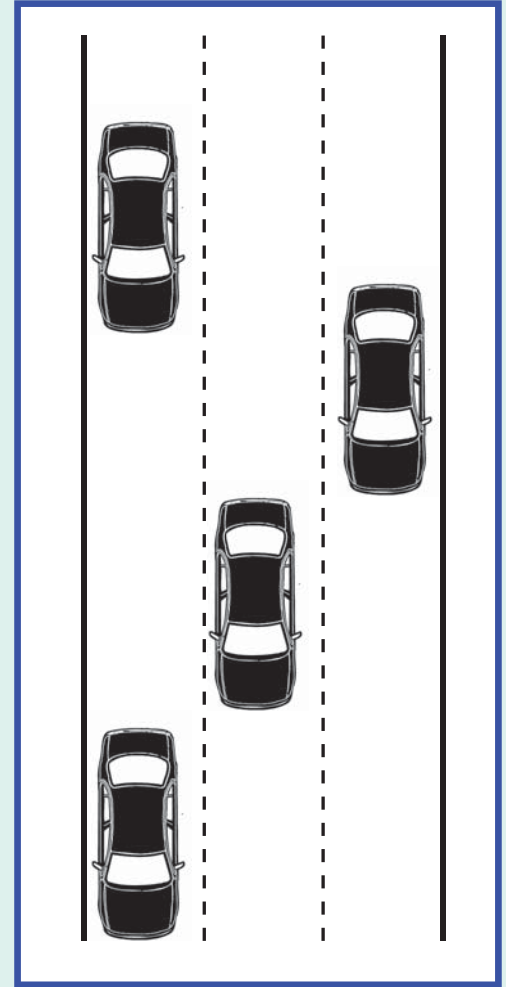
Level of Service



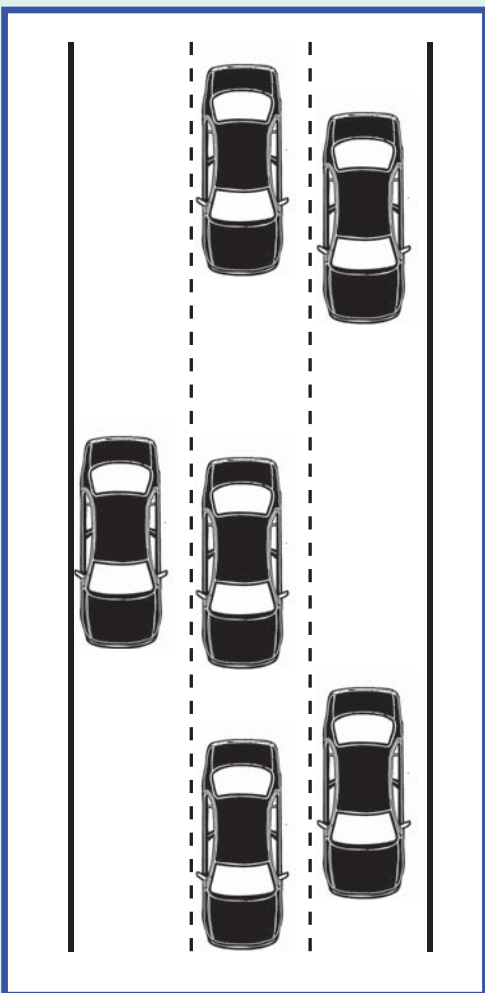
Level of Service **A**



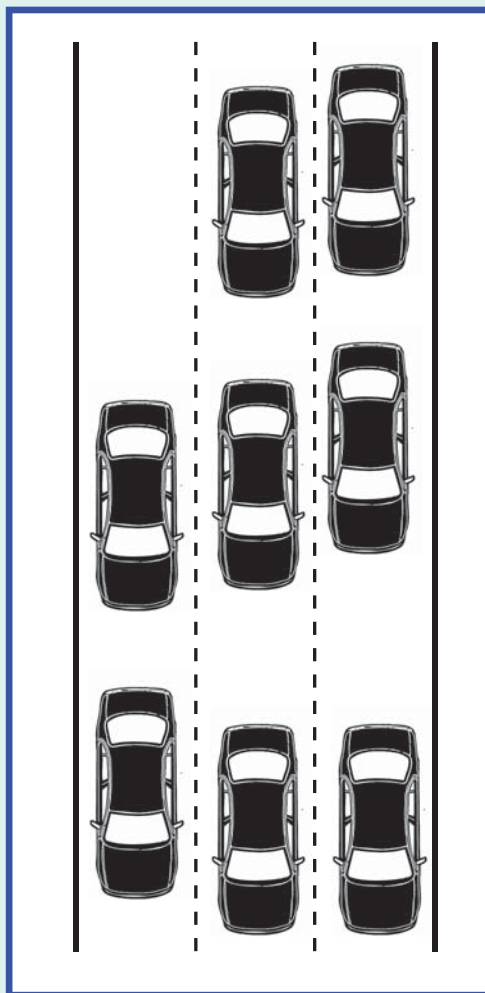
Level of Service **B**



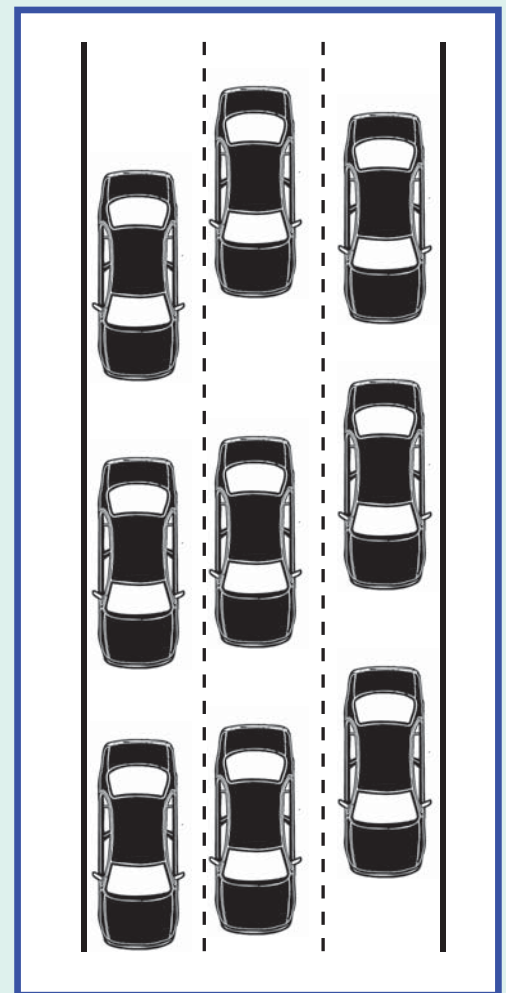
Level of Service **C**



Level of Service **D**

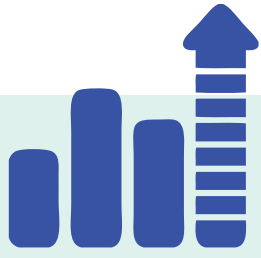


Level of Service **E**



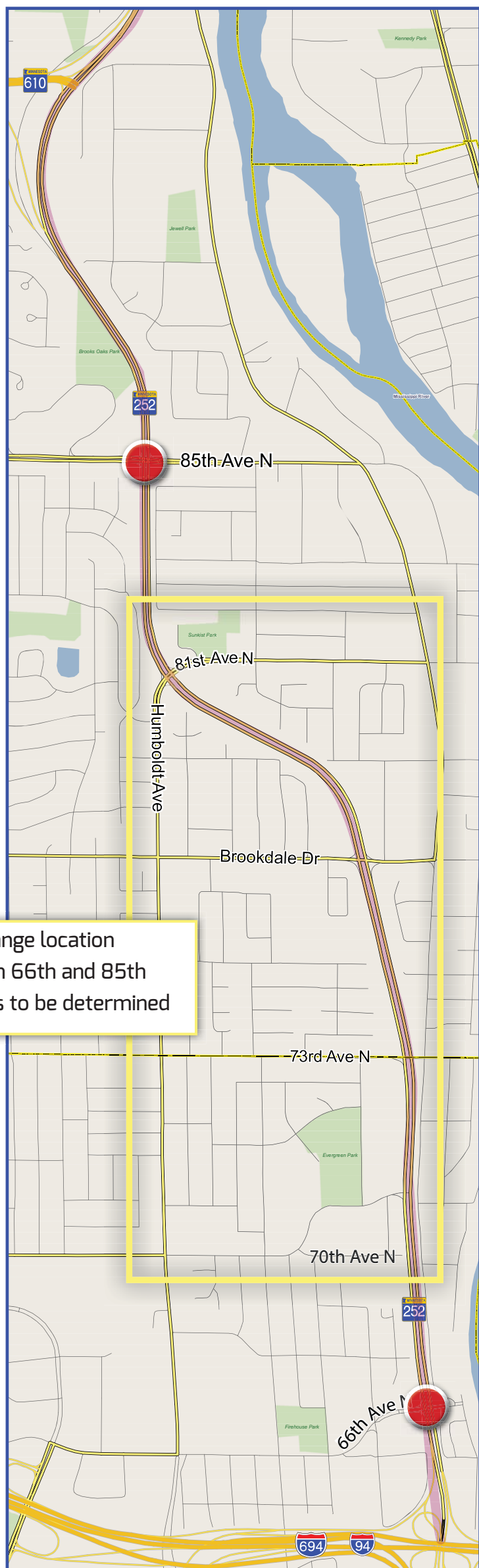
Level of Service **F**

Long-Term Improvements



- Freeway-type facility needed to meet 2035 forecast travel demand
- MnDOT supports a freeway-type facility; however, funding is not included in MnDOT or Met Council 20 year plans
- Addressing capacity and safety needs on TH 252 will require a phased approach
- 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 facility
- One other interchange between 66th Avenue and 85th Avenue is possible in freeway alternative

