

SPECIAL CITY COUNCIL WORK SESSION – AGENDA #39

Si usted necesita esta información en español: 763-424-8000. Yog xav tau kev pab, thov hu rau 763-424-8000 lawv mam li nrhiav ib tus neeg txhais lus rau koj. If you need this information in another language or alternative format, email access@brooklynpark.org or call 763-424-8000.

Our Vision: Brooklyn Park, a thriving community inspiring pride where opportunities exist for all.

Our Brooklyn Park 2025 Goals:

• A united and welcoming community, strengthened by our diversity • Beautiful spaces and quality infrastructure make Brooklyn Park a unique destination • A balanced economic environment that empowers businesses and people to thrive • People of all ages have what they need to feel healthy and safe • Partnerships that increase racial and economic equity empower residents and neighborhoods to prosper • Effective and engaging government recognized as a leader

- A. CALL TO ORDER – Mayor Hollies Winston**
- B. GENERAL INFORMATION**
None.
- C. DISCUSSION ITEMS/GENERAL ACTION ITEMS – These items will be discussion items but the City Council may act upon them during the course of the meeting.**
 - C.1** MnDOT Highway 252 / I-94 EIS Presentation
 - A.** PRESENTATION
- D. ADJOURNMENT**

City of Brooklyn Park Council Work Session

Meeting Date:	October 21, 2024	Originating Department:	Operations and Maintenance
Agenda Item:	C.1	Prepared By:	Jeff Holstein, City Transportation Engineer
Agenda Section:	Discussion Items/General Action Items	Presented By:	Amber Blanchard and Ryan Wilson, MnDOT
Item:	MnDOT Highway 252 / I-94 EIS Presentation		

Summary:

Minnesota Department of Transportation (MnDOT) staff will provide an update on the status of the Highway 252 / I-94 Environmental Impact Statement (EIS). This will include the Technical Advisory Committee (TAC) recommendations of the Over vs Under (Phase 1A) Analysis at each of the potential interchange locations. The process to determine a preferred alternative includes Phase 1A (over vs under), Phase 1B (Highway 252 access combinations evaluation) and Phase 2 (Highway 252 mainline evaluation).

The city is partnering with MnDOT, Hennepin County, the City of Minneapolis and the City of Brooklyn Center on the Environmental Impact Statement (EIS) for the Highway 252 / I-94 corridor from Highway 610 to 4th Street in Minneapolis. The EIS will identify a preferred design concept to equitably improve the traffic operations, safety, multi-modal connections and health and environmental issues along the corridor. The agencies have retained HDR Engineering to provide transportation planning, engineering and environmental expertise and to manage the project.

The EIS process includes four components: Purpose and Need, Scoping, the DRAFT EIS (DEIS), and the Final EIS / Record of Decision (ROD). The project is currently in the DEIS phase. The last time the Council was formally updated on this project was on May 22, 2023 when the Council heard recommendations and provided comments on the Draft Scoping Decision Document. The scoping process narrowed the mainline Highway 252 options to no build, 4 lane freeway with bus shoulders, 6 lane freeway with bus shoulders and 6 lane freeway with managed lanes on the inside.

The study is guided by the Policy Advisory Committee (PAC) which is comprised of area legislators, city councilmembers, county board members, Met Council representatives and chaired by the MnDOT Commissioner of Transportation. The PAC provides high level guidance on funding, policy issues and goals and objectives to the Technical Advisory Committee (TAC). The TAC is comprised of technical planning and engineering experts from the participating agencies, including Met Council, Metro Transit, the Federal Highway Administration, and the study consultant members. The TAC identifies and conducts the necessary analyses, conceptual design and documentation for the study.

More information about the Highway 252 / I-94 EIS can be found on the project website at <https://dot.state.mn.us/metro/projects/hwy252study/index.html>

Attachments:

C.1A PRESENTATION

Hwy 252 / I-94 EIS

Phase 1A Over or Under?

