TH 252 CONVERSION STUDY

PUBLIC ENGAGEMENT SUMMARY

FOR OPEN HOUSE EVENTS:

SEPTEMBER 06, 2017 | BROOKLYN PARK, MN

SEPTEMBER 07, 2017 | BROOKLYN CENTER, MN

community design group

SRF

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As part of the work, the project team is reaching out and engaging the public using a variety of tools and approaches. These efforts include to date:

- ***Brooklyn Park Open House***
- ***WHEN: Wednesday, September 6, 2017***
- ***TIME: 5:30-7 p.m.***
- ***WHERE: Discover Church, 1400 81st Ave N, Brooklyn Park, MN 55444***

- ***Brooklyn Center Open House***
- ***WHEN: Thursday, September 7, 2017***
- ***TIME: 5:30-7 p.m.***
- ***WHERE: Brooklyn Center Community Center, 6301 Shingle Creek Pkwy, Brooklyn Center, MN 55430***

About This Study

MnDOT, Hennepin County and the cities of Brooklyn Center and Brooklyn Park are studying several access concepts to improve safety and mobility along Hwy 252 between Hwy 610 and I-694. Additional goals of the project include providing community connectivity, pedestrian accommodations, access to transit services, and maintaining existing infrastructure investments.

Two open houses were held in early September to provide information about the corridor issues and needs along with the purpose of the study. The meetings were well-attended by local residents, commuters and businesses. The project team also asked open house attendees to provide input on the proposed project.

Summary of Work

- Study traffic flows and the crash history in the area
- Estimate future traffic flows and options to improve safety and circulation
- Develop options for interchanges, overpasses or closures to replace signalized intersections
- Develop conceptual designs and recommend one option for further study
- Seek feedback from residents, business owners and commuters
- Identify how to fund the improvement

About this Document

Engagement activities yielded a rich variety of information regarding resident ideas and preferences for the future experience of residents and motorists. The Engagement Report summarizes what we learned through Open House engagement activities. Descriptions for each event is included within this document, as well as an Appendix with additional information about community engagement and its importance for the Highway 252 Study.

Event goals for participants included opportunities for feedback regarding selection of recommended concepts presented. The project team received around 45 completed comment cards and 487 sticker engagements. A total of 263 people signed in as participants at the two open houses.

Boards Outlined:

- Purpose and Goals
- Overall Process and Schedule
- Corridor Safety Issues
- Existing Traffic Conditions
- Future Traffic Operations
- Expected Roadway Operations
- Access Concepts
- 2040 Traffic Projections on Local Streets
- Access Type Examples
- Access Concept Evaluation Summary
- Existing Roadway Configuration
- Access Concepts 1-6
- Next Steps

Activities Included:

- Sticky dots handed out for use to select preferred access concept(s)
- Sticky notes available for use to provide comments on individual concept boards
- Comment Cards available for providing detailed commentary regarding the overall project and data presented at the open houses

Key Themes from Activities

Dot boards presenting the existing condition along with 6 concepts for potential improvement for the TH 252 corridor were made available for participants at each of the two open houses. Participants could use up to two (2) dots to indicate their preferences. Comment cards were available for participants to provide detailed feedback in writing about topics of their choice.

Concept Preference Results:

- Through engagement in both communities, Concept 5 received the most dot stickers indicating preference (159 of 487 total stickers)
- Feedback from the Brooklyn Park open house event favored Concept 5
- Feedback from the Brooklyn Center open house event favored Concepts 3 and 6 equally
- Concept 1 received the fewest dot stickers overall (14)

Comment Card Results - Prominent Themes of Concern/Interest:

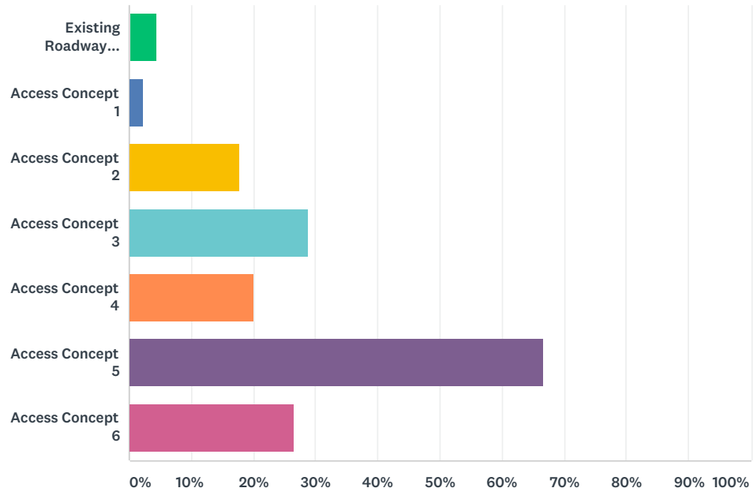
- **73rd Avenue N ::** Questions regarding its use as an exit given the fact it dead-ends at Palmer Lake
- 66th Avenue N :: Interchange proposal called “dangerous,” “bad place for interchange,” “death trap”
- **Safety ::** Concerns that construction will lead to unsafe increases of neighborhood traffic

Online Survey Results

An online survey collected feedback on the 6 roadway configuration concepts being proposed. A total of 45 people participated in the online poll, with just over 66% of the respondents ranking Access Concept 5 as their preferred alternative. The following is a summary of the results as well as a diagram of the proposed alternatives. A second question from the online survey requested additional comments from participants.

