

HIGHWAY 252 / I-94 ENVIRONMENTAL REVIEW

FIRST ROUND OF COMMUNITY ENGAGEMENT

ENGAGEMENT REPORT - SEPTEMBER 2018



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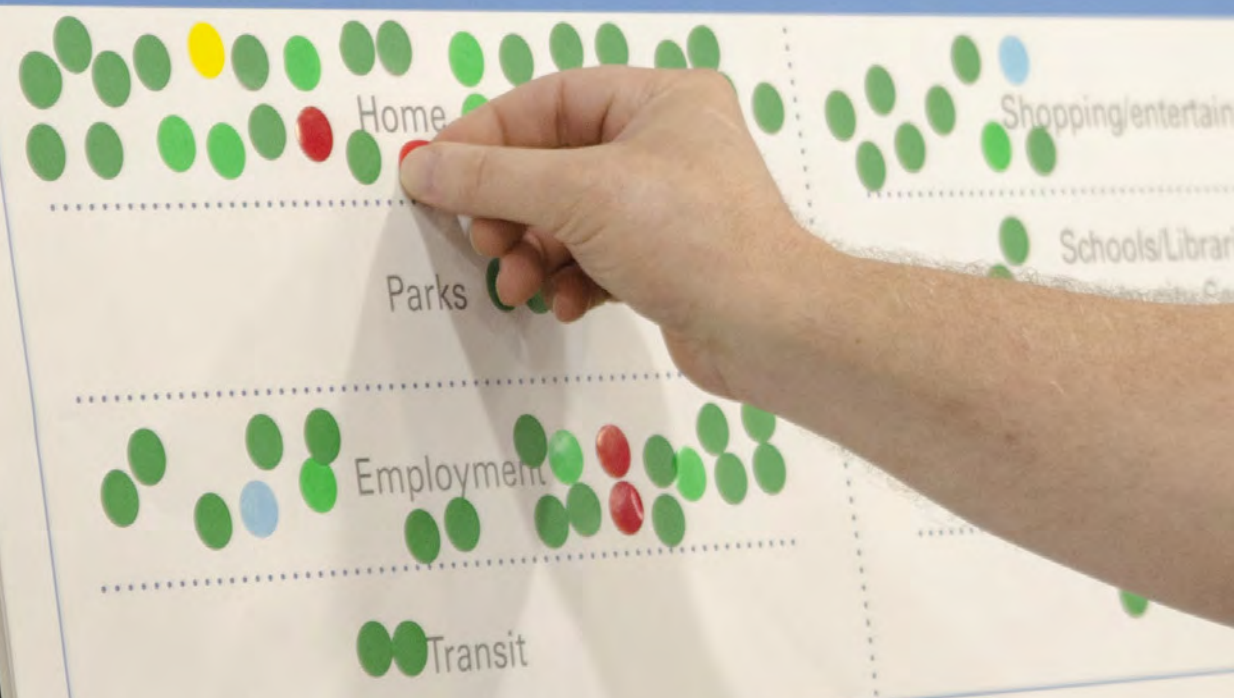
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...cross Highway 252/I-94, I am usually
(please select up to two options that you use most often.)



Destinations: I travel along or across Highway 252/I-94
reach... (please select up to three of the destinations y
reach most often.)



Frequency: I travel along or across Highway 252

OVERVIEW



Introduction

This report details results from community engagement for the Highway 252 / I-94 Environmental Review project. Engagement events were held at a variety of locations along the project corridor to gather feedback from community members regarding future improvements to the Highway 252 / I-94 corridor.

This report is organized by type of engagement event. The report provides a description of each event as well as a summary of the information collected at each.

In this Document

Community Workshops

These large public events offered multiple activities to comment on the project:

- Brooklyn Park Community Workshop
- Brooklyn Center Community Workshop

Listening Sessions and Pop-Ups

These events included pop-ups at strategic community locations as well as targeted engagement with specific community groups.

- Brooklyn Park Library
- Tater Daze in Brooklyn Park
- Festival Foods
- Brookdale Library
- Earle Brown Days in Brooklyn Center
- Osseo Adult Basic Education
- Brooklyn Park Farmers Market
- Riverview Apartments
- Local churches and apartment communities - Kaade Wallace, CreatingAccess Strategies
- Riverwood Neighborhood

Acknowledgments

Technical Advisory Committee (TAC)

- Jason Staebell, Hennepin County
- Jessa Trboyevich, Hennepin County
- John Q Doan, Hennepin County
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- Terry Parks, City of Brooklyn Park Councilmember
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Project Management Staff Contacts

- Matthew Scherer, Hennepin County
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COMMUNITY WORKSHOPS

Introduction and Overview

About these Workshops

This section summarizes engagement activities and results from two community workshops conducted as part of the first round of engagement for the Highway 252 / I-94 Environmental Review process.

Hennepin County, the Minnesota Department of Transportation and the cities of Brooklyn Center, Brooklyn Park, and Minneapolis are developing solutions to reduce congestion and improve safety and reliability along Highway 252 between Highway 610 in Brooklyn Park and I-94 in Brooklyn Center and on I-94 from I-694 in Brooklyn Center to downtown Minneapolis.

Agenda and Event Flow

The Brooklyn Park and Brooklyn Center workshops used the following agenda and activities:

- Workshop start (5:30 pm)
- Presentation (5:45 to 6:00 pm)
- Facilitated activities (6:00 to 6:45 pm)
- Conversations with project staff, dot boards and mapping activities (6:45 to 7:30 pm)

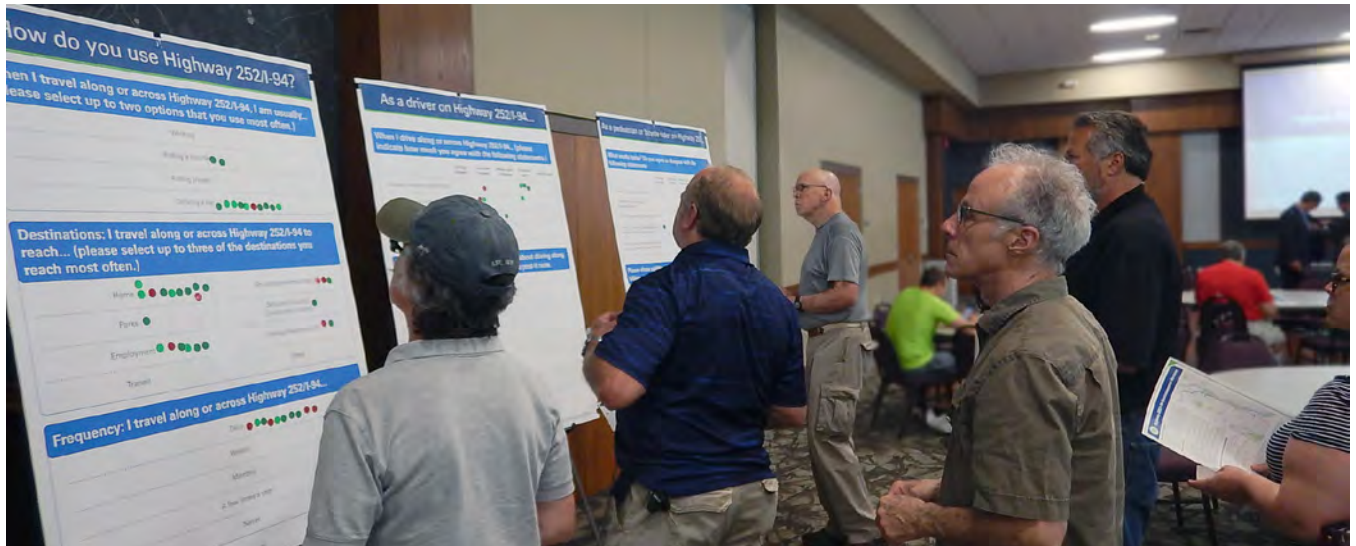
A brief formal presentation providing an overview and introduction to the project lasted from 5:45 to 6:00 pm. From 6:00 to 6:45 pm participants were led through two facilitated activities to identify project vision, issues and opportunities, including an individual worksheet and a group prioritization activity. From 6:45 to 7:30 pm participants had the opportunity to interact with informational project boards and engagement materials including large printed maps of the project extent, dot boards, online mapping, and online survey tools. Project staff were also available for questions and conversation with participants.



Workshop Activities

Engagement activities included:

- Individual worksheet which posed 3 questions to identify: 1) ideal outcomes, 2) existing issues and problems, and 3) ideas and opportunities
- Group worksheet for collecting small group consensus on 3 questions: 1) ideal outcomes, 2) existing issues and problems, and 3) ideas and opportunities
- Three dot boards (12 questions) for collecting participant experiences and priorities
- Roll plot maps of project extent, with post-its for writing notes, ideas, questions, and comments about specific locations
- Project description and analysis boards
- Wikimapping computer stations
- Online Survey computer stations
- Comment cards



Overall Themes – Combined from Both Workshops

Comments and themes from the small-group activities

Top 3 themes gathered from all individual comments provided by participants at the two community workshops included:

Ideal outcomes:

- Address overall traffic congestion.
- Improve safety along the project corridor.
- Reduce or eliminate existing stoplights.

Issues and problems:

- Heavy traffic due to number of stoplights along the corridor.
- Lack of safe walking and biking infrastructure.
- Lack of traffic enforcement.

Ideas and opportunities:

- Reduce stoplights along the corridor.
- Implement additional traffic lanes.
- Improve walking and biking infrastructure.

Individual Comment Results:

(Combined, both Community Workshops)

Comments from the individual worksheet activity were categorized and counted. The charts on the following page shows all categorized comments from both community workshops. A total of 603 comments were collected between the two community workshops.

Combined Individual Comment Results

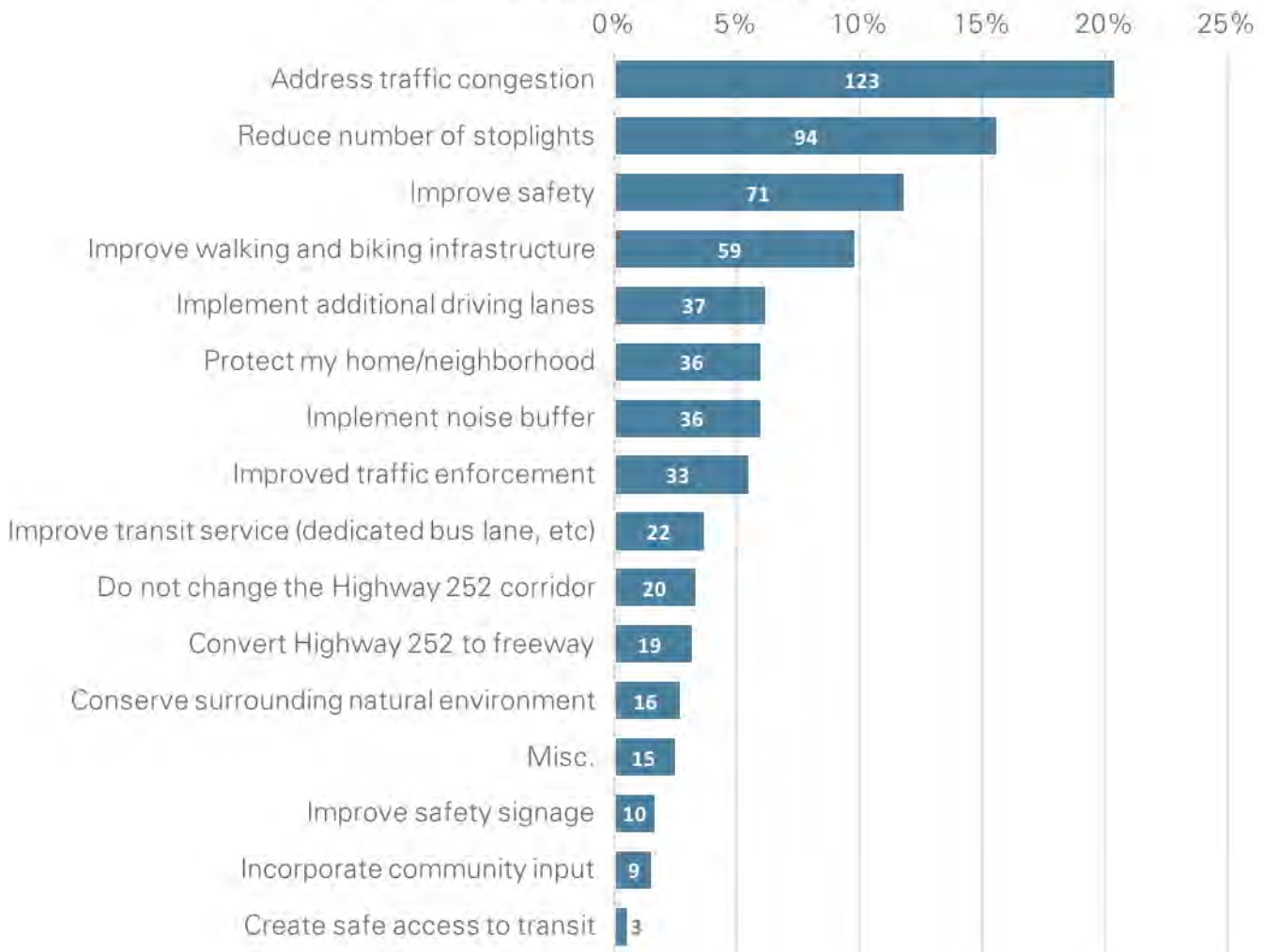


Chart shows percentages (top) and actual number of responses (white text).

Purpose of Travel along Highway 252 Corridor

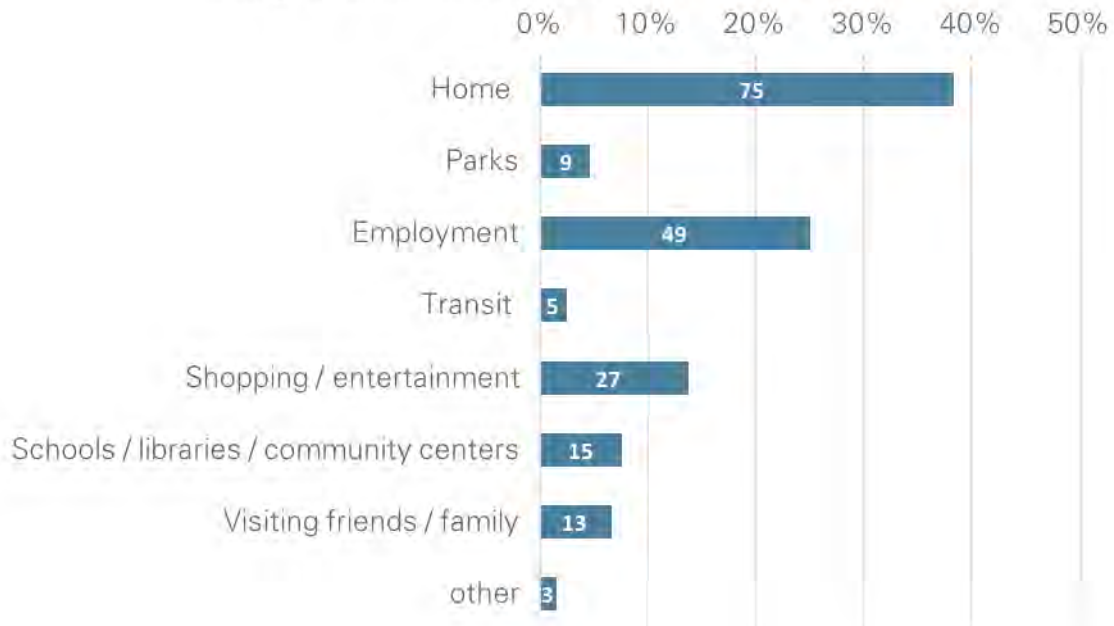
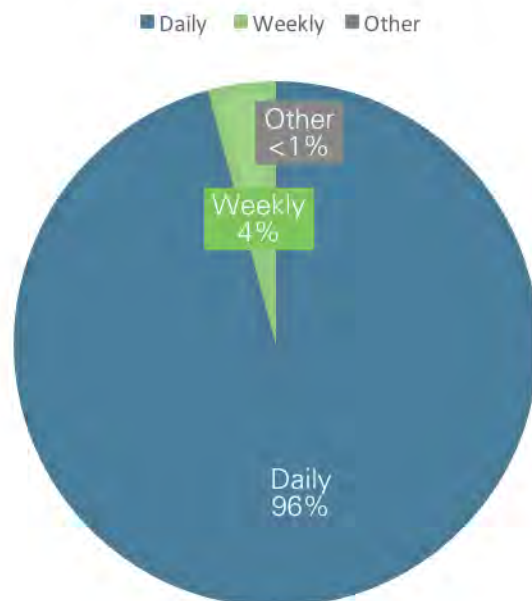


Chart shows percentages (top) and actual number of responses (white text).

Frequency of Travel Along/Across the Highway 252 Corridor

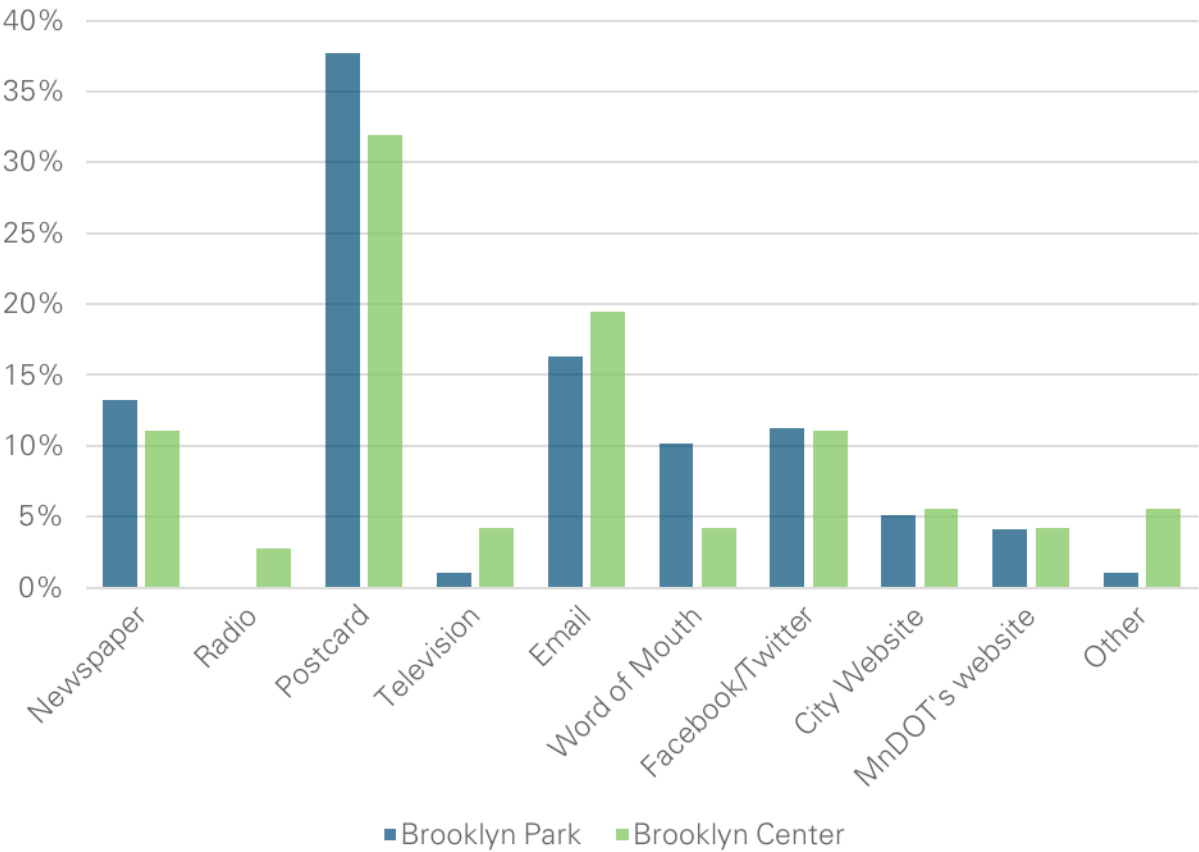


Guidance for Project Notification Preferences

An important question posed to participants at the initial workshops sought to learn about the communications tools and approaches that would be most effective in reaching participants in the future and alerting them to upcoming workshops in the environmental review process. These are the results for both workshops:



How did you hear about tonight's workshop?



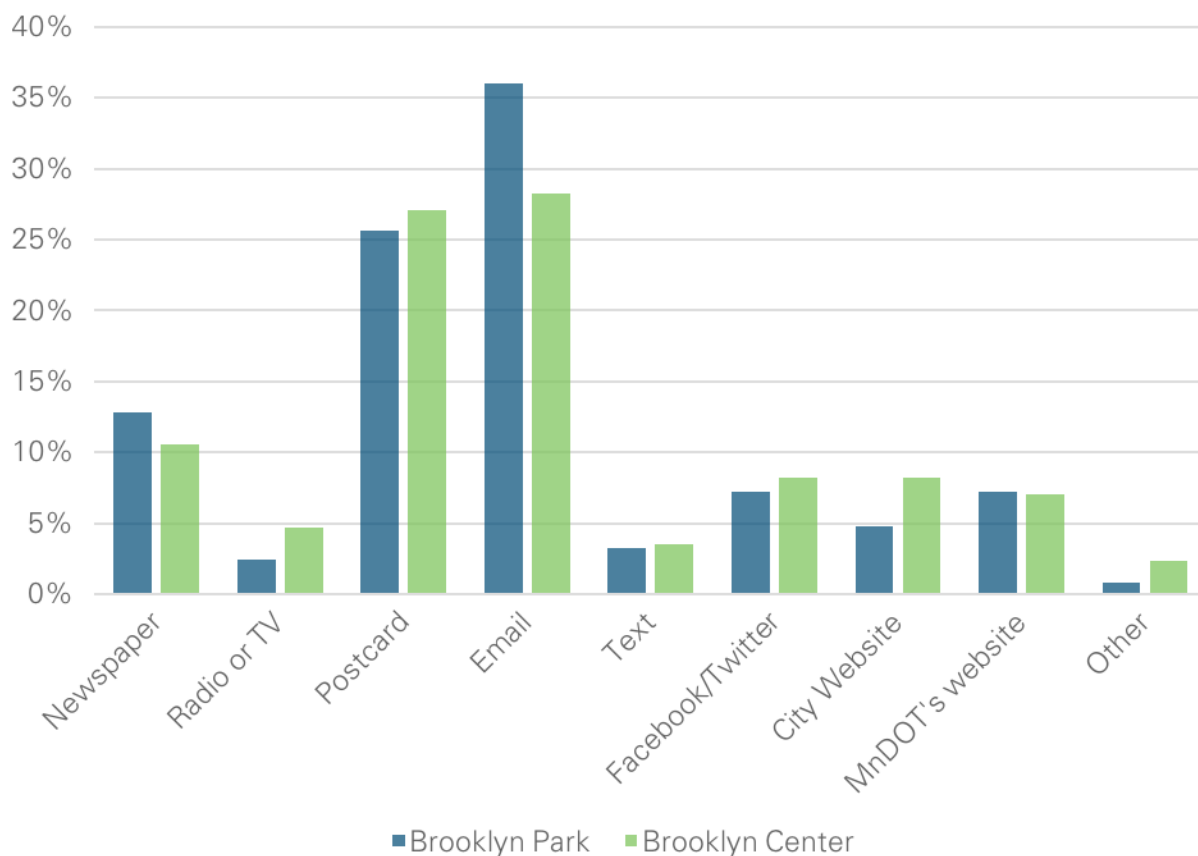
COMMUNITY WORKSHOPS

INTRODUCTION AND OVERVIEW

2



How do you prefer to receive information?



Summary: Brooklyn Park Community Workshop

Brooklyn Park Community Activity Center

May 30, 2018

About the Community Workshop

The Brooklyn Park Community Workshop for the Highway 252 / I-94 Environmental Review was held on Wednesday, May 30 from 5:30 to 7:30pm at the Brooklyn Park Community Activity Center. Approximately one hundred people attended the workshop, with eighty-two of those participants signing in. The overall themes identified by participants are shown in the chart below.

Responses Collected

Individual Worksheet

The individual worksheet asked 3 questions:

- Question 1: What makes you hopeful or excited about this project? What's your ideal outcome for this project?
- Question 2: Thinking about your experiences traveling along or across the Highway 252/I-94 corridor today (as a driver, pedestrian, bicycle rider or transit user) - what are some issues or problems you experience?
- Question 3: What ideas do you have for making improvements in the Highway 252/I-94 project area? What are some opportunities to make this corridor better?



A total of 68 individual worksheets, with a total of 355 responses, were received at the Brooklyn Park workshop. Responses to all questions were classified into one of the categories in the table below. The complete list of comments is included in the appendix.

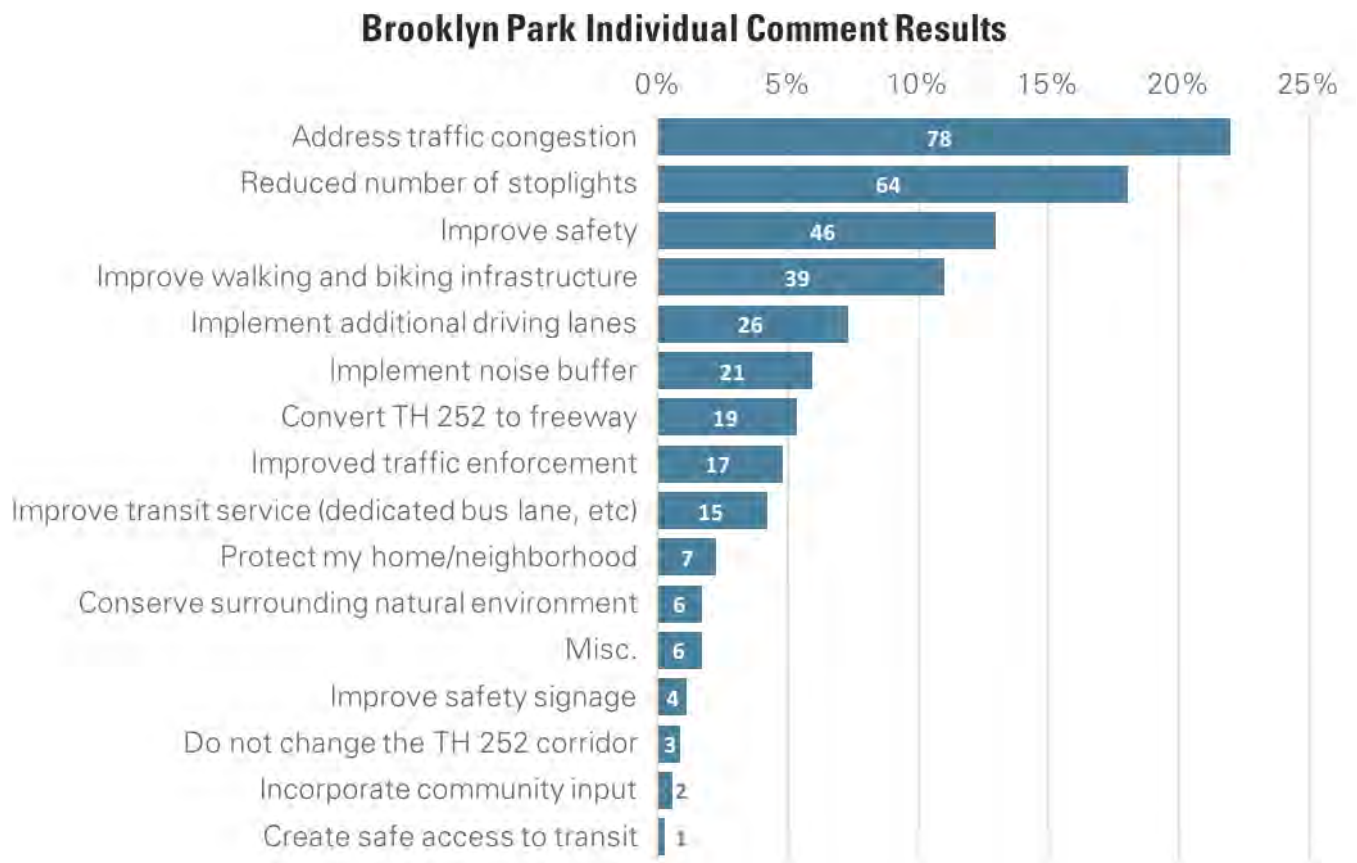


Chart displays the combined results of Questions 1, 2, and 3.

Chart shows percentages (top) and actual number of responses (white text).

Group Worksheet

The group worksheet, completed by each small group of participants sitting at workshop tables builds off the individual worksheet by asking each group to identify consensus answers to the same three questions.

16 group worksheets total, with approximately 130 responses, were received at the Brooklyn Park workshop. The top three themes or comment types received as response for each question are shown below:

Question 1

What makes you hopeful or excited about this project? What's your ideal outcome for this project?

Top 3 Responses

- Address traffic congestion (23%)
- Improve safety (21%)
- Tied - Reduce number of stoplights (10%) and Implement noise buffer (10%)

Question 2

Thinking about your experiences traveling along or across the Highway 252/I-94 corridor today (as a driver, pedestrian, bicycle rider or transit user) - what are some issues or problems you experience?

Top 3 Responses

- Traffic congestion (31%)
- Safety concerns (17%)
- Lack of or inadequate walking and biking infrastructure (14%)

Question 3

What ideas do you have for making improvements in the Highway 252/I-94 project area? What are some opportunities to make this corridor better?

Top 3 Responses

- Implement additional driving lanes (18%)
- Improve walking and biking infrastructure (15%)
- Reduce number of stoplights (15%)



Brooklyn Park Group Comment Results

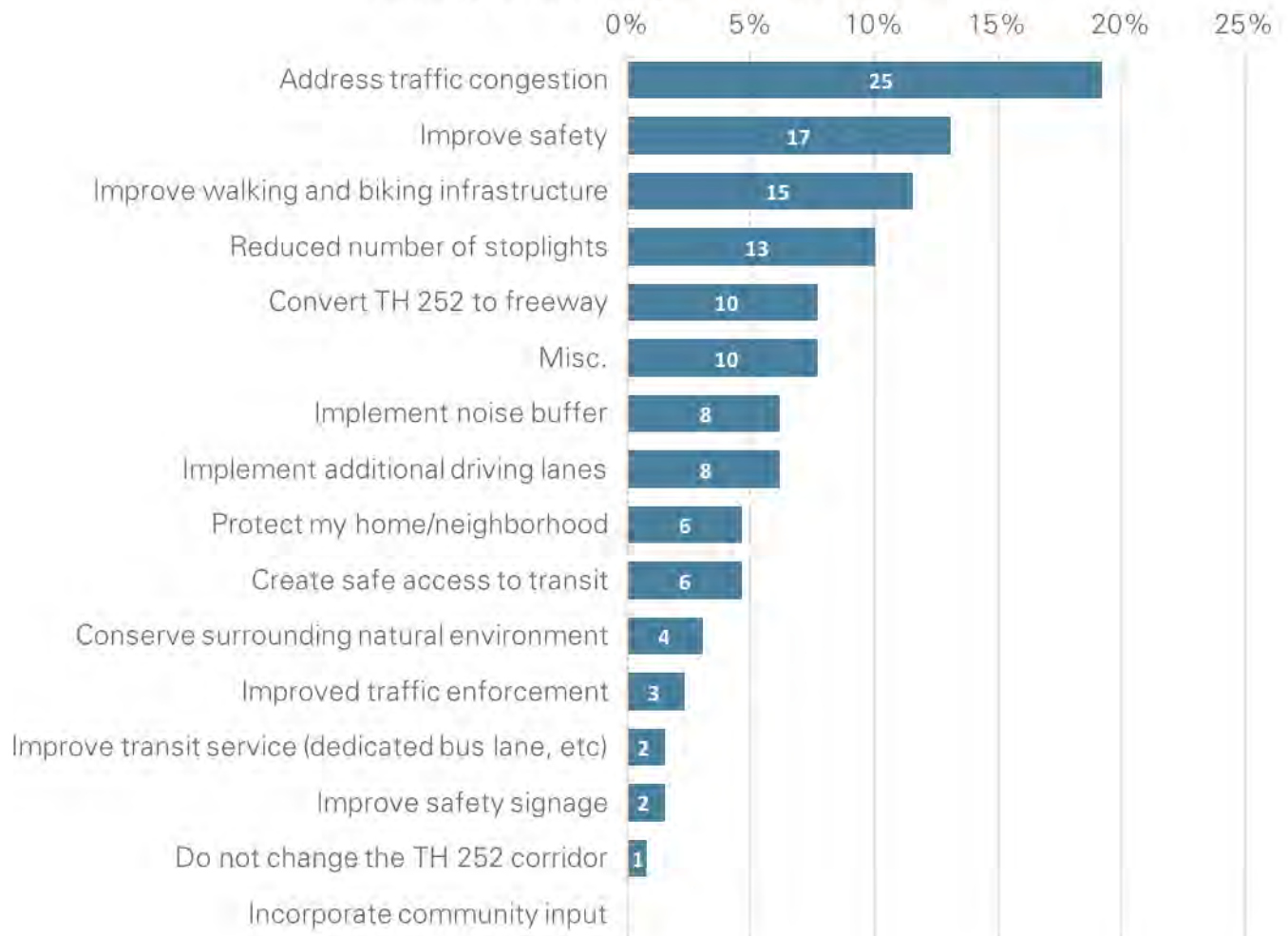


Chart displays the combined results of Questions 1, 2, and 3.

Chart shows percentages (top) and actual number of responses (white text).

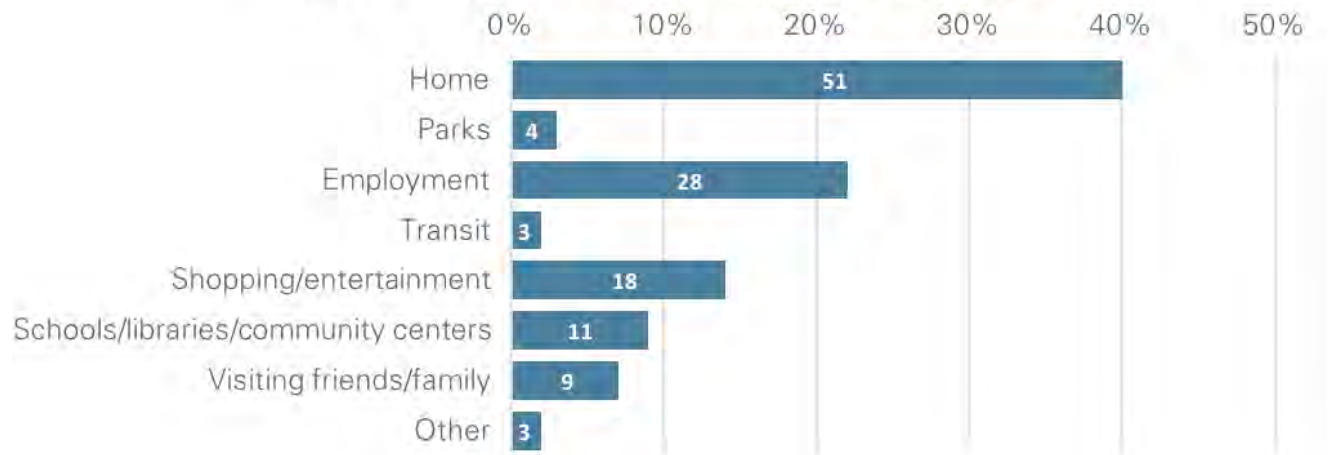
Dot Board Exercise

Three dot boards were displayed at the Workshop. Participants were asked to place dots to identify their current user-experience and preferred destinations, as well as add additional comments on post-it notes. A total of 481 dots were placed on boards at the Brooklyn Park workshop.

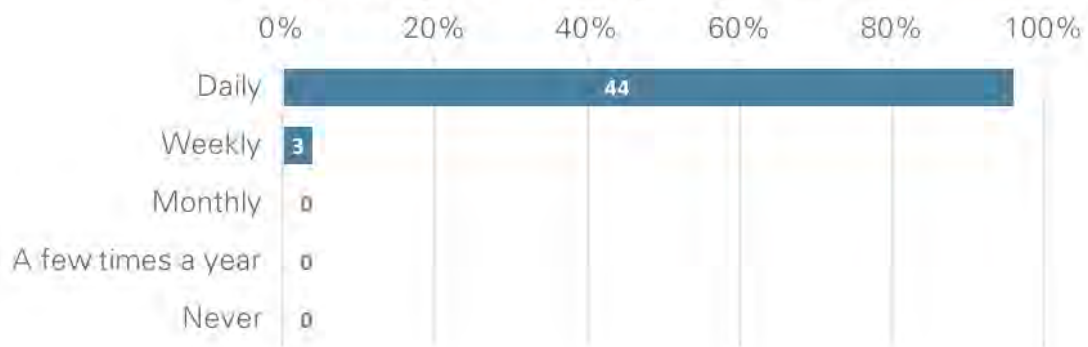


Dot Board #1

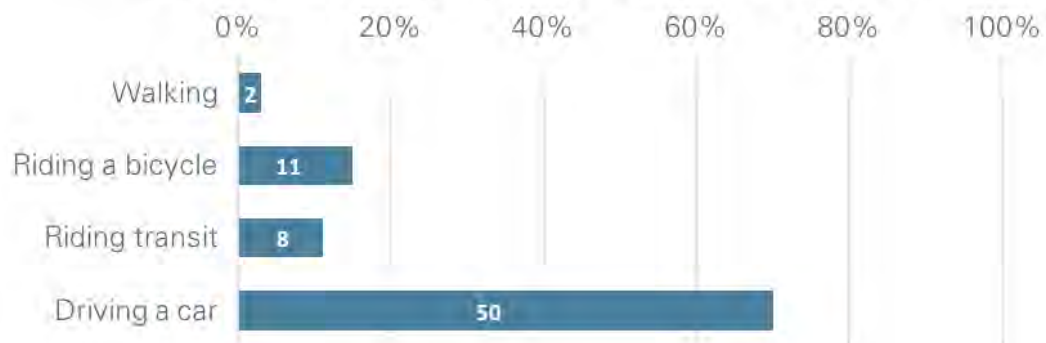
I travel along or across Highway 252/I-94 to reach...



I travel along or across Highway 252/I-94...



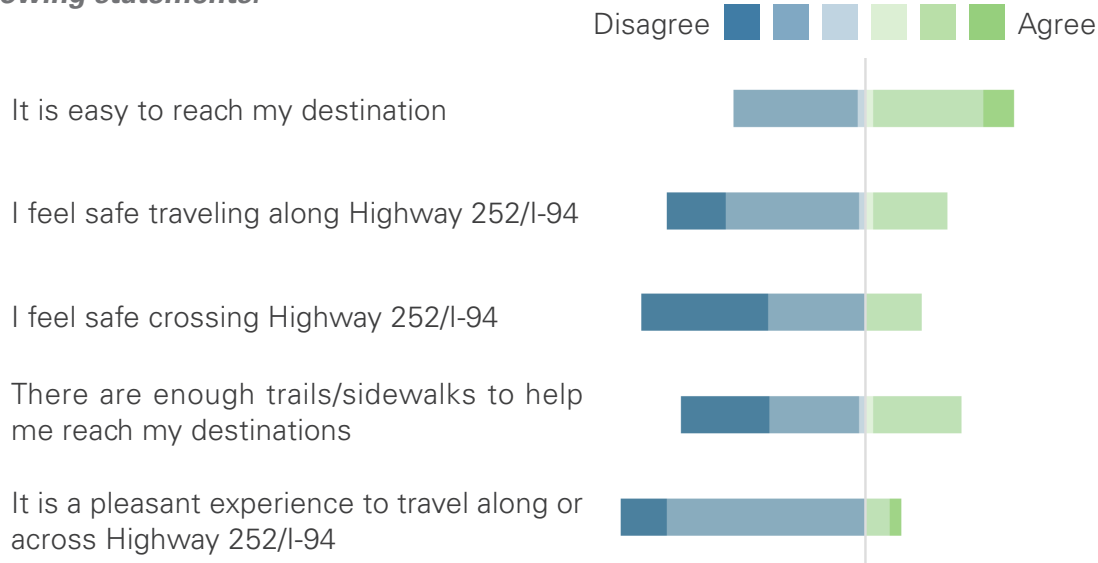
When I travel along Highway 252/I-94, I am usually...



Charts show percentages (top) and actual number of responses (white text).