Potential Freeway Access Locations



- Interchanges recommended at 66th and 85th Avenues
- Interchange location between 66th and 85th Avenues to be determined. Location must meet Metropolitan Council standards and be spaced at least a mile apart

Key



Potential Full Interchange Location

Interim Evaluation Criteria:



- Congestion/Level of Service
- Safety/Crash Reduction
- Compliance with Design Standards
- Construction Cost
- Potential for Regional Funding Grants
- Right of Way Impacts
- Access
- Pedestrian/Bicycle Connectivity and Safety
- Development Impacts/Potential
- Transit Service
- Compatibility with Long-Term Vision for TH 252
- Neighborhood Connectivity Benefits
- Environmental Impacts

66th Avenue: Alternatives Rejected Due to Fatal Flaws



1. J Turn

- Insufficient Capacity and unacceptable access to northbound TH 252



2. High "T"

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



3. Partial Folded Diamond

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



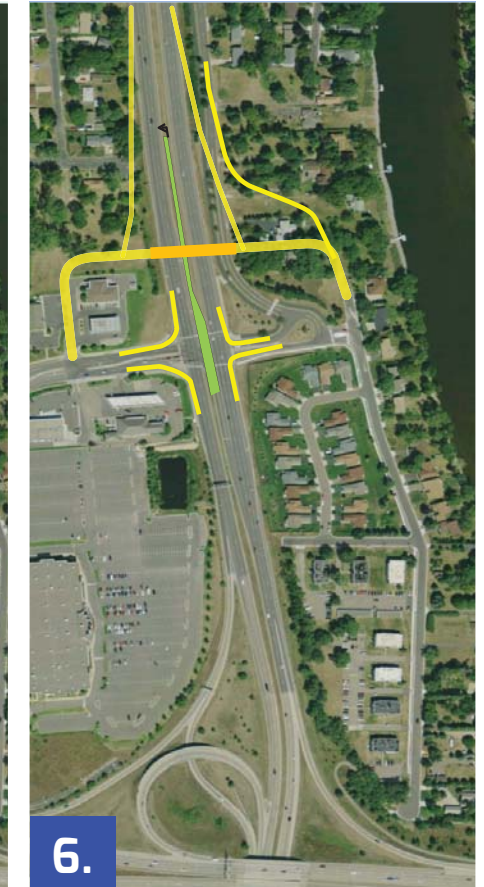
4. Half Diamond

- Unacceptable access



5. Relocate 66th Avenue: Diamond

- Unacceptable weaving



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

Evaluation of 66th Avenue and TH 252 Alternatives

Evaluation Criteria	Alternatives					
	At-Grade	Partial Grade Separation	Grade Separated at 66th Av 2/		Grade Separation North of 66th Av	
	1	2	3	4	5	6
	Green "T" with "J" Turn	Green "T" with SB Flyover	Folded Diamond	Buttonhook	Quadrant Interchange	Quadrant Interchange with Roundabouts
Level of Service	Low-Moderate	Moderate	High	High	High	High
Safety/Crash Reduction	Moderate	Low-Moderate	High	Moderate - High	Moderate-High	Moderate-High
Compliance with Design Standards	Moderate - High	Moderate	Moderate - High	Moderate	Moderate-High	Moderate-High
Construction Cost	\$2-\$4 Million	\$11-\$15 Million	\$17-\$25	\$17-\$25	\$8-\$12	\$8-\$12
Potential for Regional Funding Grants	High	Low-Moderate	High	High	Moderate	Moderate
Minimize Right-of-way Impacts	High	Moderate	Low	Low-Moderate	Moderate	Moderate
Access	Low-Moderate	Low-Moderate	High	High	Moderate-High	Moderate-High
Pedestrian/Bicycle Connectivity/Safety 1/	High	High	High	High	Moderate-High	Moderate-High
Development Impacts/Potential	Low-Moderate	Low-Moderate	Moderate - High	Moderate - High	Moderate-High	Moderate-High
Transit Service	Moderate	Low	High	Low	Moderate	Moderate
Compatibility with Long-Term Vision for TH 252	Low	Low	High	High	Moderate-High	Moderate-High
Neighborhood Connectivity Benefits	Low	Low	High	High	Moderate-High	Moderate-High
Minimize Environmental Impacts	High	Low-Moderate	Low-Moderate	Low-Moderate	Moderate	Moderate
Total Score	27	18	34	33	32	32