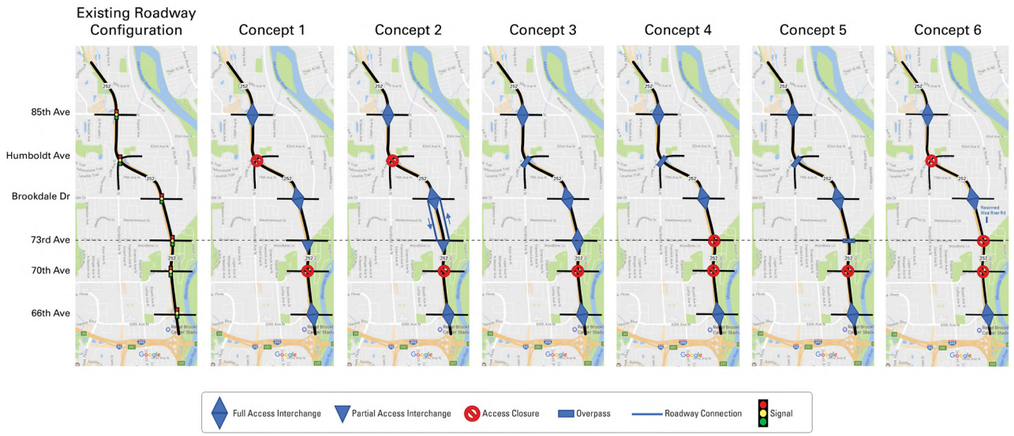
Survey Question 1: Which access concept is your recommended alternative? Please select two concepts.

Answered: 45 Skipped: 0



ANSWER CHOICES	RESPONSES	
Existing Roadway Configuration	4.44%	2
Access Concept 1	2.22%	1
Access Concept 2	17.78%	8
Access Concept 3	28.89%	13
Access Concept 4	20.00%	9
Access Concept 5	66.67%	30
Access Concept 6	26.67%	12
Total Respondents: 45		

HWY 252 Access Concept Recommendations



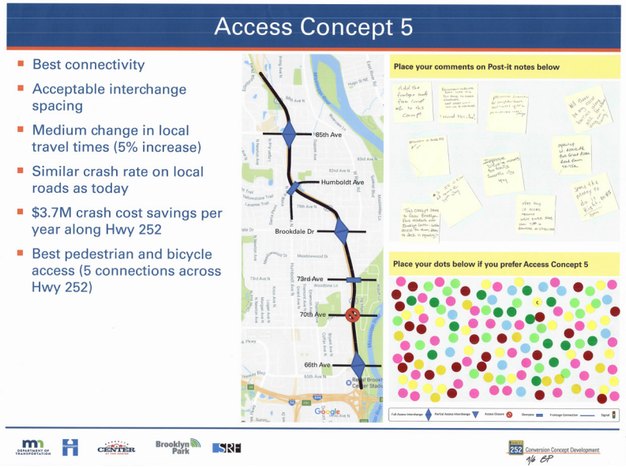
Additional details for concept designs can be found in the Appendix.

An open house was held at Discover Church in Brooklyn Park on Wednesday, September 06, 2017. The project team set up boards on easels to facilitate viewing of project data. Participants could use sticker dots to indicate their preference for specific concepts. Tables were available for filling out comment cards. A total of 202 people signed in as participants at this open house.

Key Points - Dot Preference Activity

Concept 5 received the highest quantity of sticker dots. Preference is ranked below.

Existing Roadway	27
Access Concept 1	13
Access Concept 2	14
Access Concept 3	71
Access Concept 4	40
Access Concept 5	140
Access Concept 6	62
Total Count	367



Key Points - Comments

A number of written comments referenced 12 categories. Of those 12 categories, 73rd Avenue, West River Road and Public Transit were most frequently mentioned.

Major Themes

- **West River Road** :: A majority of comments on this subject requested West River Road be re-opened to traffic at 74th Avenue. A few comments were opposed to this option, and one commenter suggested doing so would make it the "defacto detour"
- **Public Transit** :: Comments pertaining to public transit suggested concern about transit placement and services, including greater east-to-west transit options and questions regarding impacts to the 766 route if the 81st exit is closed
- **73rd Avenue** :: Many questioned the use of 73rd Avenue as an exit point. As one commenter asked: "why leave 73 open - goes nowhere"

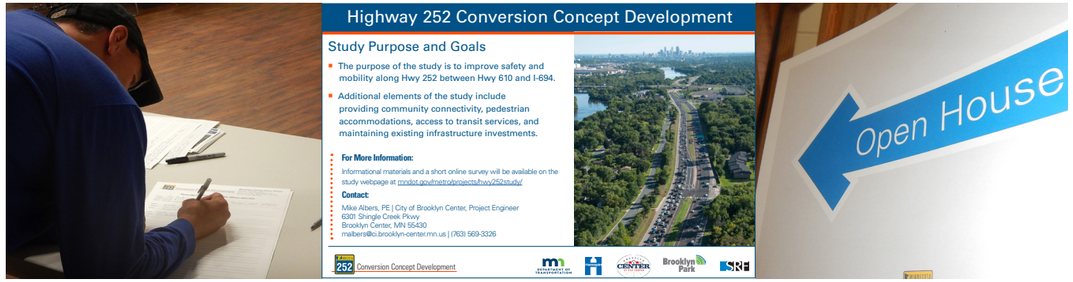
Complete Categorized Comment Totals

3	5	5	2	1	2	6	3	2	3	1	2

Selected Comments

"Good job all around. I feel that on all concepts the old west river road should have its connection back to help with locals accessing the proposed freeway, east of 252 in the 73rd Ave neighborhood."