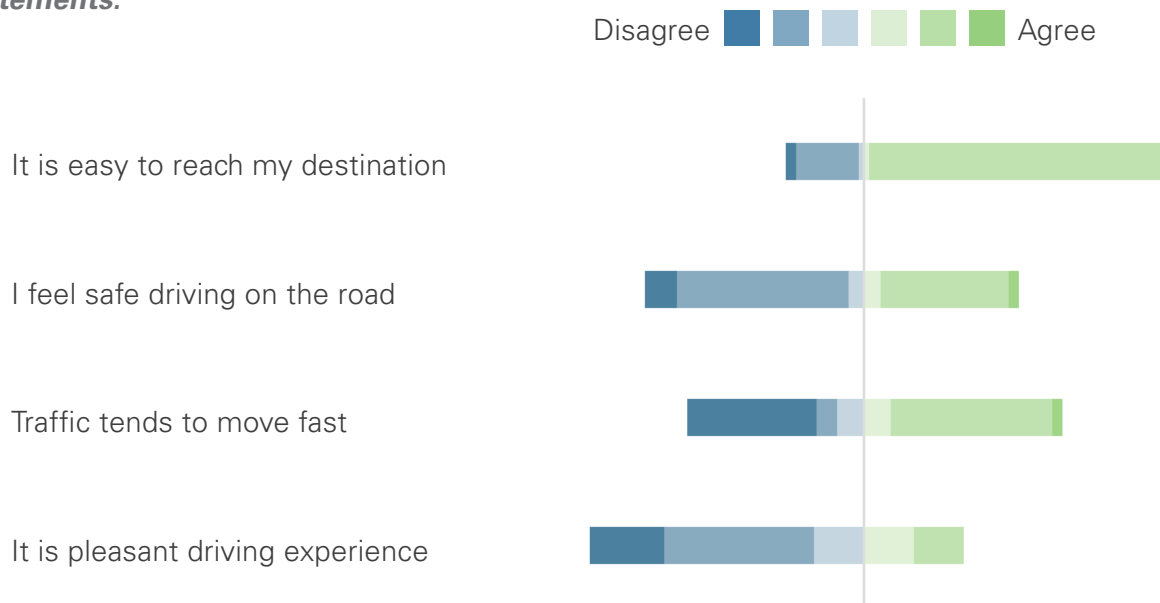
Dot Board #2

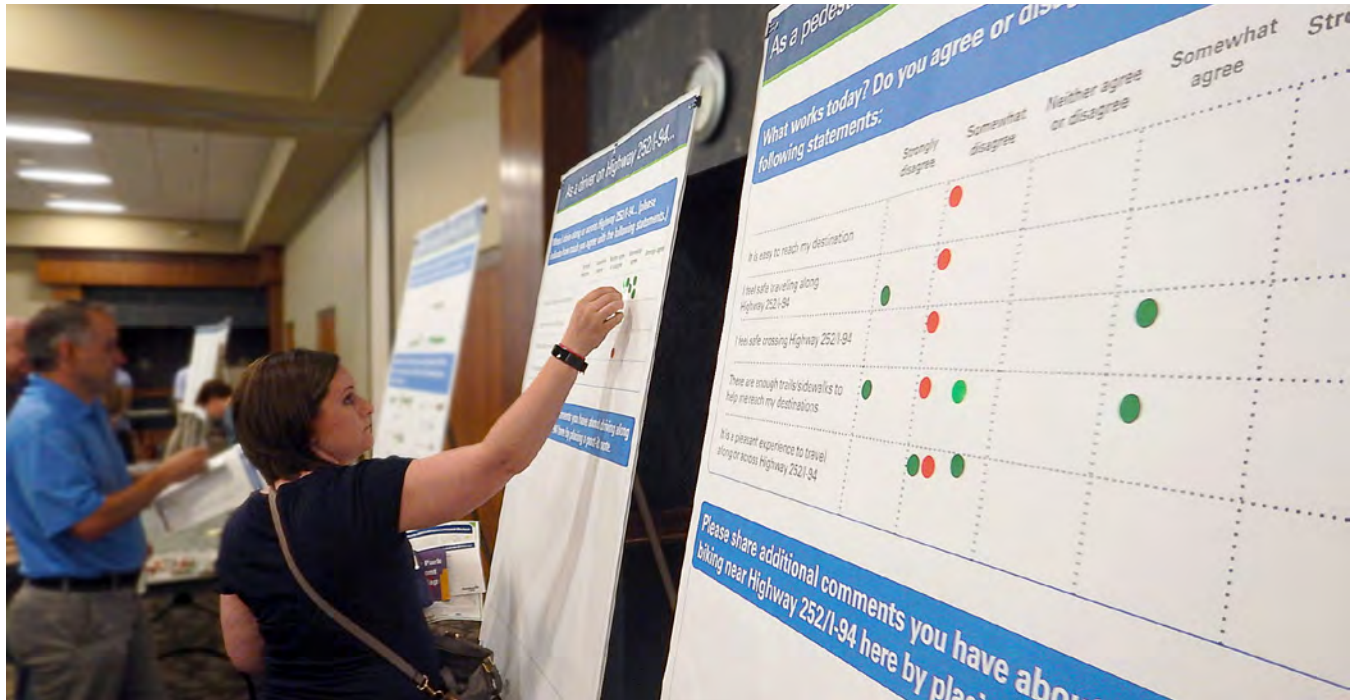
As a pedestrian or bicycle rider... what works today? Do you agree or disagree with the following statements:



Dot Board #3

As a driver... what works today? Do you agree or disagree with the following statements:





As a pedestrian or bicycle rider on Highway 252...

What works today? Do you agree or disagree with the following statements:

	Strongly disagree	Somewhat disagree	Neither agree or disagree	Somewhat agree	Strongly agree
It is easy to reach my destination					
I feel safe traveling along Highway 252/I-94					
I feel safe crossing Highway 252/I-94					
There are enough trails/sidewalks to help me reach my destinations					
It is a pleasant experience to travel along or across Highway 252/I-94					

Please share additional comments you have about walking or biking near Highway 252/I-94 here by placing a post-it note.

How do you use Highway 252/I-94?

When I travel along or across Highway 252/I-94, I am usually... (please select up to two options that you use most often.)

Walking
 Riding a bicycle
 Riding transit
 Driving a car

Destinations: I travel along or across Highway 252/I-94 to reach... (please select up to three of the destinations you reach most often.)

Home
 Shopping/entertainment
 Parks
 Schools/Libraries/Community Centers
 Employment
 Visiting Friends/Family
 Transit
 Other

Frequency: I travel along or across Highway 252/I-94...

Daily
 Weekly
 Monthly
 A few times a year
 Never

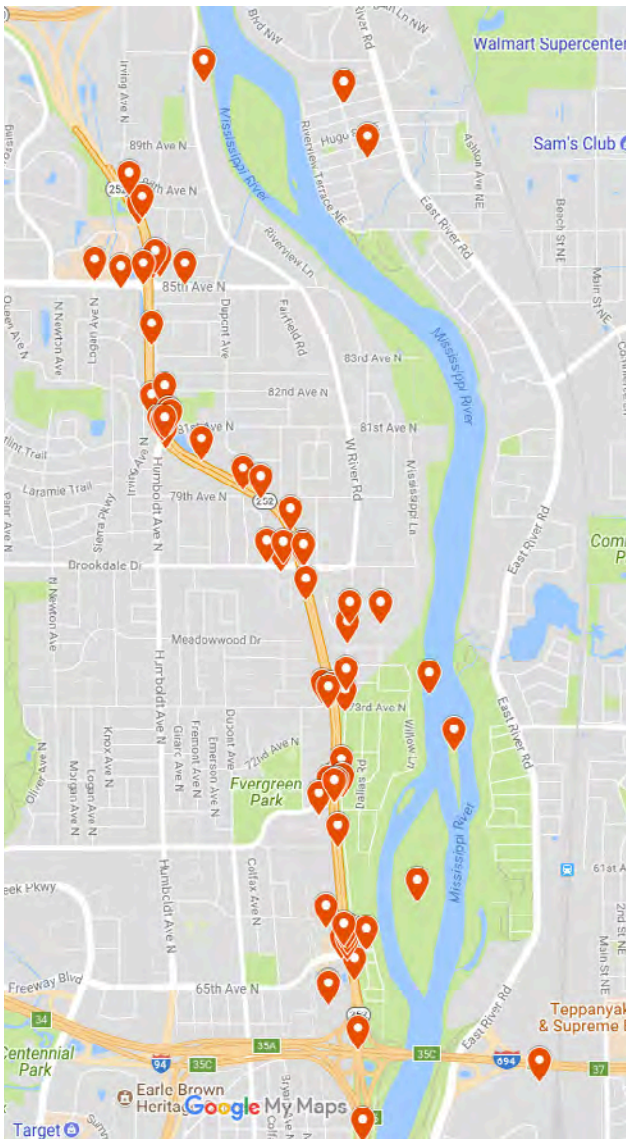
COMMUNITY WORKSHOPS

BROOKLYN PARK COMMUNITY WORKSHOP

Map Exercise

The mapping exercise used several tables with large-format roll-plot maps of the project corridor to allow workshop participants to view the entire extent of the Highway 252 / I-94 corridor and place post-it notes with their comments in specific locations on the map.

A total of 68 map comments were collected at the Brooklyn Park Workshop. These comments can be found in the Appendix.



Google Map with community engagement comment locations.



Comment Cards

Nine comment cards were received from participants at the Community Workshop.

Comment Cards - Brooklyn Park
Lots of ideas. #1-Redoing all the 66th Ave Area #2- Overpass at 85th, close 81st + 70th.
Interesting presentation. It was good to discuss with others, some of the things that they're concerned about. I was surprised to hear so many people are concerned about the noise.
-Center lane going south towards Minneapolis should be optional. South to 94 towards Minneapolis OR E694 - easy fix to reducing stack up in the left lane going to W694/100S.
-Flashing yellow lights / longer time to cross 252 (East/West).
House backs up to 252 South of Brookdale Drive. This row of houses was identified in one of the last options as possibly needing to be removed for right of way space for new interchange. Close to retirement and this project potential prevents us from being able to sell our house in the next couple years. Willing to relocate.
Our house backs up to 252 south of Brookdale Drive. This row of houses was identified in one of the last options as possibly needing to be removed for right of way space for a new interchange. Close to retirement and this project potential prevents us from being able to sell our house in the next couple of years.
I would like to see:
-Interchanges at 66th Ave, Brookdale Dr, and 85th Ave.
-Overpasses at 73rd ave and 81st ave.
-Right on/right off at 70 Ave.
Put me on email list for info/updates.
Leadership in Backroom Needs to Shut Up (Tables did).
We are directly affected by this project. We have lived at this address (In Brooklyn Center) for 41 years. We would like to discuss the possibility of buying us out - green space directly on the River. Thank you for this consideration.

COMMUNITY WORKSHOPS

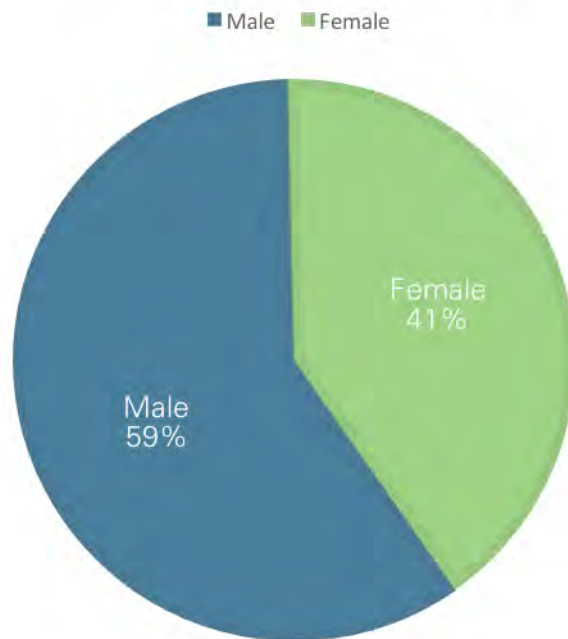
BROOKLYN PARK COMMUNITY WORKSHOP



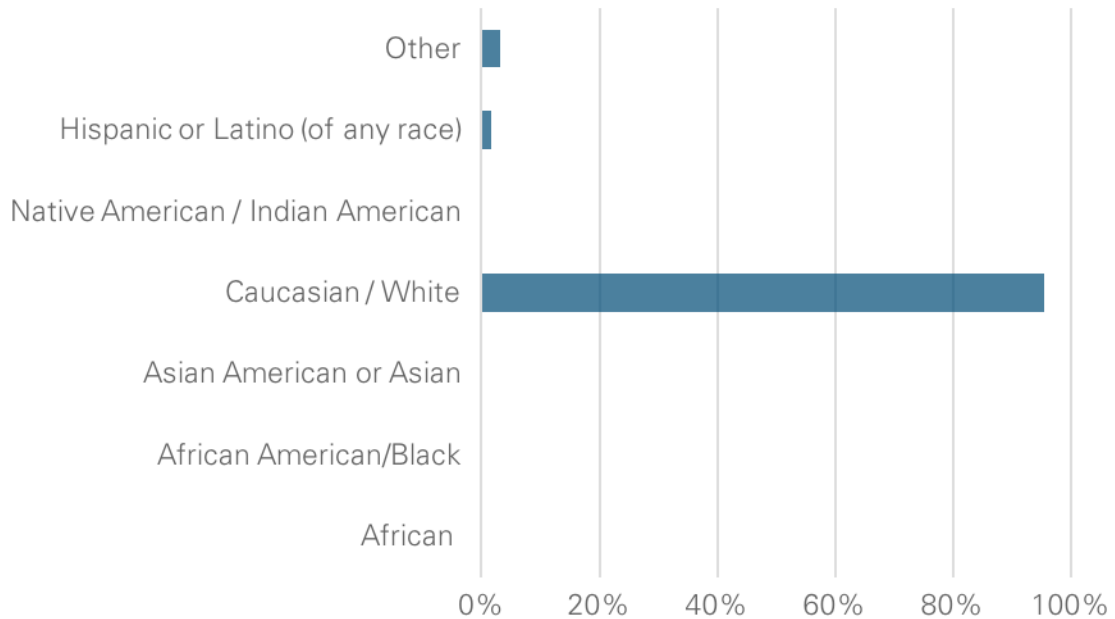
Demographics

Self-reported demographic information was collected from those participants who chose to fill out an individual worksheet. Nearly sixty percent of participants were male, about half of all participants were between the ages of 60 and 74, and ninety five percent of participants identified as white.

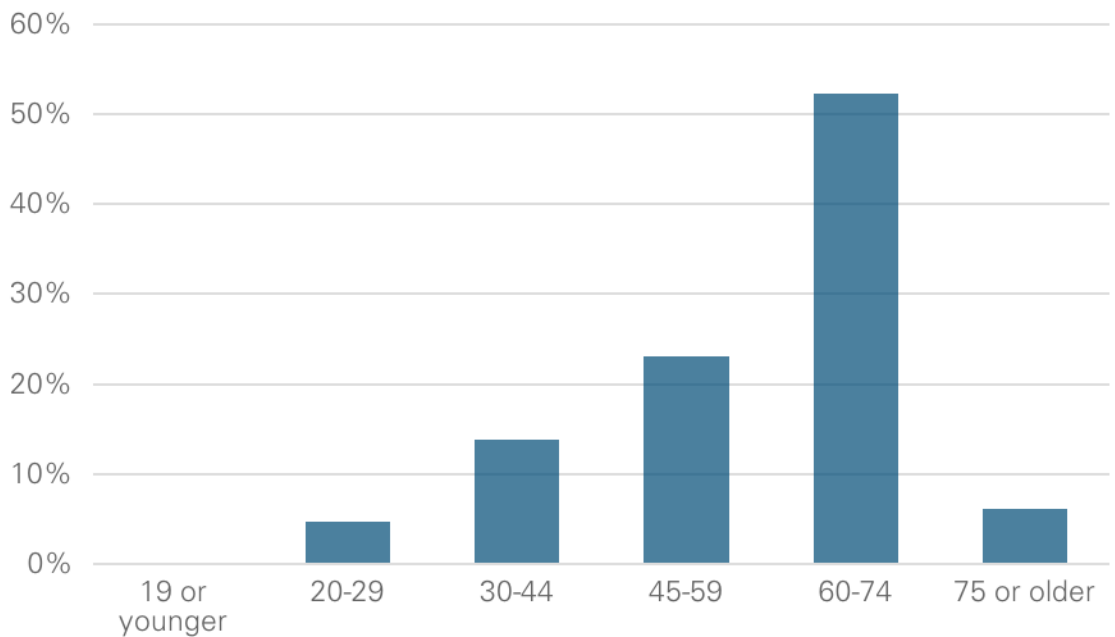
Brooklyn Park Workshop



**Brooklyn Park Workshop
Ethnic/Cultural Heritage**



**Brooklyn Park Workshop
Participant age**



Summary: Brooklyn Center Community Workshop

Brooklyn Park Community Center

May 31, 2018

About the Community Workshop

The Brooklyn Center Community Workshop for the Highway 252/I-94 Environmental Review was held on Thursday, May 31 from 5:30 to 7:30 pm at the Brooklyn Center Community Center. Approximately sixty people attended the workshop, with fifty-four of those participants signing in. The overall themes identified by participants are shown in the chart below.

Responses Collected

Individual Worksheet

The individual worksheet asked 3 questions:

- Question 1: What makes you hopeful or excited about this project? What's your ideal outcome for this project?
- Question 2: Thinking about your experiences traveling along or across the Highway 252/I-94 corridor today (as a driver, pedestrian, bicycle rider or transit user) - what are some issues or problems you experience?
- Question 3: What ideas do you have for making improvements in the Highway 252/I-94 project area? What are some opportunities to make this corridor better?



A total of 48 individual worksheets, with approximately 248 responses, were received at the Brooklyn Center workshop. Responses to all questions were classified into one of the categories in the table below. The complete list of comments is included in the appendix.

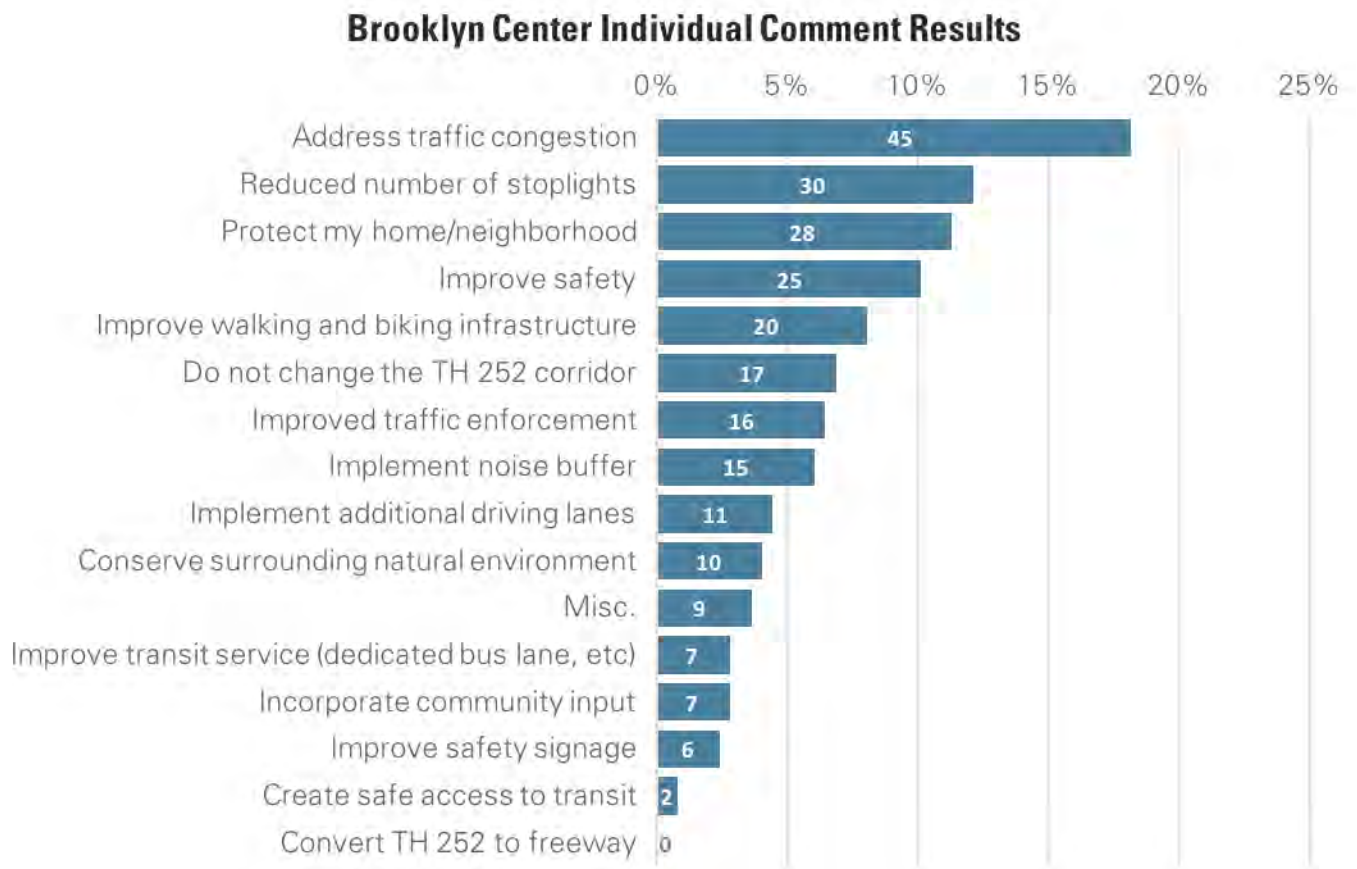


Chart displays the combined results of Questions 1, 2, and 3.

Chart shows percentages (top) and actual number of responses (white text).



COMMUNITY WORKSHOPS

BROOKLYN CENTER COMMUNITY WORKSHOP

Group Worksheet

The group worksheet, completed by each small group of participants sitting at workshop tables, builds off the individual worksheet by asking each group to identify consensus answers to the same three questions.

8 group worksheets total, with approximately 60 responses, were received at the Brooklyn Center workshop. The top three comment types for each question are shown below:

Question 1

What makes you hopeful or excited about this project? What's your ideal outcome for this project?

Top 3 Responses

- Improve safety (33%)
- Do not change the Highway 252 corridor (13%)
- Implement noise buffer (13%)

Question 2

Thinking about your experiences traveling along or across the Highway 252/I-94 corridor today (as a driver, pedestrian, bicycle rider or transit user) - what are some issues or problems you experience?

Top 3 Responses

- Lack of or inadequate walking and biking infrastructure (25%)
- Improved traffic enforcement (15%)
- Create safe access to transit (15%)

Question 3

What ideas do you have for making improvements in the Highway 252/I-94 project area? What are some opportunities to make this corridor better?

Top 3 Responses

- Improve walking and biking infrastructure (13%)
- Improve safety signage (13%)
- Implement additional driving lanes (13%)

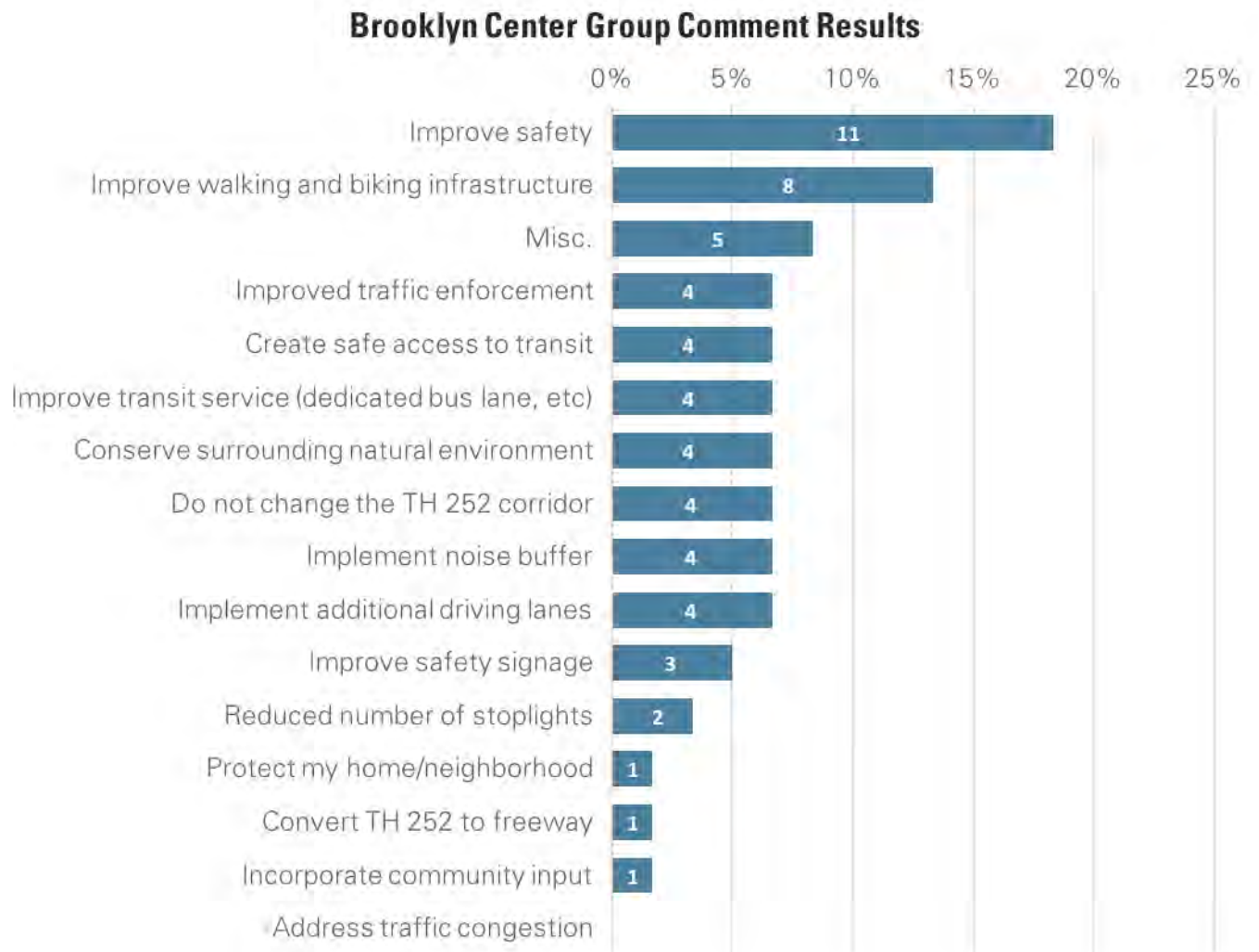


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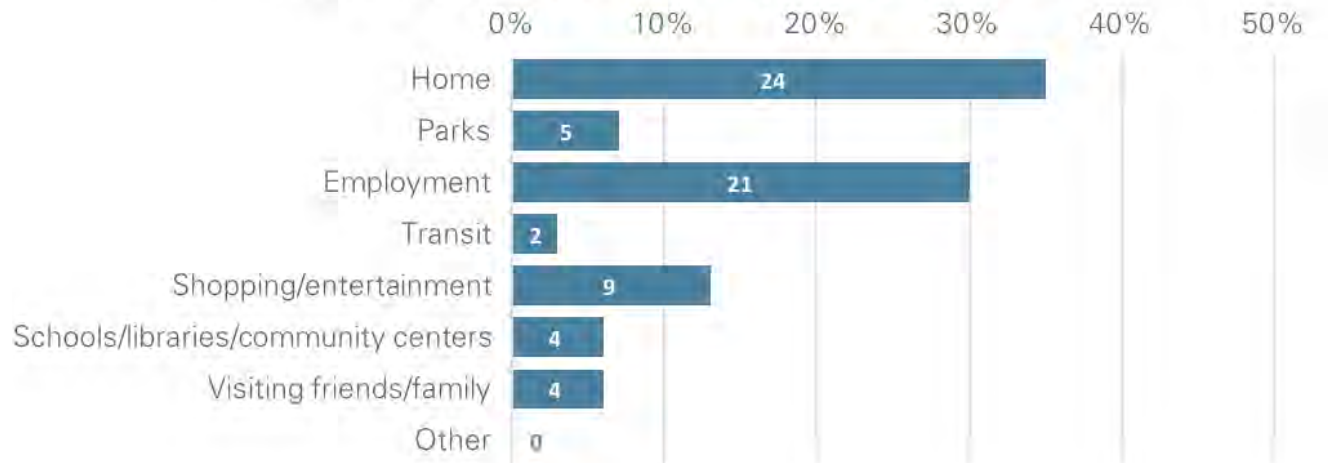
Dot Board Exercise

Three dot boards were displayed at the workshop. Participants were asked to place dots identifying their current user-experience and preferred destinations, as well as provide additional comments on post-it notes. A total of 312 dots were placed on boards at the Brooklyn Center workshop.

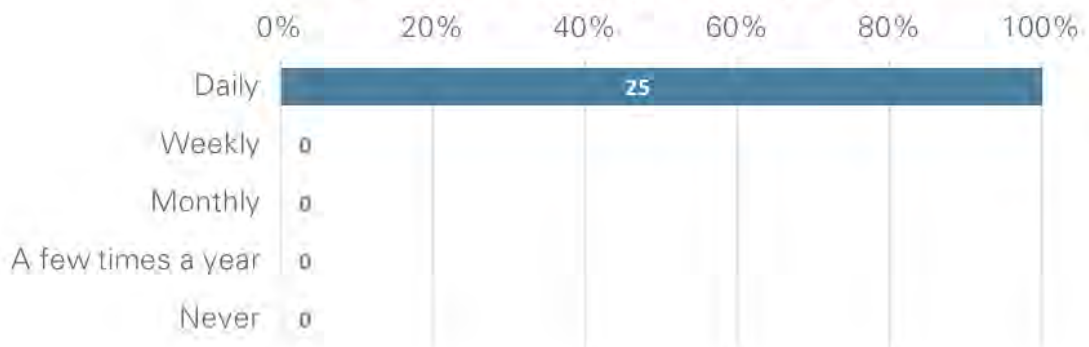


Dot Board #1

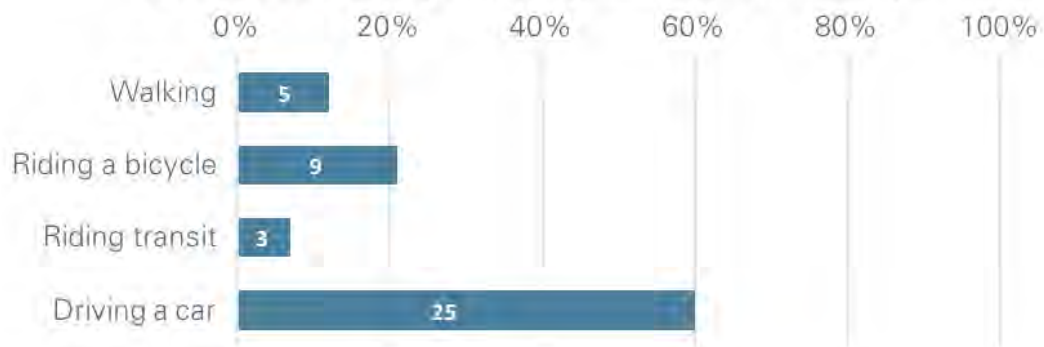
I travel along or across Highway 252/I-94 to reach...



I travel along or across Highway 252/I-94...



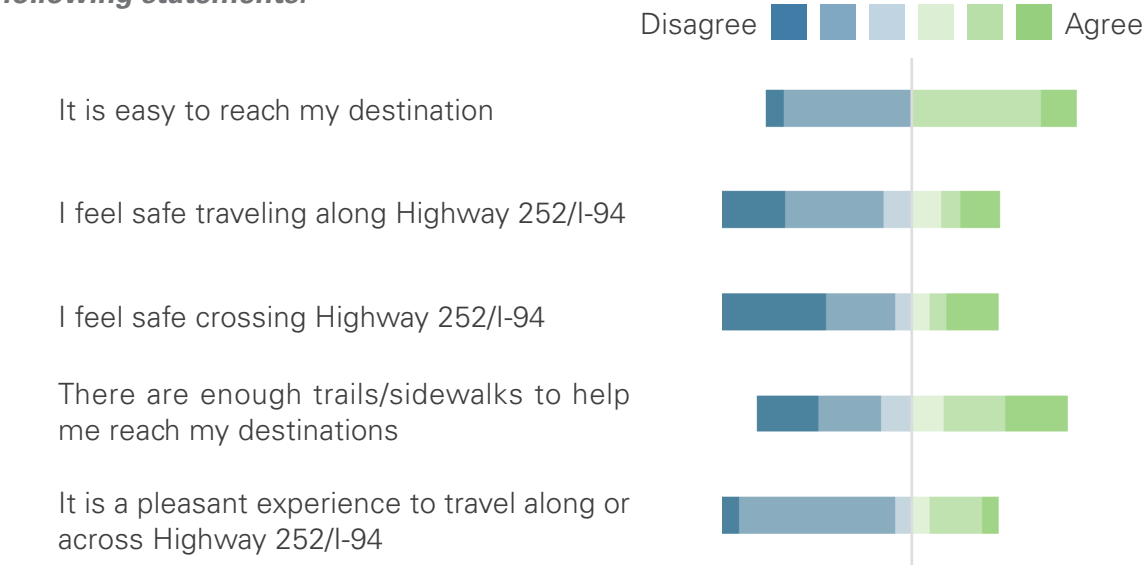
When I travel along Highway 252/I-94, I am usually...



Charts show percentages (top) and actual number of responses (white text).

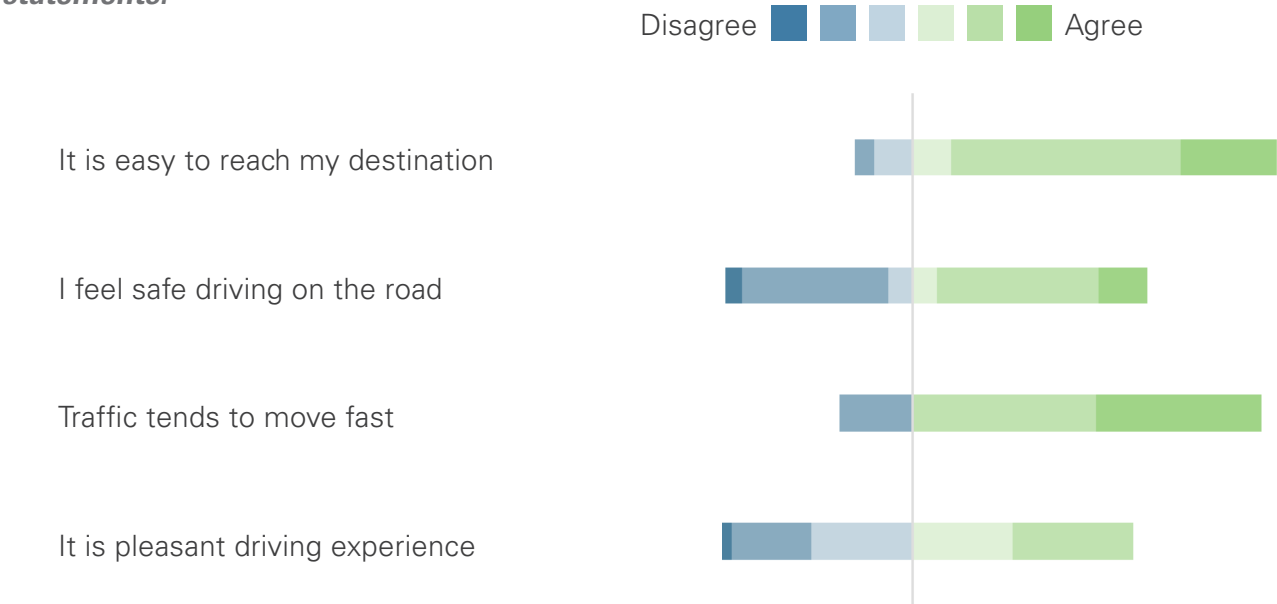
Dot Board #2

As a pedestrian or bicycle rider... what works today? Do you agree or disagree with the following statements:



Dot Board #3

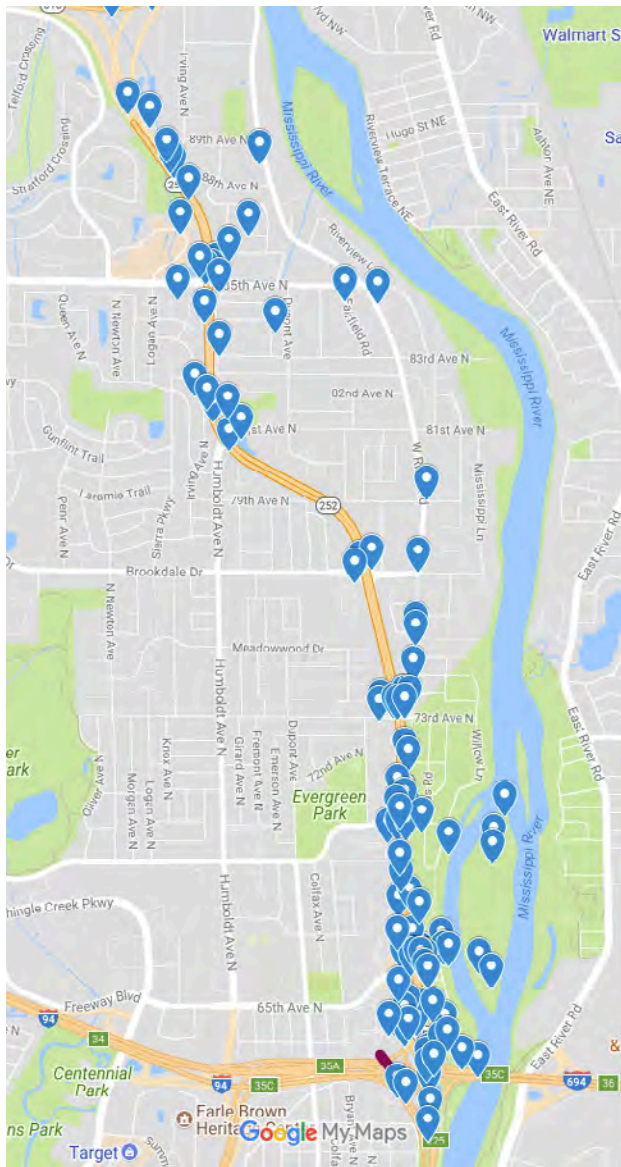
As a driver... what works today? Do you agree or disagree with the following statements:



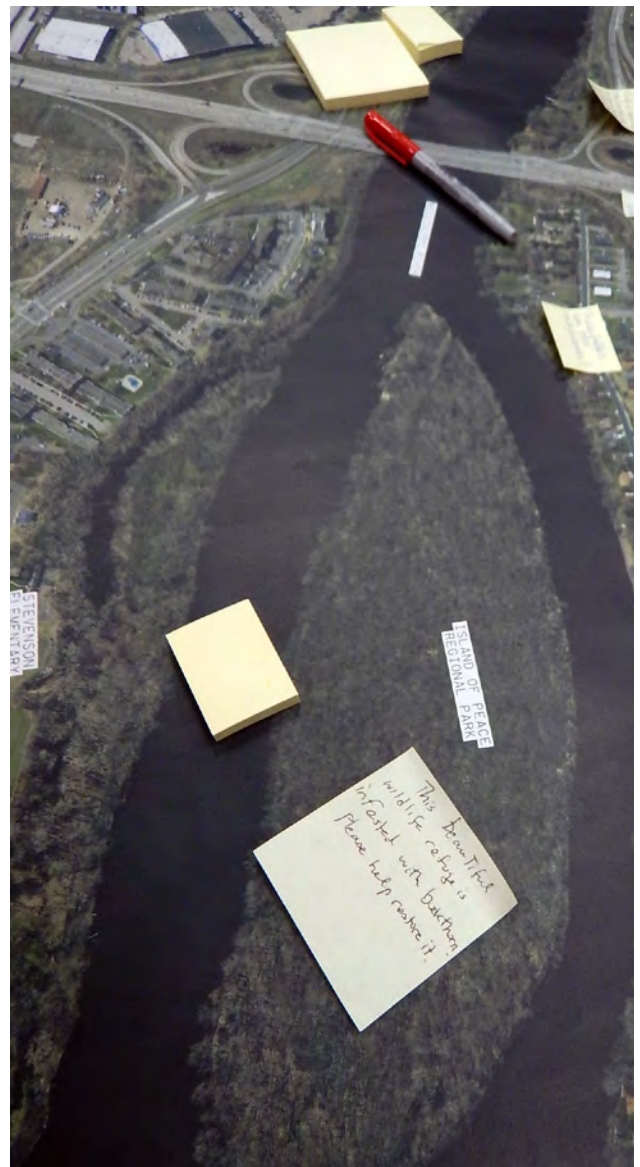
Map Exercise

The mapping exercise used several tables with large-format roll-plot maps of the project corridor to allow workshop participants to view the entire extent of the Highway 252 / I-94 corridor and place post it notes with their comments in specific locations on the map.