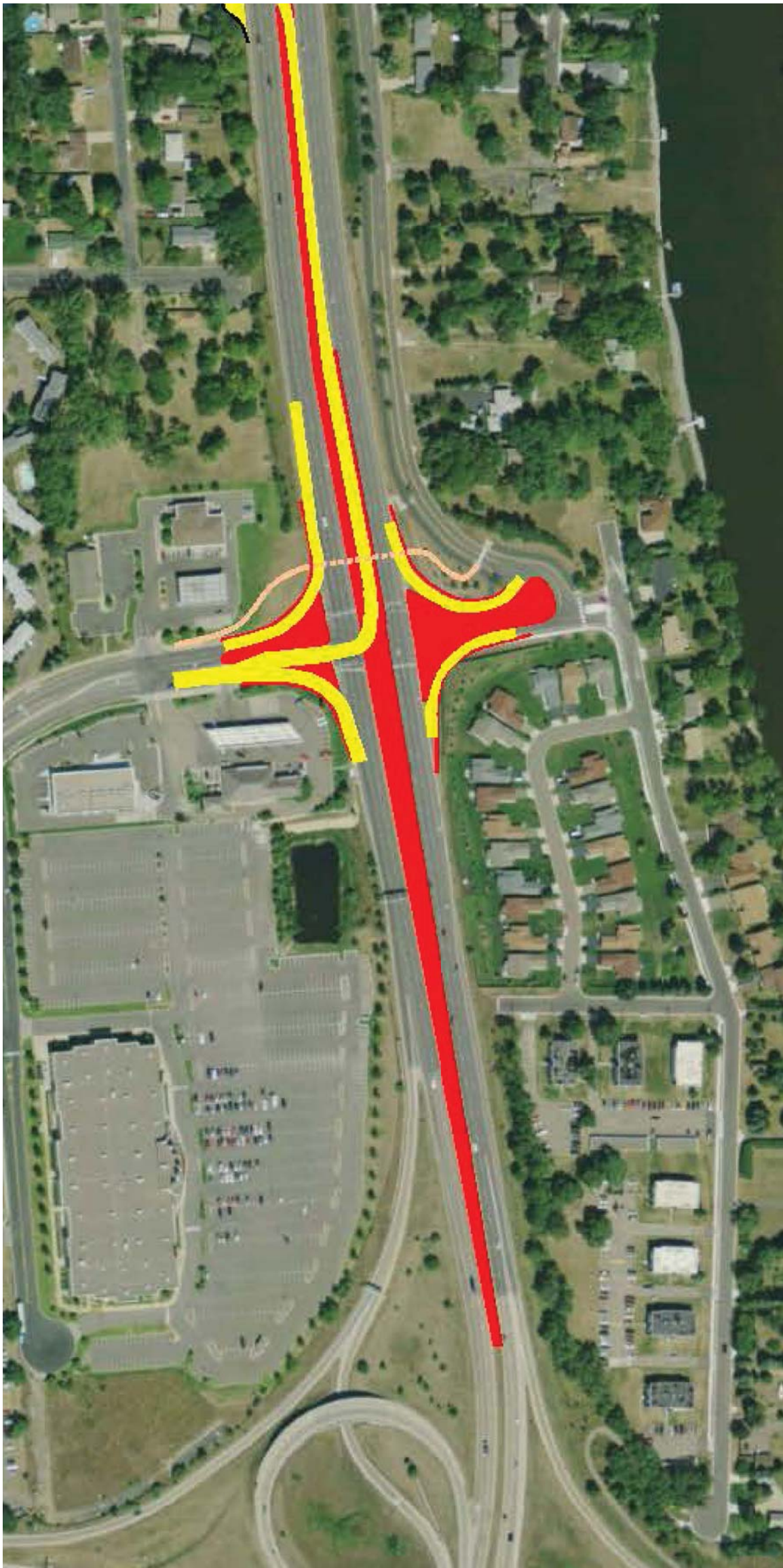
Alternatives are rated from low to high with a low rating meaning it does poor relative to the criterion and high meaning it does well relative to the criterion. Note that for construction costs, right-of-way impacts, and environmental impacts the alternatives are rated based on how well they minimize 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.