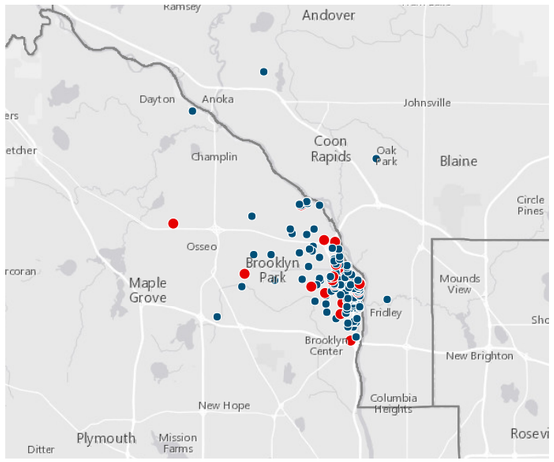
"Yes to improvements on 252. The current merge to 2 lanes and then expand again is cause for fear on driving. Please do not take away any crossings."



Summary of Attendees

The map to the right shows the area of residence for those who attended the meeting and/or provided a written comment card.

- Signed in at the event
- Left a comment card & signed in

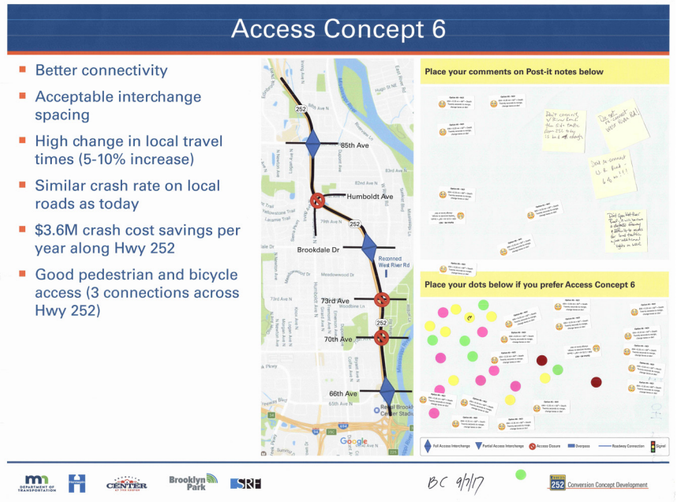


An open house was held at the Brooklyn Center Community Center on Thursday, September 07, 2017. The project team set up boards on easels to facilitate viewing of project data and tables were available for filling out comment cards. A total of 79 people signed in as participants at this open house.

Key Points - Dot Preference Activity

Concepts 3 and 6 received the highest quantity of sticker dots. Preference is ranked below.

Existing Roadway	21
Access Concept 1	1
Access Concept 2	13
Access Concept 3	23
Access Concept 4	20
Access Concept 5	19
Access Concept 6	23
Total Count	120



Key Points - Comments

A number of written comments referenced 12 categories. Of those 12 categories, 66th Avenue and Safety were most frequently mentioned.

Major Themes

- 66th Avenue N :: Many commenters were concerned that the proposed 66th avenue interchange would be dangerous and scary and needed to be reconsidered.
- Safety :: Comments regarding safety fell into two categories: suggestions for how the project could enhance walking and driving safety, and concern that project construction would increase traffic and make neighborhoods more dangerous.

Complete Categorized Comment Totals

Safety	W River Rd	Public Transit	85th	Humboldt	Brookdale Dr	73rd	70th	66th	Noise	Environment	Bike/Ped
0	0	0	0	1	1	3	0	8	0	1	8

Selected Comments

"The proposed 66th interchange is incredibly dangerous and short sighted."

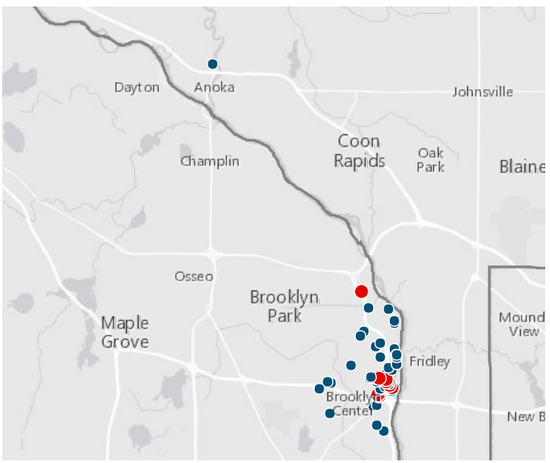
"Our concern is at 66th and 252. The entrance from 252 to 94 seems to close when cars are coming down 252 at 60 MPH and you have to cross over to 60 onto 94."

"I'm concerned about all the traffic coming into my neighborhood and the safety of my grand children, my neighborhood children with a roundabout in front of my house."