A total of 125 map comments were collected at the Brooklyn Center Workshop. These comments can be found in the Appendix.



Google Map with community engagement comment locations.





COMMUNITY WORKSHOPS

BROOKLYN CENTER COMMUNITY WORKSHOP

Comment Cards

8 Comment cards were received from participants at the Community Workshop.

Comment Card Comments - Brooklyn Center

Have a high vision for the Mississippi River and surrounding lands.

-Do not use land east of existing 252 for expansion.

-Ensure easy access for all of Brooklyn Center to use river as City-wide amenity.

-Ensure and enhance public transportation to Mississippi River as part of 252 enhancement -Do not elevate 252.

-Was hoping to see actual plans being considered. This meeting was disappointing in that regard. ACTUAL PLAN ideas are where I'd like to give my 2 cents.

-CONCERNED about sound walls being so high that our neighborhood is perpetually in shadow.

-NOT a fan of roundabouts.

-Despite funding protocol, meeting felt like a wasted step .

-Key for me is to see what design options can be...overpass locations, road elevations, height of sound walls.

Would like to see 73rd closed, it dead ends at Palmer Lake. Would like the river Road reopened and access to 252 at 65th or 69th and Brookdale Drive and 85th Ave. Need to keep the traffic flowing.

-What is the traffic balance between 252 and East / University / Central / and 252?

-Noise is tough on the East side of 252 at 87th Avenue.

-Tunnel passage a reality? You need a "northeast" solution to downtown.

Our house and my neighbor's house is directly affected by any change coming into our neighborhood. Depending on the outcome, consider purchasing our house to use as green space. we have concerns for our grandchildren safety with more traffic coming in.

How do we get the moron that designed this fired? Then how do we get this stupid plan stopped. Can't get off and on four ways at 85th Ave. Why? Can't get on and off at Brookdale Drive. Why? You are totally inconveniencing the neighborhood to cater to the northern suburbs.

Comment Card Comments - Brooklyn Center

Putting a folded diamond interchange or any interchange at 66th ave and 252 in Brooklyn Center is not a good idea and very unsafe when dealing with highway traffic. Under this idea, let's say I want to get on at 66th from this interchange and go to downtown on 94. I need to merge over from the entrance ramp, get over two lanes of traffic. Because that first lane has exiting traffic to 694 east and west, 100 south and 94 west. This has to be done within 525' or 1/10 of a mile. The concept of any interchange at 66th, will still have the same safety problems that exists today, that's is vehicles weaving and merging into traffic in a small area. In addition, this would occur with ramifications as traffic going north bound from downtown wanting to exit in a very short area. Recommend using 70th ave and/or 73rd ave as interchanges along MN Hwy 252. Which would mean an overpass for 252 over 66th that could be used by local traffic. By having the interchange(s) at 70th / 73rd ave, it might cost more because of land acquisition. But people will be able to enter and exit this future freeway in a safe manner. Safety is paramount on this and we only have one chance to do it right. Otherwise we will have one of those unsafe interchanges, similar to others that can be seen around the twin cities, state or country. [PROVIDES 3 PAGES WITH GRAPHICS AND TEXT] Utilize this concept [image of I-35W & 46th Street Bus Station] somewhere along 252 corridor for mass transit.

We appreciated the presentation and the opportunity to discuss the project before the presentation started. We left when it became clear that the post-presentation discussion was going to devolve into a shouting match. That's not productive. We look forward to being kept informed about the project thru email and social media. Thank you for at least attempting to provide a forum for discussion!

COMMUNITY WORKSHOPS

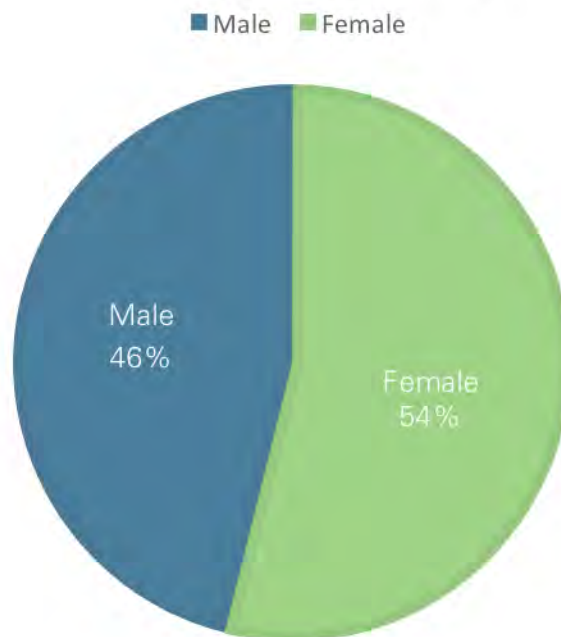
BROOKLYN CENTER COMMUNITY WORKSHOP



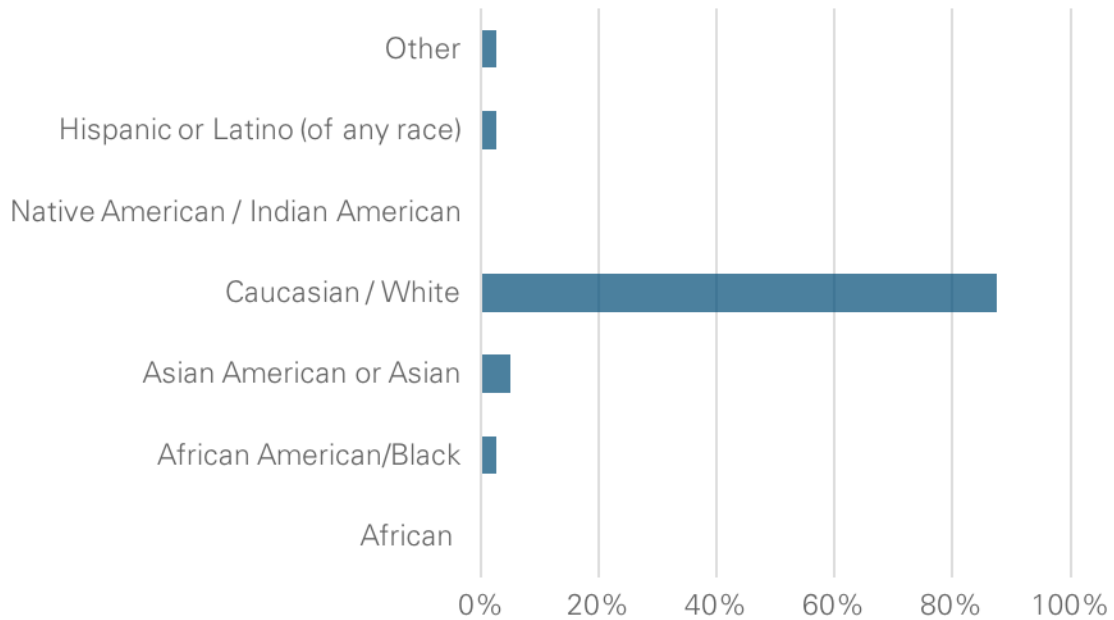
Demographics

Self-reported demographic information was collected from those participants who chose to fill out an individual worksheet. Slightly more than half of participants were female, about half of participants were between the age of 45 and 60, and about ninety percent of participants identified as white.

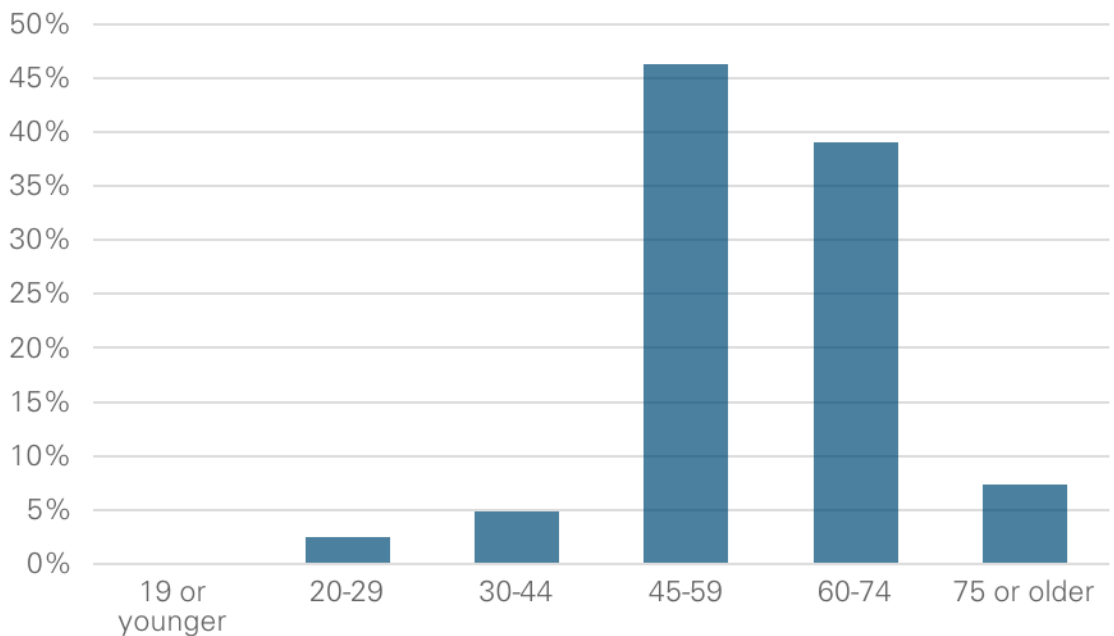
Brooklyn Center Workshop



**Brooklyn Center Workshop
Ethnic/Cultural Heritage**



**Brooklyn Center Workshop
Participant age**



How do you use Highway 252/I-94?

(When driving or across Highway 252/I-94, I am usually...
to two options that you use most often.)

Walking

Walking a bicycle

Riding transit

Driving a car

How do you travel along Highway 252/I-94 to
the selected destinations you
often visit?

Home
Work
School
Parks
Shopping
Other

How do you use Highway 252/I-94...

Highway 252/I-94
Environmental Review

Highway 252/I-94 Environmental Review



POP-UP WORKSHOPS

Introduction and Overview

About these Workshops

The first round of community engagement for the Highway 252 / I-94 Environmental Review process includes seven (7) Pop-Up engagement events ("Pop-Ups").

Pop-Ups are mobile workshops that bring the project (and the engagement questions it needs answered) to the places where people are already gathering.

Pop-Up workshops are friendly and casual activities that provide richly-illustrated materials, timely information about the project and design alternatives, and multiple tools for direct participation and comment by participants and passersby - from games and surveys to informal discussions.

Pop-Up workshops offer the opportunity to gather the opinions of people who might not otherwise attend a public meeting. Pop-Up workshops include several types of standalone activities, each of which can be completed quickly, in five minutes or less—for example: dot map activities, paper/tablet surveys, and sharing of brief educational materials.

Pop-Up Events

- Brooklyn Park Library
- Tater Daze Festival
- Festival Foods
- Brookdale Library
- Earle Brown Days
- Osseo Adult Education
- Brooklyn Park Farmers Market



Summary: Brooklyn Park Library Pop-Up

Brooklyn Park Library - 8500 W Broadway Ave, Brooklyn Park

Wednesday June 13, 2018

1:30 pm to 3:30 pm

Audience

This pop-up engagement activity held at the Brooklyn Park Library lasted 2 hours and engaged approximately 35 community members.

Purpose

This pop-up activity provided opportunities for community members to give opinions and feedback regarding how they currently use Highway 252/I-94, and what they would like to see changed on the highway's future. The pop-up also informed community members about the environmental review process.

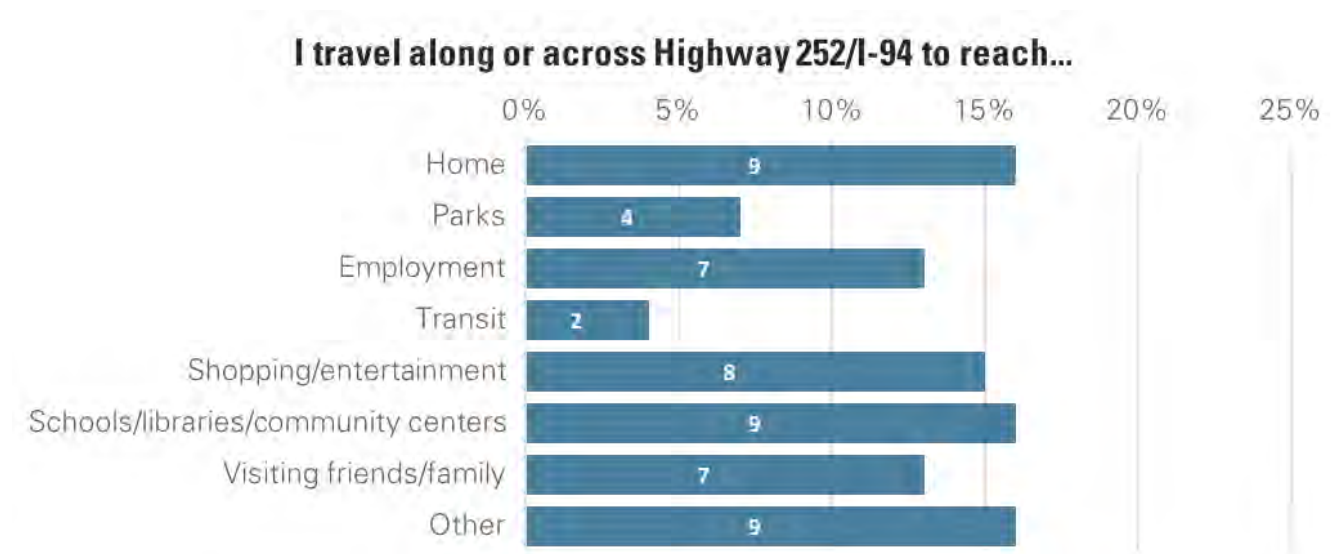
Materials available for participants included:

- Dot board. The dot board asked three multiple-choice questions about how people use TH 252/I 94.
- Online surveys. Using iPads, the online survey was available for participants to fill out.
- Project information sheet. This handout provides information about the project and a map of the project's extent.

Feedback Received

Dot board results are organized in the tables on the next page. A total of 101 dots were placed on the boards at this event.

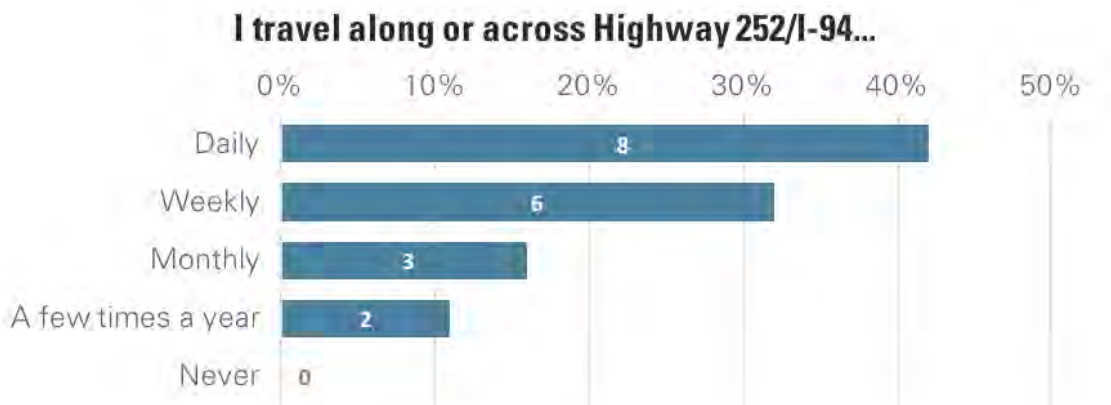
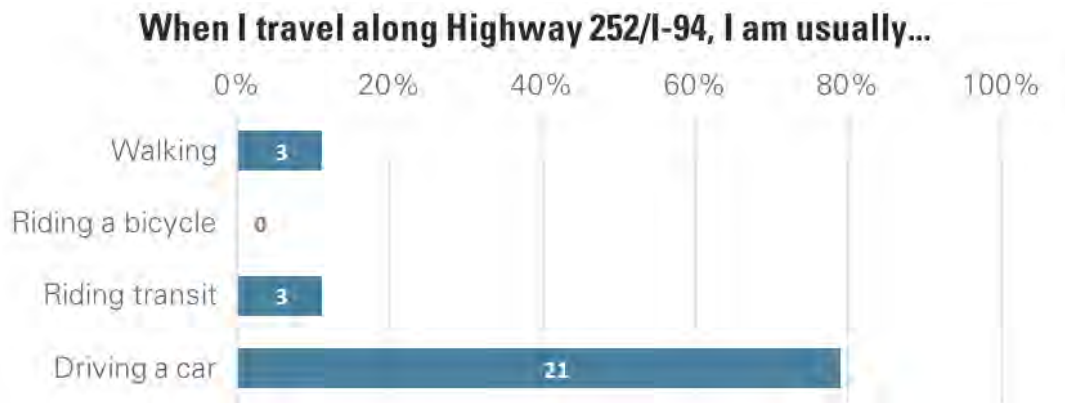
Dot Board Activity Tally



Charts show percentages (top) and actual number of responses (white text).

POP-UP WORKSHOPS

BROOKLYN PARK LIBRARY



Charts show percentages (top) and actual number of responses (white text).



The team received 9 verbal comments during the pop-up workshop. In general, participants identified the following as significant issues they face when using Highway 252 and I-94:

- Heavy traffic due to high number of stoplights along the corridor.
- Lack of safety for all users along highway 252.



Comments Received

Highway 252 shouldn't have any stoplights, make it into a full highway. There is too much traffic.

Avoid 94 & 252, too scary.

I don't like Highway 252, too busy, rather not use because of traffic and lack of safety.

I avoid, it has terrible reputation for accidents, once we used it to go somewhere and we sat on lights forever.

Highway 252 is always busy, should improve, should remove lights and create overpass bridges.

It's unsafe to merge and enter the highway.

Super busy road, traffic is terrible.

If you're going to remove stoplights, you need to build bridges. You cannot divide the cities and isolate people.

Driving from 94 towards 252, the 66th intersection is horrible, there is too much traffic and people act crazy.



Summary: Tater Daze Festival in Brooklyn Park

Brooklyn Park Community Activity Center

Saturday June 16, 2018

10:30 am to 1:30 pm

Audience

The project team set up a pop-up table inside the Brooklyn Park Community Activity Center during the Tater Daze Community Festival. Approximately 50 Brooklyn Park community members participated in pop-up activities.

Purpose

This pop-up activity provided opportunities for community members to give opinions and feedback regarding how they currently use Highway 252/I-94, and future changes they

would like to see on Highway 252. The pop-up also informed community members about the environmental review process.

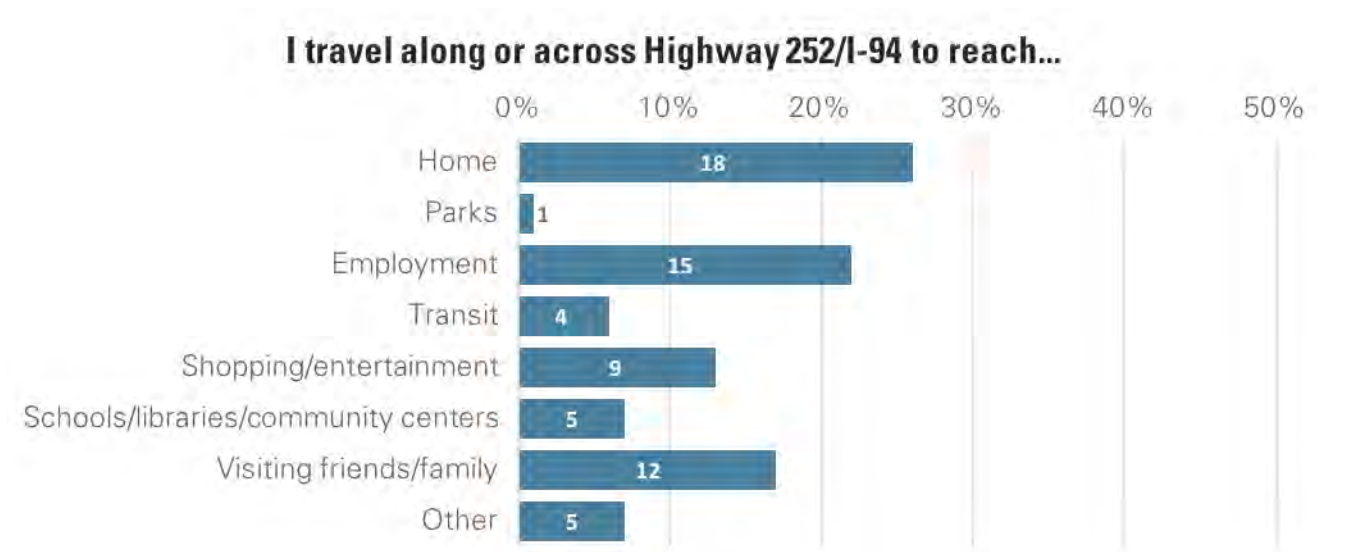
Materials available for participants included:

- Dot board. The dot board asked three multiple-choice questions about how people use TH 252/I 94.
- Online surveys. Using iPads, the online survey was available for participants to fill out.
- Project information sheet. This handout provides information about the project and a map of the project’s extent.

Feedback Received

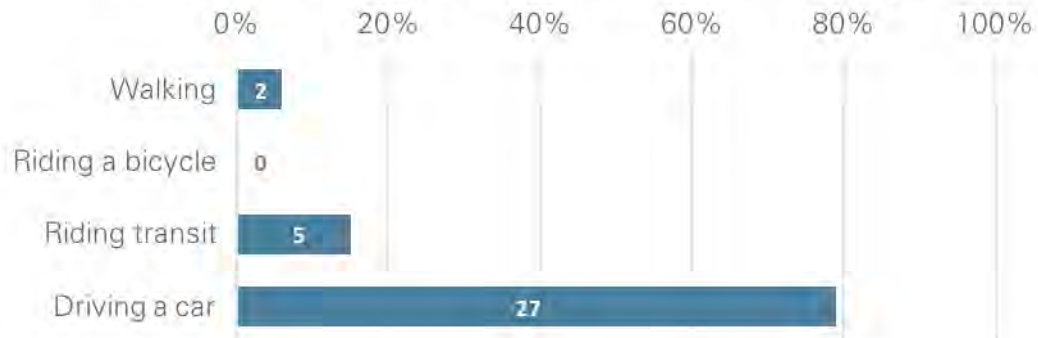
Dot board results are organized in the tables below and on the next page. A total of 136 dots were placed on the boards at this event.

Dot Board Activity Tally

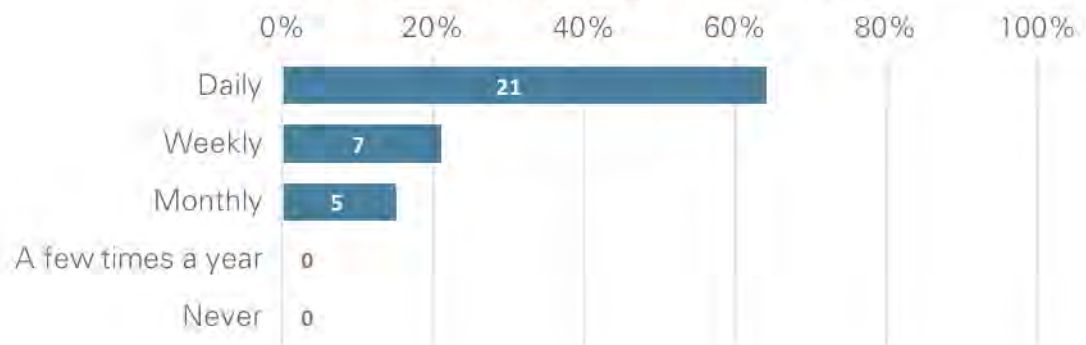


Charts show percentages (top) and actual number of responses (white text).

When I travel along Highway 252/I-94, I am usually...

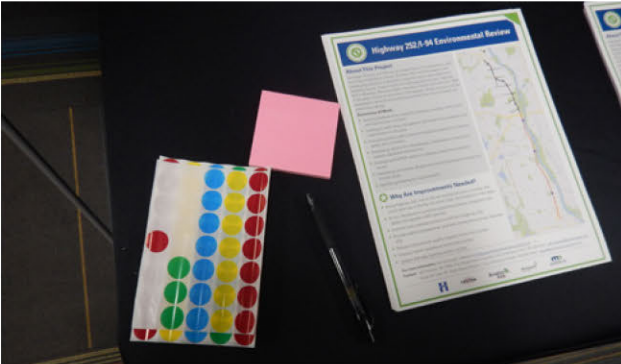


I travel along or across Highway 252/I-94...



Charts show percentages (top) and actual number of responses (white text).





The team received 14 spoken comments (recorded by team members) during the pop-up workshop. Participants identified the following as significant issues they face when using Highway 252 and I-94:

- Lack of comfort, high level of danger for all user of Highway 252.
- High traffic volumes, need a solution to speed things up.

Comments Received

66th Ave is a dangerous intersection.

66th is a terrible intersection.

There should be no stoplights, too much traffic.

Would drive on this, but too many stoplights make it slow.

Terrible to drive, it is dangerous! Someone just died.

Brookdale Ave intersection is difficult, not very safe.

Try to fix the bottleneck.

People speed through the lights to avoid stopping, creates dangerous environment on the road.

Please add motorcycle-only HOV lane for 252 section - similar to 394.

Make it all [Highway 252] 4 lanes.

I try to avoid [Highway 252] because of traffic.

This is a street turned into highway... should be one or the other. Cannot be in between.

I try not to use as much because of traffic and lack of safety. I would rather go around through slower streets.

If you're on it at the wrong time, the traffic will be bumper to bumper.

Summary: Festival Foods Pop-Up in Brooklyn Park

Festival Foods, 8535 Edinburgh Centre Drive, Brooklyn Park

Monday June 18, 2018

2:30 pm to 4:30 pm

Audience

The project team set up a pop-up table inside the Festival Foods supermarket in Brooklyn Park, near 85th and Highway 252. Approximately 30 community members participated in pop-up activities.

Purpose

This pop-up activity provided opportunities for community members to give opinions and feedback regarding how they currently use Highway 252/I-94, and what changes they

would like to see on the highway. The pop-up also informed community members about the environmental review process.

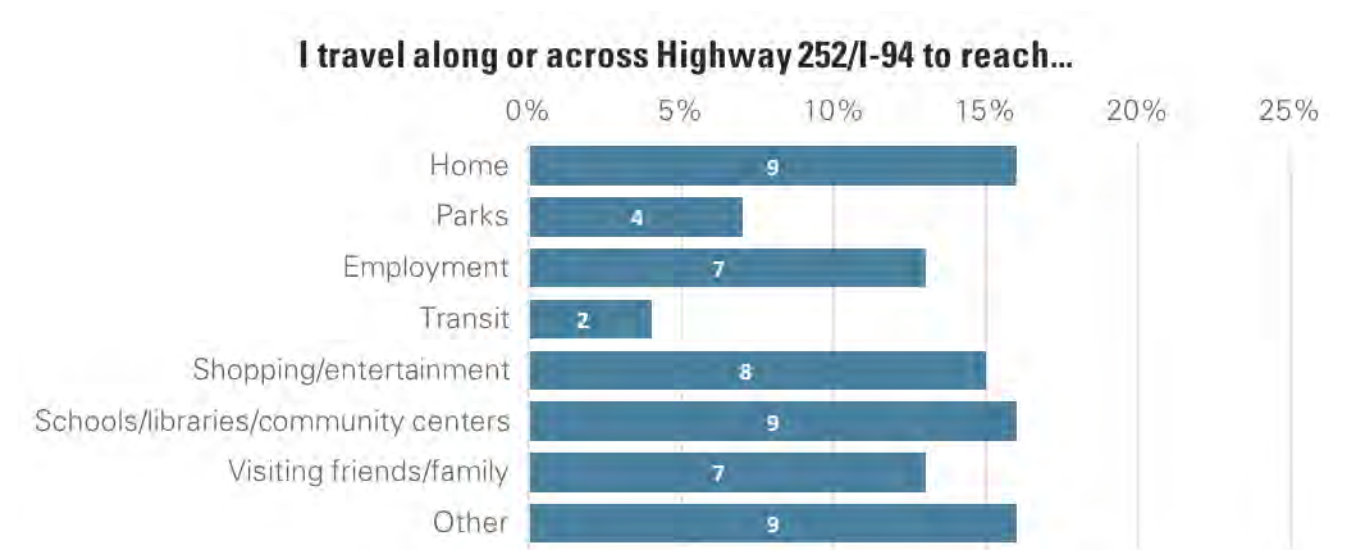
Materials available for participants included:

- Dot board. The dot board asked three multiple-choice questions about how people use TH 252/I 94.
- Online surveys. Using iPads, the online survey was available for participants to fill out.
- Project information sheet. This handout provides information about the project and a map of the project's extent.

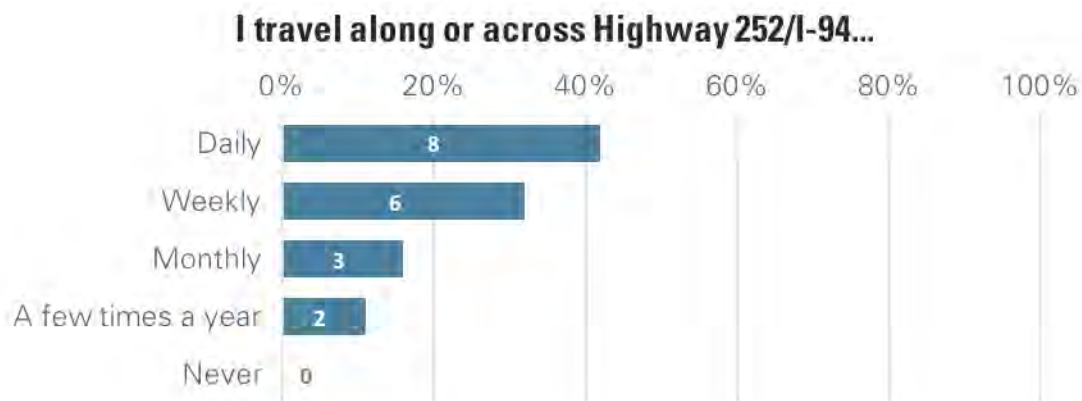
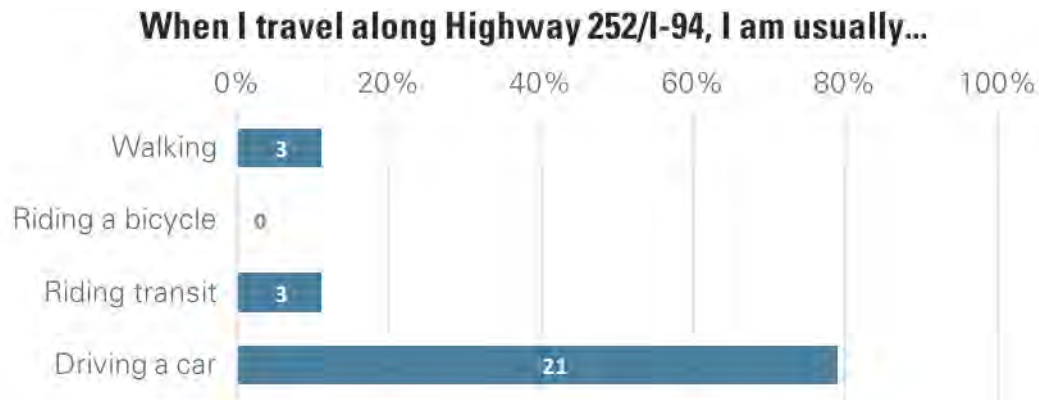
Feedback Received

Dot board results are organized in the tables below and on the next page. A total of 56 dots were placed on the boards at this event.

Dot Board Activity Tally



Charts show percentages (top) and actual number of responses (white text).



Charts show percentages (top) and actual number of responses (white text).





The team received 17 comments during the pop-up workshop. In general, the most significant issues participants identified when using Highway 252 and I-94 include:

- Stop light waiting times are long and create heavy traffic.
- Dangerous driving maneuvers are sometimes necessary to access and exit Highway 252.

Comments Received

Please make the changes fast, once decision is made. If it takes long to construct it will be outdated just as every time there has been any updates on 252.

Highway 252 is either perfectly fine or bumper-to-bumper, I use it everyday because I have to.

Make it into a freeway, that is clearly the safest option.

If you hit rush hour, you know you'll be on 252 for a while. It can take up to 5 minutes per light.

Make it into a freeway because it's not working as of now!

85th & 252, I lived near it and it is dangerous! the light also takes forever. Now I moved but the area is still horrible. I love this store! Consider building a bridge here [85th Ave N & Highway 252].

85th sucks, turning left onto 252 takes at least a couple lights to turn. Either remove the lights or fix the timing.

The lane change from 4-2-3 is ridiculous on Humboldt, it should be easy throughout the corridor. The City Council should make a decision to improve it, they're the ones holding up the right change.

Crossing 4 lanes of traffic to turn on the 66th/252 intersection is suicide. Being on 94 & other surrounding highways get backed up because of the vehicles accessing 252. I would rather take side roads to avoid 252's stop and go.

I try to avoid 252. I think roundabouts are better than the current stoplights.

I think they should remove the stoplights and implement overpasses. The lights take forever.

I tend to go around through the small roads instead of taking 252.

As a pedestrian the intersections are really apart from each other and it is scary to cross.

I want sound barriers to reduce the noise from the highway.

Getting to 610 is not easy, need to reduce the lights. I worry about crossing the road because the curves create blind spots for everyone.

Listen to the people. Get it done sooner than later.

The interchange on 694 is bad. It's hard to use.



Summary: Brookdale Library
Pop-Up

Brookdale Library, 6125 Shingle Creek Dr.,
Brooklyn Center

Friday June 22, 2018

2:30 pm to 4:30 pm

Audience

The project team set up a pop-up table at the entrance to the Brookdale Library in Brooklyn Center. Approximately 35 community members participated in pop-up activities.

Purpose

This pop-up activity provided opportunities for community members to give opinions and feedback regarding how they currently use Highway 252/I-94, and what they would like

to see change on the highway. The pop-up also informed community members about the environmental review process.

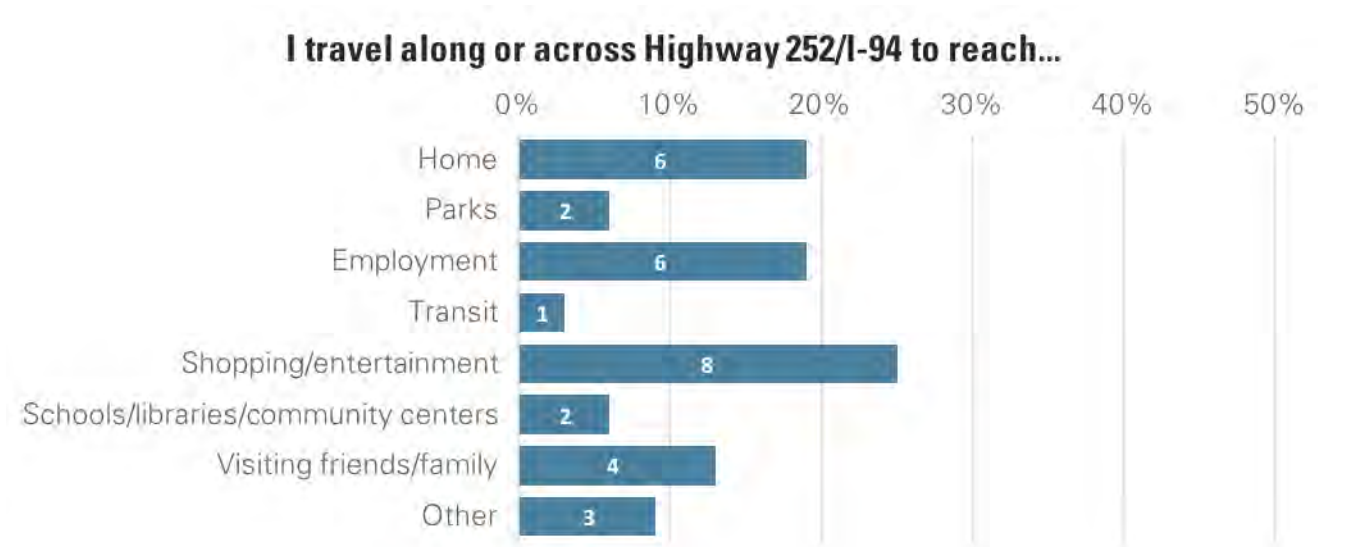
Materials available for participants included:

- Dot board. The dot board asked three multiple-choice questions about how people use TH 252/I 94.
- Online surveys. Using iPads, the online survey was available for participants to fill out.
- Project information sheet. This handout provides information about the project and a map of the project’s extent.

Feedback Received

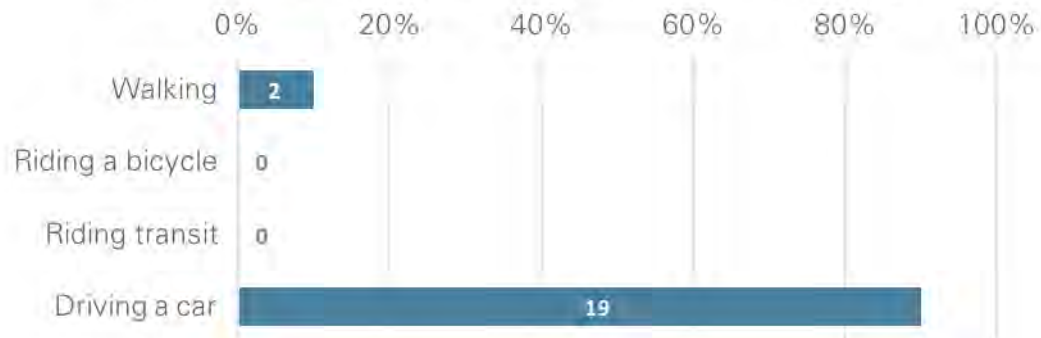
Dot board results are organized in the tables below and on the next page. A total of 72 dots were placed on the boards at this event.

Dot Board Activity Tally

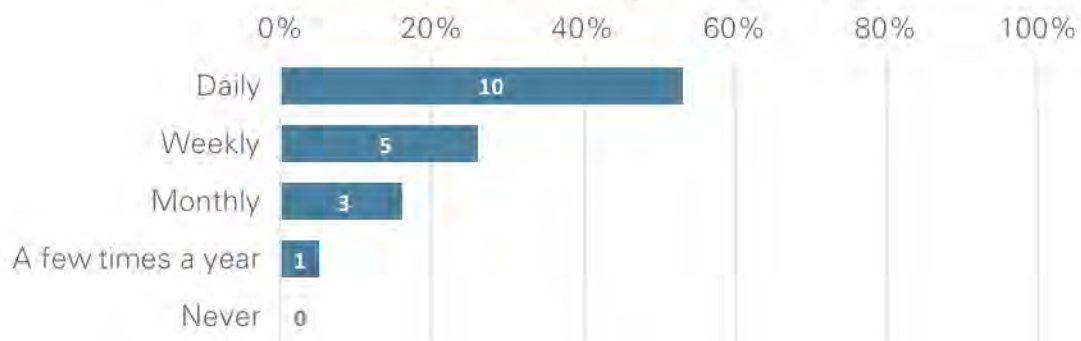


Charts show percentages (top) and actual number of responses (white text).

