

HIGHWAY 252 / I-94 ENVIRONMENTAL REVIEW

SECOND PHASE OF COMMUNITY ENGAGEMENT

ENGAGEMENT REPORT
DRAFT FEBRUARY 15, 2019



Q2 Where should access to and across Highway 252 be provided for vehicles, pedestrians, and cyclists?

ACCESS ALTERNATIVE 1

(Interchanges at 85th Ave, Brookdale Dr/73rd Ave, and 66th Ave)

- Crash cost savings*
 - High (\$5M in 2040)
- Bike/ped connections across Hwy 252
 - Four crossings

ACCESS ALTERNATIVE 2*

(Interchanges at 85th Ave, Brookdale Dr, and 66th Ave)

- Crash cost savings*
 - Medium (\$5M in 2040)
- Bike/ped connections across Hwy 252
 - Four crossings

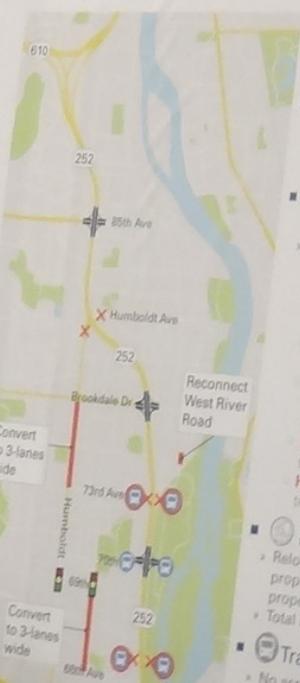
ACCESS ALTERNATIVE 3

(Interchanges at 85th Ave, Brookdale Dr, and 70th Ave)

- Crash cost savings*
 - Low (\$1M in 2040)
- Bike/ped connections across Hwy 252
 - Three crossings

- Impacts to local roadways
 - Roadway improvements will be needed at:
 - Humboldt Ave - 73rd Ave to Brookdale Dr (convert to 3-lanes wide)
 - 66th Ave - Dupont Ave to Hwy 252 (convert to 4-lanes wide)
 - West River Rd - reconnect West River Rd between 74th Wly and 70th Ave
 - 73rd Ave - install traffic signal
 - 66th Ave - install traffic signal

- Property impacts
 - Relocations: < 15 residential properties, < 5 commercial properties
 - Total impacted parcels: ~55
- Transit impacts
 - Convert to 3-lanes wide
 - Convert to 3-lanes wide



- Impacts to local roadways
 - Roadway improvements needed at:
 - Humboldt Ave - 73rd Ave to Brookdale Dr (convert to 3-lanes wide)
 - Dupont Ave - 66th Ave to 70th Ave (convert to 3-lanes wide)
 - West River Rd - reconnect West River Rd between 75th Ave and 70th Ave
 - Dupont Ave/69th Ave - install traffic signal
 - Humboldt Ave/69th Ave - install traffic signal
- Property impact
 - Relocations: < 15 residential properties, < 5 commercial properties
 - Total impacted parcels: ~55
- Transit impacts
 - No access





ACKNOWLEDGEMENTS

2018 Technical Advisory Committee (TAC)

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TABLE OF CONTENTS



1	Overview
2	What we heard
3	Community Open Houses
4	Pop-Up Events
5	Communications and Media Outreach
6	Appendix



CHAPTER 1 OVERVIEW

Introduction

The Highway 252 / I-94 Environmental Review project is working to develop solutions for reducing congestion, improving safety and addressing reliability on two metro-area highways:

- » Hwy 252 between Hwy 610 in Brooklyn Park and I-694 in Brooklyn Center
- » I-94 from I-694 in Brooklyn Center to downtown Minneapolis

Community engagement and participation are key components of the Environmental Review process, and have been a part of this project from its start. A first phase of engagement was coordinated spring and summer 2018.

This report provides a summary of the second phase of engagement activities implemented as part of the project. Engagement events were held at a variety of locations along the project corridor to raise awareness about potential changes to the highways and gather feedback from community members regarding future improvements to the Highway 252 / I-94 corridor.

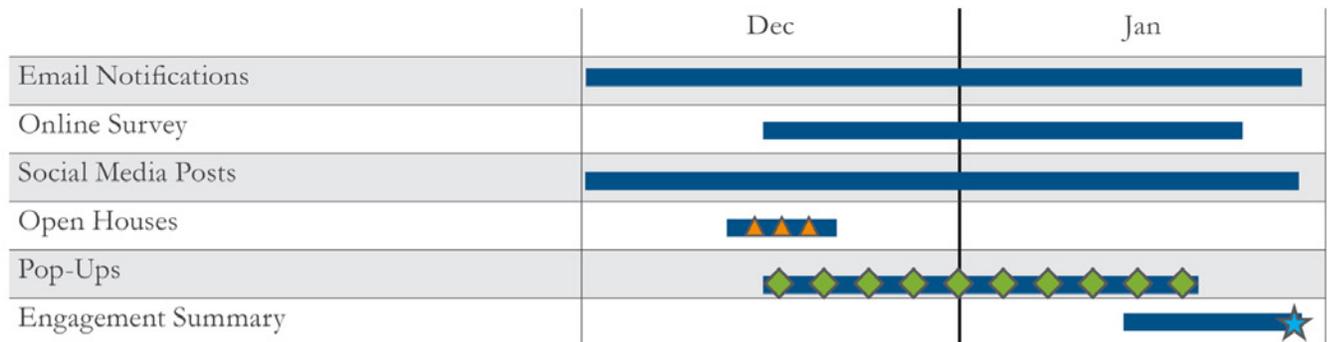
Collecting Public Input to Inform Project Decisions

During this phase of the Environmental Review process, the project team used a variety of in-person and online activities to engage the public and request their input on four principal questions about the project.

The four questions were:

- 1) Given existing safety issues along the corridor, what is the preferred configuration for Highway 252?
- 2) If converting Highway 252 to a freeway, where should access be provided?
- 3) How should each of these access points be configured?
- 4) How should the additional lanes considered for I-94 be used?

These questions were brought to the public for input and feedback that will influence the next set of decisions made for the project.



▲ Open Houses ◆ Pop-Up Meetings ★ Engagement Summary

Engagement Activities

Engagement activities during the second phase of community engagement for the Environmental Review project included:

- » Three open houses, one in each city along the project
- » Eight pop-up events
- » One online survey (open for six weeks)

Engagement Schedule

Open houses were held in mid-December 2018, with pop-up events starting a couple of weeks prior and continuing to mid-January 2019. Online engagement started the same week as the open house events, and continued to late January 2019.

A vigorous advertising and communications campaign began ahead of the open houses and continued through to the end of the online survey. In addition, direct mailings inviting all to attend the open houses and visit the project website were sent to over 21,500 households and businesses in and around the project area.



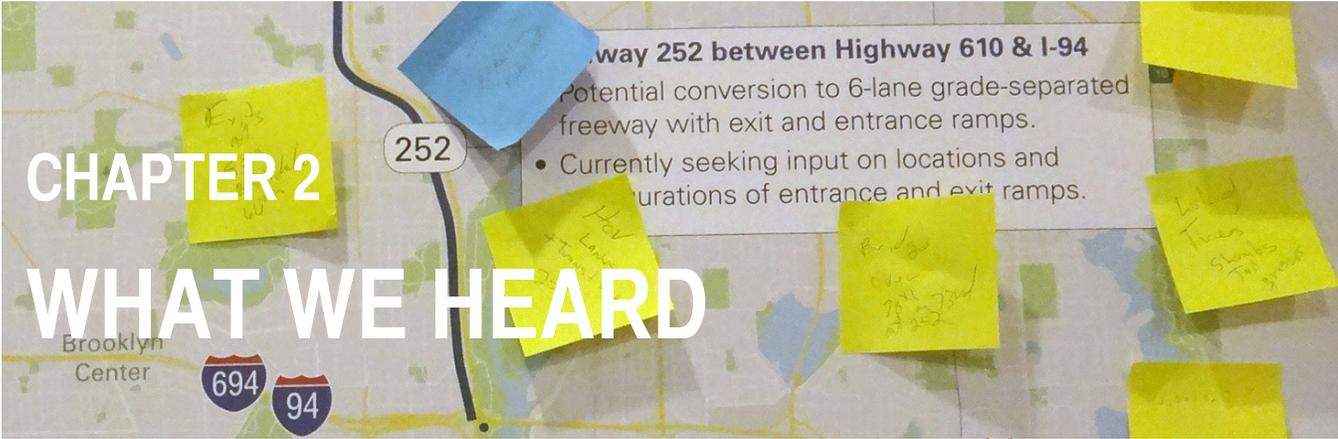
Summary of Participation

- » Approximately 300 people attended the three open houses
- » Approximately 300 people were engaged through pop-up events
- » Nearly 500 people provided responses to the project through the online survey

Results from all engagement activities and venues are provided in this report. Section 2 (“what we learned”) shares the input gathered for each of the four questions. Sections 3 and 4 break this input up by where it was heard: at open houses and pop-up events. Section 5 describes the media and communications efforts during phase two.

2

WHAT WE HEARD



CHAPTER 2

WHAT WE HEARD

The project team carefully reviewed the comments received through all of the project’s engagement channels—including open house conversations and comment cards, comments and post-it notes at pop-up events, and multiple choice and long form responses collected through the online survey—and developed a high level summary of the community guidance on each of the four questions.

Consistent information, questions, graphics and methods were provided for both the open houses and the online survey - making compilation of responses and comparison of results possible:

The Environmental Review Will Address These Four Key Questions

Q1
What is the best way to improve vehicular safety and mobility along Highway 252 and I-94?

Q2
Where should access to and across Highway 252 be provided for vehicles, pedestrians, and cyclists?

Q3
What is the best type of access for each location on Highway 252?

Q4
If additional lanes are necessary on Highway 252 and/or I-94, what is the most effective way to use those new lanes?

Q3 What is the best type of access for each location on Highway 252?

Evaluation criteria	Standard Diamond	Tight Diamond (TH 252 over)	Tight Diamond (TH 252 under)
Cost	\$\$\$\$	\$\$\$\$\$	\$\$\$\$
Accommodations	Poor Good	Poor Good	Poor Good
Impacts	Low High	Low High	Low High
Wetlands	.....	.....	.....
Property	.....	.....	.....
Community facilities	.....	.....	.....
Parklands	.....	.....	.....



The four questions for this phase of work, as shown on one of the open house boards. **Images of all the boards and the comment card, as well as transcription of all received written comments, are provided in this document’s Appendix.**

Image shown at the open house and the online survey to gather participant preferences.

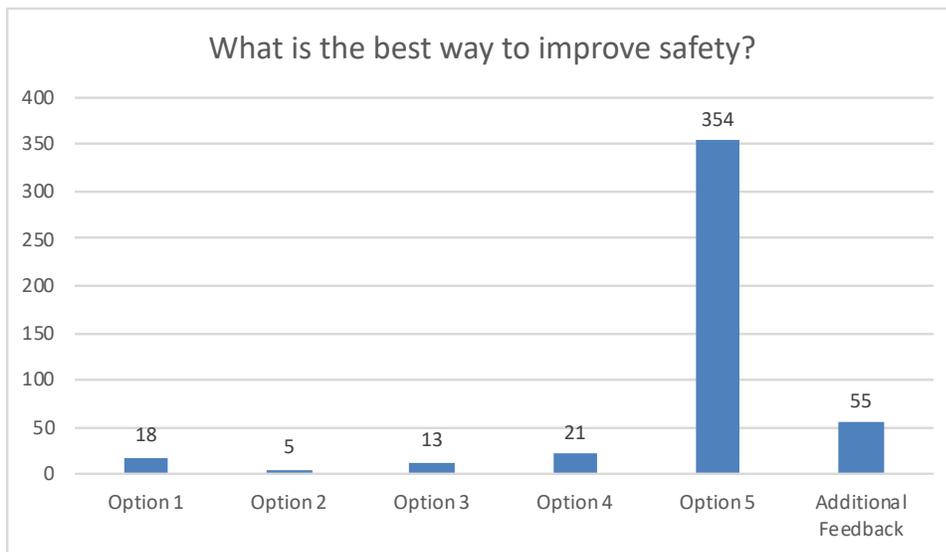
Overall summaries of aggregated participant preferences are found in this chapter. Descriptions and summaries for individual events are provided in subsequent chapters.