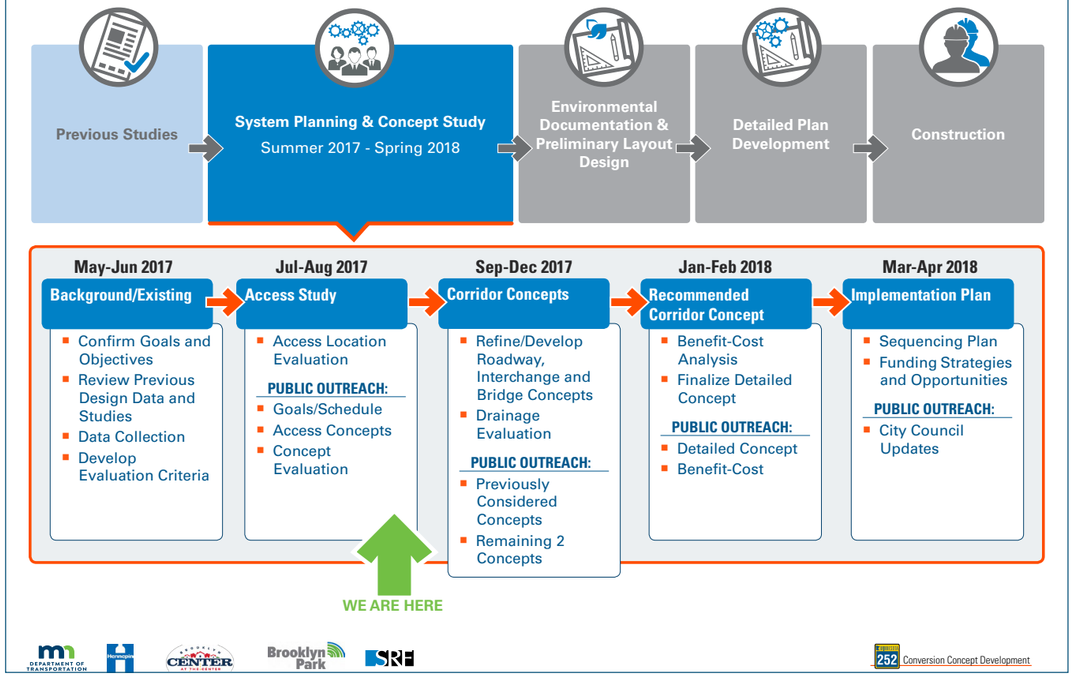
Summary of Attendees

The map to the right shows the area of residence for those who attended the meeting and/or provided a written comment card.

- Signed in at the event
- Left a comment card & signed in



Overall Process and Schedule



Next Steps

September-December 2017

Access Study

- Select Access Location Concept

Corridor Concepts

- Refine/Develop Roadway, Interchange and Bridge Concepts
- Drainage Evaluation

PUBLIC OUTREACH:

- Open House late 2017– early 2018
- Previously Considered Concepts
- Remaining 2 Concepts

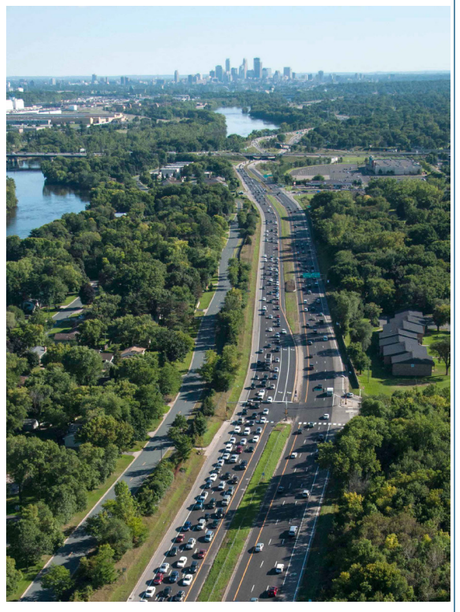
We appreciate your feedback.
Thank you for attending!

252 Conversion Concept Development

Open House Presentation Boards

Purpose and Goals

- The purpose of the study is to improve safety and mobility along Hwy 252 between Hwy 610 and I-694.
- Additional elements of the study include providing community connectivity, pedestrian accommodations, access to transit services, and maintaining existing infrastructure investments.
- The final recommendations need to be supported by the project partners:
  - » Hennepin County
  - » City of Brooklyn Center
  - » City of Brooklyn Park
  - » MnDOT
  - » FHWA
  - » Metro Transit
  - » Metropolitan Council