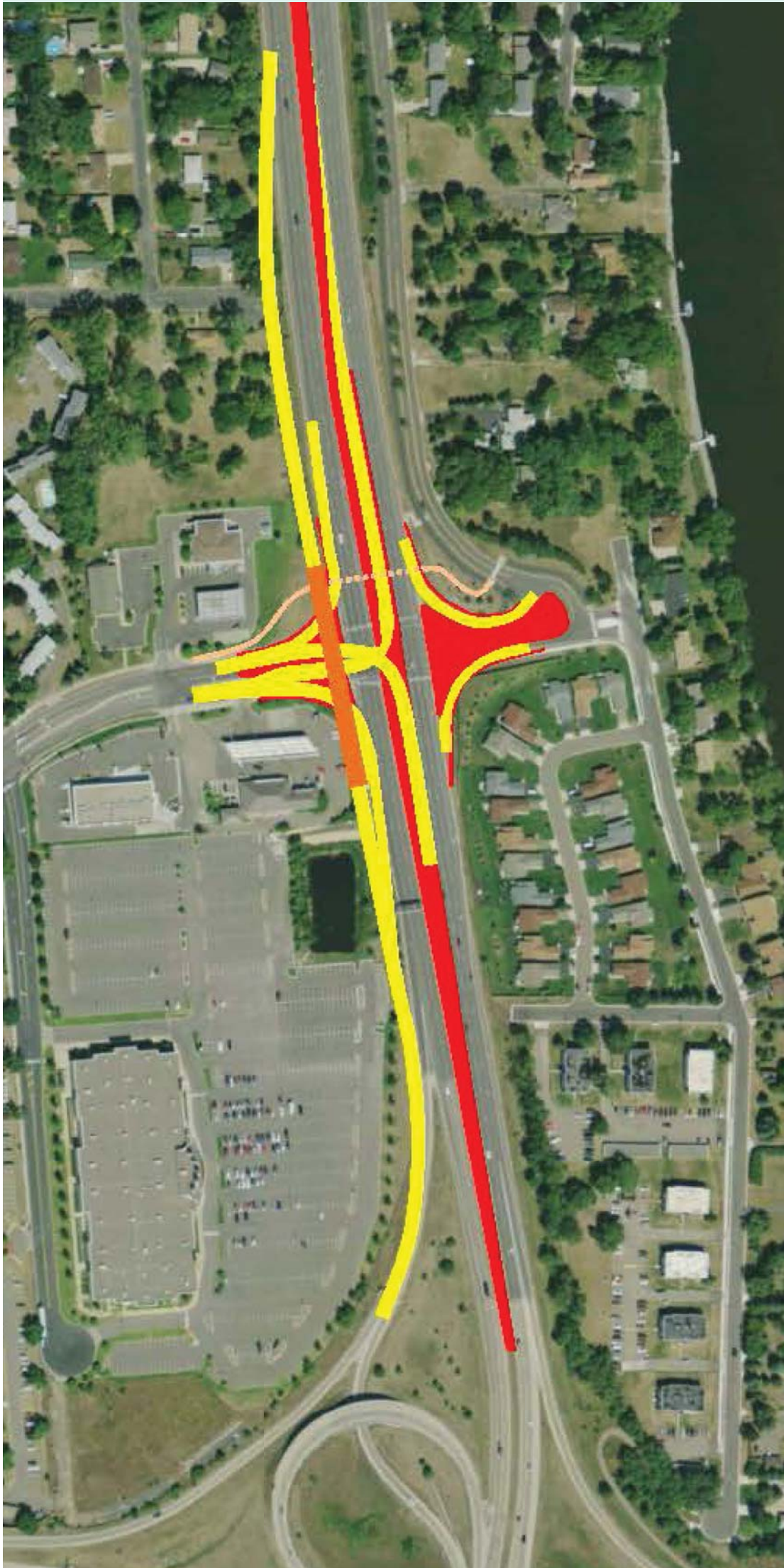
	Evaluation Criteria Scale				
Color Scale	Low	Low-Moderate	Moderate	Moderate - High	High
Rating Scale	0	1	2	3	4

Green "T" with "J" Turn



- Provides enough capacity to accommodate existing traffic volumes
- Moderate safety and crash reduction benefits
- Low construction costs
- High potential for regional funding grants
- Low right of way impacts
- Does not provide local access across TH 252 for vehicles
- Includes pedestrian and bicycle underpass
- Compatible with existing transit service
- Not consistent with long-term freeway vision for TH 252
- Low environmental impacts

Green "T" with Southbound Flyover



- Provides enough capacity for future traffic volumes
- Low to moderate safety and crash reduction benefits
- Moderate construction costs
- Moderate to high potential for regional funding grants
- Moderate right of way impacts
- Does not provide local access across TH 252 for vehicles
- Includes pedestrian and bicycle underpass
- Would require changes to transit service
- Not consistent with long-term freeway vision for TH 252
- Low to moderate environmental impacts