Question 1 - What is the best way to improve safety on the corridor?

The project team is currently evaluating five different options for the Highway 252 / I-94 project area. The options are:

- 1) No changes to the current configuration
- 2) Convert Highway 252 to 6-lane expressway with no changes on I-94 and an interchange at 66th Avenue
- 3) Convert Highway 252 to 4-lane freeway with no changes on I-94
- 4) Convert Highway 252 to 6-lane freeway with no changes on I-94
- 5) Convert Highway 252 to 6-lane freeway with an additional lane on I-94 from Hwy 252 to Dowling Avenue (this option was recommended by the project team and materials provided to the public indicated as such)

When asked how best to address safety and congestion issues along the corridor, participants generally expressed strong support for option 5:



Comments received were mostly positive reactions to the overall project (“this project is long overdue” or similar). Only a few written comments to this question were received at the open houses.

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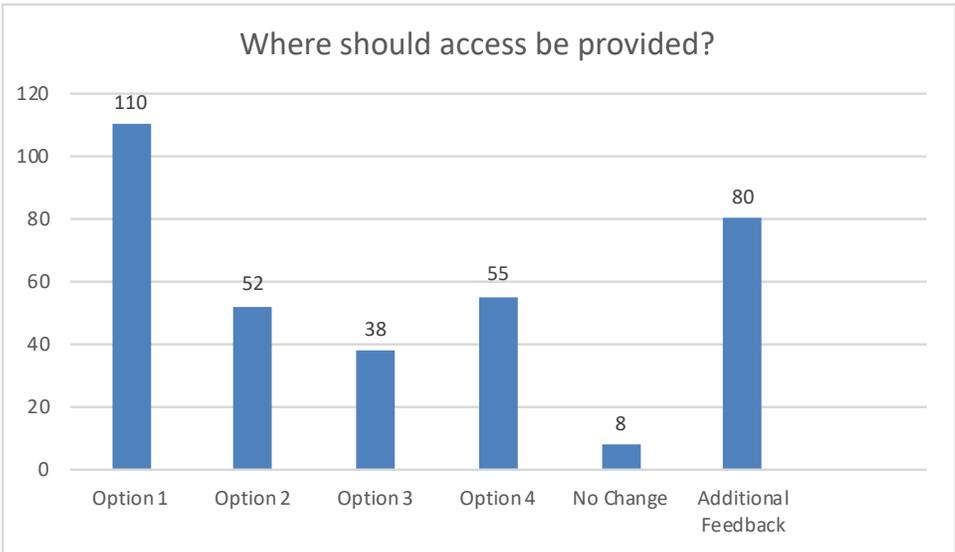
WHAT WE HEARD

Question 2 - Where should access be provided?

If the configuration of Highway 252 changes to a freeway, access points (entry and exit) will need to change. Four options are under consideration by the project team:

- 1) Access Alternative 1: Interchanges at 85th Avenue, Brookdale Drive / 73rd Avenue, and 66th Avenue
- 2) Access Alternative 2: (Interchanges at 85th Ave, Brookdale Dr, and 66th Ave)
- 3) Access Alternative 3: (Interchanges at 85th Ave, Brookdale Dr, and 70th Ave)
- 4) Access Alternative 4: (Interchanges at 85th Ave and 73rd Ave)

Generally, Access Alternative 1 was more strongly supported:



Comments received at the open houses included:

- » Pedestrian / bicyclist safety is paramount
- » Important to connect to transit
- » In addition to Alternative 1, Alternative 2 also had strong support
- » Alternative 4 had more negative than positive feedback
- » Alternative 3 did not receive additional comments

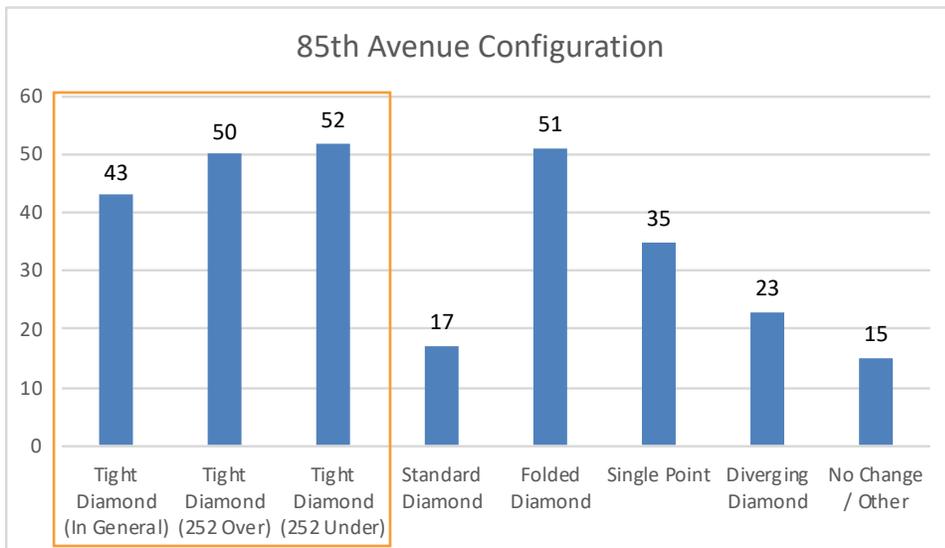
Question 3 - What is the best type of access for each location on Highway 252?

A. 85th Avenue

This question asked participants to make comments or select an option they would prefer for how access at 85th Avenue should be configured:



For this location, variations on a tight diamond configuration were most often requested:



Comments received at the open houses included:

- » A tight diamond is preferred, with support for a folded diamond also
- » A pedestrian / bike crossing must be provided at 85th, whether by keeping the existing one or by building a replacement

2

WHAT WE HEARD

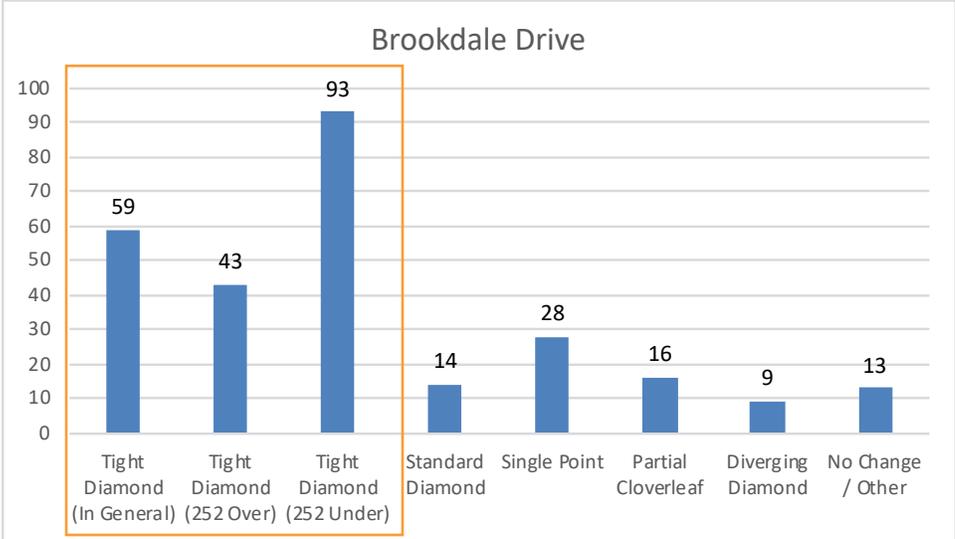
Question 3 - What is the best type of access for each location on Highway 252?

B. Brookdale Avenue

This question asked participants to make comments or select an option they would prefer for how access at Brookdale Avenue should be configured:



For this location, variations on a tight diamond configuration were most often requested:



Comments received at the open houses included:

- » A tight diamond with Highway 252 running under Brookdale Avenue was overwhelmingly preferred

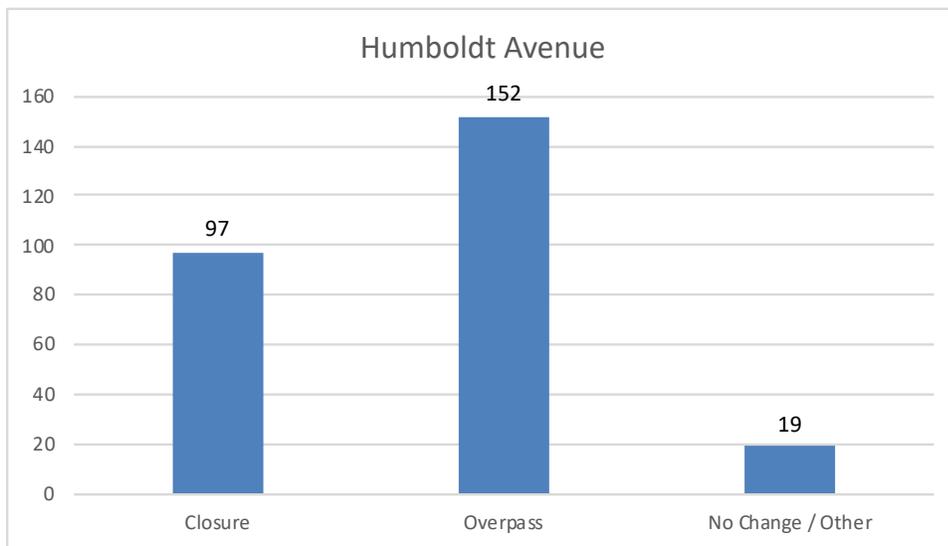
Question 3 - What is the best type of access for each location on Highway 252?

C. Humboldt Avenue

This question asked participants to make comments or select an option they would prefer for how access at Humboldt Avenue should be configured:



For this location, an overpass was most often requested:



Comments received at the open houses included:

- » Overpass was the preferred option
- » Diverting traffic to Highway 252 earlier may help reduce traffic on Humboldt
- » The location is dangerous today
- » If 66th is closed, then place an interchange at Humboldt - otherwise close this access location

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WHAT WE HEARD

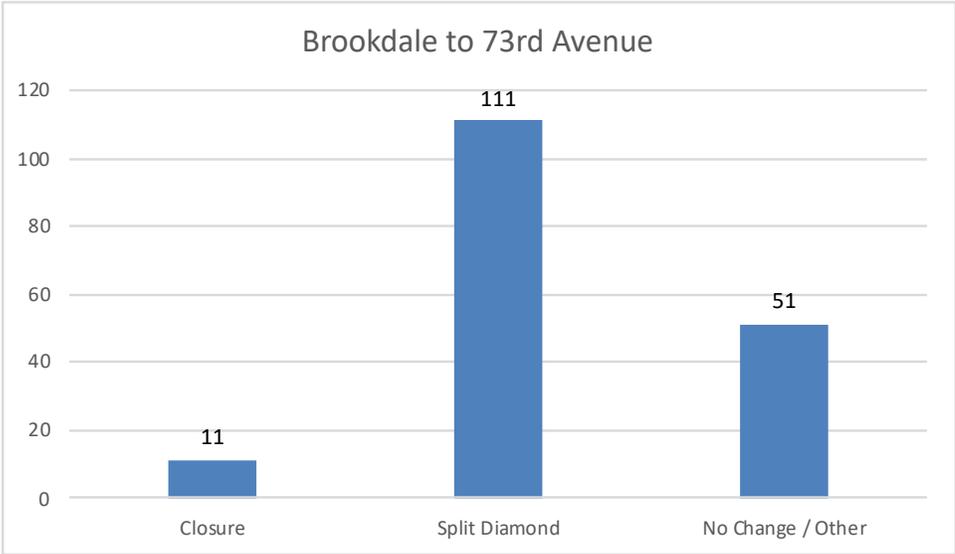
Question 3 - What is the best type of access for each location on Highway 252?