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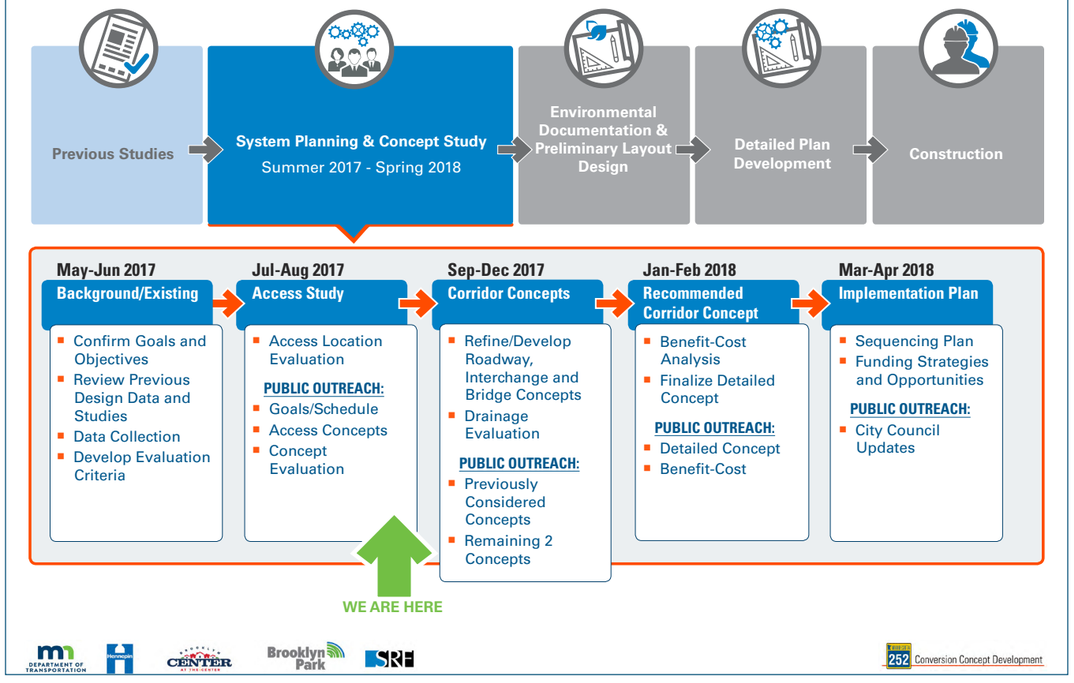
Overall Process and Schedule



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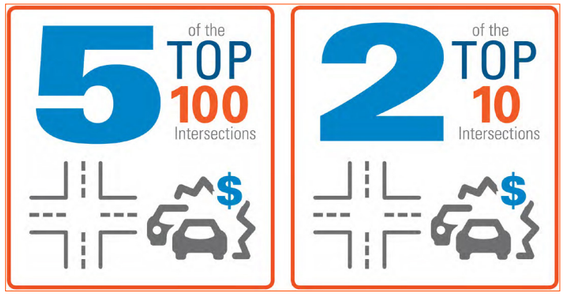
Corridor Safety Issues

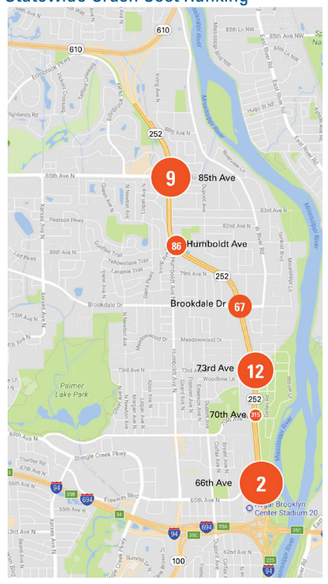
MnDOT Statewide Crash Cost Comparison 2011-2015



Intersection of 66th Avenue and Highway 252

Intersection of 85th Avenue and Highway 252

Statewide Crash Cost Ranking



xx MnDOT Statewide Crash Cost Ranking (2011 - 2015)

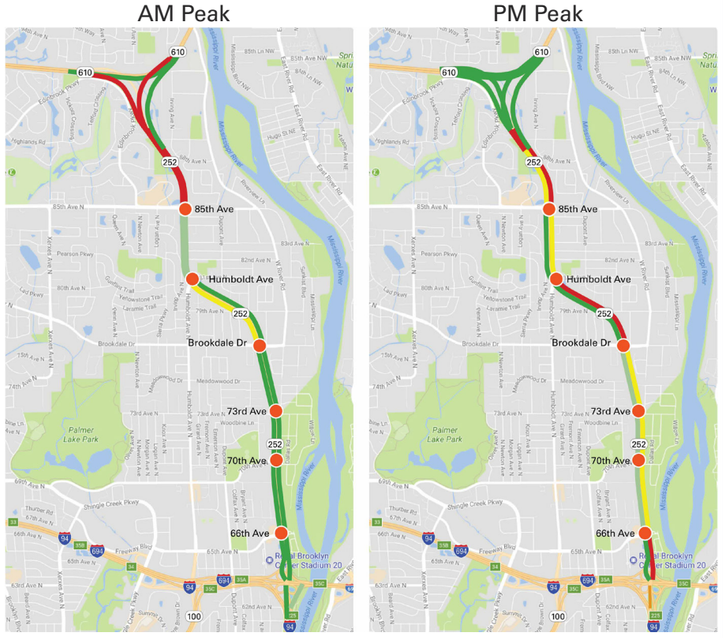
Conversion Concept Development

Existing Traffic Conditions

- Very unreliable travel times during peak periods, particularly Northbound in PM
- The corridor has very limited ability to adapt to non-reoccurring factors (weather, crashes, events) contributing to unreliable conditions