Amber Blanchard, MnDOT

Ryan Wilson, MnDOT

September 27, 2024

October 1, 2024



Our conversation today

1. Introductions/Why are we here?

2. Project overview

3. Phase 1A: Over or Under Evaluation

4. Phase 1A: Over or Under Outreach

5. Phase 1A: Recommendations

6. Next Steps

Hwy 252/I-94 EIS

*Why are we
here today?*



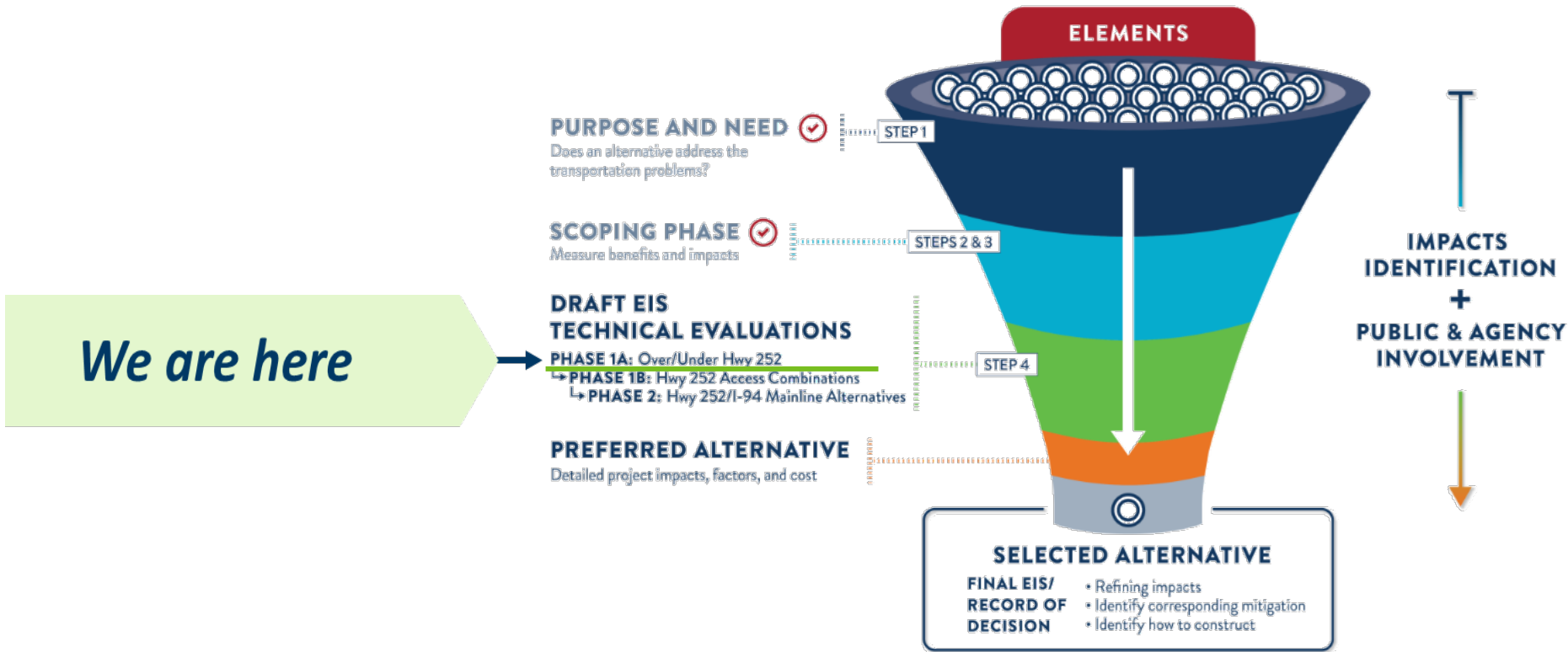
Hwy 252/I-94 EIS

Project overview

10/14/2024

Hwy 252/I-94 EIS Process Overview

HWY 252/I-94 ENVIRONMENTAL IMPACT STATEMENT (EIS)



OVER / UNDER

Over or Under Evaluation



Hwy 252 **Over** Crossroad

Example (73rd Avenue) Existing Crossroad



- 📍 Several driveways near intersection with Hwy 252

*Example 3D Rendering of Elevated Hwy 252



- 📍 Elevating Hwy 252 over crossroad allows driveways to remain but can disperse traffic noise further into neighborhood.

**Image is an example of a conceptual design. Design at each potential interchange will evolve throughout EIS process.*

10/14/2024

Hwy 252 **Under** Crossroad

Example (73rd Avenue) Existing Crossroad



📍 Several driveways near intersection with Hwy 252

*Example 3D Rendering of Elevated Crossroad



📍 Elevated crossroad severs the driveways near Hwy 252 from crossroad resulting in an inaccessible property.