D. Brookdale Drive / 73rd Avenue

This question asked participants to make comments or select an option they would prefer for how access at 85th Avenue should be configured:



For this location, variations on a tight diamond configuration were most often requested:



Comments received at the open houses included:

- » Maintaining east-west access across the corridor is an important priority

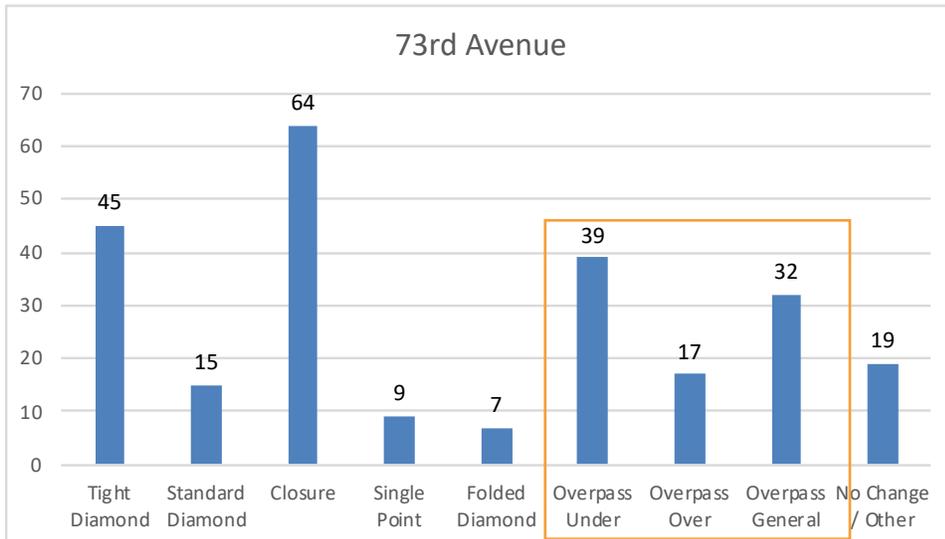
Question 3 - What is the best type of access for each location on Highway 252?

E. 73rd Avenue

This question asked participants to make comments or select an option they would prefer for how access at 73rd Avenue should be configured:



For this location, variations on an overpass configuration were most often requested:



Comments received at the open houses included:

- » The tight diamond was preferred in conversations at the open houses, though this was not the case in the online survey
- » The overpass was also supported

2

WHAT WE HEARD

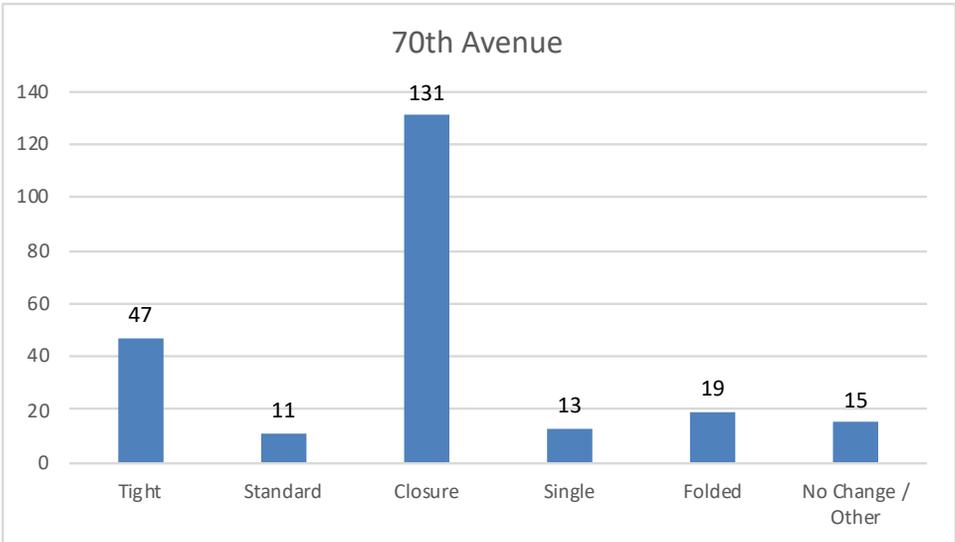
Question 3 - What is the best type of access for each location on Highway 252?

F. 70th Avenue

This question asked participants to make comments or select an option they would prefer for how access at 70th Avenue should be configured:



Closing access at this location was the option that was requested most often:



Comments received at the open houses included:

- » Closure of access at this location is preferred
- » If access must be kept, preferred configuration is tight diamond

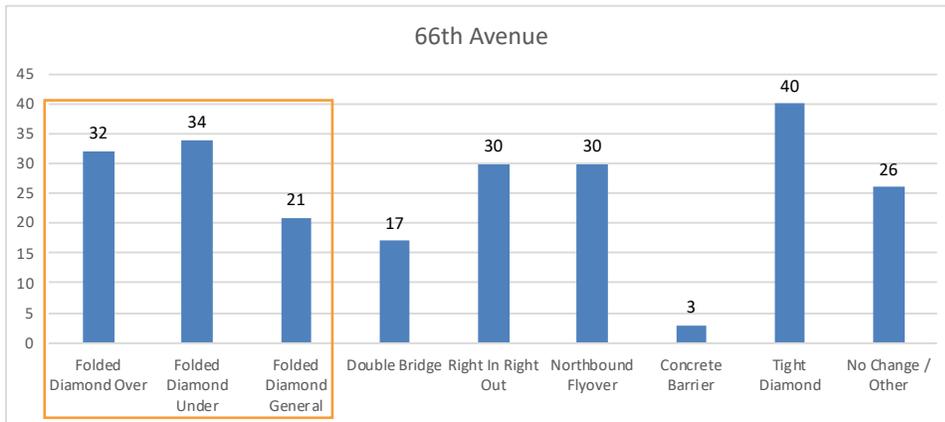
Question 3 - What is the best type of access for each location on Highway 252?

G. 66th Avenue

This question asked participants to make comments or select an option they would prefer for how access at 66th Avenue should be configured:



For this location, variations on a folded diamond configuration were most often requested:



Comments received at the open houses included:

- » In-person participants preferred the tight diamond (different than the preferences from online participants)
- » Many people preferred full closure - several participants expressed concerns that an interchange here would be too close to I-694
- » Several identified this location as a critical intersection

2

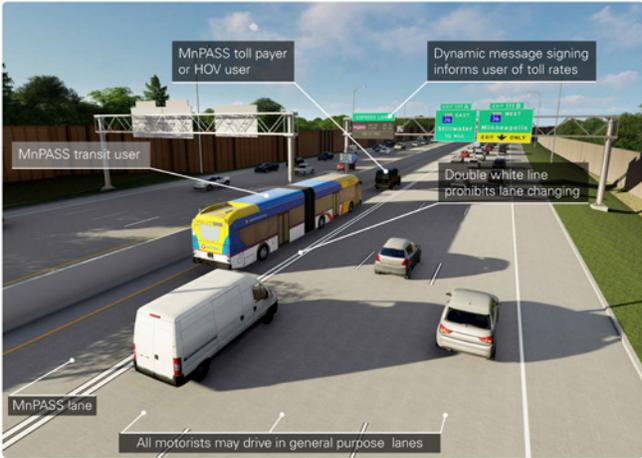
WHAT WE HEARD

Question 4 - How should additional lanes on I-94 be used?

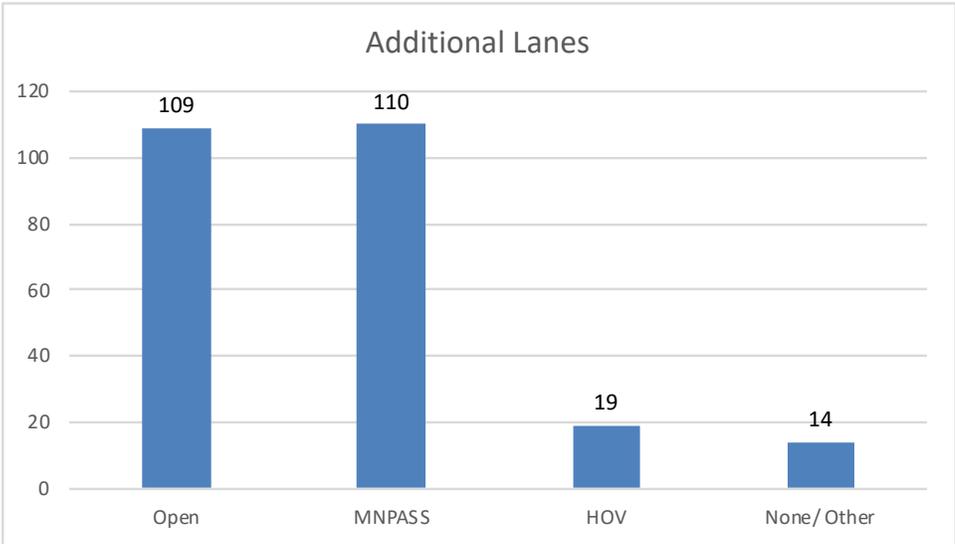
Q4 If additional lanes are necessary on Highway 252 and/or I-94, what is the most effective way to use those new lanes?

MnPASS

MnPASS is a system of high-occupancy toll lanes on Twin Cities highways. During peak travel times buses, motorcycles, and vehicles with two or more occupants (including children or infants) may drive in the designated MnPASS Express Lanes for free. Solo motorists who have a MnPASS account and a MnPASS tag must pay a fee to drive in the MnPASS Express Lanes during peak-travel times. During non-peak travel times MnPASS lanes are open to all vehicles. MnPASS lanes are currently on I-394, I-35W south of downtown Minneapolis, and on I-35E north of downtown Saint Paul.



Respondents to this question expressed almost equal preference for general purpose lanes and MnPASS / HOV lanes:



Comments received at the open houses included:

- » Only a few participants provided comments to this question
- » Most who commented on MnPASS did not understand its benefits
- » Participants did not want MnPASS on TH 252
- » Comments regarding MnPASS on I-94 were mixed

Other Comments Received

Additional comments received through online and in-person engagement include the following themes:

Bike lanes

- » Connect to Coon Rapids Dam via West River Road
- » Bike/ped access to Mississippi River Regional Park via 66th is dangerous

Pedestrian crossings

- » There should be pedestrian and bicycle connections at all interchanges and closed intersections

Transit

- » Park and ride locations need to be determined and communicated
- » Access to bus needs to be easy
- » Do not operate buses on Dupont Avenue during construction

Highway 252 should:

- » Be depressed (placed under intersecting roadways)
- » Have landscaped noise walls
- » Take as few homes/property as possible
- » Be built “right” this time and with long-term goals in mind

Highway 610

- » Concern regarding how conversion of Hwy 252 will affect Hwy 610 or that Hwy 252 won't improve because of Hwy 610 congestion

West River Road

- » Most commenters who mentioned West River Road did not want it reopened

Potential FAQs

These are some questions that came up repeatedly during engagement and which may be helpful to address in future stages of the project:

- » How will project decision-makers decide on properties needed for the project? How will they ensure that the land footprint is as minimal as possible?
- » How will adding a lane help with congestion?
- » Why put in MnPASS lanes on Highway 252 and I-94?
- » Will there be sound barriers to reduce highway noise for neighbors?
- » Will transit stops/routes change?
- » How will bike and pedestrian infrastructure be integrated?
- » Will access to Highway 610 be retained?
- » How can the project be done to minimize construction?
- » How are we going to combat higher speeds?
- » How will this impact traffic near schools?
- » Will there be heightened emissions for nearby neighbors?



About the Open Houses

Three large public events offered multiple opportunities to learn about and comment on the project. Open Houses were held at the following dates and locations:

- » Evergreen Community School, Brooklyn Center: December 11, 2018
- » Brooklyn Park Activity Center, Brooklyn Park: December 12, 2018
- » Folwell Recreation Center, Minneapolis: December 13, 2018

The purpose of the open houses was to:

- » Share the reasons why the study partners are moving forward with changes to Highway 252 and I-94
- » Explain what might change about Highway 252 and I-94
- » Gather the public's comments on the four question to help guide project decisions
- » Share the decision making process that will determine the project's next steps

Event Flow

Activities and information provided at each open house were developed and arranged to facilitate self-guided exploration. Project staff were stationed next to boards, and were available for questions and conversation with participants.

The open house format was chosen so participants could arrive and leave at their leisure. All open houses started at 5:30 pm and ended at 7:30 pm. A station with family-friendly / children's activities was included, and a variety of hearty snacks were provided to encourage wider attendance.