AM Peak

PM Peak

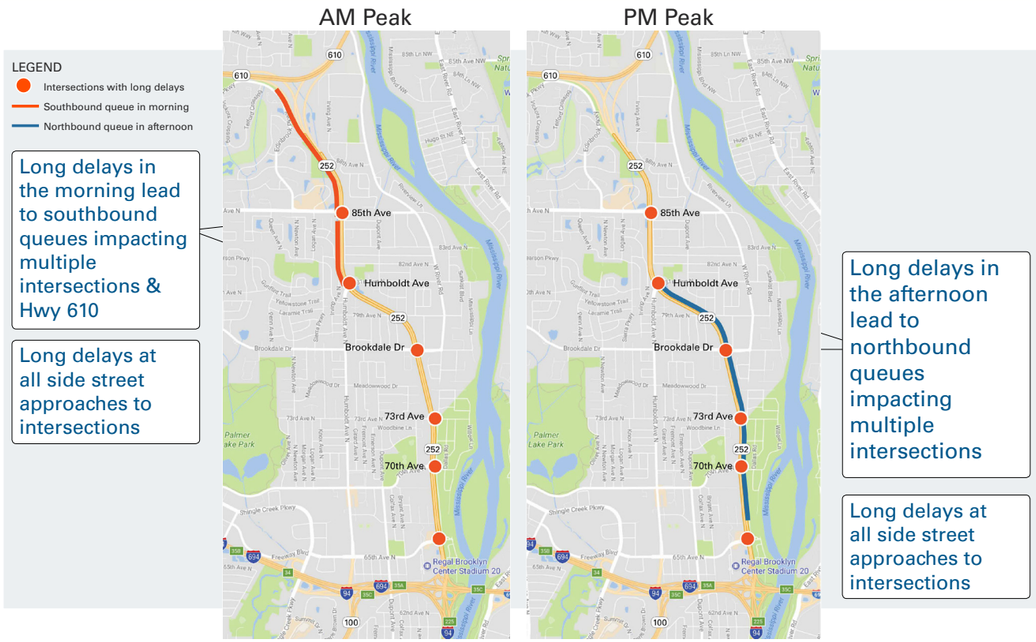


LEGEND

- Generally uncongested/reliable
- Slightly congested/unreliable
- Moderately congested/unreliable
- Considerably congested/unreliable
- Extremely congested/unreliable
- Intersections with long delays

Conversion Concept Development

Future Traffic Operations



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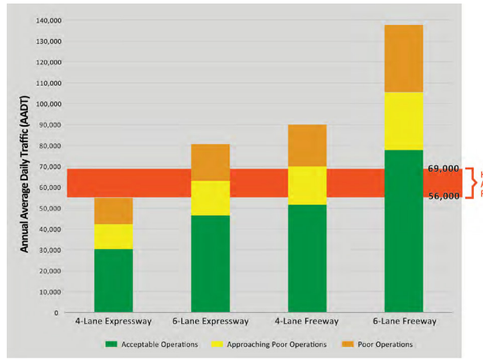
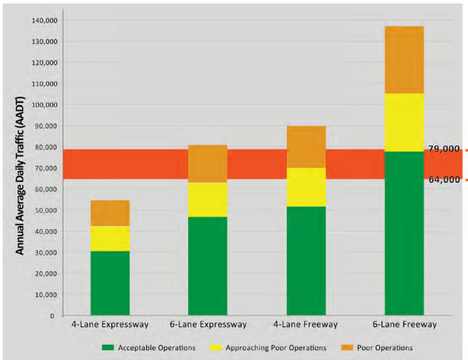
Expected Roadway Operations

Existing Hwy 252 Annual Average Daily Traffic (AADT)



2040 Hwy 252 Annual Average Daily Traffic (AADT)



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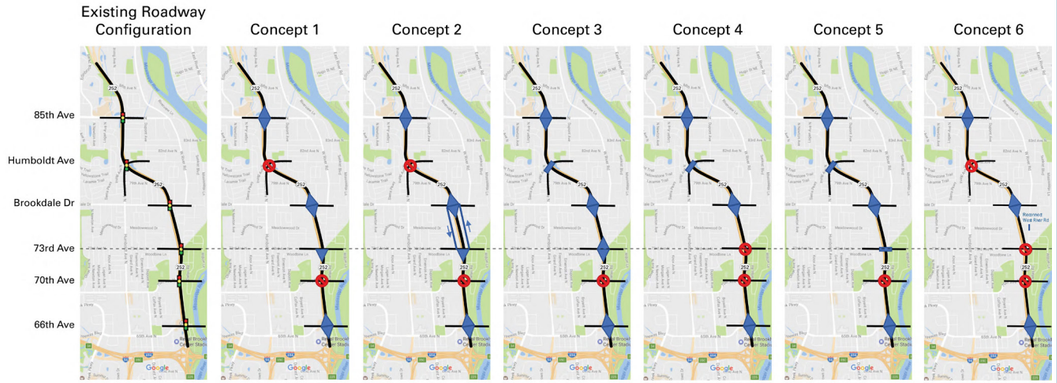
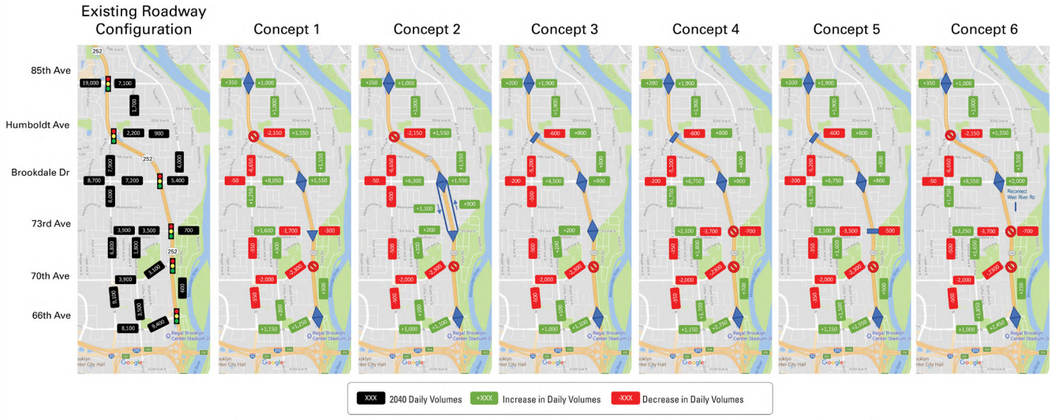
Access Concepts