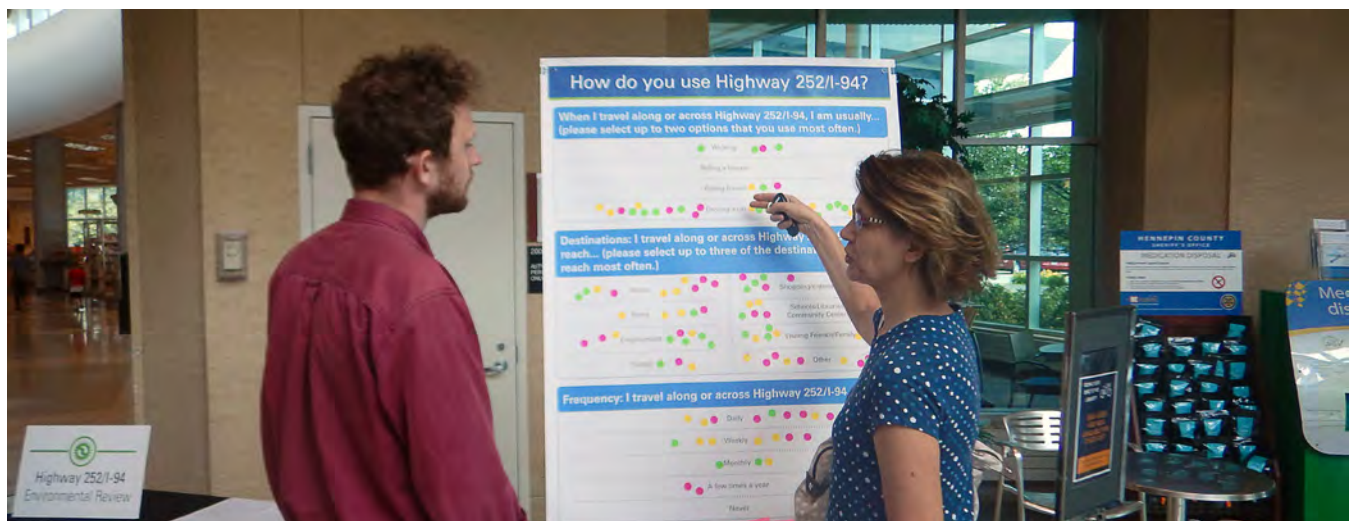
When I travel along Highway 252/I-94, I am usually...



I travel along or across Highway 252/I-94...



Charts show percentages (top) and actual number of responses (white text).



The team received 19 comments during the pop-up workshop. In general, the most significant issues participants identified when using Highway 252 and I-94 include:

- Lack of safe walking and biking infrastructure on Highway 252.
- High levels of traffic along Highway 252.



Comments Received

Humboldt and 252 is a bad intersection.

Congestion stoplight timing is horrible.

Remodel the I-94/252 intersection.

I would bike and walk in the area but it's not safe. The project needs to assess that.

It just takes a long time to travel during rush hour.

A lot of dangerous intersections by residential areas.

I don't like driving on 252, but we use side streets to avoid traffic 252 even if it's a shorter distance.

The merges between 94, 694, and 252 are crazy and dangerous. Can't imagine pedestrians crossing!

Too many stoplights!

Wouldn't dare driving on 252, too many accidents!

I live by 66th St and crossing the highway by foot and car is crazy.

Also bus stops on 252 are dangerous.

I object to freeway.

Greenways.

Main issue is the traffic. People turning is scary.

You can remove the stoplights to make it faster.

We want the mayor to listen to us and not decide everything for us. There should be consideration for the environment.

I like traffic circles.

We need a greenway to connect animals & people walking.

People are impatient and speed or don't follow the rules. This causes accidents.

Summary: Earle Brown Days Pop-Up

Centennial Park, 6301 Shingle Creek Dr., Brooklyn Center

Saturday June 23, 2018

5:00 to 8:00 pm

Audience

The project team had a table in the community booth area of the Earle Brown Days Community Festival on Saturday, June 23. Approximately 50 community members participated.

Purpose

This pop-up provided opportunities for community members to give opinions and feedback regarding how they currently use Highway 252/I-94, and what future changes

they would like to see on the highway. The pop-up also informed community members about the environmental review process.

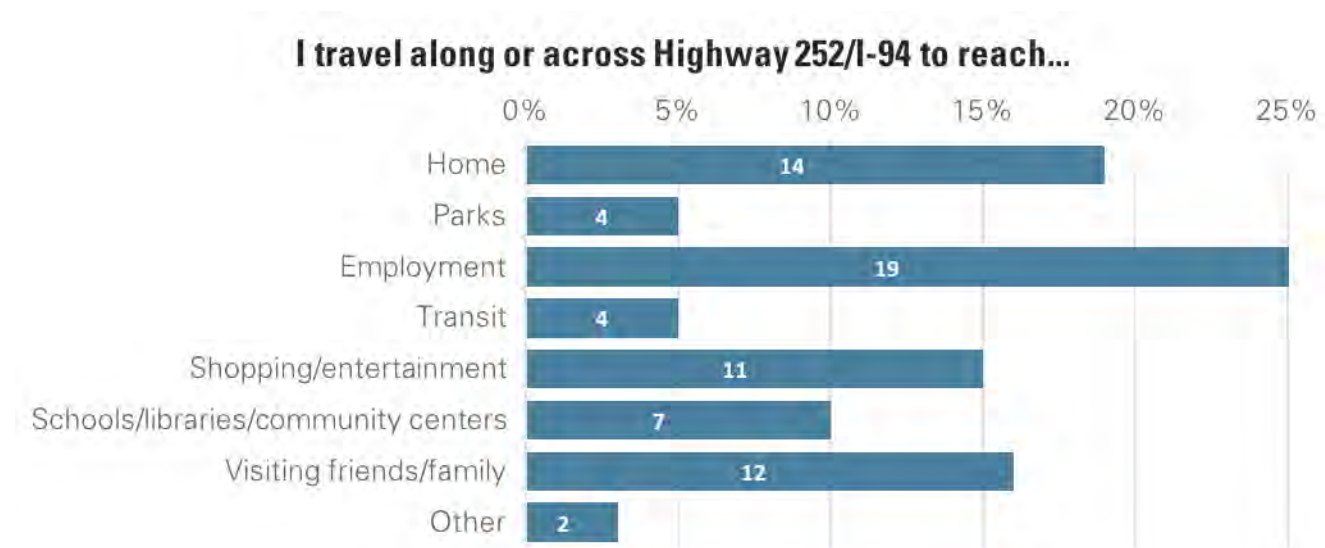
Materials available for participants included:

- Dot board. The dot board asked three multiple-choice questions about how people use TH 252/I 94.
- Online surveys. Using iPads, the online survey was available for participants to fill out.
- Project information sheet. This handout provides information about the project and a map of the project's extent.

Feedback Received

Dot board results are organized in the tables below and on the next page. A total of 138 dots were placed on the boards at this event.

Dot Board Activity Tally

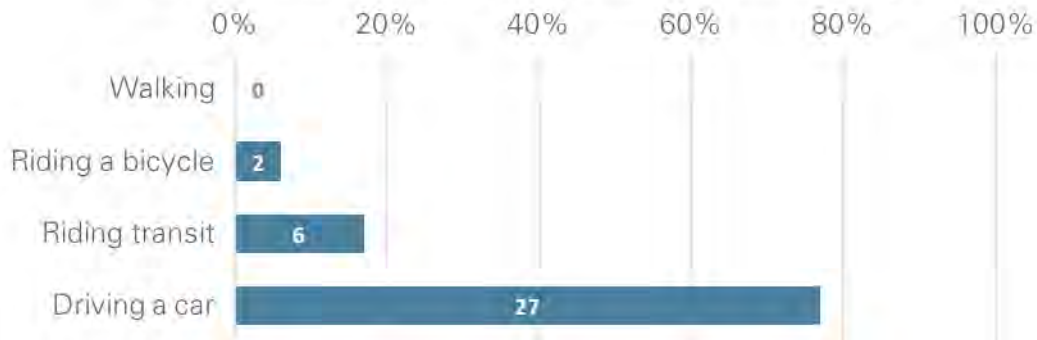


Charts show percentages (top) and actual number of responses (white text).

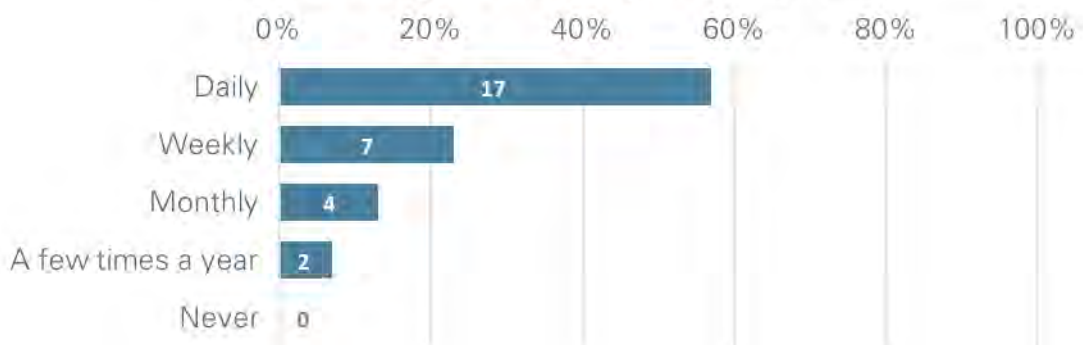
POP-UP WORKSHOPS

EARLE BROWN DAYS

When I travel along Highway 252/I-94, I am usually...



I travel along or across Highway 252/I-94...



Charts show percentages (top) and actual number of responses (white text).



The team did not receive any additional individual comments at the Brooklyn Center Earle Brown Days Festival pop-up event.

Summary: Osseo Area Schools Adult Basic Education Pop-Up

7051 Brooklyn Blvd # 200, Brooklyn Center

Wednesday June 27, 2018

11:30 am to 1:00 pm

Audience

The project team set up a pop-up table at the first floor entrance of the Osseo Area Schools Building. Approximately 25 community members participated.

Purpose

This pop-up provided opportunities for community members to give opinions and feedback regarding how they currently use Highway 252/I-94, and what they would like

to see change on the highway. The pop-up also informed community members about the environmental review process.

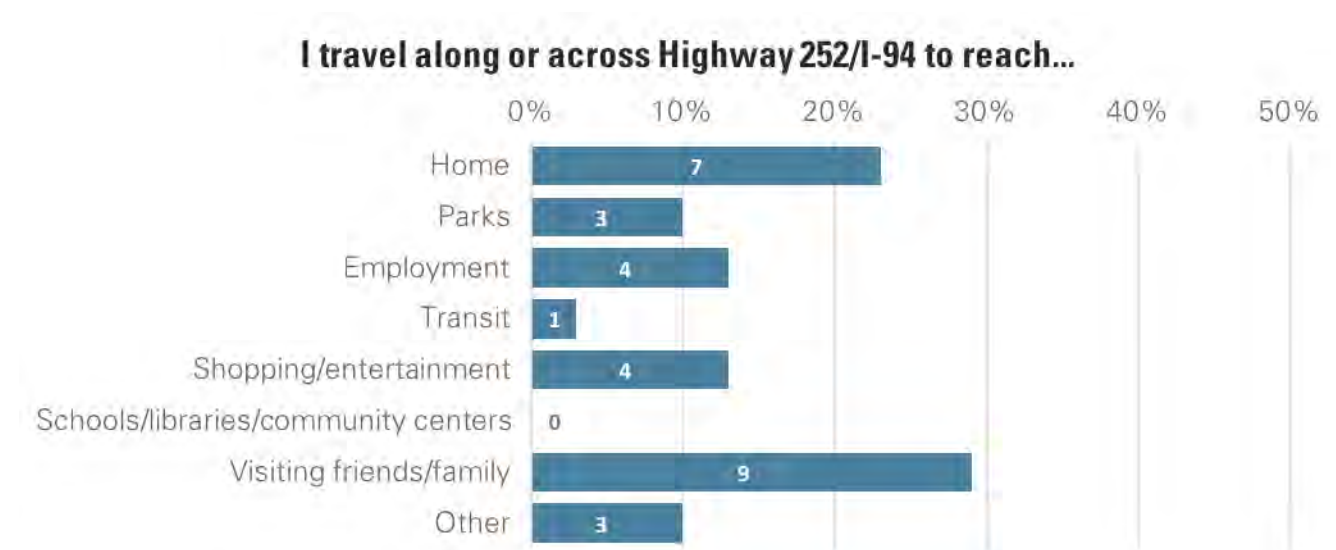
Materials available for participants included:

- Dot board. The dot board asked three multiple-choice questions about how people use TH 252/I 94.
- Online surveys. Using iPads, the online survey was available for participants to fill out.
- Project information sheet. The information sheet provides information about the project and a map of the project's extent.

Feedback Received

Dot board results are organized in the tables below and on the next page. A total of 63 dots were placed on the boards at this event.

Dot Board Activity Tally

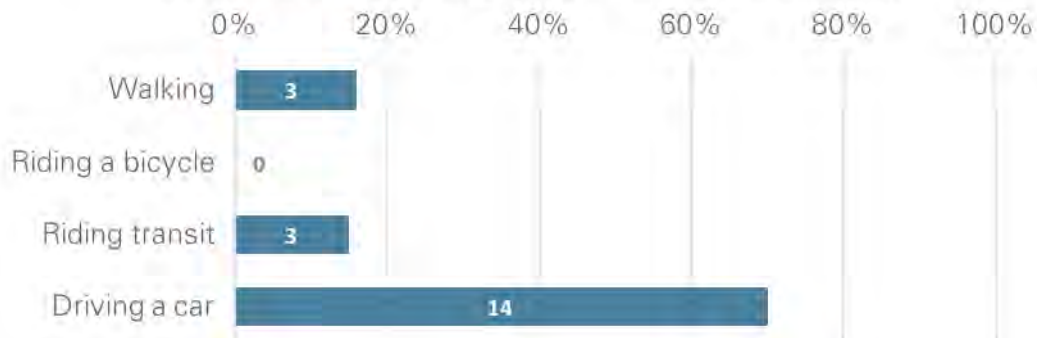


Charts show percentages (top) and actual number of responses (white text).

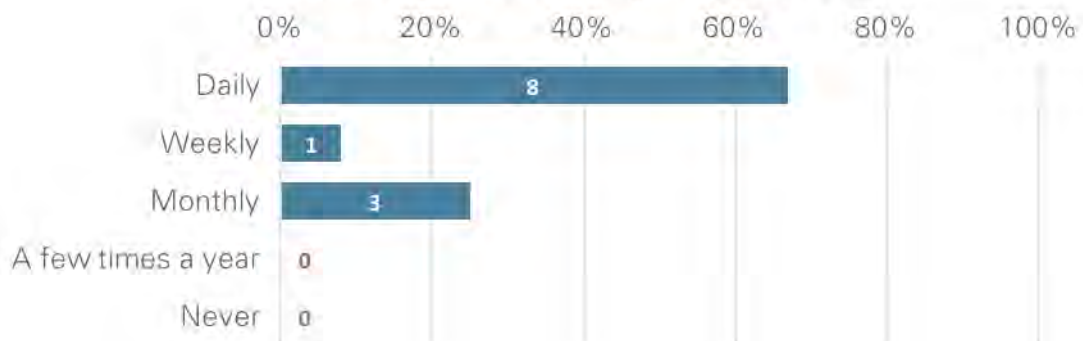
POP-UP WORKSHOPS

OSSEO ADULT EDUCATION

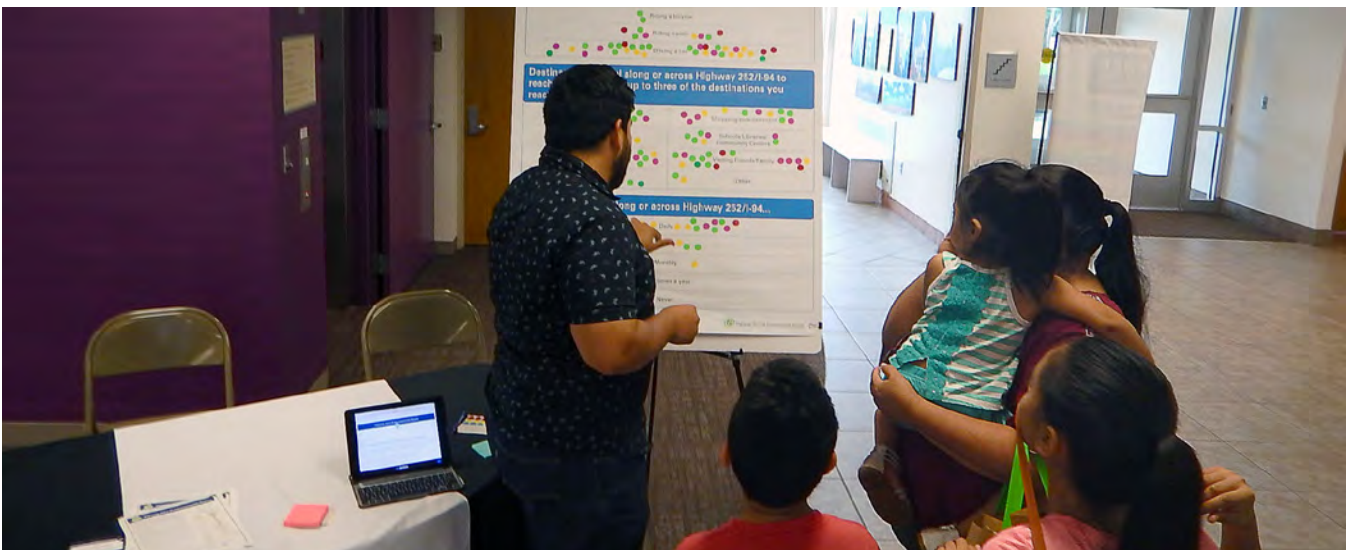
When I travel along Highway 252/I-94, I am usually...



I travel along or across Highway 252/I-94...



Charts show percentages (top) and actual number of responses (white text).



The team received 8 comments during the pop-up workshop. In general, the most significant issues participants identified when using Highway 252 and I-94 include:

- Lack of safety for users along and across Highway 252.
- Significant traffic congestion on Highway 252.



Comments Received

Tomo el autobús y manejo, mucho tráfico.

[translated] I take the bus and drive, a lot of traffic.

Very dangerous, I walk and drive and it's never safe.

Driving on 252 is dangerous.

Merging from Shingle Creek is not easy, I'm afraid I will be side swiped.

Turning left on 252 is scary with the cars going so fast.

No puedo caminar en esta área por el peligro de los carros.

[translated] I cannot walk in this area [252] because of the danger caused by the cars.

There are too many things going on at every intersection. It's too unsafe around the entrance to I-94.

The lights back up traffic.

The 94/252 area is always backed up. Also the merges are insane and unsafe on 66th intersection. It would be great to see changes.

Summary: Brooklyn Park Farmers Market

Zane Sports Park, 8717 Zane Ave N,
Brooklyn Park, MN 55443

Wednesday July 11, 2018

1:00 am to 5:00 pm

Audience

The project team set up a pop-up table at the Brooklyn Park Farmers Market in the parking lot at Zane Sports Park. Approximately 40 community members participated.

Purpose

This pop-up provided opportunities for community members to give opinions and feedback regarding how they currently use Highway 252/I-94, and what they would like to see change on the highway. The pop-up

also informed community members about the environmental review process.

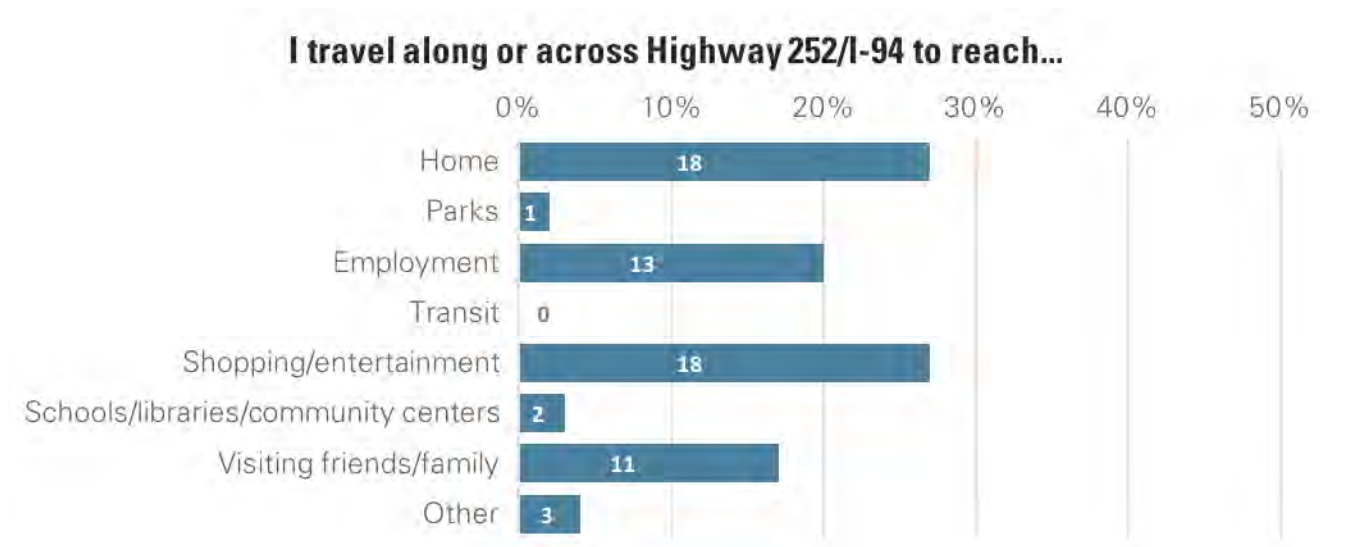
Materials available for participants included:

- Dot board. The dot board asked three multiple-choice questions about how people use TH 252/I 94.
- Online surveys. Using iPads, the online survey was available for participants to fill out.
- Project information sheet. The information sheet provides information about the project and a map of the project’s extent.

Feedback Received

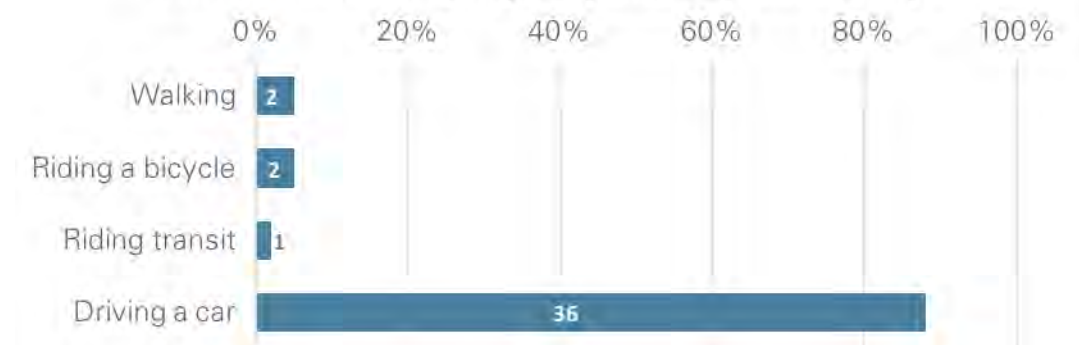
Dot board results are organized in the tables below and on the next page. A total of 135 dots were placed on the boards at this event.

Dot Board Activity Tally

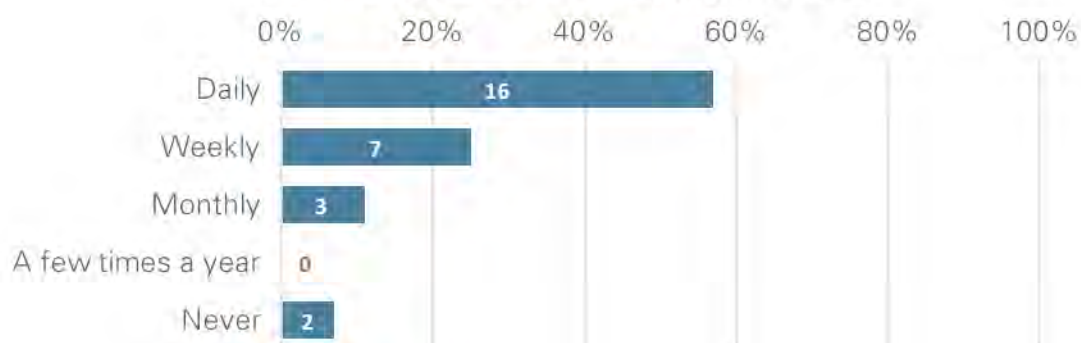


Charts show percentages (top) and actual number of responses (white text).

When I travel along Highway 252/I-94, I am usually...



I travel along or across Highway 252/I-94...



Charts show percentages (top) and actual number of responses (white text).





The team received 16 comments during the pop-up workshop. In general, the most significant issues participants identified when using Highway 252 and I-94 include:

- Lack of safety for users along and across Highway 252.
- Heavy traffic due to high number of stoplights along the corridor.

Comments Received

Too much going on at intersections makes it dangerous.

People rush through lights! Create overpasses & remove lights.

Take out the lights, make it into a highway.

Crossing the highway sucks! The lights don't change very fast! It's a real jam.

Never use it! It's not safe.

Please fix the lights! Either take them out and build an overpass or fix the timing! My husband was in a car accident on 252.

I try to avoid hwy 252. When I'm on the lights I'm always hoping people are looking. Fix them!

Take out some lights and make traffic better.

Cuando vas caminando a cruzar, los carros no se fijan.

[translated] When you're crossing (walking) the cars don't look.

-Hay mucho trafico.

-Mucha gente se pasa las luces sin parar para evitar el trafico.

-Construyan puentes para cruzar.

[translated]

-There's too much traffic.

-Too many people run lights without stopping to avoid traffic.

-Build bridges to cross (pedestrian).

Comments Received

- People rush to each stoplight, so why the stoplights?
- The 66th intersection is so dangerous!
- 252 splits the City (Brooklyn Park).
- More ways to cross for pedestrians.
- What's the point of going from 3 to 2 lanes. Creates bottleneck.
- Lights too long! People pass on turn lane to get ahead.
- Put a lane in both direction.
- Reduce the # of homes impacted.
- Take out some stoplights.
- I take side streets at times to avoid the traffic.
- Lower speed to 45 mph.
- Warning lights (for intersection) around curves.
- Has been hit by 66.





Highway 252/I-94 Environmental Review

About This Project

Hennepin County, the Minnesota Department of Transportation, and the Cities of Brooklyn Center, Brooklyn Park and Minneapolis are developing solutions to alleviate congestion and improve safety and reliability issues. Project limits are Highway 252 between Highway 610 in Brooklyn Park and I-694 in Brooklyn Center to downtown Minneapolis. These solutions will be evaluated in an environmental process and then move forward into preliminary design.

Summary of Work:

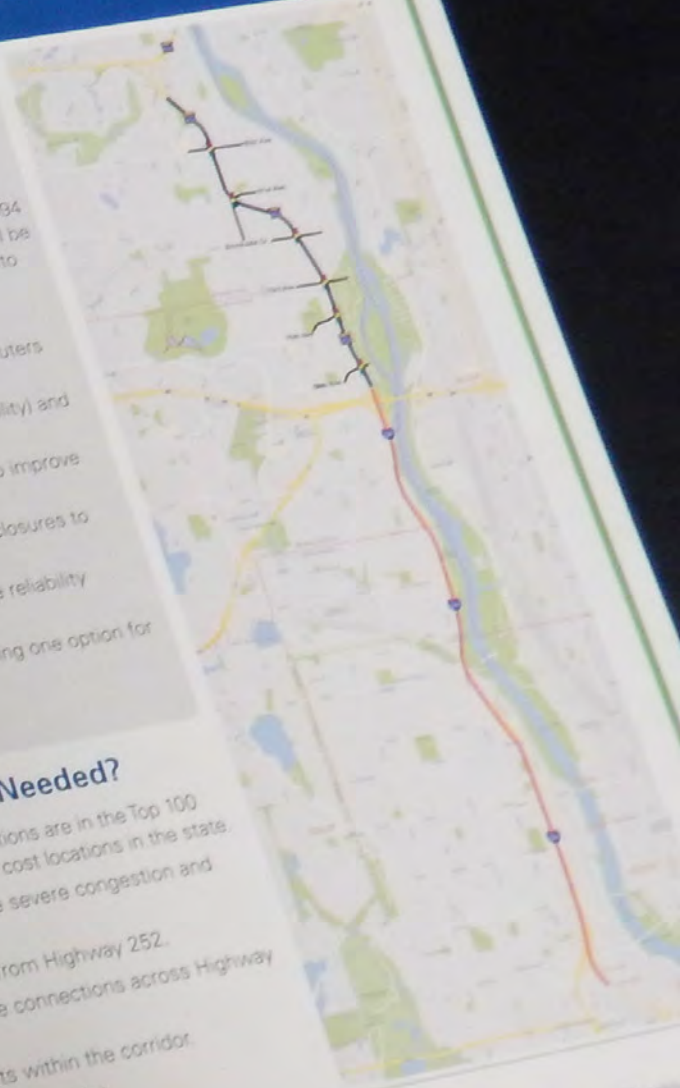
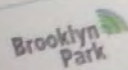
- Seeking feedback from residents, business owners, commuters and community members.
- Looking at traffic flows (congestion and travel time reliability) and crash history in the area.
- Estimating future traffic flows and evaluating options to improve safety and circulation.
- Developing options for interchanges, overpasses or closures to replace signalized intersections.
- Developing MnPASS options to address travel time reliability issues.
- Developing conceptual designs and recommending one option for further study.
- Identifying funding for improvements.



Why Are Improvements Needed?

- Along Highway 252, five of the six intersections are in the Top 100 worst (and two in the Top 10 worst) crash cost locations in the state.
- All six intersections currently experience severe congestion and delays during peak traffic periods.
- Improve local roadway access to and from Highway 252.
- Provide additional pedestrian and bike connections across Highway 252.
- Reduce noise and air quality impacts within the corridor.
- Improve transit operations within the corridor.
- Update drainage facilities within corridor.

For more information visit the project website at dot.mn.gov/transportation/highway252.html - or -
Contact: Jeff Holstein, PE, PTOE, City Transportation Engineer | City of Brooklyn Park | 763.493.1812 | jholstein@brooklynpark.org
Doran M. Cote, PE, Public Works Director | City of Brooklyn Center | 763.589.3340 | dcote@brooklyncenter.org



LISTENING SESSIONS AND FOCUSED ENGAGEMENT

Introduction and Overview

About these Engagement Events

To further reach underserved communities living near Highway 252 / I-94, the project team engaged members of a community church, residents of apartments located in close proximity to the project corridor, and 30 Brooklyn Center community members.

The supplemental engagement included seven apartment communities in both Brooklyn Park and Brooklyn Center, as well as Ebenezer Community Church in the City of Brooklyn Park. Throughout the process, project team members informed individuals about the project and asked about their current user-experience on Highway 252 and I-94.

Project team members coordinated with each apartment communities' management to engage residents. At one community, project team members engaged all housing units by knocking door-to-door. At others, building management shared project information via in-person, posters, and/or building e-newsletter to their residents.

Supplemental Engagement Events

- Apartment Communities
- Ebenezer Community Church
- Brooklyn Park Community Outreach Meeting



LISTENING SESSIONS AND FOCUSED ENGAGEMENT

APARTMENT COMMUNITIES

4

Summary: Apartment Communities

Brooklyn Center

River Glen Apartments, Melrose Gates Apartments

Brooklyn Park

Fairways Apartments, Huntington Place Apartments, Point of America Apartments, Moonraker Apartments, Windsor Gates Apartments, Regent Apartments

Audience

This engagement focused on reaching residents of apartment communities in Brooklyn Park and Brooklyn Center.

Purpose

This process provided opportunities for community members to give opinions and feedback regarding how they currently use Highway 252/I-94, and what they would like to see changed on the highway's future. It also informed community members about the environmental review process.

Important Points

- Project team engaged door-to-door all housing units of Windsor Gates Apartments
- Majority of participants were not aware of or informed about the project
- Apartment management teams shared project information and online survey via in-person interactions, posters, and/or building e-newsletter
- Majority of residents surveyed use their personal vehicles to access and drive on Highway 252
- The number of residents who participated in activities was not recorded



Summary: Ebenezer Community Church

Ebenezer Community Church - 9200 W Broadway Ave, Brooklyn Park, MN 55445

Audience

This engagement This engagement focused on reaching members of the Ebenezer Community Church in Brooklyn Park. The Church is one of the largest houses of worship that serves the African immigrant community in the area.

Purpose

This process provided opportunities for community members to give opinions and feedback regarding how they currently use Highway 252/I-94, and what they would like to see changed on the highway's future. It also informed community members about the environmental review process.

Important Points

- Participants filled out the project survey
- Majority of participants use their personal vehicles to access and drive on Highway 252
- The amount of members who participated in activities was not recorded
- During the dot-board exercise, participants responded "Somewhat agree" for the comment, "It is easy to reach my destination"
- During the dot-board exercise, participants responded "Strongly agree" for the comment, "I feel safe driving on the road"
- During the dot-board exercise, participants responded "neither agree or disagree" for the comment, "Traffic tends to move fast"
- During the dot-board exercise, 2 participants responded "Somewhat agree" for the comment, "It is a pleasant driving experience"



LISTENING SESSIONS AND FOCUSED ENGAGEMENT

BROOKLYN PARK COMMUNITY OUTREACH MEETING

4

Summary: Highway 252 Community Outreach Meeting with MnDOT, City of Brooklyn Center, and SRF

Brooklyn Center

Wednesday, August 15 2018

Audience

30 Brooklyn Center residents met with project staff including members from MnDOT, City of Brooklyn Center, and the consultant team.

Purpose

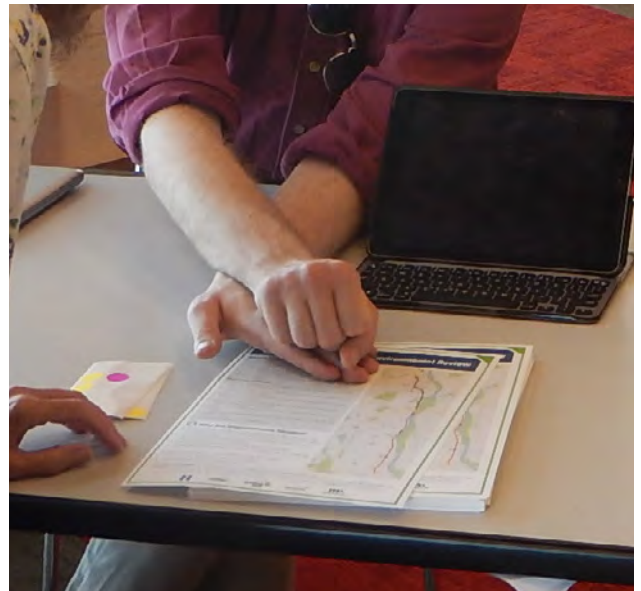
The purpose of this meeting was to listen, record, and address community concerns regarding the Highway 252 project.

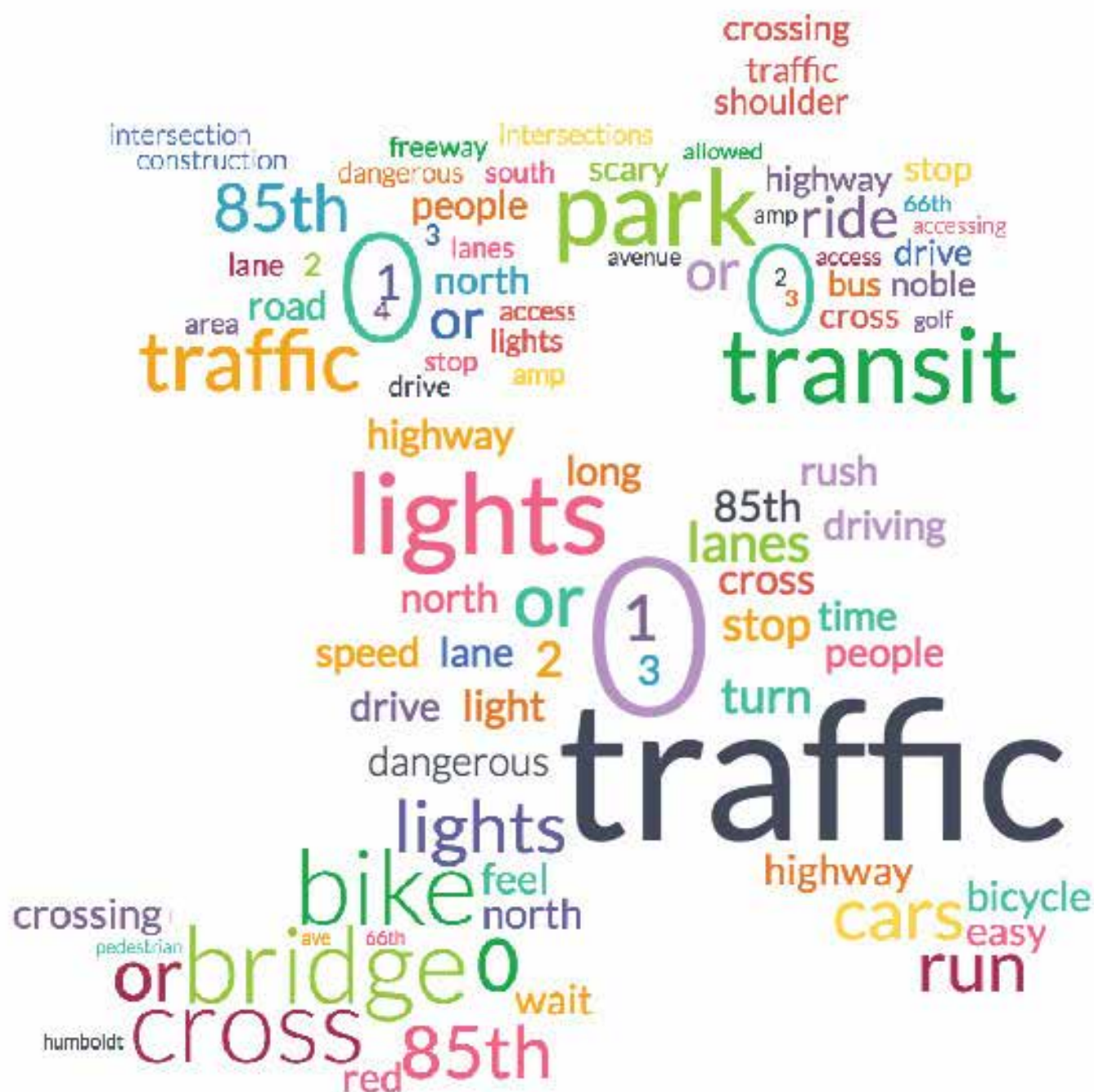
Key Concerns

Community members overall had many questions regarding the project scope, impacts to surrounding communities, and the vision for making improvements to the corridor. Key concerns include:

- Interchanges. Where will any future interchanges be and what will the impacts be to the adjacent community?
- MnPass. Questions regarding MnPass ranged from “why is MnPass helpful?” to “where will MnPass lanes be located?”
- Enforcement of traffic laws. Concerns about current lack of enforcement of MnPass laws, red-light laws, speed limit laws.
- Impacts to community fabric. How will construction, new intersection designs, and any other planned changes adversely impact the neighborhoods that abut the Highway 252 corridor?

Complete notes are included in the appendix.





ONLINE SURVEY

Online Survey

The survey was open from May 28th to August 3, 2018.

Introduction

A survey was posted on May 28 of 2018, and was open for approximately two months. The survey took approximately 10 minutes to complete. It was divided into three sections: (1) driving, (2) transit riding, and (3) walking and biking.

The survey asked participants their user-experience via driving, transit, biking and walking in and near the Highway 252 / I-94 corridor. Participants had the opportunity to identify their most frequent destinations, frequency of travel, and methods of transportation.

The survey was closed August 3. A total of 284 individuals participated in the survey, with 237 filling out the survey completely.

People who attended in-person engagement events were given cards with a link to the online survey.

Purpose

The online survey provided opportunities for community members to give opinions and feedback regarding how they currently use Highway 252/I-94, and future changes they would like to see. The online survey was also an engagement tool to reach individuals who cannot attend an event in-person.

Introduction

Thank you for taking this survey. It will take about 10 minutes to complete.