Materials Provided

Participants had the opportunity to interact with informational project boards and engagement materials including large printed boards and maps of alternatives under consideration and project information. Comment cards, fact sheets and links to online project resources were also provided.

Comment-Gathering

Participants were encouraged to review the information provided and offer their comments and guidance. Tools for collecting the public's comments included:

- » Comment cards (including a checkbox to request a call back from the project team, and an option to be added to the project email distribution list)
- » Option to provide comments directly to the project staff in attendance
- » Invitation to comment online through the project's online survey

Overall Themes – Combined from All Three Open Houses

Some of the themes that repeated across Open Houses (as received in conversation and the comment cards) include:

- » Concerns about sound impacts, soundwalls and traffic noise reduction
- » Impacts to and integration of bicycle and pedestrian infrastructure and movements
- » Impact on transit stops/routes, and access to those stops
- » Efforts to reduce or minimizing the project's impacts (during construction and through its overall land footprint) on adjoining neighborhoods, including residences and businesses



Summary: Brooklyn Center Community Open House

*Evergreen Community School
December 11, 2018*

- » Attendance: 100 people
- » Written comments received: 41

Themes from Comments Received

- » Soundwalls and traffic noise reduction
- » Integration of bike and pedestrian infrastructure
- » Effect of cross-street stoplights on congestion
- » Minimizing the project's land footprint
- » Effect of 70th Avenue closing on congestion
- » Changes in area emissions
- » Impact on transit stops/routes

3

COMMUNITY OPEN HOUSES



Summary: Brooklyn Park Community Open House

*Brooklyn Park Community Activity Center
December 12, 2018*

- » Attendance: 160 people
- » Written comments received: 37

Themes from Comments Received

- » Integration of bike and pedestrian infrastructure
- » How to decrease possibility of property damage
- » Reduction of project costs
- » New lane and congestion reduction
- » Doing project right the first time
- » Soundwalls and traffic noise reduction
- » Transit integration
- » Support for new lane on I-94
- » Timeline for project study
- » West River Road and congestion relief
- » Maintaining access to 610
- » Reducing the project's construction impacts
- » Why MnPASS or tolls in addition to taxes
- » Controlling traffic speeds
- » Access to 66th Avenue
- » Traffic lights and safety
- » Traffic near schools



Summary: Minneapolis Community Open House

*Folwell Recreation Center
December 13 2018*

- » Attendance: 20 people
- » Written comments received: 3

Themes from Comments Received

- » Integration of bike and pedestrian infrastructure
- » Minimizing the project's land footprint
- » Effect of 70th Avenue closing on congestion



The second round of community engagement for the Highway 252 / I-94 Environmental Review process included eight pop-up engagement events (“pop-ups”).

Pop-ups are mobile engagement events that bring the project (and the engagement questions it needs answered) to the places where people are already gathering. Pop-ups offer the opportunity to gather the opinions of people who might not otherwise attend a public meeting.

Activities and materials at project pop-up events included boards and fact sheets providing an overview of the project, email signup for project news, and conversation and questions with project staff.

Pop-up events were held at the following locations:

- » Ebenezer Community Church
- » Brookdale Crossing Shopping Center
- » North Hennepin Community College
- » Zanewood Recreation Center
- » Riverview Apartments
- » Webber Park Library
- » Cub Foods
- » Festival Foods



Sharing details of the project at Ebenezer Church.



Meeting with residents of the Riverview Apartments.

Summary: Ebenezer Community Church

*Ebenezer Community Church
9200 W Broadway Ave, Brooklyn Park
Sunday December 2, 2018
10:30 am to 1:30 pm*

Summary

This event connected with members of Ebenezer Community Church in Brooklyn Park. The Church is one of the largest houses of worship serving the African immigrant community in the area.

Project Team members made a brief presentation to over 250 parishioners, handed out 80 flyers, and engaged in face-to-face Q&A with over 20 individuals at the Church. As part of the presentation, the Team extended an invitation to the upcoming open houses. As a follow-up, the engagement team shared an electronic copy of the open house flyer for the next weekend's church bulletin.

Comments Gathered / Next Steps

- » Many participants are long time residents of Brooklyn Park, with one participant residing off of Highway 252 on River Road for 18 years
- » General agreement that changes need to be made to the road
- » Recommend to continuously engage the church community because of parishioners' heavy reliance on Highway 252 and the pastor's high level of influence in the Liberian community
- » Communicate the urgency of community input at this stage of the project to residents (even though the project does not start for a few years) - participants individually understood that there are phases to the project but there may be need to provide this information in a more culturally appropriate and/or colloquial way

Summary: Brookdale Crossing Shopping Center

*2901 Brookdale Drive, Brooklyn Park
Tuesday December 4, 2018
6:00 pm to 8:00 pm*

Summary

This event connected with African immigrant businesses off Brookdale Drive and Highway 252 at the Brookdale Crossing Shopping Center. They were interested in the information we provided and shared constructive feedback on changes they would like to see.

Comments Gathered / Next Steps

- » Business owners are not aware of the changes coming to Highway 252 / I-94
- » There is a concern about inadequate lighting along the highway
- » Short cross street signal times make it difficult to get across and may cause additional congestion
- » Better outreach needs to be done to engage business owners along the corridor, as they were not aware of the project

Summary: North Hennepin Community College

7411 85th Ave N, Brooklyn Park
Wednesday December 5, 2018
10:00 am to 2:00 pm

Summary

This event connected with students and faculty at North Hennepin Community College. They were interested in the information the team provided and were overall in favor of the conversion to a highway (though some expressed concerns about how that would be accomplished). Participants were encouraged to attend the upcoming open houses.

Comments Gathered / Next Steps

- » All that spoke to the team were in favor of a highway due to current congestion
- » Participants expressed concern that Highway 252 as it is today is very unsafe
- » The Highway 252 / I-94 interchange is dangerous
- » Some participants expressed concerns about construction activities since project would be in a residential neighborhood
- » Currently, people rush through the stoplights
- » Highway 252 is not safe for people walking
- » Glad that transit stops are getting reconfigured as part of the project
- » The overall feeling from participants about the project was positive
- » There are concerns over construction and logistics, so being ready to answer those concerns at future events would be helpful
- » Mailing flyers to affected addresses when construction extents and schedules are finalized would be useful

Summary: Zanewood Recreation Center

7100 Zane Ave N, Brooklyn Park
Saturday December 8, 2018
10:00 am to 2:30 pm

Summary

The project team engaged adults visiting the rec center for soccer and other activities. The morning shift was busy and many people were engaged. Flyers and invitations to the upcoming open houses were distributed.

Comments Gathered / Next Steps

- » The Highway 252 corridor is dangerous
- » Traffic is slow on Highway 252
- » Signal timing can take 10 minutes
- » Several participants mentioned that they did not know about the project although they live along the corridor
- » Improving bicycle and pedestrian access is a good idea
- » Good example on Highway 65 by Blaine where they removed the traffic lights
- » The curve on 252 is dangerous coming from the north
- » 85th is hard to cross
- » Not enough lighting at night
- » This project is urgent and much needed
- » Concerns about how it will affect taxes
- » Concerns about making sure that the project links up with light rail lines in the future
- » Need to continue outreach - many people still did not know about the project
- » All participants were in favor of the project - in fact, many wanting it sooner than 2023

Summary: Riverview Apartments

*8150 W River Rd, Brooklyn Park
Tuesday December 18, 2018
5:00 pm to 7:00 pm*

Summary

This pop-up event / listening session took place in the clubhouse of a large apartment complex. The event was promoted in advance by the project team and by the City of Brooklyn Park, who also had a table and information about an unrelated parks project at the event.

Comments Gathered / Next Steps

- » Concerns for how transit will be affected during construction
- » Pedestrian access is a concern
- » Concerns about locations where access is provided and where access will be closed
- » Concerns about existing and future noise along the corridor - participants suggested addition of sound barriers
- » 66th Avenue pedestrian access should stay the same
- » Exits should be at 85th, Brookdale and 66th
- » HOV lanes and transit should be integrated along 252
- » There should be a bridge over 70th and 73rd Avenues
- » Concerns about wildlife in the area and how it will be affected by the new corridor
- » Natural environment concerns about trees, shrubs, and tall grasses in the area
- » Concerns about property being taken
- » Some concern about addition of more lanes
- » Sound barriers discussed at this event more than at others - consider holding events centered around noise and abatement

Summary: Webber Park Library

*4440 Humboldt Ave., Minneapolis
Thursday January 10, 2019
5:00 pm to 7:00 pm*

Summary

This event was a pop-up / listening session in Hennepin County Library and North Market. The event was coordinated and promoted in advance by the project team and the City of Minneapolis.

Comments Gathered / Next Steps

- » Good idea for transit
- » Good connection to a booming area
- » How will this project be integrated into the greater transit network? How will it interact with Park and Rides?
- » Signal timing right now is what is causes problems
- » People drive fast, and curves make it hard to see
- » Few people had heard about the project - continued engagement to reach more populations may be needed
- » Response received was positive in favor of the highway

Summary: Cub Foods

*701 West Broadway, Minneapolis
Saturday January 12, 2019
11:30 am to 3:00 pm*

Summary

This event was a pop-up session held at Cub Foods Supermarket in North Minneapolis.

Comments Gathered / Next Steps

- » Many participants expressed fears and concerns about non-motorized mobility across TH252 - one participant told of a disabled friend who would struggle to get across without the traffic signals
- » Many people also felt that the proposed improvements to TH252 are good and will help improve safety
- » A couple of participants were concerned that upgrading to a freeway will create more speed and unsafe conditions
- » Several people expressed concern about the process and delays due to construction
- » HOV was the most recommended use for the additional lane on I-94
- » Although there is dread about construction, there is agreement that something needs to change on TH252
- » Several people took flyers for friends/relatives who live near TH252
- » Most people positive about changes to the corridor
- » Some people had heard about the project on the news
- » Additional lane is leaning towards HOV with this group of stakeholders

Summary: Festival Foods Pop-Up in Brooklyn Park

*8535 Edinburgh Centre Drive, Brooklyn Park
Saturday January 19, 2019
11:00 am to 1:00 pm*

Summary

This event was a pop-up session held at Festival Foods Supermarket in Brooklyn Park.

Comments Gathered / Next Steps

- » Several participants felt that the proposed improvements to TH252 are good and will help improve safety
- » Several safety concerns about current conditions on the corridor
- » Some participants expressed concerns about impacts to their housing

CHAPTER 5

COMMUNICATIONS AND MEDIA
OUTREACH

Strategic and media communications focused on reaching diverse audiences near and around the corridor within the cities of Brooklyn Park, Brooklyn Center, Minneapolis and portions of Anoka County.

Strategies to expand the project's reach included:

- » Paid community and multicultural media communications
- » Social media (organic and advertising)
- » Earned media

Media coverage received by the project included print, television and online coverage.



Announcement for the open houses in the Minnesota Spokesman-Recorder.

COMMUNICATIONS AND MEDIA OUTREACH

5

Paid Media

Paid media includes print, digital, radio and social media advertising. Over the course of phase 2 engagement, these are the multicultural and community paid media outlets purchased to share the three Open House events:

- » Insight News, 12/3-12/9, Print, African American
- » Minnesota Spokesman-Recorder, 12/6-12/12, Print, African American
- » Minnesota Spokesman-Recorder, 11/12-12/12, Digital Banner, African American
- » Sun Focus, 11/30 – 12/6 & 12/7-12/13, Print, Fridley, Columbia Heights, Mounds View, New Brighton
- » Sun Focus, 12/2 – 12/11, Digital, Fridley, Columbia Heights, Mounds View, New Brighton
- » Sun Post, 12/6 – 12/12, Print, Brooklyn Park & Brooklyn Center, Crystal, New Hope, Golden Valley, Robbinsdale
- » Sun Post, 12/2 – 12/11, Digital, Brooklyn Park & Brooklyn Center, Crystal, New Hope, Golden Valley, Robbinsdale
- » Anoka County Shopper, 12/6 – 12/12, Print, communities of Anoka County
- » Anoka County Shopper, 12/2 – 12/11, Digital, communities of Anoka County
- » Vida y Sabor, 12/6 – 12/13, Digital, Latino
- » La Prensa de Minnesota, 12/6 – 12/13, Digital, Latino
- » Hmong Times, 12/5 – 12/11, Print, Hmong
- » Hmong Times, 11/21 – 12/11, Digital, Hmong
- » KMOJ 89.9 FM, 12/5 – 12/11, Radio, African American
- » KALY Somali Radio 101.7 FM, 12/5 – 12/12, Radio, Somali

Earned media

Earned media includes coverage of the project and events completed by news organizations.