Conversion Concept Development

2040 Traffic Projections on Local Streets



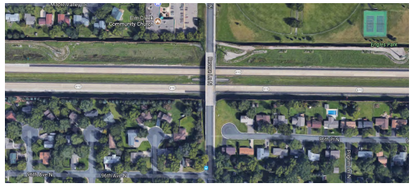
Conversion Concept Development

Access Type Examples

Full Access Interchange: Hwy 610 and Noble Pkwy, Brooklyn Park

Partial Access Interchange: Hwy 169 and 93rd Ave, Maple Grove/Br Park

Full Access Interchange: Hwy 610 and W Broadway Ave, Brooklyn Park



Overpass: Hwy 610 and Revere Ln, Maple Grove

Partial Access Interchange: Hwy 610 and Coon Rapids Blvd, Coon Rapids

Overpass: I-94/ I-694 and Xerxes Ave, Brooklyn Center

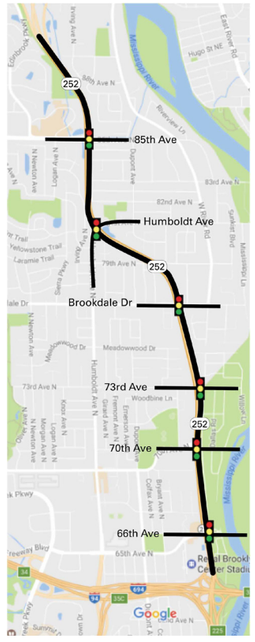
Access Concept Evaluation Summary

Evaluation Criteria[1]	Concept 1	Concept 2	Concept 3	Concept 4	Concept 5	Concept 6
Connectivity/ Interchange Spacing	Good connectivity Interchange spacing too close	Good connectivity Interchange spacing too close	Good connectivity Interchange spacing too close	Best connectivity Adequate interchange spacing	Best connectivity Adequate interchange spacing	Better Connectivity Adequate Interchange Spacing
Changes in Local Network Travel Times	Low <5% increase in peak hour travel times	Low <5% increase in peak hour travel times	Low <5% increase in peak hour travel times	High 5-10% increase in peak hour travel times	Medium 5% increase in peak hour travel times	High 5-10% increase in peak hour travel times
Changes in Safety (Local System)	4 percent reduction in crashes	6 percent reduction in crashes	5 percent reduction in crashes	Comparable to no freeway conversion	Comparable to no freeway conversion	Comparable to no freeway conversion
Changes in Safety (Hwy 252)[2]	Crash cost savings per year $3.4M	Crash cost savings per year $3.4M	Crash cost savings per year $3.3M	Crash cost savings per year $3.7M	Crash cost savings per year $3.7M	Crash cost savings per year $3.6M
Pedestrian and Bicycle Access to Transit and Neighborhoods	Better access 4 connections across Hwy 252	Better access 4 connections across Hwy 252	Best access 5 connections across Hwy 252	Better access 4 connections across Hwy 252	Best access 5 connections across Hwy 252	Good access 3 connections across Hwy 252
Right of Way Impacts	Medium	Medium	High	Low	Low	Low
Preliminary Cost Estimate	Medium	High	High	Medium	High	Low

Note:
[1]All evaluation criteria take into account the need to minimize traffic, safety, and right of way impacts on disadvantaged communities (i.e., low-income, minority).
[2]Crash cost savings compared to the existing conditions.

Existing Roadway Configuration

- Very unreliable travel times
- Limited ability to adapt to weather and crash events
- High crash corridor
- Does not address purpose and goals of study
- Significant local roadway delays accessing Hwy 252



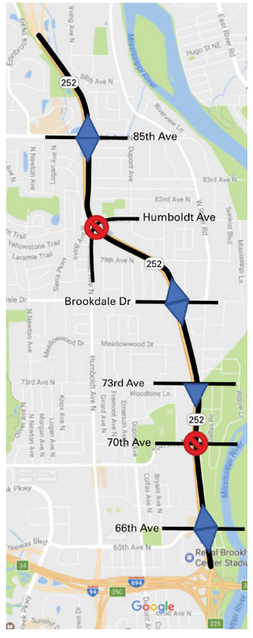
Place your comments on Post-it notes below

Place your dots below if you prefer Existing Roadway Configuration

252 Conversion Concept Development

Access Concept 1

- Good connectivity
- Does not meet interchange spacing guidelines
- Low change in local travel times (< 5% increase)
- 4% reduction in crashes on local roads
- $3.4M crash cost savings per year along Hwy 252
- Better pedestrian and bicycle access (4 connections across Hwy 252)