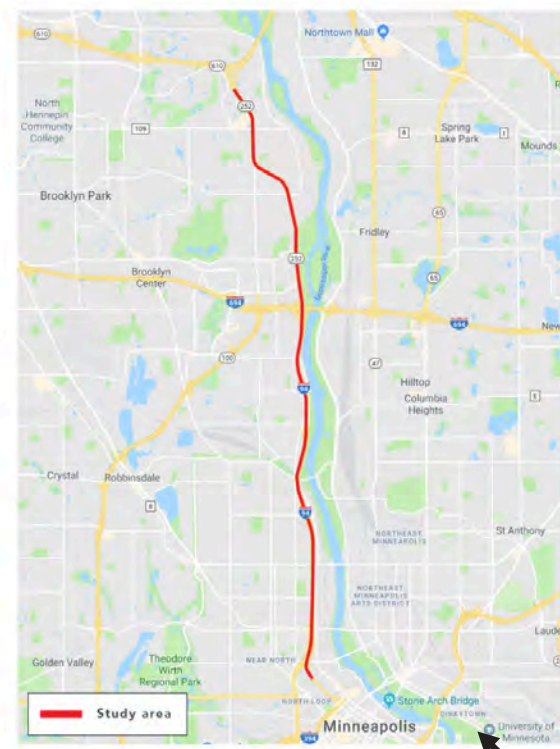
Hennepin County, the Minnesota Department of Transportation (MnDOT), and the Cities of Brooklyn Center, Brooklyn Park and Minneapolis are developing and exploring transportation network concepts to alleviate congestion, safety and reliability issues along Highway 252 between I-694 in Brooklyn Center and Highway 610 in Brooklyn Park, and along I-94 from I-694 in Brooklyn Center to downtown Minneapolis.

Your responses will help us better understand the needs of the surrounding community and existing barriers.

All questions included in this survey are optional. Your individual responses will remain confidential.

To begin the survey, please press the "Next" button below.

This project includes both Highway 252 and the portions of I-94 which are highlighted in red.

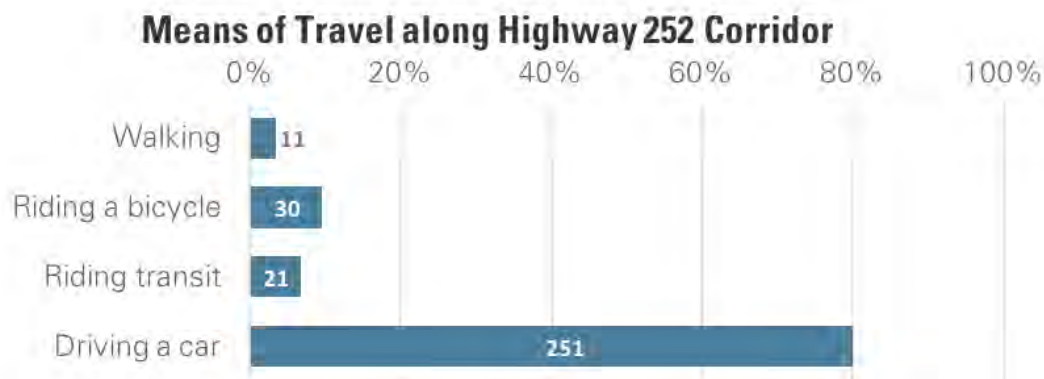


Next

0%

How Highway 252 is Used

Survey participants were asked about their transportation methods, frequency of travel, and top three destinations. Majority of participants responded they only drive a car along or across Highway 252. Most participants also mentioned they use Highway 252 daily. Below and on the following page are the responses for how the project corridor is currently used.

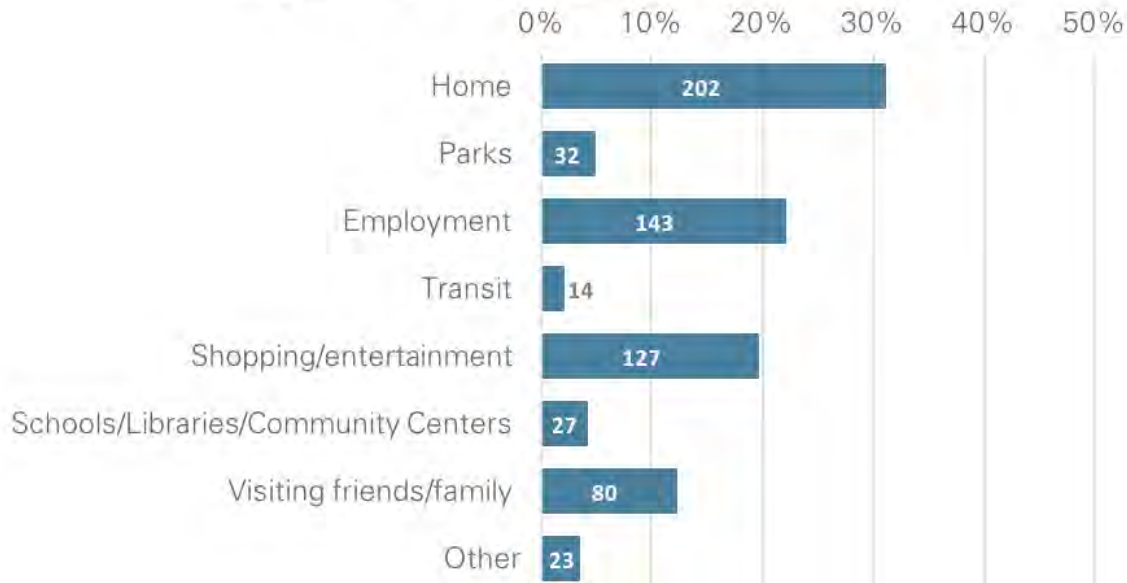


Charts show percentages (top) and actual number of responses (white text).

Frequency of Travel along and across Highway 252 Corridor

■ Daily ■ Weekly ■ Monthly ■ A few times per year




Purpose of Travel along Highway 252 Corridor

Charts show percentages (top) and actual number of responses (white text).



Highway 252/I-94 Environmental Review



As a pedestrian or bicycle rider traveling along or across Highway 252 / I-94 in the project area ...

What works today?

Think about your experience walking or biking *along or across* Highway 252 / I-94 in the project area, and please indicate how strongly you agree or disagree with the following statements:

	Strongly disagree	Somewhat disagree	Neither agree or disagree	Somewhat agree	Strongly agree
It is easy to reach my destination	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe traveling along Highway 252 / I-94 in the project area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Survey Sections

The survey was divided into three sections to identify barriers and opportunities for all users of Highway 252 and I-94: (1) pedestrians, (2) bicyclists, (3) transit users, and (4) drivers.

Each section posed questions regarding safety, travel times, accessibility to destinations, and traffic.

Overall Themes

Pedestrian and Bicycle Section Comments:

The top themes highlighted from pedestrian and bicycle comments included:

- Improve walking and biking infrastructure across Highway 252
- Improve safety for pedestrians and bicyclists
- Improve traffic enforcement

Transit Section Comments:

The top themes identified from transit comments included:

- Provide safe access to transit
- Improve transit services (ex. dedicated bus lane, etc.)

Driving Section Comments:

The top themes gathered from driving comments included:

- Improve safety along project corridor
- Address traffic congestion during rush hours
- Reduce number of stoplights along Highway 252

Additional Comments:

Participants were given the opportunity to provide additional comments about traveling along or across Highway 252 and I-94. The top themes gathered from additional comments included:

- Improve safety along project corridor for all users
- Reduce number of stoplights along Highway 252

Pedestrian and Bicyclist Experiences

As a pedestrian or bicycle rider... what works today? Do you agree or disagree with the following statements:

Disagree  Agree

It is easy to reach my destination

I feel safe traveling along Highway 252/I-94 in the project area

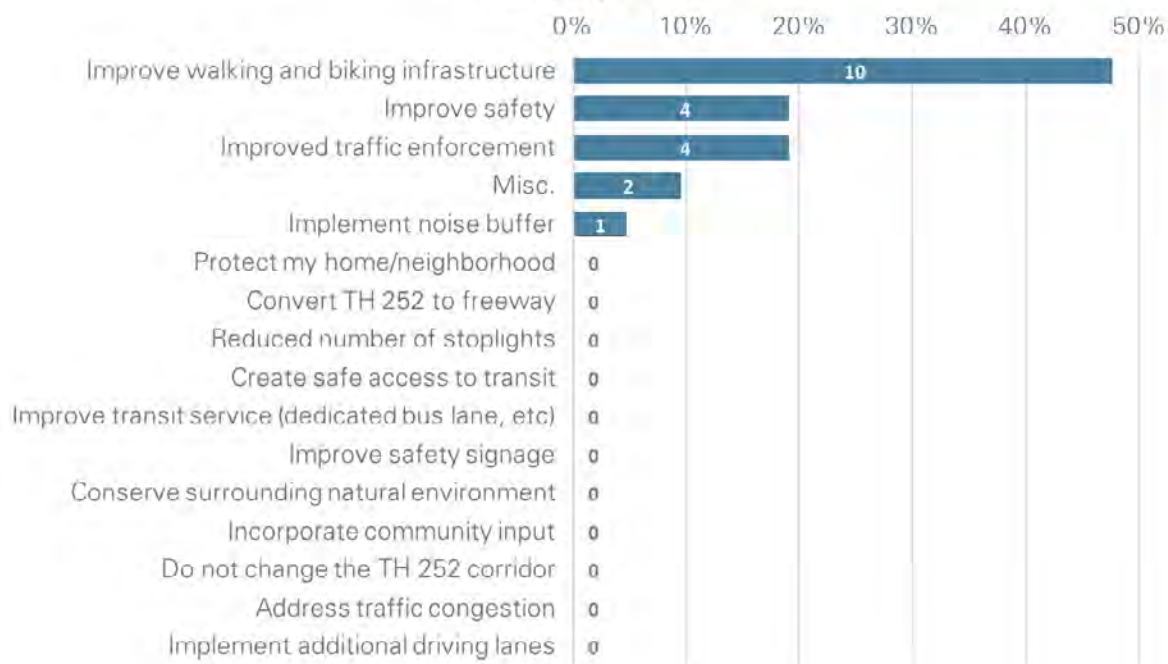
I feel safe traveling across Highway 252/I-94 in the project area

There are enough trails/sidewalks to help me reach my destinations

It is a pleasant experience to travel along or across Highway 252/I-94



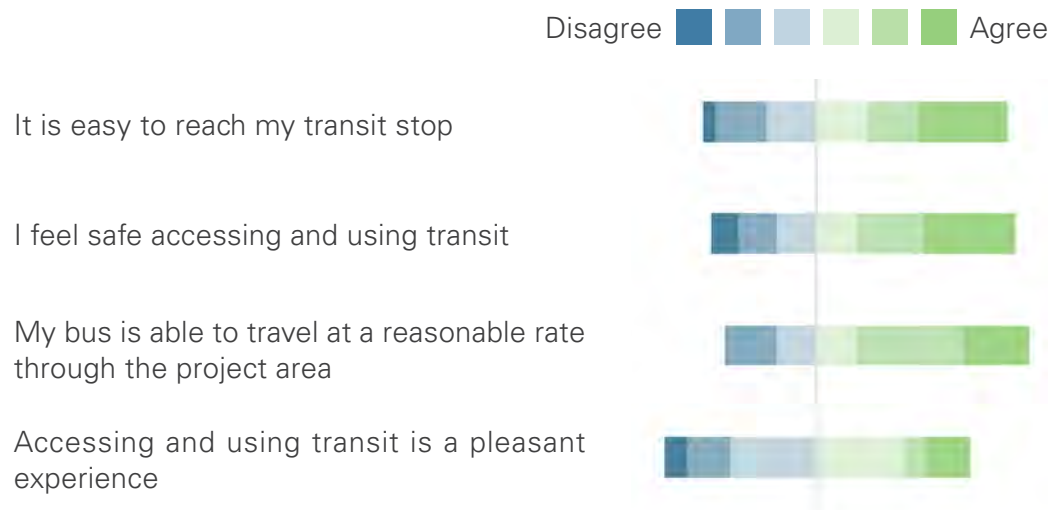
Additional comments about walking or biking near Highway 252 / I-94 in the project area.



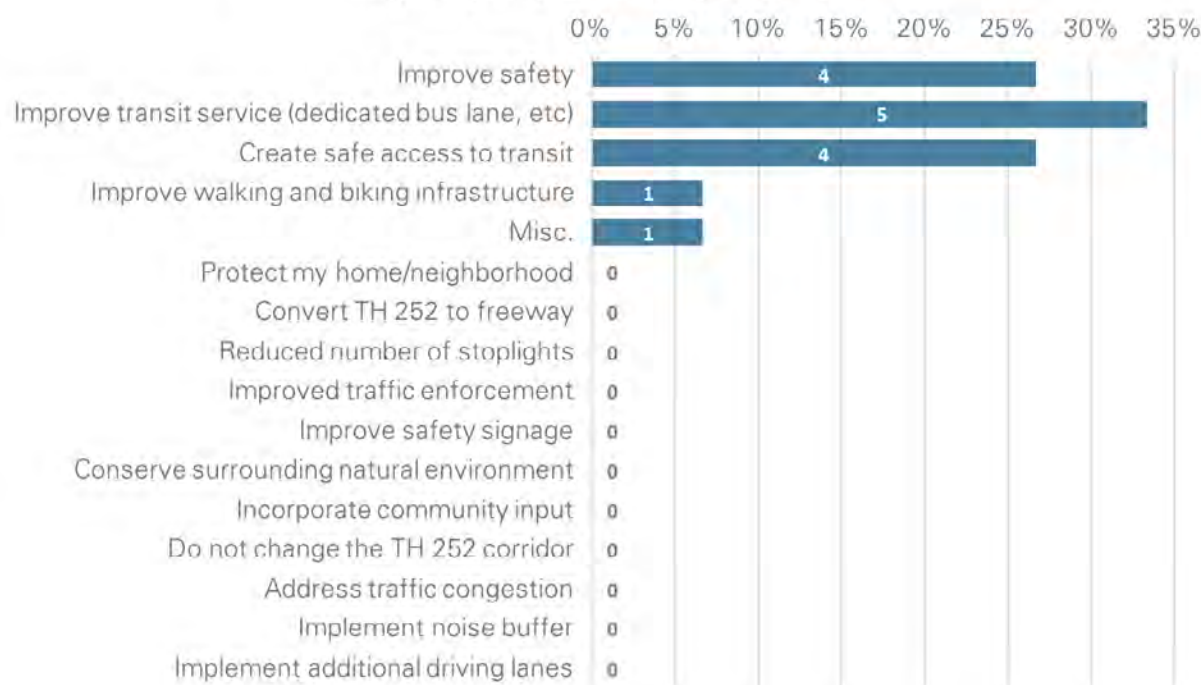
Charts show percentages (top) and actual number of responses (white text).

Transit Rider Experiences

As a transit rider... what works today? Do you agree or disagree with the following statements:



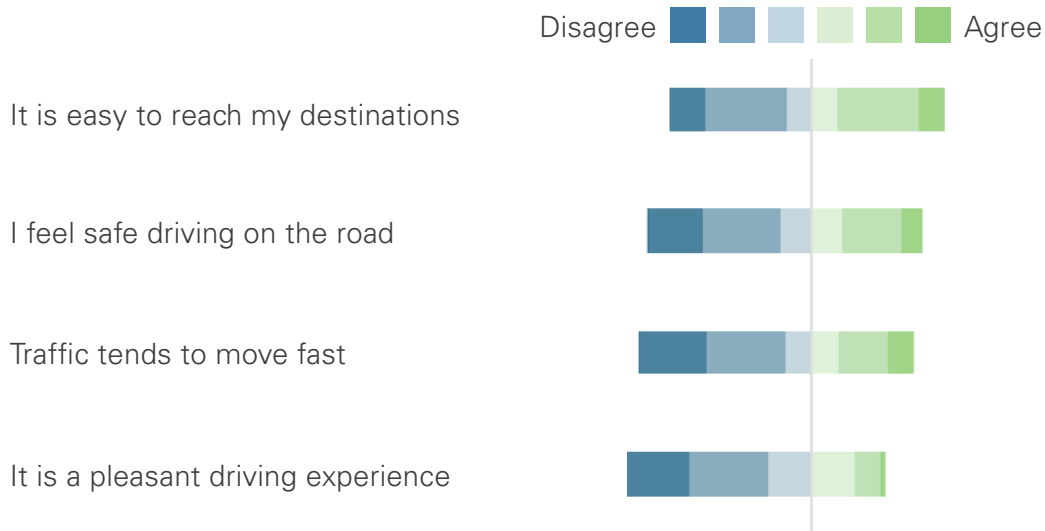
Additional comments about using transit along or across Highway 252 / I-94 in the project area.



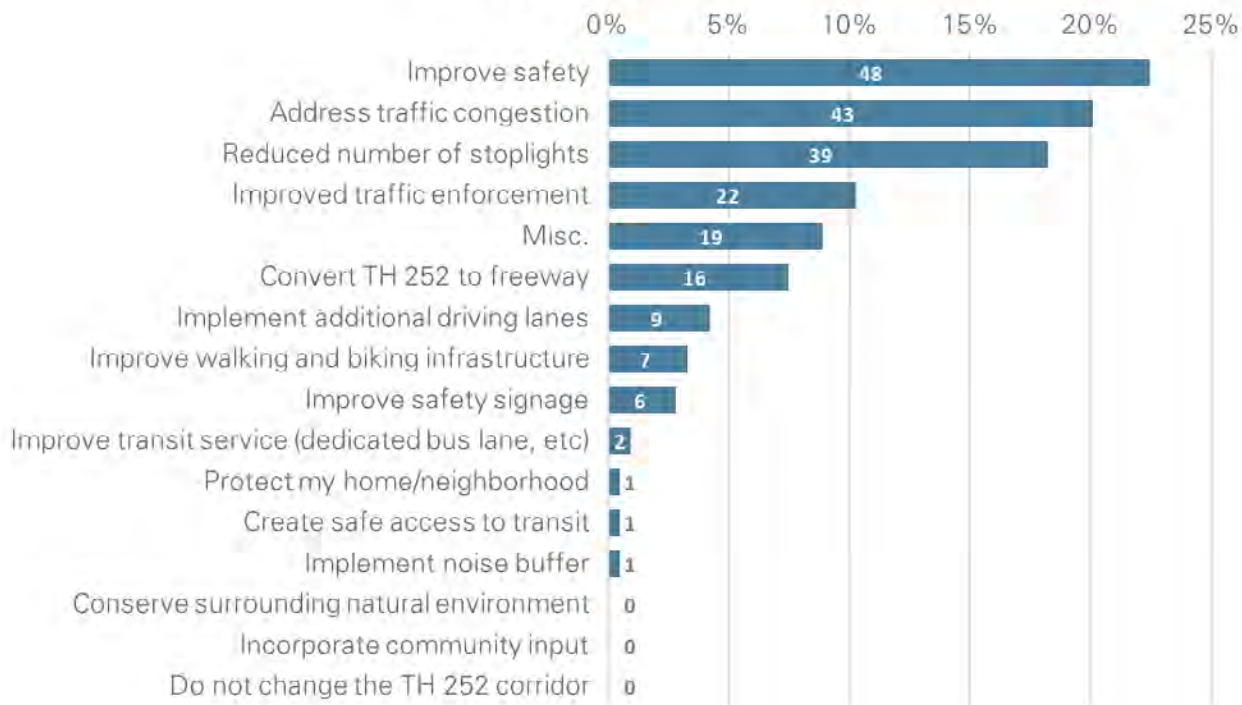
Charts show percentages (top) and actual number of responses (white text).

Driving Experiences

As a driver... what works today? Do you agree or disagree with the following statements:



Additional comments about driving along or across Highway 252 / I-94 in the project area.

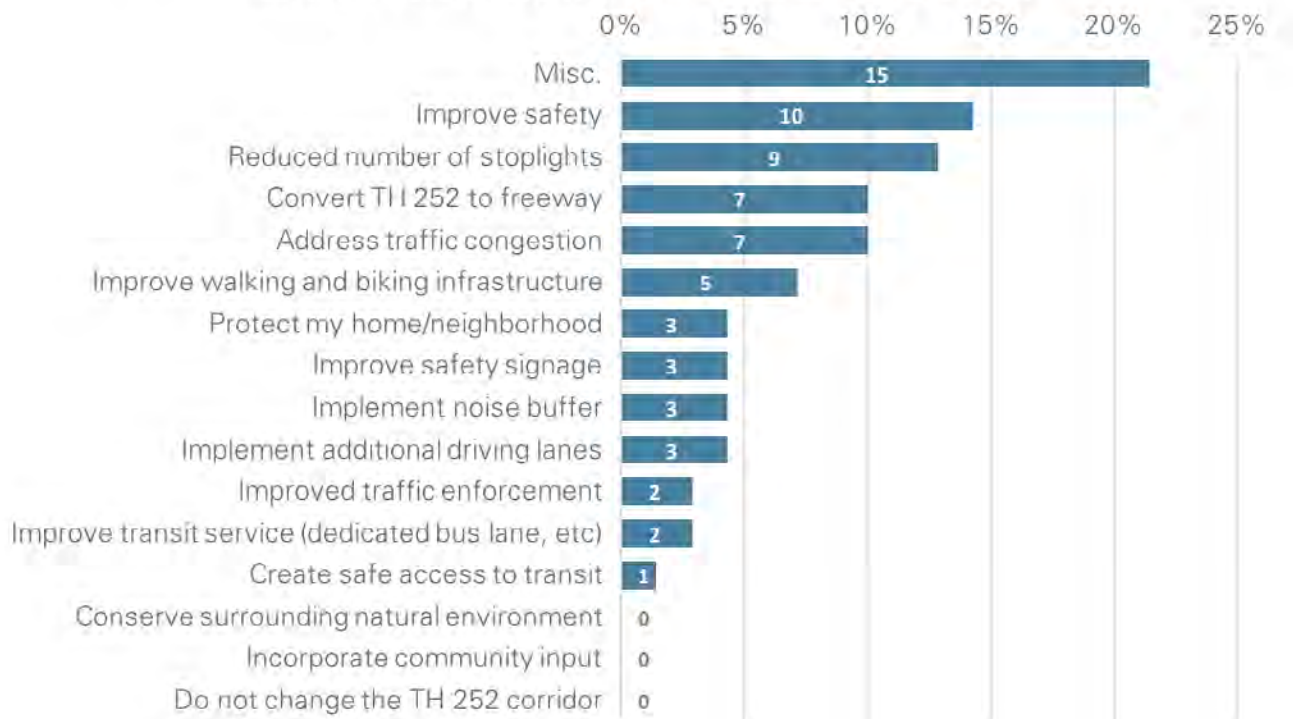


Charts show percentages (top) and actual number of responses (white text).

Additional Comments



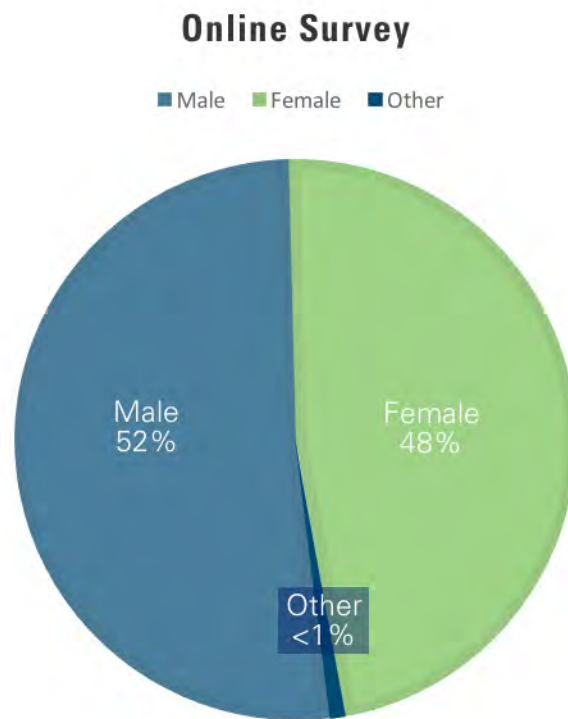
Additional comments or questions about this survey or about traveling along or across Highway 252 / I-94 in the project area.



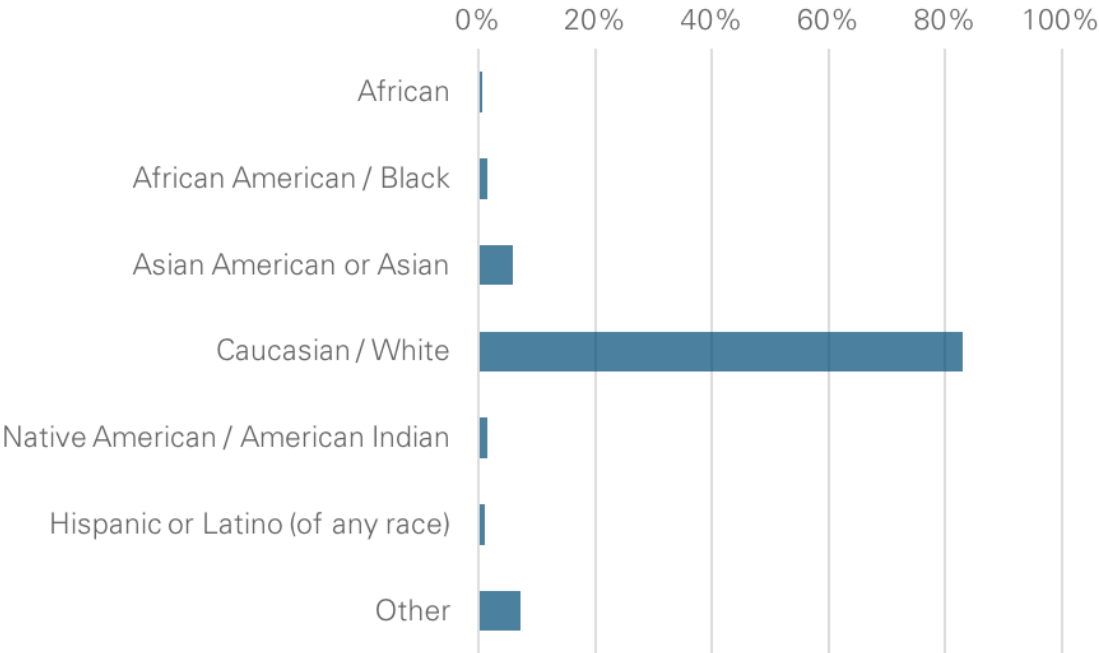
Charts show percentages (top) and actual number of responses (white text).

Demographics

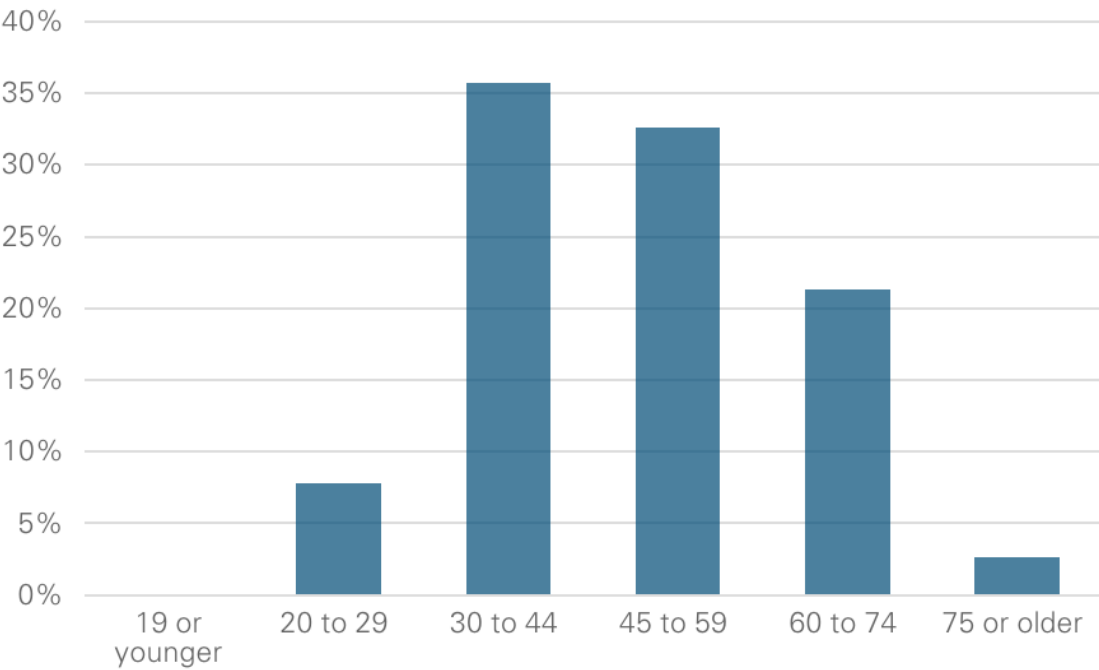
Self-reported demographic information was collected from participants. Nearly fifty-two percent of participants were male, majority of participants were between the ages of 30 and 74, and eighty-two percent of participants identified as white.



Online Survey Participant Ethnic / Cultural Heritage



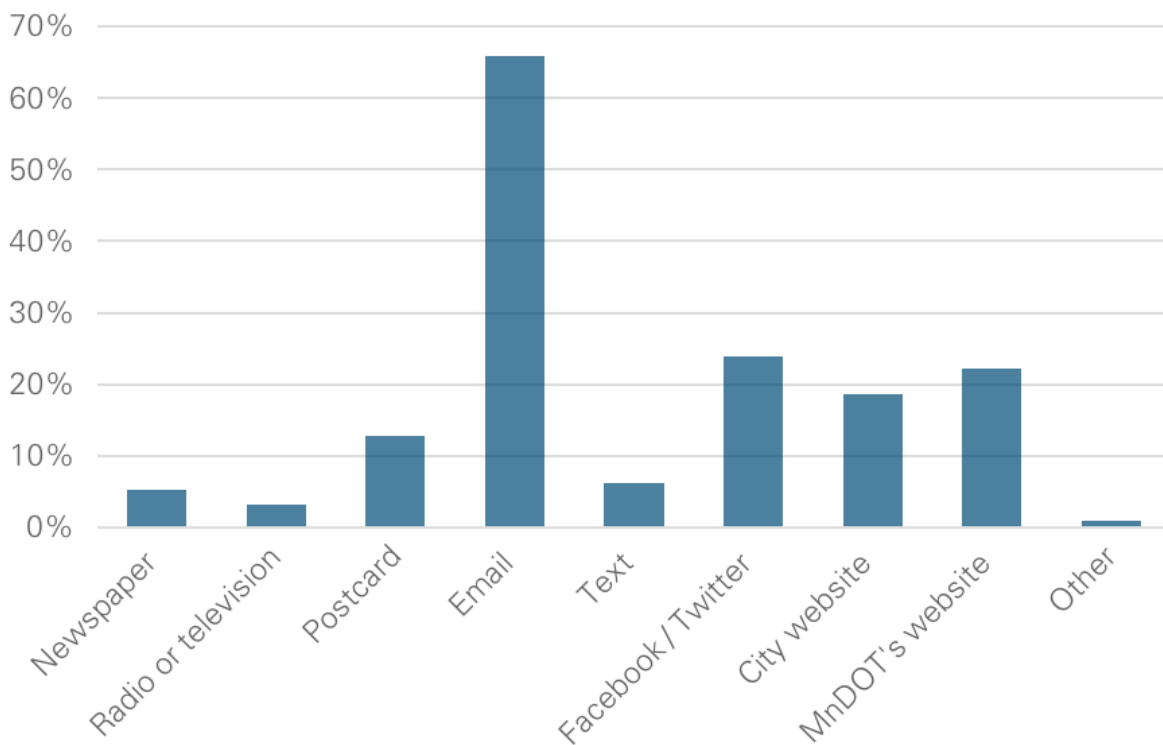
Online Survey Participant Age



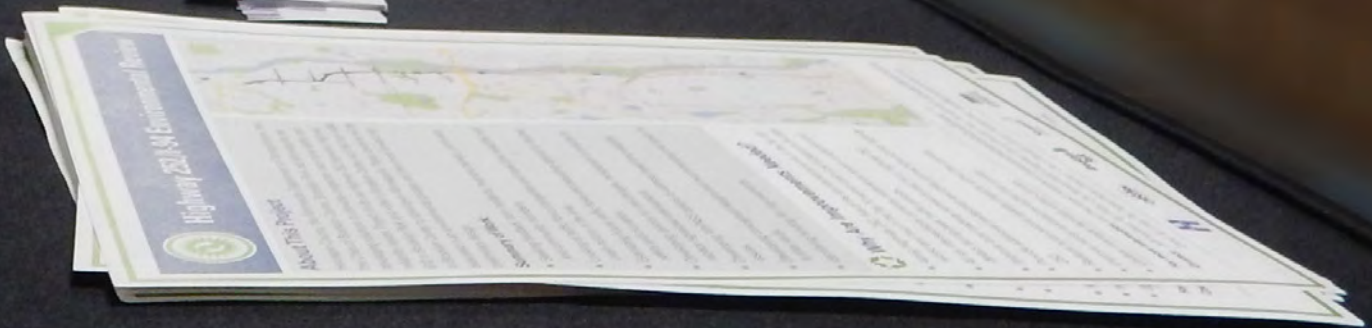
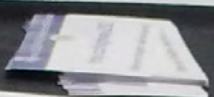
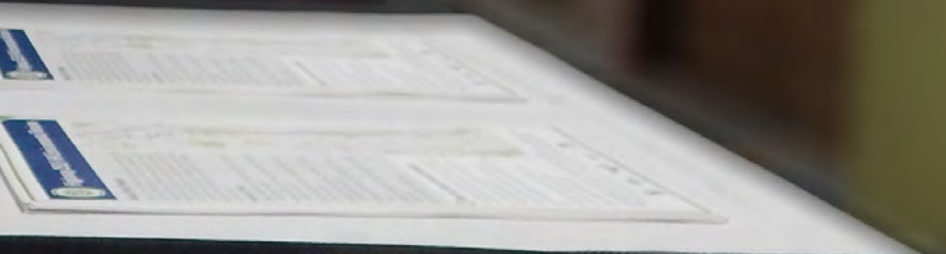
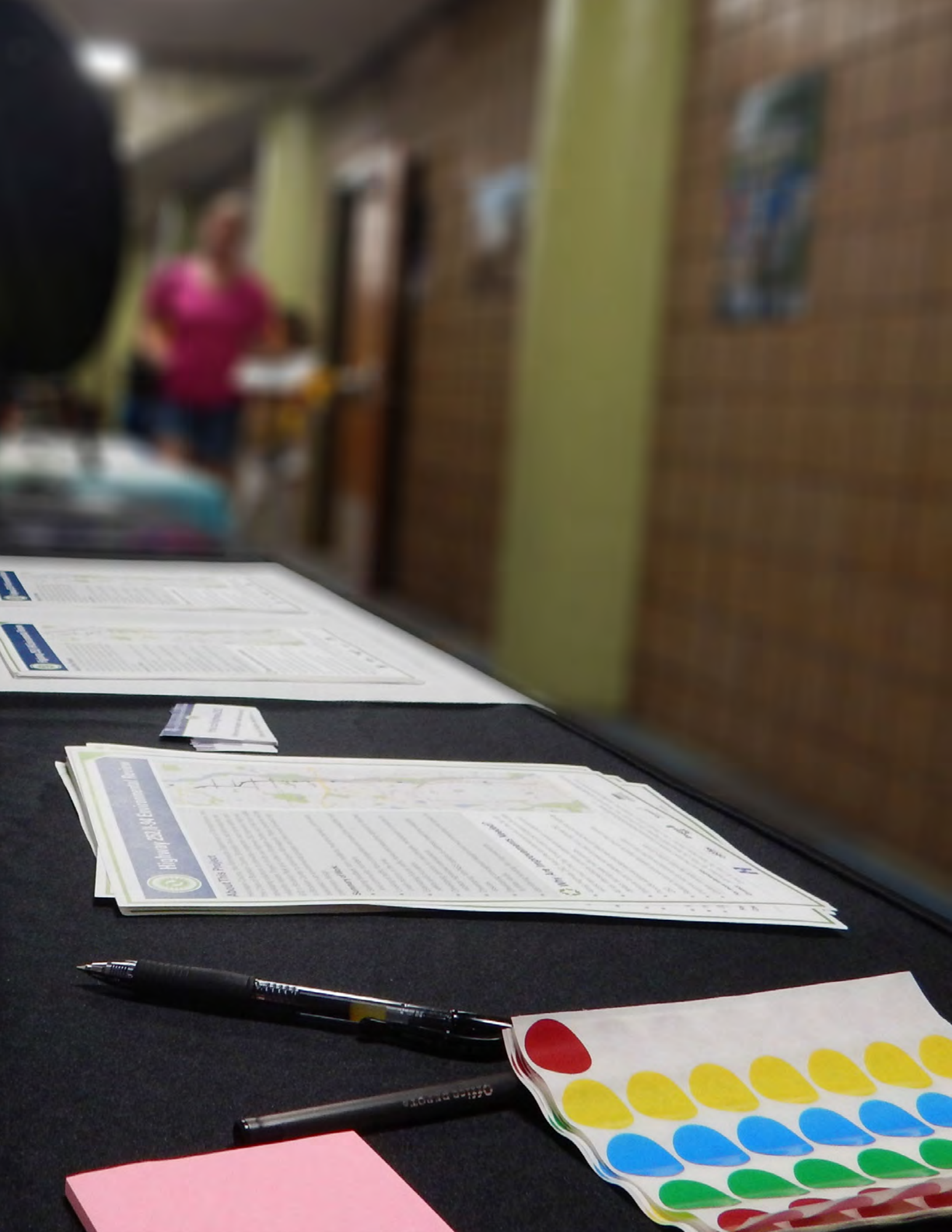
Guidance for Project Notification Preferences

An important question posed to participants during the survey sought to learn about the best communication tools and approaches that would be most effective in reaching participants in the future and alerting them to upcoming engagement opportunities in the environmental review process. These are the responses provided by participants:

How do you prefer to receive information?

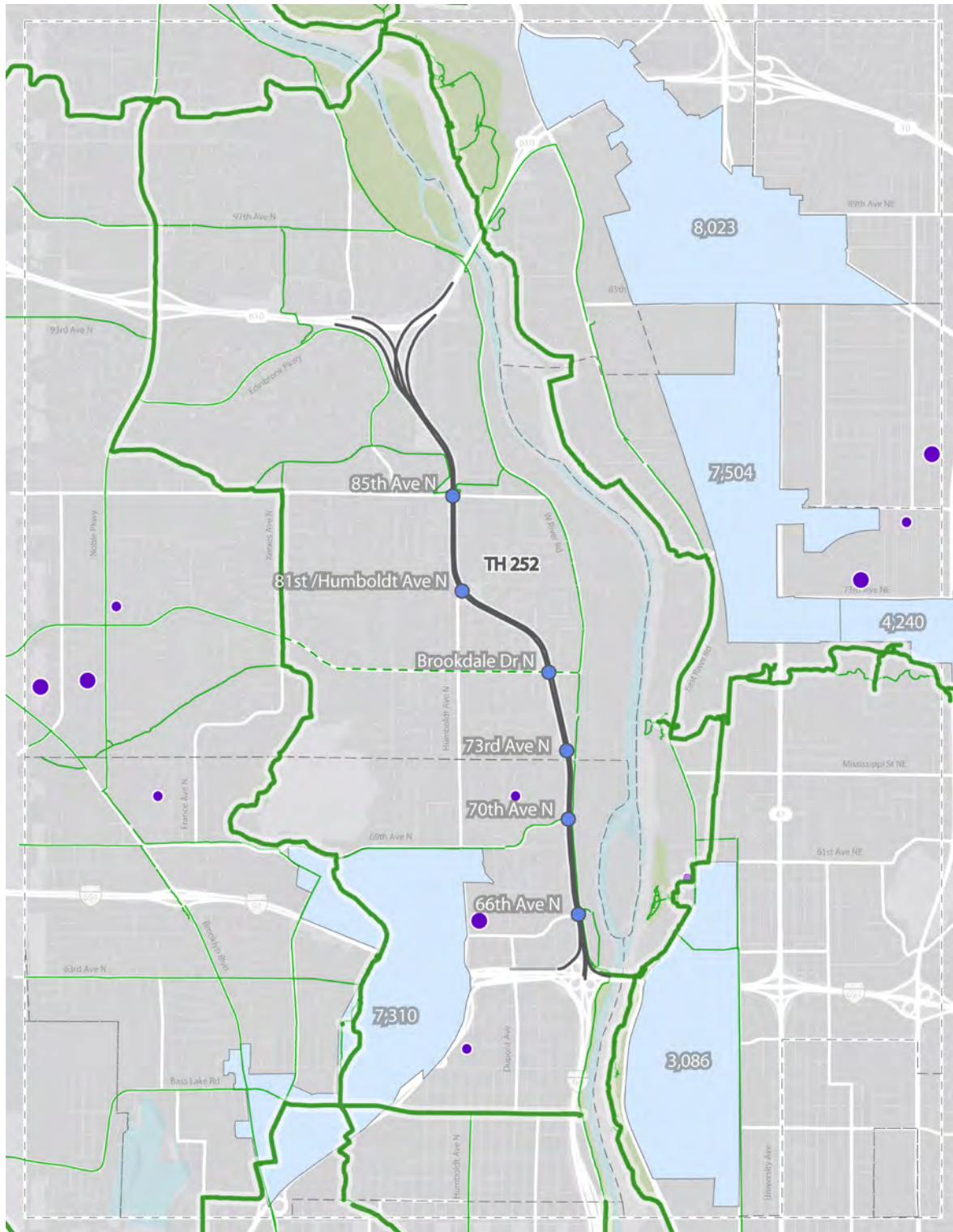


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APPENDIX

Project Area




Comment Cards

COMMUNITY WORKSHOP for Highway 252/I-94 Environmental Review


May 30, 2018 

Name _____ Phone _____ Email _____


Address _____

 **Comments**
Please print legibly.

☐ Please have someone from the City of Brooklyn Park call me to discuss my comments and/or concerns or Contact Jeff Holstein: jeff.holstein@brooklynpark.org | (763) 493-8102


Brooklyn Park 

COMMUNITY WORKSHOP for Highway 252/I-94 Environmental Review


May 31, 2018 

Name _____ Phone _____ Email _____

Address _____

 **Comments**
Please print legibly.

☐ Please have someone from the City of Brooklyn Center call me to discuss my comments and/or concerns or Contact Doran M. Cote, PE, Public Works Director 763.569.3340 | dcote@ci.brooklyn-center.mn.us

BROOKLYN CENTER
AT THE CENTER 

Individual Worksheet

Highway 252/I-94 Environmental Review



Community Workshops - May 30 and 31, 2018

Individual Worksheet

Questions for you

- 1) What makes you hopeful or excited about this project? What's your ideal outcome for this project?
- 2) Thinking about your experiences traveling along or across the Highway 252/I-94 corridor today (as a driver, pedestrian, bicycle rider or transit user) - what are some issues or problems you experience?
- 3) What **ideas** do you have for making improvements in the Highway 252/I-94 project area? What are some opportunities to make this corridor better?