Earned media coverage for the project includes:

- » WCCO local news coverage at Brooklyn Center open house (<https://minnesota.cbslocal.com/2018/12/11/a-safer-and-less-congested-highway-252-under-consideration/>)
- » CCX Media digital coverage at Brooklyn Park open house (<https://ccxmedia.org/news/full-newscast-155/>)
- » Press & News digital coverage at Brooklyn Park open house (https://www.hometownsource.com/press_and_news/news/local/residents-provide-feedback-on-highway-improvements/article_df95460c-03c7-11e9-8c2a-9357756b2099.html)



Residents provide feedback on Highway 252 improvements

Kevin Miller Dec 25, 2018

A group of residents gathers in the Brooklyn Park Community Activity Center Dec. 12 for a Highway 252 freeway conversion open house. Lining the room are boards with details on the current status of the project, including the current environmental documentation and preliminary layout work that is continuing to move forward. The board also featured images of potential layout changes and interchanges that could be adopted as part of the project, and the potential for the use of a MnPass lane in the project. The meeting was one of three the project partners hosted to gather feedback, with the others hosted in Brooklyn Center and Minneapolis. (Photos by Kevin Miller)

Media coverage for the Brooklyn Park open house by Press & News.

Web and Social Media Outreach

Several simultaneous efforts to reach out to communities and invite them to participate in project events were led by the project team and partners. This section provides a brief summary of these efforts.

Email listserves

- » MnDOT: sent messages out to Hwy252/I-94 project email list (2,793 subscribers) on December 3 and 14 (inviting people to the open houses and the project survey) and January 17 (inviting people to the project survey)
- » City of Brooklyn Park: sent messages out to residents regarding the mid-December open houses and the December 18 pop-up event at Riverview Apartments

Project website

- » MnDOT hosts a project website at www.dot.state.mn.us/metro/projects/hwy252study/
- » Between November 1, 2018 through January 22, 2019 approximately 5,585 unique visitors have accessed the site to review and download project information

Facebook

- » The phase 2 Open House events were advertised on MnDOT, Brooklyn Park's pages
- » The posts were boosted with paid Facebook advertising
- » The online survey was also promoted through MnDOT and Brooklyn Park's pages

Twitter

- » The online survey was promoted through Brooklyn Park's account





This Appendix includes:

- » Open house boards
- » Open house mailers
- » Open house comment card
- » Written comments received at each of the community open houses

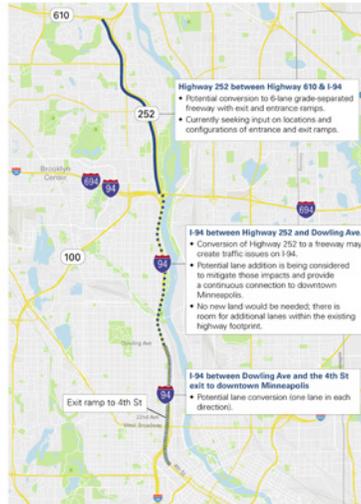
About the Highway 252 / I-94 Environmental Review

The Highway 252 Conversion Study is now the Highway 252/I-94 Environmental Review

- Hennepin County, the Minnesota Department of Transportation, and the cities of Brooklyn Center, Brooklyn Park and Minneapolis are developing solutions to improve vehicle safety and mobility along Highway 252 and I-94, and walkability/bikeability across and near Highway 252 and I-94.
- These solutions are being evaluated as part of the environmental review process and then will move forward into design.
- Corridors under study are:
 - » Highway 252 between Highway 610 in Brooklyn Park and I-694 in Brooklyn Center.
 - » I-94 from I-694 in Brooklyn Center to the 4th Street exit to downtown Minneapolis.

The purpose of this open house is to:

- Communicate the purpose and need for the project.
- Share project information, and input gathered so far.
- Outline **four key questions** to be addressed and decided during the environmental review.
- Communicate alternatives under consideration.
- Gather input on alternatives.



Schedule

Overall project schedule



Environmental review schedule



Public Engagement Activities

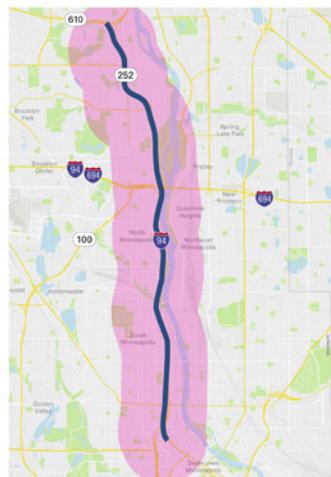
- In spring and summer 2018, the project partners spread the word about potential changes to Highway 252:
 - » **Two workshops** in Brooklyn Park and Brooklyn Center
 - » More than **10 listening sessions** and **pop-up events** in the two cities
 - » An **online survey** with ~250 responses
 - » **Social media** posts
 - » **Media** coverage
- Since then, I-94 in Minneapolis has been added to the project.
- Don't worry if you are just learning about the project now. There is a lot of information here to take in, and there is plenty of time for you to have input. Please visit the boards, ask questions of staff, and make comments on your comment card.
Thank you for coming!



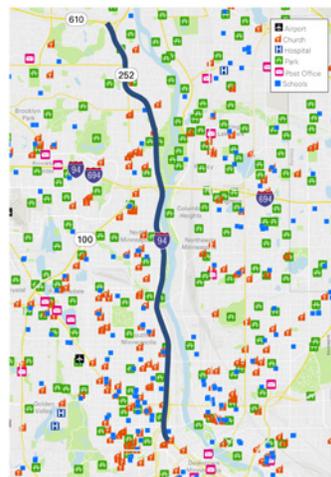
Understanding the Project Area

The project area encompasses portions of Brooklyn Park, Brooklyn Center and Minneapolis, and includes a great diversity of assets, populations and systems. Here's a brief introduction to some of its characteristics:

Map 1: General project area and surrounding cities
This map shows the area within 1 mile of the project as well as surrounding cities. In this and the following maps, the actual location of Highway 252 and I-94 is shown in solid blue.



Map 2: Neighborhoods and popular destinations and landmarks
This map shows nearby civic and community destinations.



Map 3: Regional and local walking and biking trails
There are several key regional walking and biking trails in and around the project area. This map shows the general location of several of these assets. This is an important consideration when discussing the movement of people walking or biking across Highway 252 and I-94.

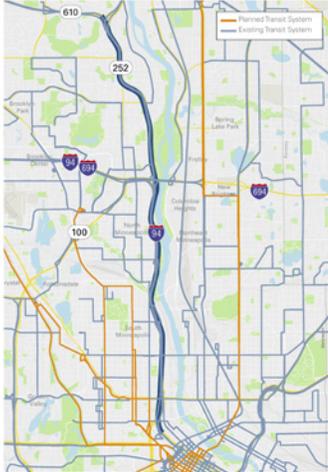


Understanding the Project Area

The project area encompasses portions of Brooklyn Park, Brooklyn Center and Minneapolis, and includes a great diversity of assets, populations and systems. Here's a brief introduction to some of its characteristics:

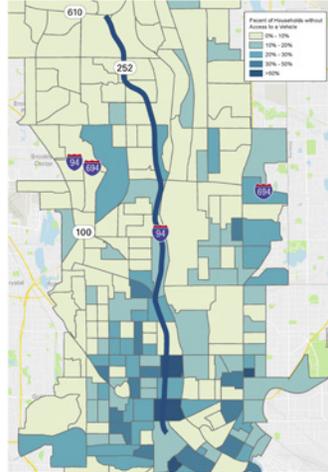
Map 4: Existing and planned transit system

Many people use the project corridor to access transit. In addition, several transit lines are planned in the vicinity of the project area. This map shows the existing and planned transit system. This is important because transit riders need to walk across or along the corridor to access transit service.



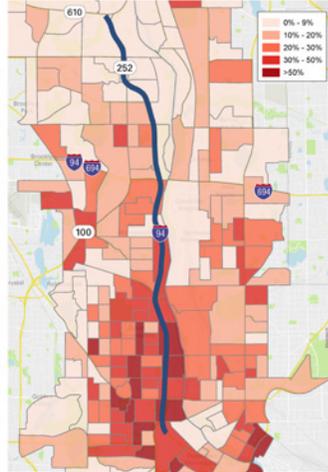
Map 5: Transit-dependent populations

Many people living in and around the project area have no or limited access to private motor vehicles, and depend on transit (and walking) to travel to work and meet their daily needs. This map shows the relative concentration of households without access to a car.



Map 6: Low-income households

An important component of the environmental review process is making sure that no adverse effects disproportionately affect low-income or minority populations. This map shows the general location of households living under the federal poverty line in the areas in and around the corridor.



Project Needs*

Driver safety

611 recorded crashes on Highway 252 between 2011 and 2015. More than half of these crashes occurred at the 85th Avenue and 66th Avenue intersections.

5 of the 6 intersections on Highway 252 are in the **top 100** statewide for crash costs.

Many of the crashes at Highway 252 intersections are **rear-end crashes**. Rear-end crashes are often associated with areas of **congestion**.

Vehicle mobility

Traffic volumes on Highway 252 and I-94 are projected to **increase by 8,000 to 12,000** vehicles per day by year 2040.

Transit ridership is projected to **increase by 1,850** riders per day on Highway 252 and **increase by 5,100** riders per day on I-94 by year 2040.

Highway 252 experiences **congestion and delays** during the morning and afternoon peak periods. **Westbound I-94** south of Highway 252 also experiences **poor operations and congestion** during the afternoon peak period.

The average travel time from Brooklyn Park to downtown Minneapolis is projected to increase by **5 minutes** during the morning peak period and **11 minutes** during the afternoon peak period by year 2040.

Travel times on Highway 252 are also projected to **become less reliable** in the future, requiring travelers to increase their planning time to account for potential delays.

Walkability/bikeability

Highway 252 can be **challenging to cross** for pedestrians and bicyclists due to the number of lanes and crossing distances.

Pedestrians and bicyclists experience **nearly 2 minutes of delay** when waiting to cross Highway 252. This delay is because most of the traffic signal "green time" is allocated to Highway 252.

Walkability/bikeability along I-94 **is being evaluated** and will be incorporated into the project needs where appropriate.

*Based on existing roadway configurations



The Environmental Review Will Address These Four Key Questions

Q1

What is the best way to improve vehicular safety and mobility along Highway 252 and I-94?

Q2

Where should access to and across Highway 252 be provided for vehicles, pedestrians, and cyclists?

Q3

What is the best type of access for each location on Highway 252?

Q4

If additional lanes are necessary on Highway 252 and/or I-94, what is the most effective way to use those new lanes?

A

OPEN HOUSE BOARDS

Q1

What is the best way to improve vehicular safety and mobility along Highway 252 and I-94?



Q1

What is the best way to improve vehicular safety and mobility along Highway 252 and I-94?

1 No changes



- Does not address safety concerns.
- Hwy 252 will still have long backups at intersections.
- I-94 would be congested near Dowling Avenue.

2 Convert Hwy 252 to 6-lane expressway with no changes on I-94 and an interchange at 66th Ave



- Reduces overall number of crashes at intersections.
- Does not address rear-end crashes.
- Hwy 252 would still have long backups at intersections.
- I-94 would still be congested near Dowling Avenue.

3 Convert Hwy 252 to 4-lane freeway with no changes on I-94



- Reduces overall number of crashes at intersections.
- Reduces potential for rear-end crashes.
- Hwy 252 would still be congested.
- I-94 would still be congested near Dowling Avenue.