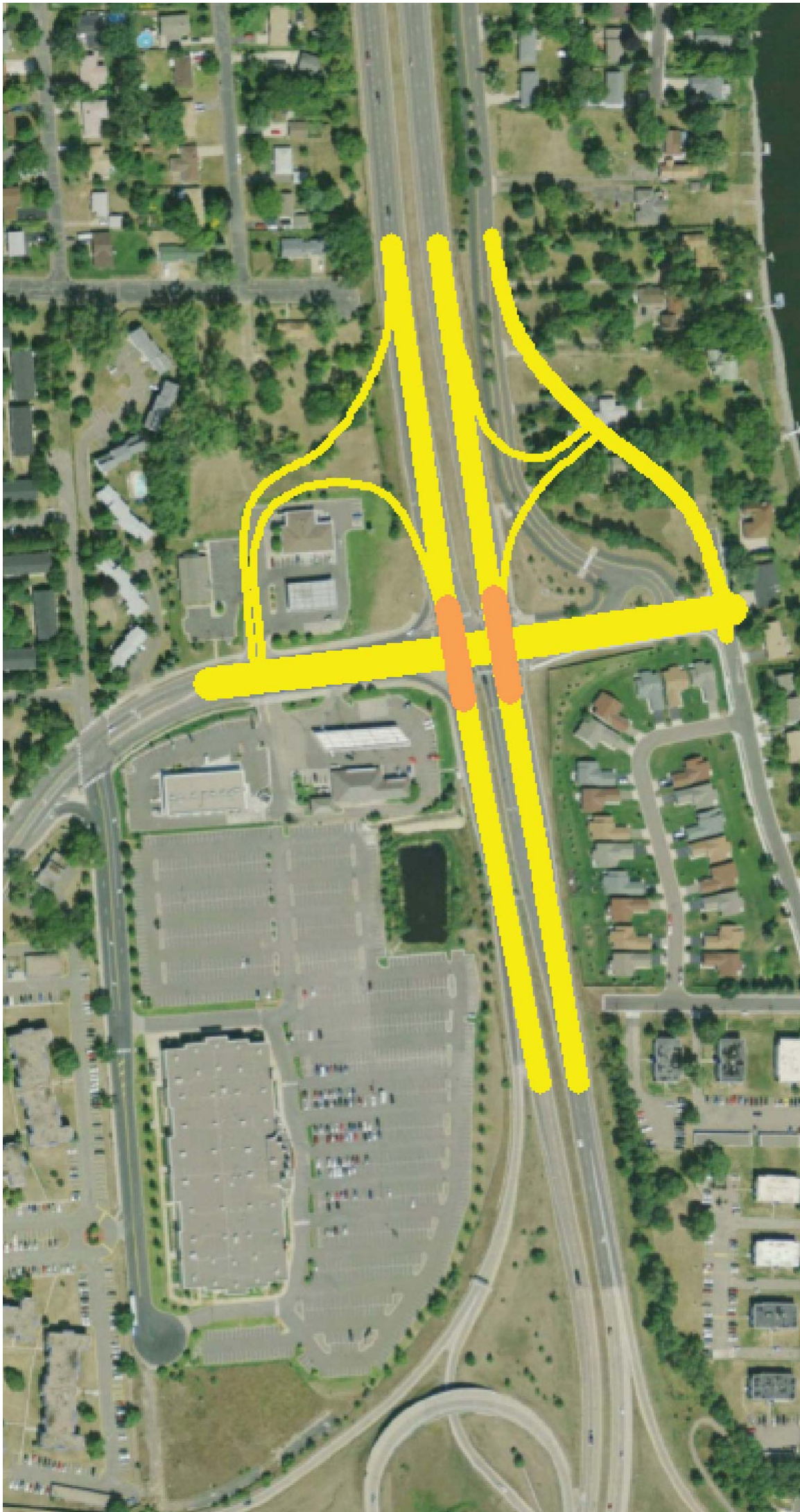
Folded Diamond Interchange



- Provide enough capacity for future traffic volumes
- High safety and crash reduction benefits
- High construction costs
- Low to moderate potential for regional funding grants: costs are greater than maximum grant
- Moderate to high right of way impacts
- Improves local access and bicycle/pedestrian connectivity across TH 252
- Would require changes to transit service
- Compatible with long-term freeway vision for TH 252
- Moderate environmental impacts
- Require closing access to TH 252 at 70th Avenue
- Provides full access to and from 66th Avenue to TH 252, I-694, and I-94

66th Avenue:

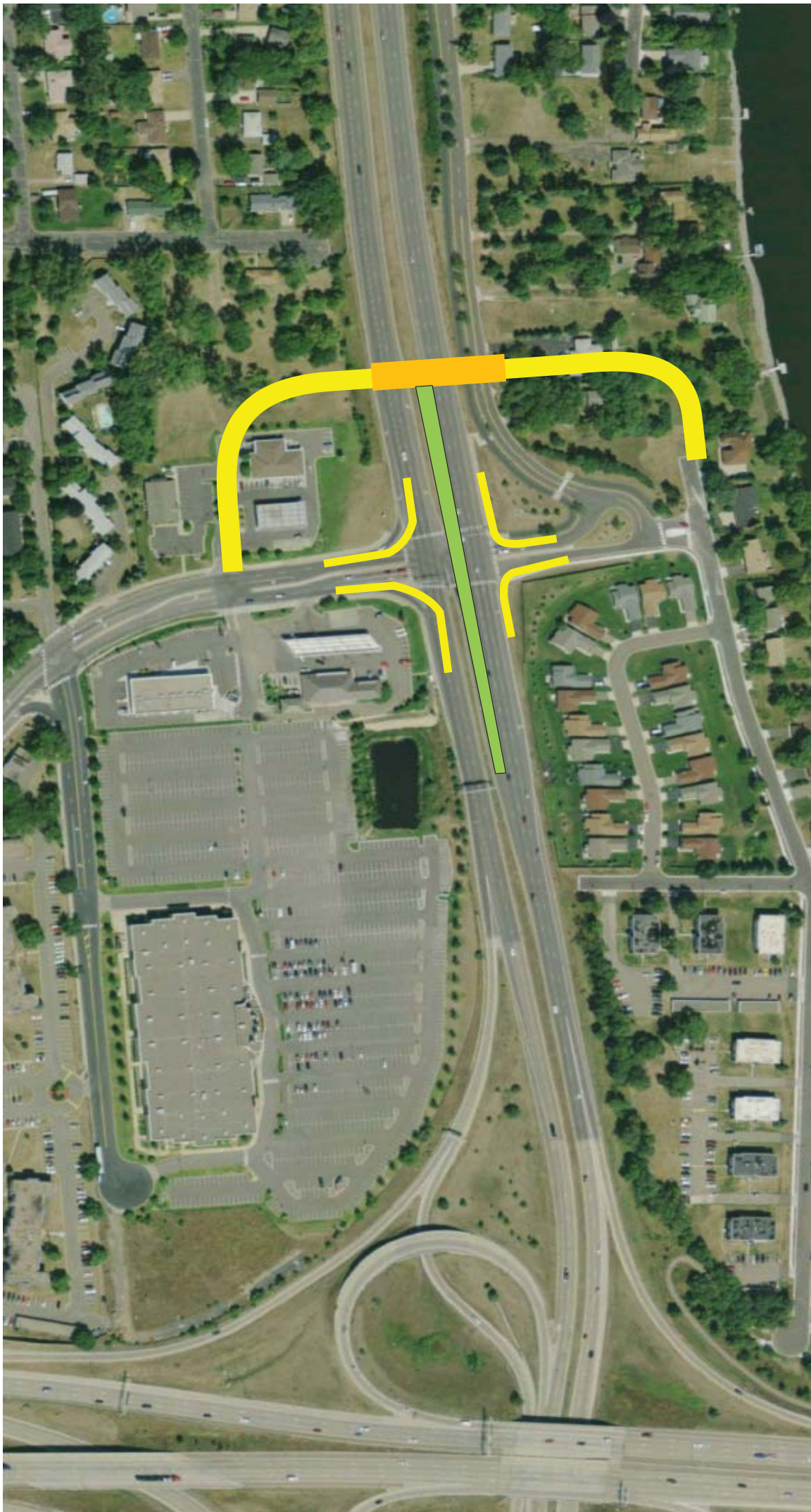
Buttonhook Interchange



- Provide enough capacity for future traffic volumes
- High safety and crash reduction benefits
- High construction costs
- Low to moderate potential for regional funding grants: costs are greater than maximum grant
- Moderate to high right of way impacts
- Improves local access and bicycle/pedestrian connectivity across TH 252
- Would require changes to transit service
- Compatible with long-term freeway vision for TH 252
- Moderate environmental impacts
- Require closing access to TH 252 at 70th Avenue
- Provides full access to and from 66th Avenue to TH 252, I-694, and I-94

66th Avenue:

Quadrant Interchange



- Provide enough capacity for future traffic volumes
- Moderate safety and crash reduction benefits
- Moderate construction costs
- Moderate potential for regional funding grants
- Improves local access and bicycle/pedestrian connectivity across TH 252
- Provides full access to and from 66th Avenue to TH 252, I-694, and I-94
- Would require changes to transit service and potentially longer walking distances for transit users
- Compatible with long-term freeway vision for TH 252
- Moderate environmental impacts
- Require closing access to TH 252 at 70th Avenue
- Moderate right of way impacts
- Right turning vehicles onto TH 252 will not have gaps without signals