For more information and to receive project updates visit our website: mndot.gov/metro/projects/hwy252study/

Highway 252/I-94 Environmental Review



About you

Your responses to the questions in this section will help us understand some basic information about how well we are doing in reaching a cross-section of residents living near the Highway 252 project corridor.

If you prefer to not answer a question, please feel free to skip it and leave the answer blank.

Please hand your worksheet to a project staff, or place it inside a comment box. Your individual responses will remain confidential.

1) What is your gender?

☐ _____

2) What is your age? *Please select one of the ranges below.*

- ☐ 14 or younger
- ☐ 15 to 17
- ☐ 18 to 30
- ☐ 31 to 59
- ☐ 60 to 74
- ☐ 75 or older

3) How would you describe your ethnic / cultural heritage? *Please select one category.*

- ☐ African
- ☐ African American/Black
- ☐ Asian American or Asian
- ☐ Caucasian/White
- ☐ Native American/American Indian
- ☐ Hispanic or Latino (of any race)
- ☐ Other (please describe) _____

4) How did you hear about tonight's workshop?

Please select all that apply

- ☐ Newspaper
- ☐ Radio announcement
- ☐ Postcard mailed to my address
- ☐ Television / Cable access channel
- ☐ Email
- ☐ Word of mouth
- ☐ Facebook / Twitter
- ☐ City website
- ☐ MnDOT's project website
- ☐ Other - please tell us _____

5) By which method would you prefer to receive information about this project? *Please select up to three of the choices provided*

- ☐ Newspaper
- ☐ Radio or television announcement
- ☐ Postcard mailed to my address
- ☐ Email
- ☐ Text message to my phone
- ☐ Facebook / Twitter
- ☐ City website
- ☐ MnDOT's project website
- ☐ Other - please tell us _____

Group Worksheet

Highway 252/I-94 Environmental Review



Community Workshops - May 30 and 31, 2018

Please work with others at your table to discuss and decide your group's **Top 3** answers to each of the questions below (these are the same questions asked on the individual worksheet). This will help us to further understand issues and opportunities the community has around the Highway 252/I-94 corridor.

Three questions for your group

1) What's your ideal outcome for this project? What would you like to see as a result of this work? What makes you hopeful or excited about this project?

Consensus answer 1:

Consensus answer 2:

Consensus answer 3:

2) Thinking about your experiences traveling along or across the corridor today (as a driver, pedestrian, bicycle rider or transit user) - what are some issues or problems you experience?

Consensus answer 1:

Consensus answer 2:

Consensus answer 3:

3) What ideas do you have for making transportation work better in the Highway 252 / I-94 project area? What are some opportunities to make this project better?

Consensus answer 1:

Consensus answer 2:

Consensus answer 3:

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Brooklyn Park Community Workshop- Individual Worksheet Responses

	What makes you hopeful or excited about this project? What's your ideal outcome for this project?	Category 1	Category 2	Category 3	What are some issues or problems you experience?	Category 1	Category 2	Category 3	What ideas do you have? What are some opportunities to make this corridor better?	Category 1	Category 2	Category 3
1	Better ways to cross 252 for walker & bikers trails?	Improve walking and biking infrastructure			Long wait times to cross 252	Address traffic congestion			Overpass and trail connections	Improve walking and biking infrastructure		
2	Congestion easement is ideal outcome less intersections lead to less accidents? Not looking forward to construction	Address traffic congestion	Improve safety		Bicycle riding - takes a long time to get across. Seems to say "wait, wait" (Brookdale Dr) when it would be just fine to go. Like the 85th Bridge.	Improve walking and biking infrastructure			If there are no intersections, then bridge for peds/bikes at Brookdale Dr. and 73rd Aves. No HOV lane - need lanes for everyone	Improve walking and biking infrastructure	Implement additional driving lanes	
3	-I may actually want to drive on Hwy 252 -Fewer intersections/freeway style exits & entrances -No MNPass - (Safe/speedy & accessible)	Reduced number of stoplights	Improve safety		-Stoplight length on 73rd ave N, too long on left turns -rush hour around 66th needs change -need to retain mass transit on 252	Address traffic congestion			-Exits & entrances on 66th st -Concept with 3 entrance/exits @ 66th, Brookdale Dr, 85th w/ overpass on 73rd/ and Humboldt only transit avail @ 73rd	Misc.		
4	Relieve traffic congestion due to overload of cars & trucks by using 252 detour when 694. ect is under construction	Address traffic congestion			Huge backup during rush hour at 252 & Humboldt	Address traffic congestion			Independent turn lane south along south between 85th & Humboldt Accident high at Humboldt & 252 caused by overload of traffic detour	Implement additional driving lanes	Improve safety	
5	Smooth possibly safe drive through this (252) corridor. Be able to get on and off 252 at any interchange and not worry about accelerating too fast at proposed exit ramps because not enough room (real estate) to do it safely. Entrance ramps being able to accelerate to a safe speed to merge. Wlthout trying to cross lanes fast and unspeed due to a short area to do it in.	Improve safety			Congestion. Former resident of Brooklyn Center for 22 years and now live in Brooklyn Park for the past 2 years. I have seen Brooklyn Center Mayor Wilson, Council and engineers demand or drive what they want, not what the citizens want.	Address traffic congestion	Incorporate community input		-252 and 66th - should be overpass for 252 only. No interchange at this location. Not enough room to safely accelerate and decelerate (from ramp or proposed clover lanes). -No stop lights along 252 corridor. At bottom or top of proposed ramps where an intersection would be needed. Use roundabouts, no lights.	Implement additional driving lanes	Reduced number of stoplights	
6					Also merge lane to enter 252 was lengthened but should have been much much longer.				Staging/stacking area to turn left is way way too short. People tend to slow down in No 1 lane to start stacking you should be able to exit No 1 Lane at 60 mph, so as to not slow down main traffic.	Misc.		
7	Better controlled intersections Less traffic on West River Road.	Improved traffic enforcement	Address traffic congestion		Waiting at lights to access 252 are too long/then too short to cross.	Address traffic congestion						
8	Safety - better traffic flow - future less noise - sound barriers.	Improve safety	Address traffic congestion	Implement noise buffer	All of the lights - this does not help traffic flow, access to 252, 55th, 76th - Improve.	Reduced number of stoplights	Address traffic congestion		Make freeway!!! - 85th ave freeway access off & on ramps - option #5 on boards sound barriers.	Convert TH 252 to freeway	Implement noise buffer	
9	Traffic moving faster, less congestion, fewer accidents at intersections.	Address traffic congestion	Improve safety		Slow traffic, hard to cross highway at lights. too many lights slows traffic.	Address traffic congestion	Reduced number of stoplights		less lights, make it a freeway	Convert TH 252 to freeway	Reduced number of stoplights	
10	Reduce congestion and accidents.	Address traffic congestion	Improve safety		Long waits at intersections - traffic congestion	Address traffic congestion	Address traffic congestion		Get rid of traffic lights Sound barrier	Reduced number of stoplights	Implement noise buffer	
11	No stop lights. 3rd lane the whole way.	Reduced number of stoplights	Implement additional driving lanes		Backups in the AM from 610 east to 252 south Backups in the PM at 81st Northbound	Address traffic congestion			3rd lane whole way No stop lights In the future, a flyover from 100N to 252 N!	Reduced number of stoplights	Implement additional driving lanes	

Brooklyn Park Community Workshop- Individual Worksheet Responses

	What makes you hopeful or excited about this project? What's your ideal outcome for this project?	Category 1	Category 2	Category 3	What are some issues or problems you experience?	Category 1	Category 2	Category 3	What ideas do you have? What are some opportunities to make this corridor better?	Category 1	Category 2	Category 3
12	Public safety - less car accidents (fault), pedestrian safety crossing Hwy 252, transit buses pulling out of traffic. Lessen the volume of traffic that gets backed up making it difficult to change lanes and slow going through intersections	Improve safety	Improve walking and biking infrastructure	Improve transit service (dedicated bus lane, etc)	The long wait time to cross over hwy 252. Can't get through lights because some people sit on their phone and then don't go or the light is too short. Even taking turns to cross over to turn off of Hwy 252 is too long of a wait.	Address traffic congestion	Improved traffic enforcement		No traffic lights make into freeway all the way. Crossovers for side streets. Still have to be careful of traffic that will still back up as it intersects with hwy 610. Depending on time of day hwy 610 will back up then you may have people cut through on West River Road. Also keep safety for pedestrians crossing over hwy 252 to get to the river as well as retail on the west side. Bicycling access to downtown Mpls must remain safe. Maintain 4 lanes N to S including exiting 610 & 94 & 694. How will run off effect the river? How will construction affect water tables	Reduced number of stoplights	Convert TH 252 to freeway	Improve walking and biking infrastructure
13	Better and safer traffic flow with fewer stop lights	Reduced number of stoplights	Improve safety	Address traffic congestion	Too many stop lights. Not enough traffic lanes	Reduced number of stoplights	Implement additional driving lanes		3 lanes of traffic. Eliminate 70th street intersection. Lower speed limit (60) north of 85th. noise walls. Overpass at 85th Ave. A red light warning sign southbound at Brookdale Drive	Reduced number of stoplights	Implement noise buffer	Improve safety signage
14	To be able to merge & be safe crossing the highway that maybe they can make it a little quicker	Improve safety	Address traffic congestion		Lights should be a little longer when crossing the highway	Address traffic congestion			Just to have 3 major crossover on the highway. The rest [of] entries just the direction you are going	Reduced number of stoplights		
15	Noise reduction	Implement noise buffer			Wait time at stoplight at 65th & 252	Address traffic congestion			Use trees & earth rather than walls for sound reduction/barrier	Implement noise buffer	Conserve surrounding natural environment	
16	The reduced traffic flow and a reduction in accidents	Address traffic congestion	Improve safety		As a bus commuter, I really don't like to cross 252 at 73rd to get to my car at the Park and Ride. The crosswalk signals don't always work right and on a cold, snowy winter night, it's just nasty!	Improve walking and biking infrastructure	Create safe access to transit		Overpasses and 6 lanes - Do NOT keep it 4 lanes			
17	Being able to go both north & south Safer-	Improve safety			Keep pedestrians & bicycles AWAY from traffic a lane w/o barrier make Park/ride safer Turn signals / turn signals "yellow" flashing long wait time.	Improve walking and biking infrastructure	Improve safety signage		Wider & longer turn lane or ramps on/off 252 (more lanes) -Center lane going south toward Mpls should be optional S to 94 (Mpls) or E694, easy fix to reducing stack up in Rt lane going to W 694/100S	Implement additional driving lanes		
18	-Safe, speedy travel --Takeout stop light intersections -Bike, walking paths	Improve safety	Reduced number of stoplights	Improve walking and biking infrastructure	-Biking: use pedestrian bridge on 85th, great for safety -Sudden stop and go traffic	Improve walking and biking infrastructure	Address traffic congestion		-No stoplights (freeway) -Need more pedestrian/bike safe ways to cross (tunnel under)	Reduced number of stoplights	Convert TH 252 to freeway	Improve walking and biking infrastructure
19	Faster commute to work - no stop lights Elimination of "gutsy" drivers thinking the very short ramps are mergeable with fast traffic safely. Moving the bus stop so the right SB lane doesn't have to squeeze by the bus that doesn't move for enough to the right and cars in the middle lane making this too narrow of a gap. I feel like I am playing "shout the gap"	Reduced number of stoplights	Improved traffic enforcement	Improve transit service (dedicated bus lane, etc)	Safely cavalier bus drivers Safely cavalier mergers Bottleneck 3 lanes --> 2 lanes NB 3pm - 6pm. Bottleneck	Address traffic congestion			Move the bus stop west and mimic an interstate rest stop (off ramp & out of the way with a longer safer merger!) Make it a freeway	Improve transit service (dedicated bus lane, etc)	Convert TH 252 to freeway	

Brooklyn Park Community Workshop- Individual Worksheet Responses

	What makes you hopeful or excited about this project? What's your ideal outcome for this project?	Category 1	Category 2	Category 3	What are some issues or problems you experience?	Category 1	Category 2	Category 3	What ideas do you have? What are some opportunities to make this corridor better?	Category 1	Category 2	Category 3
20	Improvements to traffic flow so we as residents can get in home or out. getting rid of long waits for signal to change green at Brookdale Drive My wife drives a 150CC scooter and she change the vehicle reader waiting to cross 252 @ Brookdale Drive	Address traffic congestion	Reduced number of stoplights	Improve walking and biking infrastructure	The City ped overpass moved to 85th is helpful - all other ped crossings are long waits for walk signal	Improve walking and biking infrastructure			Getting rid of all or many as feasible signals will assist traffic flow (hopefully) better ped crossing will get more people out walking/biking	Reduced number of stoplights	Improve walking and biking infrastructure	
21	-To improve safety -Reduce congestion -Eliminate traffic signs -improve travel times	Improve safety	Address traffic congestion		-Congestion -Long wait times at signaled intersections -safety - too many vehicles running red lights because of long wait times	Address traffic congestion	Improved traffic enforcement		-Eliminate traffic signals - by installing overpasses -add additional lane in Brooklyn Park -Add designated bus lanes MN Pass lanes -Increase speed limit -Enhanced pedestrian options	Reduced number of stoplights	Implement additional driving lanes	Improve transit service (dedicated bus lane, etc)
22	-pedestrian driver safety increased, seamless merging - lanes on and off, noise & traffic - hopeful for sound barrier walls Expressway - eliminate stop lights	Improve safety	Implement noise buffer	Reduced number of stoplights	We currently have access to the pedestrian bridge on 85th making crossing safer - Hopeful Brookdale & 66th will have similar - Brookdale has an elementary school, 66th has stores & restaurants.	Improve walking and biking infrastructure			66th - needs to have transit stop NOT be in the merging lane Better traffic flow. Do Not direct traffic through Brookdale Dr increasing risk to the elementary families attending - as is the area is dangerous enough with existing traffic flow	Improve transit service (dedicated bus lane, etc)	Protect my home/neighborhood	Improve safety
23	A far more expedited & efficient flow through the corridor	Address traffic congestion			-Huge backups at each almost of the lights. -Buses have a difficult time pulling out of the stops along 252 as drivers fight to get through the corridor	Address traffic congestion	Reduced number of stoplights	Improve transit service (dedicated bus lane, etc)	-Remove the lights and allow for better flow onto, off & through the corridor -Possibly acceleration lanes for merging traffic onto the corridor -Better/more P&R along 252 to better encourage transit use to reduce traffic	Reduced number of stoplights	Implement additional driving lanes	Improve walking and biking infrastructure
24	A corridor that allows for quick, uninterrupted travel, main artery without backups	Address traffic congestion			Backups due to streetlights, curve in Hwy 252, 80th only two lanes under I-94	Reduced number of stoplights	Address traffic congestion		-Interstate level freeway through Hwy 252 -More lanes from east 610 to South 252 -More lanes under I-94 -No MN Pass!!!	Convert TH 252 to freeway	Implement additional driving lanes	Improve safety
25	Increased mobility through the corridor. Reduced delay for travelers, whether they are located on TH 252 or the local roads	Address traffic congestion			As a driver... delay due to maxed out signal timing plans. Congestion during peak travel times. As a transit user... poor layout of bus stops for buses traveling South on Th 252 Southbound I-94. Center transit stops in the median like on I-35 would be awesome with MNPASS lanes. If not in center than improved bus shoulders.	Reduced number of stoplights	Address traffic congestion	Improve transit service (dedicated bus lane, etc)	transit stops in the median @ planned overpass or interchanges. MNPASS system	Improve transit service (dedicated bus lane, etc)		
26	Safer travel on 252. Traffic being able to continuously moving on 252 easy on & off ramps Noise reduction walls for homes less accidents	Improve safety	Address traffic congestion	Implement noise buffer	Long wait time for lights when waiting to cross or get onto 252 Also to exit off 252	Reduced number of stoplights	Address traffic congestion		Better patrols for speeders - motorcycles	Improved traffic enforcement		

Brooklyn Park Community Workshop- Individual Worksheet Responses

	What makes you hopeful or excited about this project? What's your ideal outcome for this project?	Category 1	Category 2	Category 3	What are some issues or problems you experience?	Category 1	Category 2	Category 3	What ideas do you have? What are some opportunities to make this corridor better?	Category 1	Category 2	Category 3
27	-Safer driving & merging on as well as the neighborhood leading up to access points -Reduced noise: engine braking used at intersection, cars racing coming from stop. Often just acceleration, required to merge onto 252 at access points due to high speeds and long lights	Improve safety	Implement noise buffer		-bus stop (location) at 66th Ave creates a dangerous spot where moving traffic encounters buses pulling out into traffic also while traffic entering is attempting to go around -avoid 252 in afternoon rush hour at all costs. Left turn takes 3-6 minutes routinely (often not long enough for all lined up traffic to get through and more than once, left turn doesn't get a green in a 3 min cycle)	Improve transit service (dedicated bus lane, etc)	Address traffic congestion	Reduced number of stoplights	-Move bus stops -disallow use of engine brakes (post and enforce) -3 lanes for entire length Northbound (currently right lane is often the fast lane because it ends partway) -raise the speed limit or patrol for speeding more frequently (seriously don't raise the limit... enforce) -enhance access to key crossings where the neighborhood can safely support	Improve transit service (dedicated bus lane, etc)	Improved traffic enforcement	Improve safety
28	A real freeway... finally! Outcomes 1. Six lanes on 252 from 94 to 85th 2. No stoplights 3. No HOV Lane 4. Access at 85th	Convert TH 252 to freeway	Reduced number of stoplights	Implement additional driving lanes	1. Stoplights with NO cross traffic on 252 2. The median barrier along 94 is pathetic	Reduced number of stoplights			*The median barrier along 94 is beyond disrepair. why wasn't it fixed in 2017 during the rehab project?!! *Remove all stop lights	Reduced number of stoplights		
29	Make it into a lot safer Rd. too many cross streets along 252	Improve safety			1. No safe at all too much traffic	Improve safety			1. Redo all of the 66th Area 2. Close 70th 3. 73rd - ? 4. Close 81st 5. overpass - Brookdale Dr. 6. Overpass - 85th 6. Walking/bike path! 9. Walking bridge at Brookdale Dr over 252	Reduced number of stoplights	Improve walking and biking infrastructure	
30	I moved here about 1 year ago - my only complaint about the location we moved to is sitting wasting time at the 252 stoplights. I'm excited that there is already something started looking at possibilities to improve it.	Address traffic congestion			We mainly drive around it. We appreciate the 85th walkover bridge. My wife has been in an accident @ 252/85th light, and I see many others also in an accident there. After safety is the immense time I spend sitting at the stoplights. Turn lane from 252 onto 85th from 610 down is too short	Improve safety	Reduced number of stoplights	Address traffic congestion	There's too many stoplights. I think a clover leaf at 85th & another at Brookdale drive is needed. Close off all other intersections. Buses & stops should be in their own separate lane to alleviate sudden slow downs w/ them pulling out	Reduced number of stoplights	Improve transit service (dedicated bus lane, etc)	
31	1. Easier transition on and off 252 2. Hopefully less noise, stopping, & starting from lights 3. Crossing over 252 by bridge alleviates safety issues crossing	Implement noise buffer	Address traffic congestion	Improve safety	Crossing as a pedestrian, bicycle, is dangerous. More time is needed to cross! Crossover bridges, fantastic!	Improve safety	Improve walking and biking infrastructure		1. Longer leadings to enter & exit 252 2. Crossover bridges would be great for walking safety (my access point is 73rd Ave N)	Improve safety	Improve walking and biking infrastructure	
32	Better flow of traffic/fewer accidents/lower pollution. Less road noise in adjoining neighborhoods Some funneling approved today Easier pedestrian crossing	Address traffic congestion	Conserve surrounding natural environment		Traffic exceeds road capacity	Address traffic congestion			Attractive noise barriers!! open road for free flowing traffic Dedicated bus lane	Implement noise buffer	Reduced number of stoplights	
33	To create better flow To relieve congestion	Address traffic congestion			Lights are too long to access 252 A lot of congestion on streets trying to get on to 252	Reduced number of stoplights	Address traffic congestion					
34	-Traffic sound barriers (we live off 252) -Pedestrian crossing bridges/safety	Address traffic congestion	Improve walking and biking infrastructure	Improve safety	-as a pedestrian, crossing is somewhat sketchy -long left turn wait times	Reduced number of stoplights	Improve walking and biking infrastructure		-Add third lane between Brookdale/85th, plenty of room. Today this adds to rush hour delay -Add sound barriers & ped bridge @ 66/73rd to reduce light times	Implement additional driving lanes	Implement noise buffer	Improve walking and biking infrastructure

Brooklyn Park Community Workshop- Individual Worksheet Responses

	What makes you hopeful or excited about this project? What's your ideal outcome for this project?	Category 1	Category 2	Category 3	What are some issues or problems you experience?	Category 1	Category 2	Category 3	What ideas do you have? What are some opportunities to make this corridor better?	Category 1	Category 2	Category 3
35	Our house backs up to 252 - the prospect of possibly having a wall between us and the highway is exciting (we would love a sound barrier)	Implement noise buffer			-I is very long turning left of to 73rd from 252 and feels dangerous with cars whizzing by -Crossing 252 is a nightmare as a pedestrian	Reduced number of stoplights	Improve walking and biking infrastructure		Instead of going from 3 to 2 lanes perhaps just continue the 3rd lane lane going north	Implement additional driving lanes		
36	Don't know enough yet	Misc.			Running lights at intersections	Improved traffic enforcement			-Add 3rd lane all of the way w/ turn lanes -add overpasses - eliminate lights	Implement additional driving lanes	Reduced number of stoplights	
37	reduce congestion	Address traffic congestion			Back ups to cross 252 at 85th in both direction - it may take up to 3 light cycles -running red lights	Reduced number of stoplights	Improved traffic enforcement		-There should be 2 lanes from south 252 to 694E & 100 similar to what was done during the 94 construction -Need a better transition from W85th to N252 --find a way to not allow W694 to N252 to cross over to turn W on 66th	Improved traffic enforcement	Implement additional driving lanes	
38	Outcome - less traffic backup	Address traffic congestion			problem merging from 94 to 252 rightlane backup from 252 to merge onto 694	Address traffic congestion						
39	More car lanes! Keep the bicycle traffic off the and out of the corridor of 252. Stop lights for cross traffic only. Close 70th intersection. Just a longer entrance lane South Bound only.	Reduced number of stoplights	Implement additional driving lanes		Poor drivers. We just need more lanes for us working people. No pedestrians.	Improved traffic enforcement	Implement additional driving lanes	Improve walking and biking infrastructure	Keep buses on Humboldt! Make a road to move working people quickly! Semi-highway limited access. South entrance only with south exit only-->then north exit & entrance only. NO crossing lanes.	Improve transit service (dedicated bus lane, etc)	Address traffic congestion	
40	For traffic to flow better keep bicycles off the road. That's asking for trouble. It's a "highway"	Address traffic congestion	Improve walking and biking infrastructure		Traffic back up & no other options for getting around it other than going off on side streets & thru neighborhoods	Address traffic congestion	Protect my home/neighborhood		3rd street ramp coming north from downtown has been greatly improved from what it was for traffic. Keep ideas like that for other improvements elsewhere.	Address traffic congestion		
41	I am curious what the outcome will be, as this is my first time attending after recently moving to the area. My ideal outcome would be to get rid off the stop lights and add overpasses. (the stop lights can also be very dangerous for pedestrians)	Reduced number of stoplights	Improve walking and biking infrastructure		It can be frustrating most of the time due to traffic back-ups near the 694 E/W exit ramp. The backups due to the congestion of the badly-timed stop lights also make the drive very frustrating. The timing of off streets at stop lights getting onto 252 is horrible and not the best - they sometimes stay green for 30 seconds	Address traffic congestion			Get rid of the stop lights! It would help alleviate a lot of congestion and frustrations. Make it a constant 3-lane instead of 3, down to 2 lanes. back to 3 lanes	Reduced number of stoplights	Address traffic congestion	Implement additional driving lanes
42	Flow thru traffic from downtown to 610 nothing makes me hopeful or excited about this project. It will directly affect my home - a place I have lived for 41 years.	Address traffic congestion			Congestion - speeding - problem crossing streets	Address traffic congestion	Improve walking and biking infrastructure		Have no lights on 252. Have all cross streets with entry & exit ramps. Make sure all homes affected have sound walls. Also think about buying homes out that area really affected.	Reduced number of stoplights	Implement noise buffer	Protect my home/neighborhood
43	Not excited... more noise, more dirt, more cars, need to to buffer my home - directly affected by horror show! Not good for wildlife on the River. My quality of life after being a resident of Brooklyn Center for 41 years will be compromised	Protect my home/neighborhood	Conserve surrounding natural environment	Do not change the TH 252 corridor	Worry about traffic - dangerous for children & everyone	Improve walking and biking infrastructure			Homes affected on 66th Ave need sound wall. (Willow Ln)	Protect my home/neighborhood	Implement noise buffer	
44	Is 252 going to be a "freeway" no stops.	Convert TH 252 to freeway	Reduced number of stoplights		On 252 many cars go thru the red lites north/south.	Improved traffic enforcement			Traffic cameras, but if the intent is "freeway" then, it's all speed, no intersections?	Convert TH 252 to freeway	Improved traffic enforcement	Reduced number of stoplights
45	Is there one	Misc.			very scary	Improve safety			Obviously the pros cant agree so I will not even think about it	Misc.		

Brooklyn Park Community Workshop- Individual Worksheet Responses

	What makes you hopeful or excited about this project? What's your ideal outcome for this project?	Category 1	Category 2	Category 3	What are some issues or problems you experience?	Category 1	Category 2	Category 3	What ideas do you have? What are some opportunities to make this corridor better?	Category 1	Category 2	Category 3
46	Safety; first clean up acceleration acceleration lanes	Improve safety			Eliminate shunts through side street, open up [can't read word] side streets to local traffic again	Address traffic congestion						
47	Coordinated project w/ communities; govt NEPA requirements Actually working w/ community Want to believe multi transportation options will be considered; if appropriately implemented	Incorporate community input			Ha! - Really bad/fast drivers Poor signage for non-daily users Difficult getting across lanes from 694w ramp to inner lanes	Improved traffic enforcement	Improve safety signage		Nothing fixed	Do not change the TH 252 corridor		
48	Entering 252 from side streets need to be safer. Also would like to cut waiting time to get onto 252	Improve safety	Address traffic congestion		Entering 252 is dangerous. Northbound at 81st is a blind spot	Improve safety			Remove all lights and create a freeway	Reduced number of stoplights	Convert TH 252 to freeway	
49	I am hopeful that safety while traveling along 252 will vastly improve. I am also hopeful that it can be made easier to traverse 94, the various exit/entrance ramps that are blind or too short need to be addressed. Would also love to see extra lanes added in some of the bottleneck areas.	Improve safety	Implement additional driving lanes		Bottlenecks, not enough pedestrian paths, extreme wait times on 252 to make turns or enter 252, having worked @ a business directly off of 252 for 7+ years, I have been in several near accidents-at least 5 in the last 4 yrs alone.	Address traffic congestion	Improve walking and biking infrastructure		Add 3rd lane at beginning (I-94 meets 252), put 3rd lane thru entire route of 252. Better timing on signal lights would also help a lot! Add bus lanes so we don't have buses running us off the road.	Implement additional driving lanes	Improve transit service (dedicated bus lane, etc)	
50					Are you planning on buying privately owned land to expand the roadway? Please do bypass @ Humboldt/81st -Homeowners along 252 - property value, more noise, spots that will qualify or not qualify for noise barrier even though it (noise) will be increased, that commuters are being placed primary above home owners, land? -Businesses -some may loser in this transition -History- hwy 94@ Frogtown (St Paul) & @ North/NE Mpls ruined & isolated by freeways - people of color primarily impacted. -Input: primarily white, english speakers - not reflective of our community	Protect my home/neighborhood	Implement noise buffer					
51	Less time spent waiting for traffic lights improved safety	Address traffic congestion	Improve safety		Excessive time waiting to cross 252 Congestion on 252 Increased time on destination	Address traffic congestion			Bridges Flashing yellow lights for left turns warning lights light change ahead (moving north of 252 approaching HUmboldt/81st	Improve safety signage		
52	Diverging Diamond	Address traffic congestion										
53					As a driver I only use it in the morning (5:30am) and weekends. Otherwise it's too busy	Misc.			Close Humboldt and maybe one more in B.C. Build bridges at other intersections	Reduced number of stoplights		
54	Less wait at signals Less congestion Safer intersections Quicker commute time Less traffic on W.R.R	Address traffic congestion	Improve safety		Not following traffic signals speeding Blocking intersections when signal lights change	Improved traffic enforcement	Address traffic congestion		More traffic lanes Easy on/off for local residents	Implement additional driving lanes		

Brooklyn Park Community Workshop- Individual Worksheet Responses

	What makes you hopeful or excited about this project? What's your ideal outcome for this project?	Category 1	Category 2	Category 3	What are some issues or problems you experience?	Category 1	Category 2	Category 3	What ideas do you have? What are some opportunities to make this corridor better?	Category 1	Category 2	Category 3
55	It appears MNDOT is willing to fund construction of the project Ideal outcome would be to upgrade TH 252 to freeway, eliminate traffic signals along TH252	Convert TH 252 to freeway	Reduced number of stoplights		As a driver, traffic congestion along TH 252 during peak traffic periods is a problem. Concern about safety along 252, especially accessing TH 252 at 85 Ave and 66th Ave. As a bicyclist, I appreciate the pedestrian bridge over TH 252 at 85th Ave; it made it much easier and safer to cross TH 252	Address traffic congestion	Improve safety	Improve walking and biking infrastructure	Eliminate signals along TH 252 and make grade separated intersections. At same time, eliminate some minor intersections. such as 70th Ave and 81st Ave/Humboldt Ave intersections.	Reduced number of stoplights		
56	*It could lessen traffic, make it easier to get off and on 252, make it easier to cross 252 via bicycle, and safety *The quality of the river should be considered, especially stopping salt entering the river!	Address traffic congestion	Conserve surrounding natural environment		*LEft turn lanes can be dangerous and slow. *There are few safe bicycle crossing points *66th Ave needs to be "fixed"	Improve safety	Improve walking and biking infrastructure		More bicycle and/or walking crossing spots	Improve walking and biking infrastructure		
57	Can't wait to get rid of the stop lights!! They back up traffic so bad. Plus not having 3 lanes in all of 252.	Reduced number of stoplights	Address traffic congestion	Implement additional driving lanes	Again, stop lights slowing down traffic, so annoying	Reduced number of stoplights			Get rid of the stoplights & expand to 3 lanes between 85th & 73rd. Should have had 3 lanes from the beginning	Reduced number of stoplights	Implement additional driving lanes	
58	Eliminate stop lights throughout section. This will speed up the slow process of trying to cross 252. Hopefully turning this into a freeway will eliminate all of the excess traffic on West River Road from the people trying to bypass 252 a lot of speeders on West River Road, hopefully this will keep them on the freeway.	Reduced number of stoplights	Improved traffic enforcement	Convert TH 252 to freeway	Slow traffic lights crossing 252 @ all intersections in corridor takes too long to cross 252	Address traffic congestion			Eliminate so many crossroads across 252 as possible. Also don't need bridges all intersections if not making a freeway don't touch anything, it would be a waste of money	Do not change the TH 252 corridor	Reduced number of stoplights	
59	That the wait times get onto highway 252 will not be so long!	Address traffic congestion			Long wait times at signals to get on 252 & slow moving traffic because of lights	Reduced number of stoplights			Eliminate some intersections, better control of signals	Reduced number of stoplights		
60	Less wait times to access 252 and cross 252, safety, safety, safety, Eliminate stop lights!	Address traffic congestion	Improve safety	Reduced number of stoplights	Wait times & safety, traffic lights not giving enough time to cross Lights timed for traffic going thru Brooklyn Park	Address traffic congestion	Improve safety		Better access without increased traffic thru neighborhoods Should have been a freeway from the start!	Protect my home/neighborhood	Convert TH 252 to freeway	
61	I am hopeful the corridor gets the upgrades to become a freeway to improve congestion, travel time reliability & transit. These are key to help improve safety, accessibility & business development.	Convert TH 252 to freeway	Improve safety	Address traffic congestion	As a driver along the corridor the biggest issues are congestion & safety. As a transit user the issue is pedestrian crossing safety	Improve safety	Address traffic congestion	Improve walking and biking infrastructure	Freeway conversion, pedestrian bridge & transit stop improvements	Convert TH 252 to freeway	Improve walking and biking infrastructure	Improve transit service (dedicated bus lane, etc)
62	Improved roads & intersections. Addition of a ramp (or clover leaf) at 252/66th Ave junctions will be welcome replacement to current rate of intersection	Address traffic congestion			The pedestrian crosswalks at 252/66th Ave are simply not safe. I have come much too close to getting struck by a car either hurrying to make a light or pulling out behind a lane of moving vehicles slowing down or pulling out behind a lane of moving vehicles slowing down & looking to either make a light (or hurry through an intersection) or try to move into a position closer to the "front" of the line of vehicles.	Improve walking and biking infrastructure	Improve safety		If possible a pedestrian overpass bridge at 252/66th Ave or possibly to expensive and admitting unrealistic) a pedestrian tunnel	Improve walking and biking infrastructure		

Brooklyn Park Community Workshop- Individual Worksheet Responses

	What makes you hopeful or excited about this project? What's your ideal outcome for this project?								What ideas do you have? What are some opportunities to make this corridor better?			
		Category 1	Category 2	Category 3	What are some issues or problems you experience?	Category 1	Category 2	Category 3		Category 1	Category 2	Category 3
63	Better traffic movement. Hope the noise stays down would be too close to the river Should the water & sewer project from 85 to Brookdale drive be put on hold due to water issues this may cause	Implement noise buffer	Address traffic congestion	Conserve surrounding natural environment	The wait time to cross is long. Some drivers do not go by the timing & run red lights, which cause accidents	Improved traffic enforcement	Improve safety		Make 3 to 4 lanes on roads on each side North & South driving traffic. HAVe overpasses at the main cross streets, so the traffic on 252 does not have to stop. Question: will this cause any problems with our water, and people who have well?	Implement additional driving lanes	Conserve surrounding natural environment	Reduced number of stoplights
64	Flowing traffic - no bottlenecks. This road is bumper to bumper during rush hour traffic Change to freeway (no stop lights) on-off ramps	Address traffic congestion	Convert TH 252 to freeway	Reduced number of stoplights	Stay off this road between 3pm->6:30pm and 7:00am-9:00am All intersections are too dangerous to cross with a bike - & will always go to 85th to cross on overpass when turning east on brookdale (from 252 heading south) light makes you sit for several light changes before turn green to turn	Improve walking and biking infrastructure			Freeway all the way. Only option	Convert TH 252 to freeway		
65	Freeway	Convert TH 252 to freeway			Slow traffic	Address traffic congestion			Highway	Convert TH 252 to freeway		
66	Would like safer intersections (or remove them) from 252. Would like smoother flow on 252. Remove 5 min intersections on Brooklyn Blvd & 85th & 81st. Smoother flow from 94 into downtown Mpls, to Hennepin & to hw 35w. Concern for pedestrians & bikers crossing HW25. Fewer cars by better metro transit (wish list) Eliminate noise!	Address traffic congestion	Reduced number of stoplights	Implement noise buffer	Sit 5 min to enter 252 from Bklyn Blvd. Sometimes li9ght is so short only 3-4 cars get thru. Traffic north is really backed up, especially pm rush hours. Morning commute south is slowed by lights. People merge onto 252 & arent yielding. Ramp from 100N & 694W going to 252 is a maze & unsafe crossovers. Need dedicated lane to enter 252 N at this ramp. Really a mess at 94 downtown. Especially at Hennepin/Lyndale. Safety issue from 85th Ave East to 610 West merge is unsafe	Reduced number of stoplights	Improve safety	Implement additional driving lanes	remove stop lights so 252 flows - More lanes, better flow. Noise barriers. Metro transit lanes bike lanes on W River Road thru downtown. Maybe on W River Road thru downtown/ Mpls. Parallel side streets down to Mpls, W River Rd/Dupont for example	Reduced number of stoplights	Implement noise buffer	Implement additional driving lanes
67	Increased safety. Mitigate noise levels. Transit corridor for bicycles, bus Easier entrance & exit to 252. Pedestrian crossing across 252 & 694. Bus transit park & ride	Implement noise buffer	Improve safety	Improve walking and biking infrastructure	I find that the traffic light can be controlled intersections are terrifying aa a bicyclist & motorist watching pedestrians trying to cross 252. Traffic is much too fast for safe entrance/exit	Improve walking and biking infrastructure	Improve safety	Address traffic congestion	Eliminate traffic signals, additional noise barriers, reduce speeds	Reduced number of stoplights	Implement noise buffer	Improved traffic enforcement
68	That 252 will safely handle present and proposed numbers of vehicles, with minimum disruption for current residents around existing intersections	Improve safety	Improve transit service (dedicated bus lane, etc)	Protect my home/neighborh ood	66th street intersection too close to #694. Crossover is terrible Too many lights. Merging from 3 lanes to 2 is not good.	Reduced number of stoplights			Remove all stop lights along 252. Remove 66th street intersection. Create 3 interchanges to replace existing intersections	Reduced number of stoplights		

Brooklyn Center Community Workshop- Individual Worksheet Responses

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Brooklyn Center Community Workshop- Individual Worksheet Responses