4 Convert Hwy 252 to 6-lane freeway with no changes on I-94



- Reduces overall number of crashes at intersections.
- Reduces potential for rear-end crashes.
- Congestion would be addressed on Hwy 252 but I-94 would still be congested near Dowling Avenue.
- There would be poor lane continuity between Hwy 252 and I-94.

5 Convert Hwy 252 to 6-lane freeway with an additional lane on I-94 from Hwy 252 to Dowling Ave



- Reduces overall number of crashes at intersections.
- Reduces potential for rear-end crashes.
- Congestion would be addressed on Hwy 252 and I-94 with good lane continuity.
- Best overall travel time for transit users.

Benefit No Benefit



Highway 252/I-94 Environmental Review

Q2 Where should access to and across Highway 252 be provided for vehicles, pedestrians, and cyclists?



Q3 What is the best type of access for each location on Highway 252?



Q2 Where should access to and across Highway 252 be provided for vehicles, pedestrians, and cyclists?

ACCESS ALTERNATIVE 1
(Interchanges at 85th Ave, Brookdale Dr/73rd Ave, and 66th Ave)

- Crash cost savings***
 - High (\$9M in 2040)
- Bike/ped connections across Hwy 252**
 - Five crossings
- Impacts to local roadways**
 - Brookdale Dr - Humboldt Ave to Hwy 252 (convert to 3-lanes wide)
- Property impacts**
 - Relocations: < 15 residential properties, < 10 commercial properties
 - Total impacted parcels: ~45
- Transit impacts**
 - No access from Hwy 252 to transit stop at 70th Ave
- Cost estimate**
 - Hwy 252 conversion: \$125M-\$140M
 - Improvements needed to local roadways: < \$5M
 - Total cost estimate: \$125M-\$140M
 - Potential impacts to I-94/Hwy 252 interchange
 - Hwy 252 interchange may result in additional costs

ACCESS ALTERNATIVE 2*
(Interchanges at 85th Ave, Brookdale Dr, and 66th Ave)

- Crash cost savings***
 - Medium (\$5M in 2040)
- Bike/ped connections across Hwy 252**
 - Four crossings
- Impacts to local roadways**
 - Roadway improvements will be needed at:
 - Humboldt Ave - 73rd Ave to Brookdale Dr (convert to 3-lanes wide)
 - 66th Ave - Dupont Ave to Hwy 252 (convert to 4-lanes wide)
 - West River Rd - reconnect West River Rd between 74th Way and 75th Ave
 - Humboldt Ave/73rd Ave - install traffic signal
 - Humboldt Ave/69th Ave - install traffic signal
- Property impacts**
 - Relocations: < 15 residential properties, < 10 commercial properties
 - Total impacted parcels: ~55
- Transit impacts**
 - No access from Hwy 252 to transit stops at 73rd Ave and 70th Ave
- Cost estimate**
 - Hwy 252 conversion: \$110M-\$130M
 - Improvements needed to local roadways: \$6M
 - Total cost estimate: \$116M-\$136M
 - Potential impacts to I-94/Hwy 252 interchange
 - Hwy 252 interchange may result in additional costs

ACCESS ALTERNATIVE 3
(Interchanges at 85th Ave, Brookdale Dr, and 70th Ave)

- Crash cost savings***
 - Low (\$1M in 2040)
- Bike/ped connections across Hwy 252**
 - Three crossings
- Impacts to local roadways**
 - Roadway improvements will be needed at:
 - Humboldt Ave - 73rd Ave to Brookdale Dr (convert to 3-lanes wide)
 - Dupont Ave - 66th Ave to 70th Ave (convert to 3-lanes wide)
 - West River Rd - reconnect West River Rd between 74th Way and 75th Ave
 - Dupont Ave/69th Ave - install traffic signal
 - Humboldt Ave/69th Ave - install traffic signal
- Property impacts**
 - Relocations: < 15 residential properties, < 5 commercial properties
 - Total impacted parcels: ~55
- Transit impacts**
 - No access from Hwy 252 to transit stops at 66th Ave or 73rd Ave
- Cost estimate**
 - Hwy 252 conversion: \$90M-\$120M
 - Improvements needed to local roadways: \$5M-\$6M
 - Total cost estimate: \$95M-\$126M

ACCESS ALTERNATIVE 4
(Interchanges at 85th Ave and 73rd Ave)

- Crash cost savings***
 - Low to none
- Bike/ped connections across Hwy 252**
 - Three crossings
- Impacts to local roadways**
 - Roadway improvements will be needed at:
 - 85th Ave - Hwy 252 to Dupont Ave (convert to 3-lanes wide)
 - Humboldt Ave - 73rd Ave to Brookdale Dr (convert to 5-lanes wide)
 - Humboldt Ave - 73rd Ave to 70th Ave (convert to 3-lanes wide)
 - Humboldt Ave - 70th Ave to 66th Ave (convert to 4-lanes wide)
 - Dupont Ave - 66th Ave to 73rd Ave (convert to 3-lanes wide)
 - 73rd Ave - Humboldt Ave to Hwy 252 (convert to 5-lanes wide)
 - West River Rd - reconnect West River Rd between 74th Way and 75th Ave
 - Dupont Ave/69th Ave - install traffic signal
 - Dupont Ave/73rd Ave - install traffic signal
 - Humboldt Ave/69th Ave - install traffic signal
 - Humboldt Ave/73rd Ave - install traffic signal
 - Meadowwood Dr/Humboldt Dr - install traffic signal
- Property impacts**
 - Relocations: < 10 residential properties, < 5 commercial properties
 - Total impacted parcels: ~200
- Transit impacts**
 - No access from Hwy 252 to transit stops at 66th Ave or 70th Ave
- Cost estimate**
 - Hwy 252 conversion: \$75M-\$105M
 - Improvements needed to local roadways: \$21M
 - Total cost estimate: \$96M-\$126M

* Does not assume benefits from local roadway improvements.



* Access alternative consistent with funding allocated through Corridors of Commerce and other competitive funding programs, which requires the project to match the original intended project definition to receive funding.



Q3

What is the best type of access for each location on Highway 252?

85TH AVENUE INTERCHANGE CONFIGURATIONS



Evaluation criteria	Standard Diamond	Tight Diamond (TH 252 over)	Tight Diamond (TH 252 under)	Folded Diamond	Single Point	Diverging Diamond
Cost	\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$
Accommodations	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good
Ped & bike	██████████	██████████	██████████	██████████	██████████	██████████
Impacts	Low High	Low High	Low High	Low High	Low High	Low High
Wetlands	██████████	██████████	██████████	██████████	██████████	██████████
Property	██████████	██████████	██████████	██████████	██████████	██████████
Community facilities	██████████	██████████	██████████	██████████	██████████	██████████
Parklands	██████████	██████████	██████████	██████████	██████████	██████████



Q3

What is the best type of access for each location on Highway 252?

BROOKDALE DRIVE INTERCHANGE CONFIGURATIONS

BROOKDALE DRIVE/
73RD AVENUE



Evaluation criteria	Standard Diamond	Tight Diamond (TH 252 over)	Tight Diamond (TH 252 under)	Single Point	Diverging Diamond	Partial Cloverleaf	Split Diamond 1-way
Cost	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$
Accommodations	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good
Ped & bike	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Impacts	Low High	Low High	Low High	Low High	Low High	Low High	Low High
Wetlands	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Property	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Community facilities	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Parklands	██████████	██████████	██████████	██████████	██████████	██████████	██████████



Q3

What is the best type of access for each location on Highway 252? 73RD AVENUE INTERCHANGE CONFIGURATIONS

BROOKDALE DRIVE/
73RD AVENUE



Evaluation criteria	Standard Diamond	Tight Diamond	Closure	Single Point	Folded Diamond	Overpass (TH 252 under)	Overpass (TH 252 over)	Split Diamond 1-way
Cost	\$\$\$\$	\$\$\$\$\$	\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$	\$\$\$	\$\$\$\$\$
Accommodations	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good
Ped & bike	██████████	██████████	█	██████	██████████	██████████	██████████	██████████
Impacts	Low High	Low High	Low High	Low High	Low High	Low High	Low High	Low High
Wetlands	██████	██████	██	██████	██████	██████	██████	██████
Property	██████████	██████	██	██████████	██████████	██████████	██████████	██████
Community facilities	██████████	██████████	██	██████████	██████████	██████	██████	██████
Parklands	██████████	██████	██	██████████	██████████	██████	██████	██████████



Q3

What is the best type of access for each location on Highway 252?

INTERCHANGE CONFIGURATIONS

70TH AVENUE



HUMBOLDT AVENUE



Evaluation criteria	Standard Diamond	Tight Diamond	Closure*	Folded Diamond	Single Point
Cost	\$\$\$\$	\$\$\$\$\$	\$	\$\$\$\$	\$\$\$\$\$
Accommodations	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good
Ped & bike	██████████	██████████	█	██████████	██████████
Impacts	Low High	Low High	Low High	Low High	Low High
Wetlands	██████████	██████████	██████████	██████████	██████████
Property	██████████	██████████	██████████	██████████	██████████
Community facilities	██████████	██████████	██████████	██████████	██████████
Parklands	██████████	██████████	██████████	██████████	██████████

Overpass (TH 252 under)	Closure
\$\$\$	\$
Poor Good	Poor Good
██████████	█
Low High	Low High
██████████	██████████
██████████	██████████
██████████	██████████

*Potential pedestrian overpass included with the closure.



Q3

What is the best type of access for each location on Highway 252?

66TH AVENUE INTERCHANGE CONFIGURATIONS

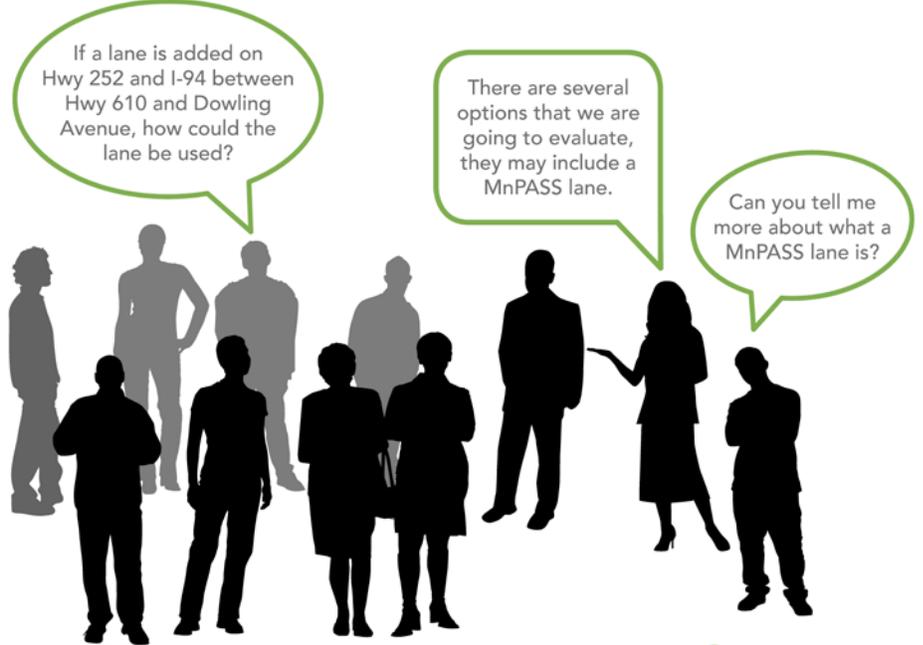


Evaluation criteria	Folded Diamond (TH 252 over)	Folded Diamond (TH 252 under)	Double Bridge	Right-on/Right-off	Northbound Flyover	Concrete Barrier	Tight Diamond
Cost	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$
Accommodations	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good	Poor Good
Ped & bike	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Impacts	Low High	Low High	Low High	Low High	Low High	Low High	Low High
Wetlands	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Property	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Community facilities	██████████	██████████	██████████	██████████	██████████	██████████	██████████

OPEN HOUSE BOARDS



Q4 If additional lanes are necessary on Highway 252 and/or I-94, what is the most effective way to use those new lanes?



Q4 If additional lanes are necessary on Highway 252 and/or I-94, what is the most effective way to use those new lanes?