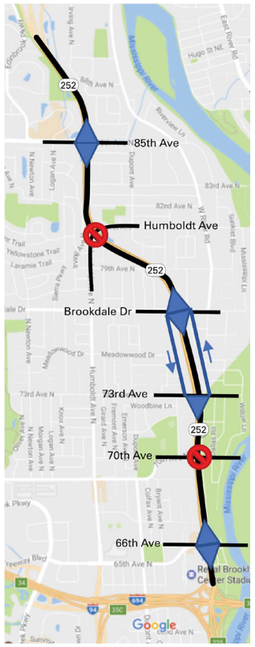
Place your comments on Post-it notes below

Place your dots below if you prefer Access Concept 1

252 Conversion Concept Development

Access Concept 2

- Good connectivity
- Does not meet interchange spacing guidelines
- Low change in local travel times (< 5% increase)
- 6% reduction in crashes on local roads
- $3.4M crash cost savings per year along Hwy 252
- Better pedestrian and bicycle access (4 connections across Hwy 252)

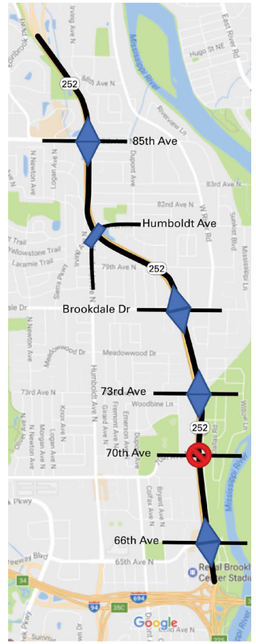


Place your comments on Post-it notes below

Place your dots below if you prefer Access Concept 2

Access Concept 3

- Good connectivity
- Does not meet interchange spacing guidelines
- Low change in local travel times (< 5% increase)
- 5% reduction in crashes on local roads
- $3.3M crash cost savings per year along Hwy 252
- Best pedestrian and bicycle access (5 connections across Hwy 252)

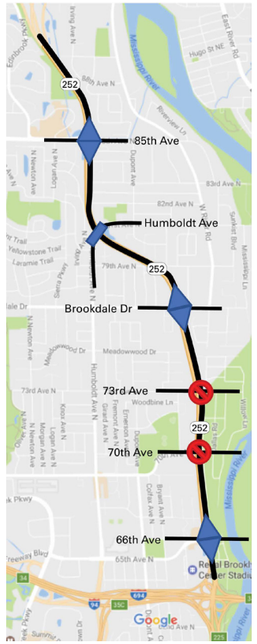


Place your comments on Post-it notes below

Place your dots below if you prefer Access Concept 3

Access Concept 4

- Better connectivity
- Acceptable interchange spacing
- High change in local travel times (5-10% increase)
- Similar crash rate on local roads as today
- $3.7M crash cost savings per year along Hwy 252
- Better pedestrian and bicycle access (4 connections across Hwy 252)



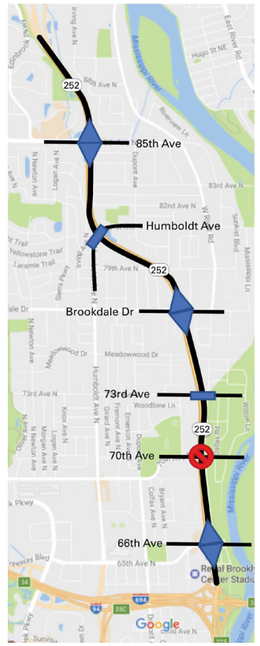
Place your comments on Post-it notes below

Place your dots below if you prefer Access Concept 4

252 Conversion Concept Development

Access Concept 5

- Best connectivity
- Acceptable interchange spacing
- Medium change in local travel times (5% increase)
- Similar crash rate on local roads as today
- $3.7M crash cost savings per year along Hwy 252
- Best pedestrian and bicycle access (5 connections across Hwy 252)



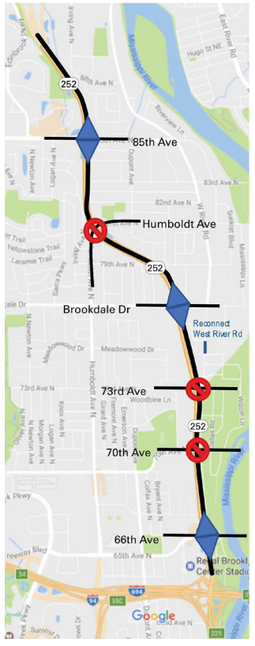
Place your comments on Post-it notes below

Place your dots below if you prefer Access Concept 5

252 Conversion Concept Development

Access Concept 6

- Better connectivity
- Acceptable interchange spacing
- High change in local travel times (5-10% increase)
- Similar crash rate on local roads as today
- $3.6M crash cost savings per year along Hwy 252
- Good pedestrian and bicycle access (3 connections across Hwy 252)



Place your comments on Post-it notes below

Place your dots below if you prefer Access Concept 6

Next Steps

Access Study

- Select Access Location Concept

September-December 2017

Corridor Concepts

- Refine/Develop Roadway, Interchange and Bridge Concepts
- Drainage Evaluation

PUBLIC OUTREACH:

- Open House late 2017– early 2018
- Previously Considered Concepts
- Remaining 2 Concepts

We appreciate your feedback.
Thank you for attending!