	What makes you hopeful or excited about this project? What's your ideal outcome for this project?	Category 1	Category 2	Category 3	What are some issues or problems you experience?	Category 1	Category 2	Category 3	What ideas do you have? What are some opportunities to make this corridor better?	Category 1	Category 2	Category 3
8	Getting where I need to go <u>Quickly</u> and without stopping & starting every few feet <u>or</u> just going to the speed limit & having to stop again -Better lighting -Better landscaping	Address traffic congestion	Reduced number of stoplights	Conserve surrounding natural environment	Start & Stopping! Buses that merge unsafely Not enough lanes - for the traffic	Improve transit service (dedicated bus lane, etc)	Address traffic congestion	Implement additional driving lanes	No stoplights only overpasses & enough to get around the area efficiently	Reduced number of stoplights	Address traffic congestion	
9	Give us more details about the project. I came to this meeting expecting to hear what you're going to do with 252. I've just heard rumors about eliminating (intersections) access from 71st, 73rd, brookdale Drive & 85th Ave	Incorporate community input			Southbound 252 from 85th Ave is very slow during a.m rush hour	Address traffic congestion			-Eliminate the 71st Ave no access & the the stoplight there -Allow <u>exit</u> ramps at least, so people can get to their homes (at the current intersection locations	Reduced number of stoplights		
10	It's at least been decided that what we have is not working	Misc.			Too long of a wait to cross, too many stops along corridor both directions	Reduced number of stoplights			If closing off Humboldt/81st, 73rd & 70th at least provide exits to these streets to get as much traffic off the corridor as soon as possible. Allow for dedicated transit lane in future (bus on rail)	Address traffic congestion	Improve transit service (dedicated bus lane, etc)	
11	Would like to see less traffic on 73rd 73rd Ave No. We have a lot of people speeding and we can't HELP! Make things easy - Make accessibility on 65 or 69th and Brookdale Drive. Open the River Road back up to Brookdale Dr.	Address traffic congestion	Improved traffic enforcement		I don't like to see the very long lights to get on 252. I think they could be shorter and people running red lights should be ticketed (never happens) Bus riders cross 73rd against the lights someone is going to get killed (overpass)	Reduced number of stoplights	Improved traffic enforcement	Create safe access to transit	Eliminate lights - have limited entrances and exits - 65th, Brookdale Dr, and 85th. Make & some of the Roads a Parkway	Reduced number of stoplights		
12	Change goals Improve environment Improve Mississippi River Corridor Improve air quality Reduce noise There should be 10 boards talking about improving	Do not change the TH 252 corridor			My house & my neighborhood	Protect my home/neighborhood						
13	Safe - Reasonable access from east side of 252 to 252 & West Side, especially during construction Retain quick access to east side of 252 by fire, police, ambulance Concern of highly likely non resident truth on W River Rd during construction	Conserve surrounding natural environment	Improve safety		High speed/stoplight runners, long lights for 252, extremely short lights for crossing 252 Increased traffic <u>NOISE</u> to River Road residents	Reduced number of stoplights	Improved traffic enforcement	Implement noise buffer	Better policing light runners & speeders Freeway should cause reduced pollution from traffic light garbage dumpers Roundabout as exits	Improved traffic enforcement	Conserve surrounding natural environment	
14	I would be excited if tens of millions of dollars were not wasted on a dangerous plan to create death and destruction near the 694 interchange as well ruining the Riverwood neighborhoods STOP THE MADNESS!!	Protect my home/neighborhood	Do not change the TH 252 corridor		Minor delays	Address traffic congestion			Lower the speed limit and route traffic from the northern exurbs elsewhere. The project only helps other transit or community	Improved traffic enforcement	Protect my home/neighborhood	
15	to make the traffic flow better with the least amount of inconvenience	Address traffic congestion			I am scared to approach the intersection because of red light runners Traffic is very slow congested	Improved traffic enforcement	Improve safety	Address traffic congestion	enforce cameras on the highway and follow through with citations	Improved traffic enforcement		
16	Nothing The plans are paid [cant read word]. There's nothing we can do about it	Do not change the TH 252 corridor			What can we say. It is a problem something will happen unfortunately we as the community basically we are ! your mercy!	Protect my home/neighborhood			I can't answer this. Don't know what they are going to do anyway! you gotta show us some kind of plan to begin with	Incorporate community input		

Brooklyn Park Community Workshop- Group Worksheet Responses

	Consensus answer	What makes you hopeful or excited about this project? What's your ideal outcome for this project?			What are some issues or problems you experience?			What ideas do you have? What are some opportunities to make this corridor better?		
1	1	Eliminate stop lights	Reduced number of stoplights		Long wait times at signal lights	Address traffic congestion		Eliminate signaled intersections	Reduced number of stoplights	
	2	Add 3rd lane all the way up to 610	Address traffic congestion		Safety merging onto 252	Improve safety		Add overpasses	Convert TH 252 to freeway	
	3	Straighten road from 73rd to 85th	Misc.		Safety walking across 252	Improve walking and biking infrastructure		Add pedestrian overpasses	Improve walking and biking infrastructure	
2	1	Better traffic flow	Address traffic congestion		Long wait times for East/West traffic crossing 252 at all intersections	Address traffic congestion		Earth friendly noise barriers to reduce noise	Implement noise buffer	Conserve surrounding natural environment
	2	Noise reduction	Implement noise buffer		Bus/transit commuters are in danger when crossing 252 to get to their cars at night	Create safe access to transit		Make it 6 lanes wide.	Implement additional driving lanes	
	3	Be able to exit at interchanges both North and South	Misc.		Pedestrian/Bicyclists should have their own lane w/ a barrier to keep them away from traffic	Improve walking and biking infrastructure		Center lane going south towards mpls option to use as E 694 this reduce the left lane stack up	Address traffic congestion	
3	1	Efficiency	Address traffic congestion		Bottlenecks	Address traffic congestion		Prioritize	Misc.	
	2	Safety	Improve safety		Safety concerns	Improve safety		Funding	Misc.	
	3	It's in process & "mostly" funded	Misc.		Engine pollution while idling	Conserve surrounding natural environment		right away acquisition	Protect my home/neighborhood	
4	1	Attractive sound barriers	Implement noise buffer		Lights need to be timed better	Reduced number of stoplights		Dedicated bus lane	Improve transit service (dedicated bus lane, etc)	
	2	Remove some traffic lights	Reduced number of stoplights		Excess congestion on feeder streets	Address traffic congestion	Protect my home/neighborhood	Make 252 3 lanes all the way	Implement additional driving lanes	
	3	Pedestrian bridges	Improve walking and biking infrastructure		Long waits at intersections and short light durations for cross traffic	Improve safety				
5	1	Improve traffic flow	Address traffic congestion					Make it a freeway	Convert TH 252 to freeway	
	2	Reduce congestion and accidents	Address traffic congestion					Get rid of lights	Reduced number of stoplights	
	3	Reduce bypass traffic on side streets	Protect my home/neighborhood					Add sound barriers	Implement noise buffer	
6	1	Safe, speedy, accessible roadway with long merging lanes	Improve safety		Long wait for lights, then not enough to cross for vehicles	Improve safety		Fewer intersections	Reduced number of stoplights	
	2	Stoplights are an issue for both speed and safety	Reduced number of stoplights		Not enough time to cross 252 w/ bicycle or walking	Improve walking and biking infrastructure		Eliminate all stop lights	Reduced number of stoplights	Convert TH 252 to freeway
	3	Either fewer intersections or overpasses	Reduced number of stoplights		Having to cross multiple lanes in a short time to use an exit/road	Improve safety		More safe pedestrian/bicycle crosses. Mass transit still needs to be accessible	Improve walking and biking infrastructure	Create safe access to transit

Brooklyn Park Community Workshop- Group Worksheet Responses

	Consensus answer	What makes you hopeful or excited about this project? What's your ideal outcome for this project?			What are some issues or problems you experience?			What ideas do you have? What are some opportunities to make this corridor better?		
7	1	Improve safety	Improve safety		Running traffic signals, safety along TH 252	Improved traffic enforcement	Improve safety	Upgrade to freeway and add more lanes along 252	Convert TH 252 to freeway	
	2	reduce congestion, upgrade TH 252 to freeway	Convert TH 252 to freeway		Traffic along and accessing TH 252	Address traffic congestion		Add more pedestrian bridges across TH 252	Improve walking and biking infrastructure	
	3	Improve water quality of stormwater going to Mississippi River	Conserve surrounding natural environment		Better/more pedestrian crossing bridges, like the one at 85th Ave, across 252	Improve walking and biking infrastructure				
8	1	Fewer backups - less congestion	Address traffic congestion		Cars running red lights	Improved traffic enforcement		Add overpass - eliminate lights	Improve walking and biking infrastructure	
	2				Backups to cross 252 at 85th specifically it can take up to 3 light cycles	Reduced number of stoplights		Find a way to not allow W694 to N252 traffic to cross over to turn W on 66th	Misc.	
	3							there should be 2 lanes from south 252 to 694E/100 exit - similar to what was done during the 94 construction	Implement additional driving lanes	
9	1	Sound wall	Implement noise buffer							
	2									
	3									
10	1	Increased mobility, getting on & off thru movement	Address traffic congestion		long wait times exiting & entering 252	Address traffic congestion		MN Pass lane? w/ transit hub in center	Create safe access to transit	
	2	Safety - less accidents	Improve safety		too curvy - not straight	Convert TH 252 to freeway		No MNPass	Misc.	
	3	Noise reduction	Implement noise buffer		66th bus stop - bad location extra lane for under bridge (94) exit ramp	Create safe access to transit		More lanes from 610 West onto 252	Implement additional driving lanes	
11	1	-Safety -Convenience	Improve safety	Reduced number of stoplights	Overpasses along the corridor (east-west) other than entrance/exit ramps	Misc.		Maintain four continuous lanes - both directions <u>NO</u> going from 3 (4) lanes to 2 (3) lanes	Implement additional driving lanes	
	2	-No effect on -water tables -water (river) quality	Conserve surrounding natural environment					Keep traffic on frontage roads and <u>NOT</u> going through neighborhoods	Protect my home/neighborhood	
	3	-No effect on neighborhoods - no additional traffic	Protect my home/neighborhood					No metering lights to get on the freeway	Reduced number of stoplights	
12	1	Be safer	Improve safety		Slow traffic backed up into three lanes	Address traffic congestion		694 -> 610 - Make 252 a big bridge elevated road & leave current roads as they are	Do not change the TH 252 corridor	
	2	3 lanes each way	Convert TH 252 to freeway		Pedestrians not obeying traffic crossing or using ped crossing	Improve walking and biking infrastructure	Improved traffic enforcement			
	3	freeway with diverging diamonds	Convert TH 252 to freeway		Not safe	Improve safety				

Brooklyn Park Community Workshop- Group Worksheet Responses

	Consensus answer	What makes you hopeful or excited about this project? What's your ideal outcome for this project?			What are some issues or problems you experience?			What ideas do you have? What are some opportunities to make this corridor better?		
13	1	Freeway conversion	Convert TH 252 to freeway		Congestion/traffic	Address traffic congestion		Overpasses, bridges to create freeway improve ped, car, & bike crossings of 252	Improve walking and biking infrastructure	
	2	Safety improvements especially for peds & bikes	Improve walking and biking infrastructure	Improve safety	Pedestrian safety/transit users crossing 252 especially in the afternoon.	Improve walking and biking infrastructure		Exit ramp improvements add 2nd exit lane to 694 EB & 694WB/100	Misc.	
	3	Vehicle mobility especially around the 694/100 exit heading SB	Address traffic congestion		Vehicle crossing movements between 66th & 94/694.	Misc.		Add lanes to make corridor 6 lanes (avoids congestion @ merge point)	Implement additional driving lanes	
14	1	Ease congestion more lanes, eliminate stop lights	Address traffic congestion	Implement additional driving lanes	Long time to "wait" to cross 252	Address traffic congestion		No stoplights on 252	Reduced number of stoplights	
	2	Safety from merging cars & buses and crossing of peds & bikes (at stoplights now)	Create safe access to transit	Improve walking and biking infrastructure	Remove 66th st intersection traffic moving off Hwy to fast. Has to go	Convert TH 252 to freeway		Noise barriers	Implement noise buffer	
	3	Handle future traffic volumes thru 2040	Address traffic congestion		Add Bus lane; multiple use lanes to Downtown	Improve transit service (dedicated bus lane, etc)		Ped/Bike bridges [on] Brookdale & 73rd Ave Better trail access to D.T. Mpls	Improve walking and biking infrastructure	
15	1	Improved safety	Improve safety		Bottlenecks	Address traffic congestion		Possibly add 3rd lane where only 2 or eliminate 3rd lane where they exist to cut down on accidents & confusion in navigating	Implement additional driving lanes	
	2	Improvement of ability to navigate/address blind or short entrance/exit ramps	Improve safety signage	Improve safety	Blind spots	Improve safety signage		Please take into account impact of our neighborhoods major negative implications of becomes true freeway, we don't want to be cut off	Protect my home/neighborhood	
	3				Extreme wait times	Address traffic congestion				
16	1	Increased safety - pedestrian & automotive	Improve safety		Huge backups, long lights especially for cross traffic.	Address traffic congestion		Removing spotlights for better traffic flow. Eliminate the need for traffic to travel through neighborhoods		
	2	Expedite efficient access throughout and across 252	Address traffic congestion		66th bus stop placement to minimize congestion. More seamless transit bus flow.	Create safe access to transit		Safety providing cross access for retail access b way of pedestrian bridges and spaced overpasses		
	3	Noise reduction	Implement noise buffer		Congestion on already busy feeder streets	Address traffic congestion				

Brooklyn Center Community Workshop- Group Worksheet Responses

	Consensus answer	What makes you hopeful or excited about this project? What's your ideal outcome for this project?			What are some issues or problems you experience?			What ideas do you have? What are some opportunities to make this corridor better?		
1	1	Improved safety	Improve safety		Issues crossing highway safely (pedestrian and car)	Improve walking and biking infrastructure		Warning lights around curves that create blind spots for what lights ahead	Improve safety signage	
	2	Improved access for pedestrians & drivers to cross the highway	Improve safety signage	Improve safety	merging is dangerous at all intersections	Improve safety		Pedestrian bridges along the corridor	Improve walking and biking infrastructure	
	3	Improved transit flows for drivers & MTC riders	Improve transit service (dedicated bus lane, etc)		Timing on lights creates significant delays	Reduced number of stoplights		Safer metro transit access	Create safe access to transit	
2	1	Add more lanes	Implement additional driving lanes		Bus stops @ 65th/66th 0	Improve transit service (dedicated bus lane, etc)	Create safe access to transit	Add more lanes	Implement additional driving lanes	
	2	Add sound proof walls	Implement noise buffer		Running stop light @ 65/66th	Improved traffic enforcement		Dedicate one lane or two lanes to 694	Implement additional driving lanes	
	3	Brooklyn Center is going be bypassed by the freeway traffic	Do not change the TH 252 corridor							
3	1	Sound wall/buffer. Not elevating highway. No loss of land on East side of 252.	Implement noise buffer	Conserve surrounding natural environment	Exiting of 94 to go either East 694 or North 252 is confusing	Misc.		Eliminate lights	Reduced number of stoplights	
	2	More safety for pedestrian, bikers	Improve walking and biking infrastructure		Walking, biking across 252 is very difficult and dangerous Lights are too short to cross	Improve walking and biking infrastructure		Do not make 66th a full interchange, Make it north	Misc.	
	3	Main intersection should not be at 66th. Only an underpass/overpass	Convert TH 252 to freeway		Pollution, noise dirty garbage	Implement noise buffer	Conserve surrounding natural environment			
4	1	Safety, concerned that new interchange is unsafe at 66th. No entrance lane to close 694. East west and 252	Improve safety		Turning is a problem	Improve safety		Bus lane, and safe stops	Improve safety	Improve transit service (dedicated bus lane, etc)
	2	Less congestion, but must be safe. Must not destroy river environment	Improve safety	Conserve surrounding natural environment	Cars too fast whole way	Improved traffic enforcement		Pedestrian and bike bridges	Improve walking and biking infrastructure	
	3	Priority. Put interchange at 73 City already [can't read word]	Improve safety		More pedestrian bridges and bus stops that are safer	Create safe access to transit	Improve walking and biking infrastructure	Not a freeway/parkway, like St. Paul 35 @ South	Do not change the TH 252 corridor	
5	1	Fix dangers at 66th & 252	Improve safety		Back-ups & bad drivers not following appropriate road rules	Improved traffic enforcement		Flyover from 94 to N252 (bypass 66th)	Misc.	
	2	Maintain 3 lanes both ways from 694 -> 610	Implement additional driving lanes							
	3	Overpasses 66th, 73rd, Brookdale Dr, 85th	Improve safety							

Brooklyn Center Community Workshop- Group Worksheet Responses

	Consensus answer	What makes you hopeful or excited about this project? What's your ideal outcome for this project?			What are some issues or problems you experience?			What ideas do you have? What are some opportunities to make this corridor better?		
6		1 Same question. Just reworded	Misc.					The Golf range has got to go. It will cost the project a fortune. 66th could be redirected through it.	Misc.	
		2								
		3								
7		1 Safer corridor	Improve safety		It's scary to cross 252 at 66th on bike, by foot or car, same at 70th	Improve walking and biking infrastructure		Find simple solutions to making 252/66th intersection safer now. Ideas: Rumble strip on Northbound 94 to 252 warning drivers to slow down. More signage warning motorists to slow down and possibly stop at lights	Improve safety signage	Improved traffic enforcement
		2 Challenge planners to avoid destroying houses.	Protect my home/neighborhood							
		3								
8		1 Need noise protection. if this has to go through	Implement noise buffer		We need bus transportation - how will this	Improve transit service (dedicated bus lane, etc)	Create safe access to transit	You didn't ask us - Do we want this? NO	Incorporate community input	
		2 That this doesn't happen since it doesn't benefit Brooklyn Center	Do not change the TH 252 corridor		We need crosswalks to keep this City access	Improve walking and biking infrastructure				
		3 Wont this just create a bottleneck elsewhere	Do not change the TH 252 corridor		What about habitat? Will you relocate them	Conserve surrounding natural environment				

Brooklyn Park - Comment Cards

Comment	Category	Category	Category
Lots of ideas. #1-Redoing all the 66th Ave Area #2- Overpass at 85th, close 81st + 70th	Misc.		
Interesting presentation. It was good to discuss with others, some of the things that they're concerned about. I was surprised to hear so many people are concerned about the noise.	Incorporate community input	Implement noise buffer	
-Center lane going south towards Minneapolis should be optional. South to 94 towards Minneapolis OR E694 - easy fix to reducing stack up in the left lane going to W694/100S -Flashing yellow lights / longer time to cross 252 (East/West)	Address traffic congestion	Improve safety signage	
House backs up to 252 South of Brookdale Drive. This row of houses was identified in one of the last options as possibly needing to be removed for right of way space for new interchange. Close to retirement and this project potential prevents us from being able to sell our house in the next couple years. Willing to relocate.	Protect my home/neighborhood		
Our house backs up to 252 south of Brookdale Drive. This row of houses was identified in one of the last options as possibly needing to be removed for right of way space for a new interchange. Close to retirement and this project potential prevents us from being able to sell our house in the next couple of years.	Protect my home/neighborhood		
I would like to see: -Interchanges at 66 Ave, Brookdale Dr, and 85 Ave -Overpasses at 73 ave and 81 ave -Right on/right off at 70 Ave	Misc.		
Put me on email list for info/updates	Incorporate community input		
Leadership in Backroom Needs to Shut Up (Tables did)	Misc.		
We are directly affected by this project. We have lived at this address (In Brooklyn Center) for 41 years. We would like to discuss the possibility of buying us out - green space directly on the River. Thank you for this consideration.	Protect my home/neighborhood		

Brooklyn Center - Comment Cards

Comment	Category	Category	Category
-Do not use land east of existing 252 for expansion -Ensure easy access for all of Brooklyn Center to use river as City-wide amenity -Ensure and enhance public transportation to Mississippi River as part of 252 enhancement -Do not elevate 252	Protect my home/neighborhood	Conserve surrounding natural environment	
-Was hoping to see actual plans being considered. This meeting was disappointing in that regard. ACTUAL PLAN ideas are where I'd like to give my 2 cents. -CONCERNED about sound walls being so high that our neighborhood is perpetually in shadow. -NOT a fan of roundabouts	Implement noise buffer		
-Despite funding protocol, meeting felt like a wasted step -Key for me is to see what design options can be...overpass locations, road elevations, height of sound walls	Incorporate community input		
Would like to see 73rd closed, it dead ends at Palmer Lake. Would like the river Road reopened and access to 252 at 65th or 69th and Brookdale Drive and 85th Ave. Need to keep the traffic flowing.	Address traffic congestion		
-What is the traffic balance between 252 and East / University / Central / and 252? -Noise is tough on the East side of 252 at 87th Avenue -Tunnel passage a reality? You need a "northeast" solution to downtown	Address traffic congestion	Implement noise buffer	
Our house and my neighbors house is directly affected by any change coming into our neighborhood. Depending on the outcome, consider purchasing our house to use as green space. we have concerns for our grandchildren safety with more traffic coming in.	Protect my home/neighborhood	Improve safety	
How do we get the moron that designed this fired. then how do we get this stupid plan stopped. Can't get off and on four ways at 85th Ave. Why? Can't get on and off at Brookdale Drive. Why? You are totally inconveniencing the neighborhood to cater to the northern suburbs.	Do not change the TH 252 corridor	Protect my home/neighborhood	

Brooklyn Center - Comment Cards

Comment	Category	Category	Category
Putting a folded diamond interchange or any interchange at 66th ave and 252 in Brooklyn Center is not a good idea and very unsafe when dealing with highway traffic. Under this idea, let's say I want to get on at 66th from this interchange and go to downtown on 94. I need to merge over from the entrance ramp, get over two lanes of traffic. Because that first lane has exiting traffic to 694 east and west, 100 south and 94 west. This has to be done within 525' or 1/10 of a mile. The concept of any interchange at 66th, will still have the same safety problems that exists today, that's is vehicles weaving and merging into traffic in a small area. In addition this would occur with ramifications as traffic going north bound from downtown wanting to exit in a very short area. Recommend using 70th ave and/or 73rd ave as interchanges along MN Hwy 252. Which would mean an overpass for 252 over 66th that could be used by local traffic. By having the interchange(s) at 70th / 73rd ave, it might cost more because of land acquisition. But people will be able to enter and exit this future freeway in a safe manner. Safety is paramount on this and we only have one chance to do it right. Otherwise we will have one of those unsafe interchanges, similar to others that can be seen around the twin cities, state or country. [PROVIDES 3 PAGES WITH GRAPHICS AND TEXT] Utilize this concept [image of I-35W & 46th Street Bus Station] somewhere along 252 corridor for mass transit			
We appreciated the presentation and the opportunity to discuss the project before the presentation started. We left when it became clear that the post-presentation discussion was going to devolve into a shouting match. That's not productive. We look forward to being kept informed about the project thru email and social media. Thank you for at least attempting to provide a forum for discussion!	Misc.		

Brooklyn Park Library Pop-Up - Comment Cards

Comment	Category	Category	Category
Highway 252 shouldn't have any stoplights, make it into a full highway. There is too much traffic.	Reduced number of stoplights	Convert TH 252 to freeway	Address traffic congestion
Avoid 94 & 252, too scary.	Improve safety		
I don't like Highway 252, too busy, rather not use because of traffic and lack of safety.	Address traffic congestion	Improve safety	
I avoid, it has terrible reputation for accidents, once we used it to go somewhere and we sat on lights forever.	Improve safety	Address traffic congestion	
Highway 252 is always busy, should improve, should remove lights and create overpass bridges.	Reduced number of stoplights	Address traffic congestion	
It's unsafe to merge and enter the highway.	Improve safety		
Super busy road, traffic is terrible.	Address traffic congestion		
If you're going to remove stoplights, you need to build bridges. You cannot divide the cities and isolate people.	Protect my home/neighborhood		
Driving from 94 towards 252, the 66th intersection is horrible, there is too much traffic and people act crazy.	Improve safety	Address traffic congestion	

Brooklyn Park Tater Daze Pop-Up - Comment Cards

66th Ave is a dangerous intersection.	Improve safety		
66th is a terrible intersection.	Improve safety		
There should be no stoplights, too much traffic.	Reduced number of stoplights	Address traffic congestion	
Would drive on this, but too many stoplights make it slow.	Reduced number of stoplights	Address traffic congestion	
Terrible to drive, it is dangerous! Someone just died.	Improve safety		
Brookdale Ave intersection is difficult, not very safe.	Improve safety		
Try to fix the bottleneck.	Address traffic congestion		
Poeple speed through the lights to avoid stopping, creates dangerous environment on the road.	Improve safety	Improved traffic enforcement	
Please add motorcycle-only HOV lane for 252 section - similar to 394.	Implement additional driving lanes		
Make it all [Hwy 252] 4 lanes.	Implement additional driving lanes		
I try to avoid {Hwy 252} because of traffic.	Address traffic congestion		
This is a street turned into highway... should be one or the other. Cannot be in between.	Misc.		
I try not to use as much because of traffic and lack of safety. I would rather go around through slower streets.	Improve safety	Address traffic congestion	
If you're on it at the wrong time, the traffic will be bumper to bumper.	Address traffic congestion		

Brooklyn Park Festival Foods Pop-Up - Comment Cards

Comment	Category	Category	Category
Please make the changes fast, once decision is decided. If it takes long to construct it will be outdated just as every time there has been any updates on 252	Misc.		
Hwy 252 is either perfectly fine or bumper-to-bumper, I use it everyday because I have to.	Address traffic congestion		
Make it into a freeway, that is clearly the safest option.	Convert TH 252 to freeway	Improve safety	
If you hit rush hour, you know you'll be on 252 for a while. It can take up to 5 minutes per light	Reduced number of stoplights	Address traffic congestion	
Make it into a freeway because it's not working as of now!	Convert TH 252 to freeway		
85th & 252, I lived near it and it is dangerous! the light also takes forever. Now I moved but the area is still horrible. I love this store! Consider building a bridge here [85th Ave N & Hwy 252]	Improve safety	Reduced number of stoplights	Address traffic congestion
85th sucks, turning left onto 252 takes at least a couple lights to turn. Either remove the lights or fix the timing.	Reduced number of stoplights		
The lane change from 4-2-3 is ridiculous, it should be easy throughout the corridor. The City Council should make a decision to improve it, they're the ones holding up the right change.	Address traffic congestion		
Crossing 4 lanes of traffic to turn on the 66th/252 intersection is suicide. Being on 94 & other surrounding highways get backed up because of the vehicles accessing 252. I will rather take side roads to avoid 252's stop and go.	Improve safety	Address traffic congestion	
I try to avoid 252. I think roundabouts are better than the current stoplights	Reduced number of stoplights		
I think they should remove the stoplights and implement overpasses. The lights take forever	Reduced number of stoplights		
I tend to go around through the small roads instead of taking 252	Misc.		
As a pedestrian the intersections are really apart from each other and it is scary to cross	Improve safety	Improve walking and biking infrastructure	
I want sound barriers to reduce the noise from the highway	Implement noise buffer		
Getting to 610 is not easy, need to reduce the lights. I worry about crossing the road because the curves create a blind spots for everyone	Reduced number of stoplights	Improve safety	
Listen to the people. Get it done sooner than later.	Incorporate community input		
The interchange on 694 is bad. It's hard to use	Misc.		

Brookdale Library Pop-Up - Comment Cards

Comment	Category	Category	Category
Humboldt and 252 is a bad intersection	Improve safety		
	Reduced number of stoplights	Address traffic congestion	
Congestion stoplight timing is horrible			
remodel the I-94/252 intersection	Misc.		
		Improve walking and biking infrastructure	
I would bike and walk in the area but it's not safe. The project needs to assess that	Improve safety		
It just takes a long time to travel during rush hour			
	Address traffic congestion		
A lot of dangerous intersections by residential areas	Address traffic congestion		
I don't like driving on 252, but we use side streets to avoid traffic 252 even if it's a shorter distance	Address traffic congestion		
		Improve walking and biking infrastructure	
The merges between 94, 694, and 252 are crazy and dangerous. Can't imagine pedestrians crossing!	Improve safety		
	Reduced number of stoplights		
Too many stoplights!			
Wouldn't dare driving on 252, too many accidents!	Improve safety		
I live by 66th st and crossing the highway by foot and car is crazy. Also bus stops on 252 are dangerous	Improve walking and biking infrastructure	Improve safety	Create safe access to transit
	Do not change the TH 252 corridor		
I object to freeway			
	Improve walking and biking infrastructure		
Greenways			
Main issues is the traffic. People turning is scary	Address traffic congestion	Improve safety	

Brookdale Library Pop-Up - Comment Cards

Comment	Category	Category	Category
You can remove the stoplights to make it faster	Reduced number of stoplights		
We want the mayor to listen to us and not decide everything for us. There should be consideration for the environment	Incorporate community input	Conserve surrounding natural environment	
traffic circles	Misc.		
We need a greenway to connect animals & people walking	Improve walking and biking infrastructure		
People are impatient and speed or don't follow the rules. This causes accidents	Improve safety	Improved traffic enforcement	

Osseo Adult Basic Education Pop-up - Comment Cards

Comment	Category	Category	Category
Tomo el autobús y manejo, mucho tráfico [translated] I take the bus and drive, a lot of traffic	Address traffic congestion	Improve transit service (dedicated bus lane, etc)	
Driving on 252 is dangerous. Merging from Shingle Creek is not easy, I'm afraid I will be side swiped	Improve safety		
Very dangerous, I walk and drive and it's never safe	Improve safety		
Turning left on 252 is scary with the cars going so fast	Improve safety		
No puedo caminar en esta área por el peligro de los carros [translated] I cannot walk in this area [252] because of the danger caused by the cars	Improve walking and biking infrastructure	Improve safety	
There are too many things going on at every intersection. It's too unsafe around the entrance to I-94	Improve safety		
The lights back up traffic	Reduced number of stoplights	Address traffic congestion	
The 94/252 area is always backed up. Also the merges are insane and unsafe on 66th intersection. It would be great to see changes	Improve safety	Address traffic congestion	

Brooklyn Park Farmers Market - Comment Cards

Comment	Category	Category	Category
Too much going on at intersections makes it dangerous	Improve safety		
People rush through lights! Create overpasses & remove lights	Improve safety	Reduced number of stoplights	Improved traffic enforcement
Take out the lights, make it into a highway	Reduced number of stoplights	Convert TH 252 to freeway	
Crossing the highway sucks! The lights dont change very fast! It's a real jam	Reduced number of stoplights	Address traffic congestion	
Never use it! It's not safe	Improve safety		
Please fix the lights! Either take them out and build an overpass or fix the timing! My husband was in a car accident on 252	Reduced number of stoplights	Improve safety	
I try to avoid hwy 252. When I'm on the lights I'm always hoping people are looking. Fix them!	Improve safety	Reduced number of stoplights	
Take out some lights and make traffic better	Reduced number of stoplights	Address traffic congestion	
Cuando vas caminando a cruzar, los carros no se fijan [translated] When you're crossing (walking) the cars don't look	Improve walking and biking infrastructure	Improve safety	
-Hay mucho trafico -Mucha gente se pasa las luces sin parar para evitar el trafico -construyan puentes para cruzar [translated] -There's too much traffic -Too many people run lights without stopping to avoid traffic -Build bridges to cross (pedestrian)	Address traffic congestion	Improved traffic enforcement	Improve walking and biking infrastructure
-People rush to each stoplight, so why the stoplights? -The 66th intersection is so dangerous! -252 splits the City -More ways to cross for pedestrians	Reduced number of stoplights	Improved traffic enforcement	Improve walking and biking infrastructure
What's the point of going from 3 to 2 lanes. Creates bottleneck	Address traffic congestion		
Lights too long! People pass on turn lane to get ahead	Improved traffic enforcement	Reduced number of stoplights	
-Put a lane in both direction -reduce the # of homes impacted -take out some stoplights	Implement additional driving lanes	Protect my home/neighborhood	Reduced number of stoplights
I take side streets at times to avoid the traffic	Address traffic congestion		
-Lower speed to 45 mph -warning lights (for intersection) around curves -has been hit by 66	Improved traffic enforcement	Improve safety signage	Improve safety

Online Survey - Pedestrian and Bicycle Comments

Comment	Category	Category	Category
My family tried to cross the highway to the gas stations and cars ignored the pedestrian on bikes cross walks and kept going. Extremely dangerous	Improved traffic enforcement	Improve walking and biking infrastructure	
One doesn't travel on 252 by bicycle or on foot but crossing it is a harrowing experience and takes much too long. I avoid crossing it. I don't take the trails paralleling 252 on east side of 252 to avoid crossing. I ride downtown by bicycle daily March to November.	Improve walking and biking infrastructure		
Would love to be able to bike into downtown Minneapolis for work but would be insane to try riding a bike there now. Not safe. People so frustrated by having to go so slow or having to stop that they run the yellow lights turning red since they know they'll have to wait so long for the next turn. Plus people taking risks weaving in and around traffic in their cars makes not safe to share road with them	Improve walking and biking infrastructure	Improved traffic enforcement	
The only safe place I feel to cross 252 is at 85th with the pedestrian bridge.	Improve safety	Improve walking and biking infrastructure	
We need pedestrian/bicycle bridges to get over the highway	Improve walking and biking infrastructure		
I use to bike to work. It feels unsafe now. I've been hit three times by cars. Thankfully none have been that serious.	Improve safety	Improved traffic enforcement	Improve walking and biking infrastructure
Long wait to cross ex. At Humboldt Ave. At crosswalk signal, no easy way to walk along 252 north south direction	Improve walking and biking infrastructure		
I'm grateful for the bike paths, but they could be improved so I'd feel safer. Some of the paths seem very secluded.	Improve safety	Improve walking and biking infrastructure	
I hate all the litter people leave at the intersections. Plus seeing everyone run through red lights and texting on their phone makes me nervous.	Improved traffic enforcement		
The only safe crossing is the bridge off 85th	Misc.		
Trying to cross is very scary with how many people run the lights. it is loud.	Improve safety	Implement noise buffer	
Jk	Misc.		
Easy because use the ped bridge on 85th . Wouldn't try anywhere else	Improve walking and biking infrastructure		
Bike lane markings or separate bike trail on Willow Lane from under the I- 94 bridge to North of 66th where the trail picks up again. Why does Brooklyn Center have the only gap in the trail along the both sides of the river.			
I cross at 66th since it is near my home. The next nearest crossing to the south is 57th which is a long way walking. The trails on the East side of 94 North of the Camden bridge 252 are good for walking.	Improve walking and biking infrastructure		

Online Survey - Transit Comments

Comment	Category	Category	Category
Exiting buses traveling north and crossing to the park and ride or west neighborhoods on 252 is dangerous especially in snow.	Improve safety	Create safe access to transit	Improve transit service (dedicated bus
I take the Metro Transit 768 from Brooklyn Park / Noble Avenue to Minneapolis.	Create safe access to transit		
The park and ride at 66th and 252 is a joke. The construction of the new golf thing has their workers parking in the P&R lot. It's difficult to find a spot to park most days after about 8:15, meaning I have to leave much earlier for work than I need to. The lack of parking at the bus stop means I spend more to park at work and drive instead of taking the bus--because there's no where for me to park to access the bus stop.	Improve transit service (dedicated bus lane, etc)		
My transit stop is Foley Park and Rice. If I had to get on at a transit stop on 252, I would fear for my life. Very unsafe to cross 252.	Create safe access to transit		
	Improve transit service (dedicated bus lane, etc)		
I only use the Noble Park and Ride, not the stops along the highway. The park and ride is fantastic.			
Scary accessing transit if you have to walk across 252 to get on or after getting off the bus.	Create safe access to transit	Improve walking and biking infrastructure	
Crossing the highway to get to destinations is scary, especially during high volume times.	Improve safety		
I am grateful that busses are allowed to drive on the shoulder. If we had to sit in the traffic back up, I would not be happy! I would like to see a designated HOV lane. I feel safer using mass transit than I am driving in a car on 252; however, there is so much poor driving that I am concerned about crashes every single day.	Improve transit service (dedicated bus lane, etc)	Improve safety	
	Improve transit service (dedicated bus lane, etc)		
Transit should retain some higher priority lane whether it be shoulder or a special toll/transit only lane			
it can be a challenge to cross 252. several lanes of traffic and fast moving vehicles.	Improve safety		
I access transit before it gets on 252	Misc.		

Online Survey - Driving Comments

Comment	Category	Category	Category
It's my backyard. My house is up against it and the traffic during rush hour is horrible. I hear horns and sirens blaring every week from the Highway. I almost hit 2 pedestrians crossing to the transit due to being in a rush to cross my light before it turn red after waiting at the stop light for 3-5 minutes and it allows me 10 seconds to cross the intersection. Last August I was involved in an high speed accident on 252 where I had a right of way going northbound and the car that I T-boned turned in front of me while I was going 55mph. Both my ankles damage (1 fractured and one sprained) from impact, a broken rib, liver laceration, concussion, cut over the eye, 4 days in the hospital, 5 weeks recovery before work. Still facing legal battles and mounting bills from the accident. I'm willing to give up my house on 252 for the cause of a better highway flow for the sake of safety! Sincerely, More H.	Improve safety	Implement noise buffer	Convert TH 252 to freeway
Remove the stoplights, when you closed off 93rd it was an inconvenience for me but adjusted	Reduced number of stoplights		
Most direct access route from home in Coon Rapids to Downtown Minneapolis but with all the suburbs growing and with people using 10 and 610 to get around the 169 improvement and no extra capacity available on I 35 we need more capacity to get these extra people flowing through the freeways. More and more people are taking the side streets in Coon Rapids now to get around the long waits to get onto 610 which is caused by all the traffic backing up from 252. Getting really frustrating since it can cause unpredictable delays that make hard to plan getting to the downtowns for appts and work when we need to	Implement additional driving lanes		
Bottleneck at Brookdale Drive needs to be addressed. A 'consistent' speed limit should be enforced - too many discrepancies with some cars traveling much faster than others, causing concern.	Address traffic congestion	Improved traffic enforcement	
too many stoplights and people pulling out from side streets into traffic already on 252	Reduced number of stoplights		
Driving the 252 segment is not a very pleasant experience. Traffic signals are not warranted for the amount of volume this segment is experiencing. Commuting along this highway is very frustrating. Thousands of 252 travelers have to stop at a signal so we can allow the 10-15 vehicles on the side streets to turn onto the highway.	Reduced number of stoplights	Address traffic congestion	
Remove all of the lights on 252 in order to keep traffic flowing. 694 is the only way to cross the river on that side of town, which makes 252/94 an even bigger congestion. On top of that, both Central and University Ave feed into the congestion creating a backlog of traffic that spills onto 252/94. The Metro stops along 252 also contribute to bad congestion. They need to be relocated or at least redesigned to have a barrier and specific lane for buses to stop and go.	Reduced number of stoplights		

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This freeway feels dangerous due to the lights. Too much risk for accidents with the stop/go of the traffic lights.	Reduced number of stoplights	Improve safety	
As long as it is not during weekday rush hours, driving that corridor is not bad. During rush hours, it is impossible to get anywhere. Long cross lights, impatient drivers going through yellow and red lights, and weaving in and out of traffic. 66th st/Highway 252 intersection is a death trap going north or south bound, even during non-rush hours, but especially during rush hours. Northbound traffic that crosses three lanes of traffic from the i-94 entrance ramp to turn left at the lights within a half block distance. Traffic trying to cut across 3 lanes of traffic while buses are running along the shoulders. South bound, impatient drivers don't want to wait in the right lane for 20 minutes to exit onto Hwy 100 or westbound I-94. So they all drive in the left lanes and cut over at the last minute one or two lanes to take the exit after going through the light. Sometimes they stop in the left lane until someone lets them in to take the exit, thereby holding up the left lanes going straight for east bound I-94 risking rear end collisions and cars suddenly crossing over one more lane to the right, again risking collisions. In the morning on southbound 252, I've waited at the light for 2 to 5 northbound cars turning through the left-turn light on yellow and reds, while the southbound cars are starting to go on their green light. At southbound 85th lights, there are a lot of cars that make a U-turn at the light because it is confusing back at the 610 bridge on which lane to take for southbound 252 or westbound 610. Drivers look at the road curves instead of reading the signs. This causes accidents at the light between U-turns and right turns from westbound 85th street onto Hwy 252 northbound. They need better signage at the split or a sign at the 85th intersection that says U-turns have the right of way. I have always felt the 70th street access to 252 is pointless as it is not cross-street to access West River Rd on the east side of			
It's going to be a freeway someday, why prolong the inevitable?	Improve safety signage	Improve safety	Improved traffic enforcement
People drive to aggressively. I like to exit before 85th Avenue to take the River Road. It's a much more pleasurable experience. I'm also constantly in fear of getting nailed by a car going 60mph while stopped at the lights.	Convert TH 252 to freeway		
The traffic moves quickly for those traveling on 252, but is very slow trying to cross or make right turns at 85th St. We live east of 252 north of 85th, so we need to go through this	Improve safety		
Too many intersections and decreases in lanes. Wasted space and traffic jams.	Improve safety		
	Reduced number of stoplights	Address traffic congestion	

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Comment	Category	Category	Category
The merging onto 252 from 94 westbound can be sometimes a bit harrowing when in heavy traffic. The lights on 252 always cause traffic to be tight and piled up and in tight bunches. It wants or seems to want to be a freeway, yet isn't, with frequent stops at the lights. There is a lane on the far right that later disappears that some use to go faster and then merge back into the ongoing lanes when it disappears at the last minute. Not sure what can be done about that, but it causes at times some headaches where those cars are trying to merge into the regular flow. With all of the lights, it is never a pleasant driving experience. It isn't particularly scenic, there are not businesses that pique my interest to want to stop. So I just want to get through it. But I am forced to stop a lot. University is even worse, but you expect that.	Convert TH 252 to freeway	Address traffic congestion	Reduced number of stoplights
Traffic is usually terrible.	Address traffic congestion		
You need to eliminate all the traffic lights on Highway 252. This is almost the same situation as highway 169 before they had to redo it twice to actually make it into a freeway. There needs to be a right exit at 66th Ave, a diamond interchange at 73rd ave, a single traffic light on the bridge above Hwy 252 (same as Hanson Blvd in Coon Rapids) at Brookdale Drive and the same thing at 81st Ave and 85th Ave.	Reduced number of stoplights		
A freeway connecting I94 to HW 610 along 252 would be ideal, Currently I try to avoid it as much as I can!!! THX	Convert TH 252 to freeway		
Drivers don't reduce speed coming north on 94 when it shifts to 252 and often I have had to come to a complete stop getting on 252 from 694 because the traffic won't slow down or allow me to merge.	Improved traffic enforcement		
Traffic lights on 252 are poorly timed. Area of 252 changing into I-94 has a lot of lane changing which is dangerous. Why does it seem that there are so many wrong way drivers on this stretch of 94?	Reduced number of stoplights	Improve safety	
Seems to me when they had a similar layout in the south metro on 169 south of 494, it only took about 3 years to get bridges built but take 30 years in the north metro. Get it done.	Misc.		
Don't speed up the area by making it a Freeway. Look more closely at where intersections should go. 66th and 252 has yet another new distraction with Top Golf and golf balls flying at you. You know how you reflex when a ball comes at you, even though there may be nets.	Misc.		
When getting onto or crossing hwy 252 I always double check that someone isn't running a light. Traffic signals to cross hwy 252 are a long wait time as well as the turn lanes off hwy 252.	Improve safety	Reduced number of stoplights	Improved traffic enforcement
Traffic tends to blend smoothly from entrance ramps and sufficient signage is available for exits. Only issue is intersection of 694/252/94 where lanes split to go many different directions and the intersection of immediate stop sign north of 694.	Misc.		