MnPASS

MnPASS is a system of high-occupancy toll lanes on Twin Cities highways. During peak travel times buses, motorcycles, and vehicles with two or more occupants (including children or infants) may drive in the designated MnPASS Express Lanes for free. Solo motorists who have a MnPASS account and a MnPASS tag must pay a fee to drive in the MnPASS Express Lanes during peak-travel times. During non-peak travel times MnPASS lanes are open to all vehicles. MnPASS lanes are currently on I-394, I-35W south of downtown Minneapolis, and on I-35E north of downtown Saint Paul.



Decision-Making Process

- The alternatives you've seen here will be evaluated according to several criteria, including your input.
- The results of the evaluation will be considered by the Technical Advisory Committee, a group of engineers and planners from the project partner agencies.
- The Technical Advisory Committee will recommend a defined project to the Policy Advisory Committee, which is composed of elected and appointed officials from the project partners.
- The project definition will specify where and how many lanes the highway would have, locations of access, and access configurations.



Evaluation Criteria

- **Vehicle safety**
 - » Qualitative assessment
 - » Crash cost savings per year
- **Vehicle mobility**
 - » Roadway operations and levels of service
 - » Volume to capacity ratios
 - » Access to Hwy 252 and local connectivity
 - » Intersection/interchange spacing
 - » Changes in local travel times (emergency response time)
 - » Number of people per day
 - » Travel time savings
- **Reliability**
 - » On-time performance for Hwy 252 and I-94
- **Pedestrians and bicyclists**
 - » Connections across Hwy 252
 - » Access to destinations and transit
- **Transit and HOV**
 - » Transit ridership for Hwy 252 and I-94
 - » Consistency with state and regional plans
- **Impacts**
 - » Environmental justice
 - » Right of way
 - » Parks and trails
 - » Return on investment (benefit cost analysis)



What is an Environmental Review?

Once the definition of the project has been set, all of its potential impacts to the natural and built environments will be documented in the environmental assessment.

Potential impacts of the project to be studied in the environmental review include:

- Historic/cultural resources
- Parks
- Low-income populations
- Minority populations
- Water and stormwater
- Hazardous/contaminated sites
- Land acquisitions and relocations
- Vehicular traffic
- Transit
- Biking
- Walking
- Noise
- Air quality



How Would Improvements to Highway 252/I-94 be Funded?



Current Funding Sources*

- Corridors of Commerce state highway bonds – \$119M
- Funding allocation includes:
 - » Converting Highway 252 to a freeway
 - » Interchange locations at: 66th Avenue, Brookdale Drive, and 85th Avenue
 - » MnPASS from Highway 610 to Dowling Avenue
- Local funding sources
 - » \$17M for the 66th Avenue interchange (state and federal grants)
 - » \$1.9M for the 70th Avenue pedestrian overpass (federal grant)
 - » \$5.5M for the 66th Avenue interchange (City of Brooklyn Center)
 - » \$7M for the 85th Avenue interchange (Hennepin County)

*Funding allocated through Corridors of Commerce and other competitive funding programs requires the projects to match the original intended project definition to receive funding.



Brooklyn Center City Hall
6301 Shingle Creek Pkwy
Brooklyn Center, MN 55430

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Can't attend an open house?

Visit the study website to:

- Review community open house materials.
- Share input via the online survey.
mndot.gov/metro/projects/hwy252study/

Contact

Doran M. Cote, PE, City of Brooklyn Center, Public Works Director
763.569.3340 | dcote@ci.brooklyn-center.mn.us

¿Necesita traducción? Favor de contactar a Janet Miller por email a janet.rae.miller@state.mn.us o por teléfono al 651-366-4720.

Xav pab txhais lus. Thov huv rau Janet Miller 651-366-4720 lossis sau ntawv janet.rae.miller@state.mn.us.

In laguu turjumo ma u baahan tahay? La xiriir Janet Miller emailkeeda janet.rae.miller@state.mn.us ama telephonekeed 651-366-4720.

Please join us at an open house meeting regarding changes to Highway 252 and I-94

About the Highway 252 and I-94 study

A study is underway to develop solutions to alleviate congestion, improve safety, and address reliability on two highways in the area:

- 1) Highway 252 between Highway 610 in Brooklyn Park and I-694 in Brooklyn Center and
 - 2) I-94 from I-694 in Brooklyn Center to downtown Minneapolis.
- Conversion to a freeway is being considered for Highway 252, and an addition of MnPASS lanes is being considered for both Highway 252 and I-94. These changes would affect drivers, transit riders, pedestrians, and bicyclists in the area.

The purpose of these open houses is to:

- Share the reasons that the study partners are moving forward with changes to Highway 252 and I-94.
- Explain what might change about Highway 252 and I-94.
- Gather your input on proposed options for changes to Highway 252 and I-94 that will be used to make project decisions.
- Share the decision making process.

How can you participate?

The same information will be presented at all three open houses. Kid-friendly activities and hearty snacks will be provided. You are welcome to attend any meeting.

The study partners are committed to ensuring that all public events/meetings are as accessible as possible to everyone. If you need an accommodation to fully participate, please contact Doran M. Cote, PE, Public Works Director at 763.569.3340 or dcote@ci.brooklyn-center.mn.us.

- **Open House #1**
Tuesday, December 11, 2018
5:30 – 7:30 pm
Evergreen Community School
7020 Dupont Avenue, Brooklyn Center
- **Open House #2**
Wednesday, December 12, 2018
5:30 – 7:30 pm
Brooklyn Park Community Activity Center
5600 85th Avenue North
Brooklyn Park
- **Open House #3**
Thursday, December 13, 2018
5:30 – 7:30 pm
Folwell Recreation Center
1615 North Dowling Avenue
Minneapolis



MAILER FOR OPEN HOUSE - BROOKLYN PARK

A

Brooklyn Park City Hall
5200 85th Ave N
Brooklyn Park, MN 55443

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Contact

Jeff Holstein, PE, PTOE | City of Brooklyn Park | City Transportation Engineer | 763.493.8102 | jeff.holstein@brooklynpark.org

Si usted necesita esta información en español:
Josie Shardlow Community Engagement Manager 763.493.8388 or josie.shardlow@brooklynpark.org

Yog koj xav kom txhais rau lu Hmoob, hu:
Xiongpaoo "Xp" Lee Community Liaison 763.315.8466 or xp.lee@brooklynpark.org

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Minneapolis City Hall
350 S 5th Street
Minneapolis, MN 55415

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mndot.gov/metro/projects/hwy252study/

Contact

Julieann Swanson, City of Minneapolis, Transportation Planner |
612.673.3806 | julieann.swanson@minneapolismn.gov

Attention: If you have any questions regarding this material please call 311

Hmong - Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu (612) 673-2800;

Spanish - Atención. Si desea recibir asistencia gratuita para traducir esta información, llame al teléfono (612) 673-2700;

Somali - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac (612) 673-3500

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 Minneapolis



OPEN HOUSE COMMENT CARD



COMMENT CARD Highway 252/I-94 Environmental Review

My comments or ideas about this project are:

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.....

I would like to:
(please indicate your choice):

Be added to a mailing list

Receive a followup response

Not receive a response

*If you'd like a followup response
please provide this information:*

My name is:

.....

My email address is:

.....

My phone number is:

.....



COMMENTS FROM COMMUNITY OPEN HOUSES

BROOKLYN CENTER COMMUNITY OPEN HOUSE

Brooklyn Center - Written Comments from Comment Cards

I do not think access alternative #4 is good for the community. I lived two blocks south of Evergreen school. I have little children and other children walk up to Evergreen. By putting stop lights on Dupont and Humboldt I believe it will become more congested and more dangerous to our children. Alternative #2 will work best for me. I believe it's not a good idea to completely close 70th. This will create congestion on 66 and Brookdale Drive.

Long overdue. Need 6 lanes all along 252. I agree closing access points to minimize entering and exiting. We are adjacent to 252 and would like a soundwall, but hope to have it aesthetically pleasing and landscaped. Humboldt is high usage going north in pm, if that traffic could be diverted onto 252 earlier it would reduce traffic on side streets depending on source of traffic. Suggest bike lanes to connect to Coon Rapids dam via West River Road and into Minneapolis.

If extra lane is added on 94 I would like to see a new noise wall (20 feet) put up to replace the existing brick wall that is now there. I'm all for this project but the noise I currently endure from 7 lanes of 694 traffic and 8 lanes of 94 traffic is unbearable. With this project going ahead something needs to be done about the current noise in this neighborhood. Its been like this since the 1970's when this noise wall was built.

70th Avenue - I believe standard diamond is best. Humboldt Avenue - I believe overpass is best it keeps the neighborhood connected and 252 traffic away from residential areas. 73rd - I believe overpass would be best once again for neighborhood continuity. Brookdale Drive - I believe the tight diamond would be best. 85th Avenue - I believe folded diamond would be best, due to importance at keeping the trail connection intact. Access alternative #1 I believe is best.

Regarding the 66th Avenue exit. The best alternative would be the double bridge. It would be interesting to know if its possible to curve 252 slightly to the left up past Holiday so the ramps would not impact the neighborhood on the right hand side, and then [illegible] to the left there. Opening up 70th is a BAD idea, too much of an impact to the neighborhoods, and the traffic would be directed into the neighborhood.

I would like this project to help maintain traffic flow and safety, but with the least intrusion to property owners. I am most interested in the land footprint at 252 and Brookdale Drive be as minimal as possible.

I live two blocks from Evergreen Elementary School. I don't see Q2 Access Alternatives 3 and 4 to be used in the future. Monday to Friday when school is in session it's already congested with elementary kids, parents, and buses around the school. By moving forward with Access Alternatives 3 or 4, we are not thinking about the small children in the neighborhood. Dupont will be overflowing with commuters, and accidents are waiting to happen. When moving forward with plans for I-94 and 252 PLEASE think about the school, parks, and children's playing area. Move the traffic away from those areas will help our future leaders grow up! Thank you.

As residents, we believe that the best options are those where 252 is below grade with the east/west cross streets over 252. This would help reduce noise in the neighborhoods and make for the easiest cross traffic for pedestrians, bikes and motorized transport.

COMMENTS FROM COMMUNITY OPEN HOUSES

BROOKLYN CENTER COMMUNITY OPEN HOUSE



Brooklyn Center - Written Comments from Comment Cards

There are many contradictions between the needs and uses of COMMUTERS vs. EVERYONE ELSE. Not everyone will be satisfactorily served. The safety of local pedestrians, bus / bicycle riders and other motorists is of UTMOST IMPORTANCE!! (especially at 66th Ave N & 252), regardless of the cost.

66th and 252 too close to 94/694/100 interchange to have another interchange. Back it up to 67 or 70th st. This gives traffic ample amount of distance and time to safely merge. Otherwise the system will have safety issues still happening.

The tight diamond (TH252 over) seems to have the least impact for property loss. I have three different family members along 252 that may be impacted with the other plans. I'm concerned, not just for my family, but others who may lose their homes.

I am very concerned about my neighbors losing their homes due to this project. Please keep this in mind about the possible interchange at 66th Ave. Also, when putting up sound barrier walls please don't make them so high that our neighborhood is in the shade all day.

Need to close the 66th Ave interchange section altogether. Move to 70th or 73rd Ave north. There are too many major intersections from 694-94-100-252 to have any intersections at 66th Ave.

85th Ave/252: Prefer single point tight diamond configuration. No buses on Dupont Ave N east of intersection 252/85th Ave.

I prefer the tight diamond project. I use the pedestrian bridge almost every day in the summer. Please don't put buses on Dupont Ave during construction.

For the 66th interchange I would like to see a direct access kept to 66th Ave from 694. I would also like to see Holiday gas station stay. I like the tight diamond configuration.

Please no interchange at 66th. Much of the neighborhood would be affected! An intersection at 73rd would suffice for many neighborhoods.

My home lies directly next to 252 on the west side near Humboldt (I live on Girard Ave). The current noise level from 252 is very high at my house and in my yard. I am concerned this expansion will bring the highway closer to my home and I am concerned about increasing noise and emissions. I am wondering if a sound wall will be installed? What steps will be taken for heightened emissions for families living next to the highway?

I feel that the 66th/252 interchange is the most crucial of all. Making a right turn (south) from 66th onto 252 can be dangerous. Whatever is done here is the highest priority. Upgrading 252 from 94 to 610 is also necessary.