Quadrant Interchange with Roundabouts

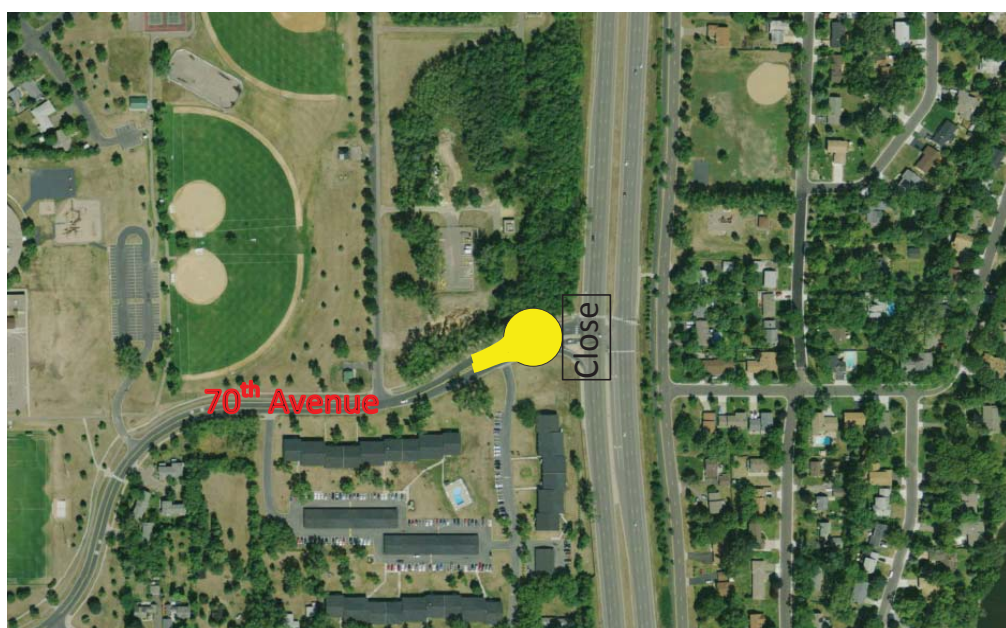


- Provide enough capacity for future traffic volumes
- Moderate safety and crash reduction benefits
- Moderate construction costs
- Moderate potential for regional funding grants
- Improves local access and bicycle/pedestrian connectivity across TH 252
- Provides full access to and from 66th Avenue to TH 252, I-694, and I-94
- Would require changes to transit service and potentially longer walking distances for transit users
- Compatible with long-term freeway vision for TH 252
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- Require closing access to TH 252 at 70th Avenue
- Moderate right of way impacts
- Right turning vehicles onto TH 252 won't have gaps without signals

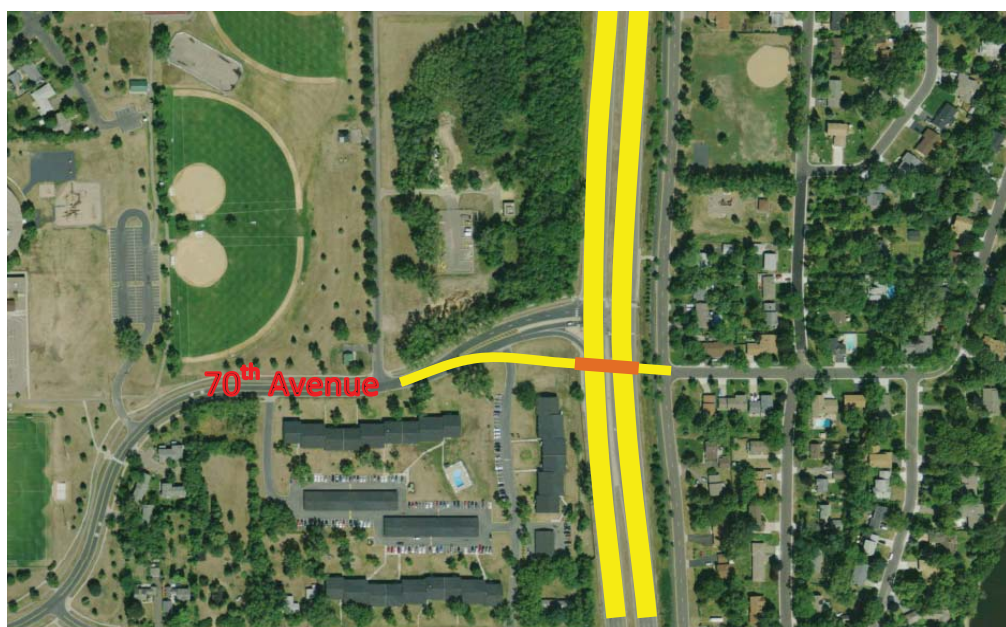
Options at 70th Avenue N



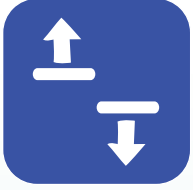
If a grade separated alternative is selected at 66th Avenue N, 70th Avenue access to TH 252 must be closed.



70th Avenue could be grade separated to provide neighborhood connectivity for pedestrians, bicyclists, and vehicles.



Options at 73rd Avenue N



Grade separation of 73rd Avenue N

- Would close access to TH 252 at 73rd Avenue
- Provide neighborhood connectivity for pedestrians, bicyclists, and vehicles
- Improve access to transit on TH 252



Interchange at 73rd Avenue N

- Improve access to TH 252
- Improve traffic operations on TH 252
- Depending on design, may result in impacts to adjacent properties
- Design would need to allow for efficient transit operations on TH 252

Pedestrian and bicycle grade separation at 73rd Avenue N



- Improves pedestrian and bicycle safety and connectivity
- Improves access to transit stops on TH 252
- May require pedestrians and bicyclists to travel out of their way to use the underpass
- Pedestrians and bicyclists may be concerned about personal safety in an underpass

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.