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Is it possible to construct a two-lane expressway that would have entrances and exits near 694/94 & 610 and be limited to one direction travel as appropriate (similar to 394)? The current road would remain as is and the morning & afternoon rush traffic that originates or have destinations other than along 252 could use the expressway. The expressway would have overpasses to allow local traffic to enter/exit at various points along 252 (62nd, 73rd, Brookdale Dr, Humboldt, 85th—70th could be eliminated) or just be an elevated road all the way along.	Convert TH 252 to freeway		
No interchange at 252 and 66th should be built. To close to 694 to safely do it. Traffic will always be very heavy south bound with traffic going east / west 694 and to MN hwy 100. There should be two lanes just for that exit area. No ramp or reverse ramp will safely work at 66th. Overpass or under pass at 252 and 66th only. There is enough real estate at 70th or 73 to do an interchange. This will allow traffic a safe distance to get on and off 252 safely. Remember safety is paramount and is the main reason for this project. Please do not make it an engering blunder.	Improve safety	Convert TH 252 to freeway	
Terrible traffic	Address traffic congestion		
Nothing at this time.	Misc.		
i would rather take central or university to go north instead of 252. it's very unsafe and way to many people merging all over the place. the ramp from 694 going to 94e is a total blind spot, this on ramp should have it's own lane for further than people are going too fast for the stoplights. There needs to be those advance warning lights. I am afraid I will get rear-ended at a light. The three-to-two-to-three lane shifts make no sense. Always people trying to squeeze in to the reduced lanes at the last minute and then speed out to the expanded lanes ASAP..	Improve safety	Misc.	
	Improve safety	Improve safety	
Intersections and stoplights can come up quickly due to locations being in close proximity to horizontal curves in road alignment.	Improve safety signage		
94 is generally fine except for the huge backups that tend to happen at the North end, the access to EB 694 needs improvement so there's less backup there. 252 is horrible. Lane drops are never helpful, Minnesotans seem to be pathologically incapable of merging. There should be NO	Address traffic congestion		
It would be more convenient if it were free of stoplights and also three lanes traveling in both directions.	Reduced number of stoplights	Implement additional driving lanes	
Traffic is uncontrolled--crazy drivers--I never know what I will encounter along 252--excessive speed for that area--I feel unsafe at times	Improved traffic enforcement	Improve safety	
The stoplights along 252 are poorly timed and too many.	Reduced number of stoplights	Misc.	

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Comment	Category	Category	Category
Too many people blow through the yellow and red lights as they travel both north and south on 252. So dangerous.	Improved traffic enforcement	Improve safety	
You have to be cautious when merging from 694. Too much traffic there during rush hour.	Improve safety	Address traffic congestion	
It is very dangerous. I worry every time my kids leave the house in their cars or bikes. When there is a crash at 85th and 252 I can usually hear it in my home in the River view neighborhood. I immediately call my kids to make sure they are safe. It is so scary.	Improve safety		
The stop lights down 252 make the highway traffic slow and feels dangerous with people stopping quickly. Merging in 252 feels very risky if there is traffic. Crossing 252 at a light feels very slow. I would not feel comfortable walking or using the cross walks to cross 252. Traffic feels more safe as you go south and get on 94 from 252 but pedestrian traffic is extremely dangerous	Improve safety	Improve walking and biking infrastructure	
Adding sidewalks the entire length and foot bridges for pedestrians to move over the road safely without being in traffic.	Improve walking and biking infrastructure	Improve safety	
I'm nervous every time I drive on 252. So many accidents have happened along this stretch.	Improve safety		
I agree with removing some of the turns off of 252 and making it wider.	Reduced number of stoplights	Implement additional driving lanes	
Extreme difficulty entering 252 from side streets ie: Brookdale Drive and 85th Too many stop signs from 610 to 694 Traffic is extremely fast way over speed limit Extra lanes needed on 252	Reduced number of stoplights	Improved traffic enforcement	Implement additional driving lanes
Turn it into a freeway. This could easily be done by lowering 252 at the intersections and keeping the overpasses at ground level like many places in Chicagoland. This would also be more attractive than lots of tall overpasses.	Convert TH 252 to freeway		
It depends on the time of day. Traffic can move fast or slow. The curve on 252 when approaching Humboldt/81st is unpleasant due to the blind stoplight.	Improve safety	Address traffic congestion	
Keep 85th bridge across. Fence off pedestrian access... occasionally see bridge bypassers	Misc.		
The curves in the road before stoplights make it hard to determine whether or not the light is red and whether or not I should slow down. I feel like I brake more out of nervousness on 252 than any other road I regularly take.	Improve safety	Improve safety signage	
Waiting too long at traffic lights to cross or access 252. Congestion bad on northbound 252 where it changes from 3 lanes to 2 lanes.	Address traffic congestion		
Need to get rid of stoplights on 252.	Reduced number of stoplights		

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Comment	Category	Category	Category
I live in a neighborhood adjacent to 252. Every year there are multiple fatalities at the intersections. I do NOT want frontage roads along the neighborhood streets though	Improve safety		
Rush hour in morning & afternoon on 252 are very slow. Merging from a side street onto 252 can be difficult. Traffic lights are incredibly long, if waiting to cross 252 or turn left! The southbound lane waiting to get on 610 extends back to 73rd and it's hard to get out of the lane (other traffic speeds up so as not to allow a merge (understandable as any slowdown is frustrating)!	Address traffic congestion		
Driving can be too aggressive. Overflow hits West River Road where I see frequent speeding (50 to 60 mph in a 30 mph zone!)	Improved traffic enforcement		
The intersection and merge at I 694/94/65th Ave is very unnerving. People take lots of dangerous chances to get into the lane they want	Improve safety		
I dread 252. Dread it. It's either unsafe/too fast, or crawling. The traffic races down side streets to avoid hwy backups as well, which makes it unsafe for pedestrians, children, bikes. Terrible.	Improve safety	Improve walking and biking infrastructure	
It is unclear to me why instead of putting light rail down a main artery that currently exists metro transit is creating havoc with a new artery thru yet another residential area. Why wouldn't light rail up the 94 corridor and thru the 252 corridor be the best solution	Misc.		
Driving on 252 is OK unless you hit all the lights. Trying to cross 252 the wait for turn lights is extremely long. Many people run red lights making it very dangerous. I'm too scared to try and walk or bike across 252.	Improve safety	Improved traffic enforcement	Address traffic congestion
due to the many stoplights and the high rate of speed, and the entrances to 252 from Brookdale Dr, I prefer to take 94	Reduced number of stoplights		
Poor visibility, Should have continued 3 lines all the way to 610	Misc.		
Rush hour is congested everywhere and that's the only time I find 252 inconvenient. I use 252 every day off rush hour without a concern or problem.	Address traffic congestion		
I encounter congestion regularly both on 610 exiting and entering the red zone and coming in and out of downtown. Eliminating stop lights where possible would be helpful with overpasses for pedestrians and through traffic. Bike lanes would be nice as I avoid biking on this stretch.	Address traffic congestion	Reduced number of stoplights	Improve walking and biking infrastructure
Please keep 81st open to cross 252 so members and visitors can easily access Discover Church	Protect my home/neighborhood		
Traffic is slow. The stoplights slow things down and the high speed makes it dangerous/difficult for cars merging at intersections. I avoid this stretch of road on weekdays when commuting to work.	Improve safety	Reduced number of stoplights	

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The one intersection where danger lurks is 252 at 85th. I lived near that corner for many years. That corner was dangerous as all get out. For example, if a driver is going west on 85th and wants to enter 252 north and then to 610, he/she must QUICKLY cross 3 lanes of traffic to access the 610 on ramp. How is that design safe? Also, there are FAR too many red light runners in all directions on 85th/252. Frankly, all of 252 should be made into a freeway like 610 and 94.	Improve safety	Improved traffic enforcement	Convert TH 252 to freeway
Driving hwy. 252 is not for the faint of heart. Many entering from side streets do not stop as required. buses stopped along this route create a traffic hazard.	Improved traffic enforcement	Improve safety	
Afternoons on 85th Ave traveling East between Telford Crossing and 252 are very frustrating. The light on 85th traveling East to turn North on 252 takes 5 minutes.	Reduced number of stoplights		
Certain times of the day, weather conditions (rain, snow, sleet) have a BIG impact on these roads. Also, if you get caught at one signal light, it is inevitable you will get caught at all of them, even if there is no cross traffic. These roads become very slippery in the winter, more than any other road I know of.	Misc.		
It depends on the time of day, getting to and from work is hard. The stoplight at 85th backs up traffic well past Coon Rapids Blvd in the morning.	Address traffic congestion		
Too congested, too many stop lights. Traffic has been getting worse over the years.	Address traffic congestion	Reduced number of stoplights	
	Improved traffic enforcement		
Average speed is in excess of the posted speed			
The traffic is often congested coming both from 610 east and west. The backup caused by lights is horrible and causes significant road rage.	Address traffic congestion		
Stop lights during rush hours slow traffic down and creates bottle necks. Primarily north bound, red lights are not visible around curves, creating sudden stops	reduced number of stoplights		
It takes a long time for the traffic lights to switch when you're crossing highway 252 on 85th or to turn into the highway. Not only that but the green light only lasts about 1< minute before it goes back to red. It gets really congested during peak hours and there have been multiple crashes here.	address traffic congestion	Improve safety	
The congestion on 252 due to the lights tend to be very challenging, along with the limited space for the merging vehicles from 694 and Hwy 100.	Address traffic congestion		
I have a reverse commute driving from Mpls to BP so I typically make most of the lights and traffic moves pretty fast. The exception is when there is snow. Also, it can feel harrowing when it turns into 94.	Misc.		

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I've been rear-ended on 252, this road needs to become a freeway, it is a huge bottleneck for commuters that come from 94/694 and 10/610. We wait at meters to get on the freeway only to be led to all of the stoplights on 252 and then continue on to a free way again. It is a dangerous road with commuters mixed with local traffic and needs to change.	Improve safety	Convert TH 252 to freeway	
I was rear ended at a high rate of speed and see accidents frequently on this road. It should be a freeway with priority given to transit and separated pedestrian crossings.	Improve safety	Convert TH 252 to freeway	Improve transit service (dedicated bus lane, etc)
I would love to see less stoplights. I would love to see an overpass straight to 610 from 252. Driving during rush hour is a pain!	Reduced number of stoplights		
I live east of 252 and it's a nightmare escaping this side of the roadway--and it's our only option. For one, the wait at this light to turn onto 252 regularly adds 5-10 minutes to every trip. We've been rear-ended when picking our child up from daycare while waiting to go north from 85th onto 252. We've additionally witnessed MANY accidents. Also, we turn left onto 85th from driving southbound on 252 two or more times daily. The speed that the cars pass us on the right is terrifying. The wait is long and I'm always watching in my rearview fearing being rear-ended by a vehicle traveling 55 mph. We fear that our daughter (she's 2) will never be able to bike or walk to school safely, either.	Improve safety	Improve walking and biking infrastructure	
I am often concerned that I will get rear-ended at stoplights. I have seen a number of these incidents and it is so easy for it to happen.	Improve safety		
Traffic frequently backs up. There are blind spots when you come around curves. The on ramp to HWY 100 is not a great experience with traffic backing up, slowing and mergers from cross traffic.	Address traffic congestion		
The traffic lights on Hwy 252 cause back ups, especially coming in from 610 headed towards Minneapolis at 85th Ave.	Address traffic congestion		
all depends on the time of day, morning and evening, I avoid at all costs and take Noble to Brooklyn Blvd to 100. works well on the weekends, lights are timed well to hit all green once you get going	Misc.		
It's definitely time for an improvement. The gridlock on 94 approaching 252, with traffic crossing multiple lanes to turn toward the gas stations is dangerous and causes significant delays.	Improve safety		
The light at 85th going south in the a.m. really backs up traffic	Address traffic congestion		
Accessing 252 from 85 Av is a challenge during morning rush. However it is much better than the long backup experienced moving from 610 to 252.The method for accessing 694E from 252 is also somewhat challenging.	Address traffic congestion		

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Comment	Category	Category	Category
I have had no trouble with 252 except the lights take so long trying to cross from my area across 252.	Reduced number of stoplights		
252 has too many intersections; 70th Ave and 81st/Humboldt seem superfluous since they are respectively three and four blocks from other crossings, and seem to carry relatively little traffic. The northbound approach to 81st/Hum. is awful, since you can't see the aspect of the traffic signal until you're relatively close to it; there ought to be a warning sign with flashing lights signaling when the aspect is going to red. A lot of these signs can be found outstate. Finally, traffic exiting from westbound 694 to northbound 252 should be prevented from charging across three lanes of traffic to turn left at 65th Ave; the ramp could be extended to accomplish that. Also, right turn on red from eastbound 65th to southbound 252/94 should be prohibited; most drivers gauge poorly the speed of oncoming traffic when it's moving at 65-70 mph.	Improve safety signage	Improve safety	
Severe backups. Not worth it to drive this route. Only go this route when I am carpooling or for appointments	Address traffic congestion		
	Reduced number of stoplights		
94 is fine, but 252 needs to get rid of the stop lights			
When crossing over 252 east people are constantly running red lights heading north on 252. Making it very unsafe to cross 252 to my home	Improve safety		
	Reduced number of stoplights		
During high traffic times, the stoplights are VERY long waits.			
The lights are timed out fairly well during the day! If you miss one light, you'll typically make the others. All intersections would benefit from over/underpasses.	Misc.		
Very dangerous for people in the turn lanes. Also appears very dangerous for people who take the bus and then need to cross the highway.	Create safe access to transit		
Left turn lanes are extremely long, merging from 610 West onto 252 near 66th is difficult. Merging onto 252 SOUTH from 73rd Ave is also difficult. It would be nice to have a longer merge lane similar to the one on Brookdale drive merge to 252 S.	Misc.		
Some of the traffic lights on 252 aren't visible from a distance, because they lie just around a curve. It is very frustrating to get the vehicle up to speed, only to have to brake hard to stop at the next light.	Improve safety signage		
	Address traffic congestion		
It is hell driving on 252 during rush hours.			
Waiting at Traffic lights to turn to city streets takes a long time and the length of time to turn is short. Merging onto 252 in the morning from Brookdale Drive is difficult due to the amount of traffic already driving down from the north.	Address traffic congestion		

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Comment	Category	Category	Category
It should have been built as a freeway. It looks like the same deal as 169 through Eden Prairie, we don't want a freeway in our neighborhood, oh I guess we really do.	Convert TH 252 to freeway		
There's entirely too much lane switching and braking going on, many times without the use of turn signals, to have a less than nerve racking trip.	Improved traffic enforcement		
Many people run the red lights ,drive through the neighborhoods to avoid the lights and try to get ahead of traffic or make u turns cause the turn lanes are too long to	Improved traffic enforcement		
I live on 73rd and people treat 252 like a speedway. They don't respect the need to slow down to turn, traffic lights (running red every day!), or there are so many cars traffic is bad and slow.	Improved traffic enforcement	Address traffic congestion	
I live near 252, so it is my main travel corridor. The Humboldt Ave light is badly timed and creates a lot of frustration. The 73rd Ave intersection is flat-out dangerous, because there is too much traffic coming onto 252 from 73rd.	Improve safety		
There are too many stop lights, curves with poor visibility and not enough room to merge into traffic from intersections.	Reduced number of stoplights	Improve safety	
While driving on 252, I am frequently worried I'll be rear ended or not able to get into the correct lane.	Improve safety		
The lights at 85th create large backups going south, three Lanes all the way down could be helpful, Bridges at the stop lights would help keep it moving (like highway 100)	Implement additional driving lanes		
252 should be a highway with no stoplights. If that isn't possible, the number of stoplights should be reduced. Traffic is too backed up during both morning and afternoon rush hours.	Convert TH 252 to freeway	Reduced number of stoplights	Address traffic congestion
252 needs to be made into an expressway, things flow a lot more smoothly on 94 now since the work that was done last year but as soon as you hit 252 during rush hour the entire stretch is literally bumper to bumper	Convert TH 252 to freeway		
It is difficult to switch Lanes in time to get onto 94, 694, and in the turning lane back to my house. Some cars do not yield. When it's rush hour or in bad weather, it's so stressful to go anywhere and return home.	Improved traffic enforcement		
Lots of exits in a short span of time with fast/slow moving traffic makes it hard to merge and change lanes while feeling safe	Misc.		
Hh	Misc.		
Avoid during rush hour. Side roads are jammed with cars going around the mess	Address traffic congestion		

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in areas that provide transit need to be using the bus more if there is a route that supports it. 94 should be half tollway in the morning and early evening. No booths, just like 394 bivy lane. I also think that markings for 94 and 252 should be painted on the surface of the highway somewhere before Dowling Ave. 252 also needs to lose the stop lights. Get rid of em. Like you did with 169. There's only neighborhoods and things in that general area anyways, why do we need the lights? Do they actually do anything beneficial other than stopping rush hour traffic for three grandmas going to Festival and Walgreens? Again, do to 252 what you did to 169 in Osseo. Except try not to take anybody's houses this time unless you want to pay them value and a half. Housing is expensive, commuting is excruciating. We also need better control of the passing lane. I think the far left should legally be a passing lane. People who are too bstinate for the flow of traffic like to hangout there because they think it's so clear and empty and no one is going to be merging on to the highway in front of them. Left lane enforcement, no stoplights on 252, highway signs painted on the ground, peak time tolls. That is my opinion as a regular commuter of 94. I presently live in Uptown and make this commute at least 4 times a week.	Improved traffic enforcement	Reduced number of stoplights	
I am concerned when I cross (generally at 85th) as traffic lights are not always obeyed.	Improve safety	Improved traffic enforcement	
	Reduced number of stoplights		
Remove all the lights.	Reduced number of stoplights		
Need to get rid of stop lights	Reduced number of stoplights		
Expanding northbound traffic to 3 lanes would help. Waiting up to four minutes at turn lights and cross streets (73rd) is too long especially when there is no oncoming traffic. Smarter lights would be great. Adding the exit lane to 694E from 252S during construction last year was useful. Taking it away afterward was ridiculous.	Implement additional driving lanes		
Getting to 252 from 100 can be challenging when 694 backs up and backs traffic up on 100	Misc.		
Always get stopped st the stoplights	Misc.		
When going from 94 to 252 traffic gets backed up for miles. It's a dangerous split to 252, 694 east, and 94 west. It also very dangerous and backed up every morning going from 610 to 252.	Address traffic congestion		

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The area where 694 merges to 94 and where 252 join 94 east is an insanely dangerous merge of hwy.. the vehicles in the right lanes are always traveling at a much faster rate than those who are in the faster right lanes coming from 252. I think force slowing the merging traffic from 694/94 in the left lanes would be beneficial especially for vehicles traveling south on 252 who need to get into right lanes to exit at 49-53rd. I have had to miss the exit numerous times because of fast traffic in right lanes. Also... if one has to miss that exit there is not a nether exit for much father than necessary which puts one south of those dreaded train tracks to come back north to bc and edge of north mpls	Improve safety	Improved traffic enforcement	
This stretch needs to be a highway without stop lights. There should also be some control of how traffic entering 252 from 694 can access the left hand turn at 66th Ave. Either dedicated ramp to new flyover bridge, or eliminate that option altogether.	Convert TH 252 to freeway	Reduced number of stoplights	
Overpass is needed at 85th, at minimum. Humboldt and Brookside could also use it. I love on the east side so I need to cross 252 multiple times a day for work, picking up my child, shopping, or any other trip. Rush hour takes almost 5 minutes to just get across the highway, which makes my commute to and from everywhere take way longer than it would if there were an overpass. I also feel that there are way too many accidents, although I have no idea why.	Improve safety		
I feel unsafe driving at highway speed through intersections. Traffic in rush hour is miserable on 252.	Improve safety		
It really depends which direction you are travelling in and when. I am lucky because I am typically going in the less congested direction.	Misc.		
the traffic lights are definitely unnecessary if you turn this into a highway. the most annoying part is going northbound on 252 and then hitting brookdale drive and losing that third lane, only to get it back before 85th avenue. what kind of planning was that when they worked on 252 before? having that 3rd lane all the way through 85th would get rid of the bottleneck at brookdale drive. that was a huge mistake by someone.	Reduced number of stoplights	Implement additional driving lanes	
It's awful. It needs to be converted to a freeway.	Convert TH 252 to freeway		
This road is a nightmare. Delays my morning commute by 5-10 minutes depending on if I sit for the light once or twice. Feels like a death trap since people know how long they have to wait at a light if they miss it. One of top reasons for wanting to move. Fear for my life every time I take the motorcycle out and I have no other option.	Improve safety	Address traffic congestion	
Traffic is unpredictable in time to destination. Traffic flow is also widely varying between 0 and 70mph, as well as having no exit ramps to facilitate traffic flow and safety.	Address traffic congestion		

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Comment	Category	Category	Category
Traffic blows on 252 north of 694 when people from 694 need to get over 4 lanes to turn left at the first stop light at 66th Ave N	Address traffic congestion		
Congested heavily at peak times. Wish MNDoT would consider making a line strictly for thru traffic with limited access to exits	Address traffic congestion		
Going south in the morning (approaching the project area), the area where 610 and 252 merge/start and then split is a nightmare. All of the converging traffic brings everything to a standstill. Closer to where 610 and 252 split off, it loosens up because everyone is finally in the correct lanes. But once you start getting to the stoplights, it's all backed up again. And once you get to where 252 turns into 94 East, it's fine. 94 almost always moves well all the way to downtown. On the way north in the afternoon, 94 slows down some, but it's usually not too bad. And the lights on 252 are a pain, but less so than in the morning. And it's almost never a problem after 252 splits into 610 West and 610 East.	Address traffic congestion	Reduced number of stoplights	
Please do a full freeway conversion	Convert TH 252 to freeway		
This has always been an area where traffic ends up slowing down if not stopping. Often because of the multiple stoplights on the route as well as frequent merging of traffic from side streets. I travel this route M-F to work and home again, and often on weekends to get to entertainment or some other function.	Address traffic congestion	Reduced number of stoplights	
Traffic moves at least 10 mph slower than the posted speed limit during off-peak hours, presumably because they all think the next light is going to turn red. Then there are drivers who think 75mph is a good idea, weaving in & out around the slowpokes.	Improved traffic enforcement	Address traffic congestion	
Taking the loop from I 694 onto I 94 east bound, the road merges with 252 with very little room to merge and many trees and bushes blocking oncoming traffic. Scary!!	Improve safety		
Most of the time, it is good. Occasional slow downs during rush hours.	Address traffic congestion		
Eliminate all lights, interchange at 85th and Brookdale drive only and close all other crossings. Eliminate bus stop at 66th, add dedicated bus lane. Add dedicated exit lanes for both hwy 100 and 694 starting at around 72nd. Add 3rd lane for direct traffic to 94, concrete barrier to separate 94 traffic from 694 and 100 exit.	Reduced number of stoplights	Improve transit service (dedicated bus lane, etc)	Implement additional driving lanes
Need to eliminate stoplights.	Reduced number of stoplights		
Long waits and short lights to cross 252. Sometimes need to wait multiple traffic cycles to cross. Dangerous since many times cars on 252 do not always stop when light turns red. Traffic congestion.	Reduced number of stoplights	Improved traffic enforcement	Address traffic congestion

Online Survey - Driving Comments

Comment	Category	Category	Category
The area where 694 merges to 94 and where 252 join 94 east is an insanely dangerous merge of hwy.. the vehicles in the right lanes are always traveling at a much faster rate than those who are in the faster right lanes coming from 252. I think force slowing the merging traffic from 694/94 in the left lanes would be beneficial especially for vehicles traveling south on 252 who need to get into right lanes to exit at 49-53rd. I have had to miss the exit numerous times because of fast traffic in right lanes. Also... if one has to miss that exit there is not a nether exit for much father than necessary which puts one south of those dreaded train tracks to come back north to bc and edge of north mpls	Improve safety	Improved traffic enforcement	
This stretch needs to be a highway without stop lights. There should also be some control of how traffic entering 252 from 694 can access the left hand turn at 66th Ave. Either dedicated ramp to new flyover bridge, or eliminate that option altogether.	Convert TH 252 to freeway	Reduced number of stoplights	
Overpass is needed at 85th, at minimum. Humboldt and Brookside could also use it. I love on the east side so I need to cross 252 multiple times a day for work, picking up my child, shopping, or any other trip. Rush hour takes almost 5 minutes to just get across the highway, which makes my commute to and from everywhere take way longer than it would if there were an overpass. I also feel that there are way too many accidents, although I have no idea why.	Improve safety		
I feel unsafe driving at highway speed through intersections. Traffic in rush hour is miserable on 252.	Improve safety		
It really depends which direction you are travelling in and when. I am lucky because I am typically going in the less congested direction.	Misc.		
the traffic lights are definitely unnecessary if you turn this into a highway. the most annoying part is going northbound on 252 and then hitting brookdale drive and losing that third lane, only to get it back before 85th avenue. what kind of planning was that when they worked on 252 before? having that 3rd lane all the way through 85th would get rid of the bottleneck at brookdale drive. that was a huge mistake by someone.	Reduced number of stoplights	Implement additional driving lanes	
It's awful. It needs to be converted to a freeway.	Convert TH 252 to freeway		
This road is a nightmare. Delays my morning commute by 5-10 minutes depending on if I sit for the light once or twice. Feels like a death trap since people know how long they have to wait at a light if they miss it. One of top reasons for wanting to move. Fear for my life every time I take the motorcycle out and I have no other option.	Improve safety	Address traffic congestion	
Traffic is unpredictable in time to destination. Traffic flow is also widely varying between 0 and 70mph, as well as having no exit ramps to facilitate traffic flow and safety.	Address traffic congestion		

Online Survey - Additional Comments

Comment	Category	Category	Category
Please consider people waiting for buses in the winter, trying to cross the highway, as pedestrians, to get to buses or park n rides. Stairs up and over the highway would be a problem.	Create safe access to transit		
please get this project going!!	Misc.		
Something must be done, it cannot take forever to offer a solution	Misc.		
More overpasses to keep the River and River Rd accessible and to allow for emergency vehicle access.	Convert TH 252 to freeway		
DO NOT INCLUDE A MNPASS LANE. They are utterly useless and only benefit those who like to waste money. Cut off all access to the businesses and neighborhoods and turn this "highway" into a proper one. Everyday I drive down this segment and ride through the traffic signal intersections and wonder if I'm going to safely drive through it.	Convert TH 252 to freeway		
As the population grows, we need to plan for 15-20 years down the road and not just stop gap solutions for now.	Misc.		
We use 252 from 85th St to go to church, doctors, family & friends, shopping, etc. We cross 252 to go to the library, grocery shopping, post office, etc.	Misc.		
I actually prefer to take 169 from Anoka/Champlin all the way to my place of employment. But, 169 seems to each year be in construction that reduces it to one or zero lanes open for weeks to months on end, forcing me to find alternate routes. The 252 corridor is one such route. If often leads me to 694 then 100 and reverse, but sometimes I also take it 94 and reverse. So, I have a love/hate relationship with it.	Misc.		
I am amazed and grateful for the work you have done on 694. Please do that to 252	Misc.		
Access to the bike trail is not clear unless you know how to get there to cross traffic at the 252/694/Marshall intersection. Confusing.	Improve walking and biking infrastructure	Improve safety signage	
please no interchange at 66th and 252. It cannot be safely done. Plus provide for addirional traffic in the future.	Improve safety		
I'd like to see better transit advantages along the entire corridor, even though I typically drive. This would improve mobility in the north metro. 94 in N Minneapolis is very wide and I'd think could easily accommodate MnPASS. Signalized intersections on 252 feel dangerous regardless of mode of transportation.	Improve transit service (dedicated bus lane, etc)	Improve safety signage	
No solution will work for this road that includes Lane drops or signals	Misc.		
There is talk about having 252 open only at 85th and 59th (?). Wondering why 85th when it is already one of the most dangerous intersections in the state.	Improve safety		
During rush hour there is a lot if traffic in this area going north and south.	Address traffic congestion		

Online Survey - Additional Comments

Comment	Category	Category	Category
I almost exclusively use transit on the route, especially on days that are expected to be extra congested, like snow days. It has been very reliable and I love the Noble park and ride. I did not see plans for expanding park and rides along the route but that might be a good idea.	Address traffic congestion	Improve transit service (dedicated bus lane, etc)	
RETIRED	Misc.		
best solution, elevated express lane from 694 to 610. No lights and leave surface streets as is and move thru traffic much faster	Reduced number of stoplights		
	Protect my home/neighborhood		
Keep crossing at Humboldt Ave n			
If it is decided to not do full interchanges, I think having signs that tell drivers there is a stop coming up that flashes when the light is red could help. As a transit rider, I'm not sure much could be improved except for slowing traffic down and narrowing the road.	Improve safety signage	Address traffic congestion	
Noise from vehicles accelerating after stopping at traffic lights diminishes livability in homes even blocks away.	Implement noise buffer		
Please don't make the neighborhoods alternative routes for 252. Where I live, when 252 has an accident, people start zooming around the residential streets trying to go around the accident. It is dangerous	Protect my home/neighborhood	Improve safety	
Although unlikely to be practical or cost-effective, converting 252 into a freeway would be far safer/more efficient.	Convert TH 252 to freeway		
The rebuild of Hwy. 252 should e an extension of Hwy 100 thus eliminating the double exit from hwy 100 to I 694 then exit onto hwy 252. That little hunk of spaghetti is a tragedy waiting to happen.	Improve safety		
Logan going North onto 85th could use painted lines for a right turn lane which might help congestion.			
I grew up in Brooklyn Park and have multiple family members in Brooklyn Park and Champlin. I drive these roads daily for work or family events.	Misc.		
I believe the removal of lights is absolutely necessary. Hwy 252 is a major roadway and we need to keep traffic moving along it. I don't believe that bridges are necessary at every intersection where lights exist though. The number of access points should be reduced as well. 85th Ave should have access as so many people turn there either for their homes or for the businesses in the immediate vicinity. Other intersections in strictly residential areas should be closed off.	Reduced number of stoplights		

Online Survey - Additional Comments

Comment	Category	Category	Category
We need a safe way the east side of 252. More and more children are moving into the neighborhood and they should feel safe traveling in their neighborhood. Additionally, drivers should not be exposed to such dangerous road conditions several times daily just trying to get to work, their kids to school, and live their daily lives. We look forward to a solution. THANKS!	Reduced number of stoplights	Improve safety	Improved traffic enforcement
Hopefully a freeway is in our future, or 6 lanes with stop lights or maybe 8.	Convert TH 252 to freeway	Implement additional driving lanes	
Please remember bikers and walkers when making plans to improve the situation for drivers. Thank you very much! We love the pedestrian bridge at 85th Avenue North.	Improve walking and biking infrastructure		
Hoping at least 85th will become a cloverleaf	Misc.		
252 to and from 85 ave. is a very important intersection. Ease of and safety of vehicular traffic transitioning between the 2 roadways is very important an should be carefully considered with this project.	Improve safety		
	Address traffic congestion		
85th stoplight going south is backed up every morning.			
The road noise generated by the elevated south bound roadway exceeds standards. The overlay has worn and in the last two years has increased the tire noise. I have been measuring the sound pressure level. Will this be addressed in the new design?	Implement noise buffer		
The survey is clear and easy to follow.	Misc.		
Need overpass for vehicles and pedestrians across 252. Pedestrian walkway under I-94 to go to park would be great addition as well.	Improve walking and biking infrastructure	Reduced number of stoplights	
How much if any will the traffic increase in the neighborhoods if and when the construction happpens ?	Protect my home/neighborhood		
I wish we had a freeway for the travelers and a safe and slower road for locals.	Convert TH 252 to freeway	Improve safety	
The merge northbound at Brookdale & 252 is an accident prone problem. There should be a turn lane at the intersection, but the lane shouldn't continue beyond, where it merges, people consistently drive dangerously there. Also the lights on 252 are timed poorly.	Reduced number of stoplights		
	Reduced number of stoplights		
Take out all of the stoplights along 252.			
There should be a sound wall along 252 between 85th & 610 for the residential area on the east side of the highway.	Implement noise buffer		

Online Survey - Additional Comments

Comment	Category	Category	Category
It's always a game of whether or not I'm more angry than the other people around me. Everyone over taking anything they want because they're not sure why they wanted to be elsewhere. Slide over to the left and quickly go flying all the way right because "oh crap that's my exit" or those trying to get there from Uptown. Zipping, fighting, cutting each other off for the chance of being more than one car ahead of the last. Nobody on 94 has any driving etiquette. I think we need to re-teach people how to use the road. Not their cars, but the road. Driver's training, including actual paid courses, just say "memorize these signs" which is worthless. Our driver's license aren't even good enough for a full fresh trade in Germany because of how much road etiquette we lack as a state. 252 is the same story but that's because most anyone traveling that stretch is either headed to Coon Rapids or turning left somewhere. So everyone Hicks to the far right lane that ends after Brookdale Dr(?) and forces the rest of everyone to make room for the impatient people. I feel like I have to compete in this little game of their or risk them taking time from me and everyone else. I'm actually about to take it all the way to 85th so here's crossed fingers.	Improved traffic enforcement		
Please don't shut this down at the same time 169 is being worked on.	Misc.		
What other options will be available for north south traffic between 694 and 610 during construction ?	Misc.		
Always get stopped st all the stop lights	Reduced number of stoplights		
I use Noble, to Xerxes and Brooklyn Blvd as an alternative when ever possible.	Misc.		
94 /694 at 100 north absolutely needs a exit to west bound 694 without having to renter city streets before being able to travel west on 694	Misc.		
Please add an overpass. It's the only thing I dislike about this area.	Reduced number of stoplights		
Conversion to a full freeway for the entire length of 252 is ideal. 610 could also use 3 lanes in each direction between 252 and 169 as backups are frequent.	Convert TH 252 to freeway	Implement additional driving lanes	Address traffic congestion
I travel this route all summer long getting my kids back and forth to their baseball games. I never make it on time.	Address traffic congestion		
This project cannot happen soon enough. Brookdale dr and 85th need off/on ramps. 81st is a pain because people go too slow around the curve already.	Address traffic congestion		
This is the most direct route for me during the majority of my travel, but due to the safety and unpredictability I often avoid it.	Improve safety		

Online Survey - Additional Comments

Comment	Category	Category	Category
Add bike racks, trail maps, garbage cans, watering, and more along regional bile trail MRT.	Improve walking and biking infrastructure		
Turning 252 into a freeway would solve most of the commuting issues, although I am not sure what you could do about the commuting mess going south on 610 before the 610/252 split in the morning. I don't think you need to do anything with the I-94 road between 694 and downtown Minneapolis. That was well-designed in the past and continues to function well decades later.	Convert TH 252 to freeway		
Can you take out the stoplights on 252? Keep traffic moving & make long acceleration/deceleration lanes to prevent people stopping to merge. On/off ramps on 94 are too short, people & TRUCKS can't merge safely.	Reduced number of stoplights	Improve safety	Implement additional driving lanes
Driving north from I 94 to I 694 is easy with a ramp from one road to the other. The loop to go south/ east bound on I 94 is dangerous and I have almost been rear ended multiple times.	Improve safety		
add pedestrian overpasses as at 85th ave	Improve walking and biking infrastructure		

Community Outreach Meeting- Summary

August 15, 2018

TH 252 Community Outreach Meeting with MnDOT, City of Brooklyn Center, and SRF

Community Concerns

- What is MnPass? What does it mean to our current roads? Why is it important to us?
 - Why is there such a price difference between the two devices?
- People taking the HOV lanes without the devices – no policing of the vehicles using it without the MnPass device? Creating backups are inevitable, so why aren’t they policing more to keep those who don’t belong out of those lanes?
- Why is MnPass important to us? Why will it help us?
- Will the planning have an “off” somewhere near here?
- How will the community members be able to exit the HOV lanes?
- Worried about last minute merging decisions that can cause accidents/back-ups.
 - Slowing people down.
- Do we have an idea of what this change might look like?
 - Will it be MnPass? HOV?
 - Adding lanes?
 - Taking out lanes?
- MnPass lane on the east and the west? Or just one on each side?
- MnPass lane is always in the middle?
- Buses – will there be any issues with them merging from the inside to the outside lanes in regards to traffic being slowed down?
- Does MnPass come in only if we have the big freeway conversion? Is the conversion a for sure thing?
- Where are we now? What is the update as of today?
- One main concern – Where are all these interchanges going to be? They were hearing about roundabouts and all different kinds of things...
- What are some more timeline things? They want to stay in the loop and know when and what to expect.
- How close is it going to get to their houses? Concerned about roundabouts being “30 feet” from their driveways and bringing traffic closer to them causing a danger to them and their families.
- But if they want to sell their house and now there is an undesirable roundabout in front of the house, what are they supposed to do?
 - What do they tell potential buyers about what is going to happen?

Community Outreach Meeting- Summary

- We feel that we aren’t gaining anything from this meeting and that all the information is repeat.
 - Informed them that this was intended to be a clarification meeting and that we wanted to put a face to the information that is being given.
 - Want to build trust within this community between them, MnDOT, the City, and SRF.
- How is the construction going to phase throughout the area?
- Have the Friends of the Mississippi River had any say in this?
- How would noise be reduced?
- Once there is a proposed design, how long is the comment period for the community?
- Heard a lot of reasons why the project should go forward, but what about the integrity of our neighborhood? No one has talked about that... Is this change keeping the connectivity of the neighborhood with the rest of the community?
- We’re not seeing any more enforcement on the red-light runners. What is being done about that? They don’t want to be living with that for the next four years for this project to be completed. They mentioned: 85th, Humbolt, and 66.
 - Why don’t we add the flashing light signs to warn for a red light?
- Community member – Reason we’re talking about this is because of the accidents, which is what the project is supposed to solve, but we also need to talk about the U-turns that people are doing.
 - What needs to be done is to allow people taking 100 to get to 94 and 94 can get to 100.
- Community member – 66 heading east – Options are (whether legal or not) to turn left to get onto 252 or use the right lane to go the other way. He witnessed three cars turning left which he thought was not legal. He went and asked the police station if it was legal and they said no.
 - It didn’t matter that the signal was there, people just did it.
 - It is a matter of policing the area.
- “Hope you know the passion that the community has.”
- How many plans or options?
- Are they still talking about a footbridge? Some were against the footbridge.
- How is Top Golf going to affect this and the traffic?