I think adding an additional lane on 94 is excessive. Access options 1 or 2 seemed to be the best. Maintain pedestrian access on 66th. Humboldt through street should be maintained if it is not on interchange. On 66th the northbound flyover interchange seems to make the most sense.

No interchange at 73rd. Parking lot for bus stop? How will bus stop access / stops change?

Do not like reconnection of West River Road in options 2, 3 & 4. Do not close 66th Ave access. Q2 - Please correct your map showing River Road reconnect. Map shows its in the WRONG PLACE.



COMMENTS FROM COMMUNITY OPEN HOUSES

BROOKLYN CENTER COMMUNITY OPEN HOUSE

Brooklyn Center - Written Comments from Comment Cards

Would like to see the least impact on existing businesses, churches and homes. Also, I like the thin diamond for 85th.

Would like to be put on the Noise Advisory Committee.

Highly recommend change due to death and crashes take place daily, weekly, monthly and yearly. The cut alternative on the three cross roads needs attention soon.

Do not like access alternative 4. Pedestrian bridge on 85th should stay as is.

Prefer 73rd & 85th with changes.

Favor tight diamond on 73rd.

Good idea but won't help rush hours. No place to go on 610 east or west and Downtown would be gridlocked. Enforce the red light runners and reduce rear end crashes.

The intersection at 66th and 252 is dangerous. If nothing else is done that corner must be changed. It is a death trap.

I live on Humboldt Ave (northbound Highway 100 extension) and I would like to know how these proposed changes will affect the residents on Humboldt. We already have difficulty pulling into and out of our driveways. It is very dangerous!

Do not like Access Alternative 4. I do not want the pedestrian bridge on 85th taken down. I am also concerned with how close the new roads will come to Monroe Elementary.

Need 3D maps to evaluate. Access Alternative 4 is best. 73 & 85 most cost effective, least impact on homes and river.

Tight diamond at 73rd - no houses lost, mostly public land. Tight diamond at 85th same - safest, most sensible

First choice - No interchange at 66th to guard the properties on our street, Riverwood Lane and offer more merging space with I-694. Second choice - If lane interchange there at 66th, maintain the properties on Riverwood Lane and Willow Lane.

Create a digital website. Allow comments there, where we can note what concerns we have. Do not open West River Road.

If you take out the lights on 252 you wont need a MnPASS lane. On 94 you don't need a MnPASS lane because its not busy enough.

These are all stupid ideas. The interchange at 66th should be shut off and only a bridge over or tunnel below 252 for 66th - it would save quite a bit more money and perhaps keep the traffic away from the neighborhood.

Access alternative 2 or 3. Stronger preference for 2. 2: 85th, Brookdale / 73rd & 66th. 3: 85th, Brookdale, 70th. 85th: Tight diamond. Brookdale: Tight diamond, TH252 over / 70th: Closure / 73rd: Tight diamond.

COMMENTS FROM COMMUNITY OPEN HOUSES

BROOKLYN CENTER COMMUNITY OPEN HOUSE



Brooklyn Center - Written Comments from Comment Cards

I believe that this is an opportunity to add newer, more innovative interchanges.

I have several ideas and thoughts. I will send an email to all five addresses mentioned.

I wouldn't mind seeing the intersection at 70th closed, with a pedestrian / bicycling bridge added over 252. At 73rd, I'd prefer an overpass, with 252 going under 73rd; I'm not sure about closing access between the two, though, since 252 & 73rd is my daily bus stop. Those are the two intersections I'm most concerned with.



COMMENTS FROM COMMUNITY OPEN HOUSES

BROOKLYN PARK COMMUNITY OPEN HOUSE

Brooklyn Park - Written Comments from Comment Cards

Tight diamond at 85th/Brookdale/66th. Extra lane on 94 to Dowling. MnPass/Transit 610 - Dowling. Bike/Pedestrian bridges at all interchanges and at closed intersections. Good designs previewed.

If no change is made for highway 100 access, 66th ave access is needed from 252 to get to 100. Prefer options that don't remove the Holiday station at 66th and 252.

Number 1 safety - Remove all lights. Close of Humboldt and 70th. 85th = Folded Diamond. Brookdale drive = tight diamond 252 under. 66th = Folded 252 under. 73rd = overpass.

REX- 66th tight diamond, right turn right off. 70th- closure. Humboldt- Overpass. 73rd - Split diamond, tight diamond. Brookdale - split diamond, tight diamond 252 under. 85th - Folded diamond. Question 2 - Alternative 1. JACI- 70th closure. Humboldt Ave overpass. 73rd and Brookdale - split diamond. 85th- folded diamond easiest to go 85th west to 252 north to 610 with other designs don't allow time to cut over to 610 west with traffic flying at 65mph. Access alternative 1. 85th still needs a safe bike lane.

The line is too far out - congestion is bad starting at 6:30-8:30am. Results in many people include me cutting the city street to avoid the mess of 252. Adding the third lane a few years ago helped a ton. I am not sure how adding a lane to help helps the project major issue is only 2 lanes under 694. Could the project be done in fourths. Such as 85th Ave interchange then move down the road instead of waiting. Also focus on minimal parking of property would be great.

There was a commitment made by MnDOT to save the pedestrian bridge back when it was constructed. Make sure this is a pedestrian and bridge separation on access over 252. Former Brooklyn Park City Council member of the time of the bridge construction.

1. It is long overdue 2. If we agree this needs to be done do it right the first time = get all the problems solved, don't do a partial fix. 3 For each access point use the alternative that is the most cost effective and least disruptive to the surrounding home owners and businesses. 4. Not every current crossroad needs to have access when 252 becomes a highway. 5. I'm glad that you are considering the effect on 94 northbound.

A bike/ped trail tunnel should be considered under 252 to connect the west side trail with the east side trail behind McDonald's. A cattle pass type culvert could easily be placed as long as 252 construction is underway. No extra would be required.

My house backs up to 252 on the southeast corner of Brookdale Drive. I am willing to relocate and sell my house. All plans shown are going to remove or severely devalue this property.

No MnPASS on 252 (94 is ok) 85th - Single point. Access Alternative 2, then 1. Brookdale - Tight diamond 252 under single point. 73rd - closure (on overpass) Humboldt - Overpass. 70th Closure. 66th North bound Flyover. Don't worry about saving Kara's Bridge.

Reconnecting West River Road is a bad idea. I live on 201 75th Ave N and have for 20 years. Until West River Road closed at Brookdale it was a race track to get south and north in the pm hours.

COMMENTS FROM COMMUNITY OPEN HOUSES

BROOKLYN PARK COMMUNITY OPEN HOUSE



Brooklyn Park - Written Comments from Comment Cards

Of the various alternatives, I'm most in favor of Access Alternative #2. Access/ Interchange at 66th is very important. For options on the 85th interchange, I favor the standard diamond. However, there must be a bike/pedestrian crossing incorporated. No MnPASS/toll lanes please we already pay higher taxes and the government elect wants a gas tax.

Willing to relocate. Willing to sell house. I think project is needed, lived in area 30 years it is about time.

For Q2 I prefer Access Alternative #1. It has the least amount of traffic pushed to side roads and added local lanes needed. The split of volume between Brookdale and 73rd is better for volume flow. For Q3 I like either tight diamond option at 85th. The split diamond is the best option for Brookdale at 73rd. The tight diamond would be my second choice there at Brookdale. From southbound 252 please keep an exit to SB Humboldt only. No overpass is needed. This would reduce traffic volume on Brookdale Dr in front of Monroe School. This would have very low cost as the off ramp lane already exists.

Control the speed limit better! Speeding drivers are going to kill more. Reduce the stop lights to only 2 instead of 5. Better lanes - more of them on 252. Ability to have police control so much careless drivers.

1. Prefer no increase in lanes. 2. Feel we are owed sound barriers as originally promised 40 years ago. The sound barriers were supposed to be natural with trees and not just a chain link fence. 3. Live on 82nd and 252 - like 81st but am concerned with the routing of church.

Take as few homes and businesses as possible. Make way for the bus and bus ideas. Streamline the interchanges use Humboldt and West River Road.

Across the board I prefer the tight diamond option for these intersections. This is my preference because I feel that diamonds allow for smoother merging of additional traffic on a high speed road vs. something with curves like a cloverleaf, and because they seem to have some of the smallest impacts on surrounding home and businesses.

You are spending the money - may as well fix it the way that's best for the communities that use these two roads.

Seems options are well thought out. Nice to see all options early for input. Thanks!

611 crashes at 66th ave, how many are northbound? I have contacted MnDOT - speed limit is still 60 mph northbound, while southbound is 55 mph. I was told a sign would be installed and it has yet to happen. I will call again.

I'd like a long range plan that takes us through 2040, do it once and right. Plan and execute for the higher traffic volumes. Especially as the corridor along 610 fills in with bus and housing. Spend more now to save later.

Put a roundabout in at 85th. Also stop doing this construction for a few years. I work in Bloomington and drove long enough through construction please make it stop.

ALT #4 only 2 new interchanges. I expect to look at ALT diagrams.

Appreciate this public sharing of info. Would like to see info relating to West River Road impacts and changes. Currently it is overloaded many times and is totally unsafe for bicycle traffic in vehicle lanes.



COMMENTS FROM COMMUNITY OPEN HOUSES

BROOKLYN PARK COMMUNITY OPEN HOUSE

Brooklyn Park - Written Comments from Comment Cards

A lot of possibilities and possible configurations outlined/presented. It would be nice to not have so many properties affected. A lot of proposals showed a lot of properties that would be affected. Cost efficient and less properties affected would be nice.

Of the options presented, Access Alternative 1 seems to make the most sense. It's the safest and provides the best access for pedestrians and bike riders. Let's not underbuild highway 252 again. Please do it right this time.

Where are you planning to have Park-n-Ride locations for the River Park - 85th to Brookdale drive neighborhoods?

66th preference is tight diamond with 252 under to minimize noise to neighborhood if number of homes taken is minimized. Access - 66th, Brookdale Drive/73rd, 85th tight diamond Humboldt - Overpass

For 66th Ave - My preference is tight diamond because it is the least disruptive for people and their homes. Easy to get in and out of 252.

How does converting existing free lanes into MnPASS toll lanes affect safety or reduce congestion? Please don't turn the cities into another toll road infested metropolitan area. When I relocated here 15 years ago there were no toll roads. Now every major renovation includes them. Long gone are the benefits of high taxes and wide shoulders.

Put up sound barriers and get light rail in here too. Use the least wild land as possible for interchanges. Be careful about how much people will direct to West River Road.

Our concern is having more traffic on West River Road if they open it at 75th Ave. I understand the need for emergency vehicles but if 73rd has an overpass West River Road could remain closed. What would happen with pedestrian crossings if Humboldt, 73rd, and 70th were made dead ends?

If I were to vote: 85th - tight diamond (TH 252 under) Brookdale - tight diamond (TH 252 over) 73rd - Closure with pedestrian and bike over 70th and Humboldt - Tight diamond 66th - Tight diamond

Cut down on noise!! There are many times I can not use my backyard because of traffic noise. What will happen to the walking bridge on 85th?

Anoka - Hennepin school district like to meet to discuss the Brookdale interchanges and how it will impact traffic by Monroe Elementary.

Brookdale - Tight diamond (TH 252 under). 73rd - Overpass. Think ok to close Humboldt and maybe 73rd. 66th - Folded diamond. PLEASE KEEP 252 LOW!!!! Do not build bridges that raise/elevate the high volume of traffic

COMMENTS FROM COMMUNITY OPEN HOUSES

MINNEAPOLIS COMMUNITY OPEN HOUSE



Minneapolis - Written Comments from Comment Cards

I am very impressed with the work and research that has gone into the project. My ideas include pedestrian and bike access, which is already presented in the options.

It seems that adding an interchange at 70th is a bad idea - it has a lot of property impact creating a new interchange where only a half entrance exists. Closing that entrance would be a simple adjustment for locals. The split diamond one way seems like a good option for 73rd - we have seen this option a lot in Texas.

At the 85th Avenue intersection, I value safe pedestrian crossings and low impact to property.