**Image is an example of a conceptual design. Design at each potential interchange will evolve throughout EIS process.*

What did we evaluate?

Potential impacts to:

- ➔ Property Impacts including Environmental Justice Areas
- ➔ Community Facilities
- ➔ Traffic Noise
- ➔ Section 4(f) Resources (parks and recreational trails)
- ➔ Historic Properties
- ➔ Stormwater Management
- ➔ Aquatic Resources (wetlands)
- ➔ Biological Resources (Rusty Patch Bumblebee)
- ➔ 100-Year Floodplain
- ➔ Mississippi River Bluff Impact and River Shore Impact Zones
- ➔ **ADDED:** Property Tax Impacts

10/14/2024



Heather Holm

Equity Health Priorities – MnDOT Commitments

EHA Priorities	MnDOT Commitments
<p>Community Livability – traffic volume, air quality, traffic noise and light pollution, water quality, neighborhood impacts, personal safety</p>	<ul style="list-style-type: none"> • During decision-making, answer "Does this achieve/address the intent of the priority?" If yes, proceed, if no, document/explain why • Assess and disclose projected traffic volumes, travel times, and patterns on local roads • Assess air quality impacts • Facilitate discussions with communities to brainstorm ideas on public health and equity • Assess noise and light pollution impacts • Evaluate light pollution outside of peak hours • Evaluate visual impacts and show visualizations • Assess additions in impervious surfaces • Assess property impacts
<p>Roadway Safety – traffic crashes: highway, local roads, pedestrians and bicyclists</p>	<ul style="list-style-type: none"> • During decision-making, answer "Does this achieve/address the intent of the priority?" If yes, proceed, if no, document/explain why • Analyze projected crashes on Hwy 252/I94 and local roads
<p>Transportation Equity – access to destinations, distribution of benefits and burdens</p>	<ul style="list-style-type: none"> • During decision-making, answer "Does this achieve/address the intent of the priority?" If yes, proceed, if no, document/explain why • Integrate local and express bus service improvements • Provide pedestrian and bicycle facilities • Evaluate and disclose transportation benefits and burdens

OVER / UNDER

Phase 1A

Technical Analysis

10/14/2024

Evaluation Criteria: Phase 1A criteria performance categories

Issue Category	Substantial Difference	Moderate Difference	Minor Difference
Environmental Justice & Non-EJ Property Impacts	Difference is at least double the lower value if difference is greater than 0.5 acre or 1 relocation	Difference is greater than 0.5 acre Difference is greater than 1 relocation	Difference is less than 0.5-acre No difference in relocations
Property Tax Impacts	Difference is at least double the lower value if difference is greater than \$10,000	Difference is greater \$10,000	Difference is less than \$10,000
Community Facilities	Difference is more than double than lower value	Greater difference in number of properties affected Greater difference in relocations	No Difference
Traffic Noise		Greater difference in affected receptors	
Section 4(f) Resources		Greater difference in uses	
Historic Properties		Greater difference in potential adverse impacts	
Stormwater Management	Difference is more than double than lower value	Difference is greater than 1 acres of lower value	Difference is less than 1-acre of lower value
Aquatic Resources	Difference is more than double than lower value if greater than 0.5 acre	Difference is greater than 0.5 acre of lower value	Difference is less than one-half acre of lower value
Biological Resources	Difference is more than double than lower value	Difference is greater than 1 acres of lower value	Less than one-acre difference than lower value
100-Year Floodplain			Difference is less than 1-acre of lower value
Mississippi River Bluff Impact Zone			
Mississippi River Shore Impact Zone			

Evaluation Criteria: Phase 1A Over vs. Under evaluation criteria showing substantial, moderate, minor differences

Issue Category	Evaluation Criteria and Performance Measure/Metric	Hwy 252 over 85th Ave	Hwy 252 under 85th Ave	Hwy 252 over Brookdale Dr	Hwy 252 under Brookdale Dr	Hwy 252 over 73rd Ave	Hwy 252 under 73rd Ave	Hwy 252 over 70th Ave	Hwy 252 under 70th Ave	Hwy 252 over 66th Ave	Hwy 252 under 66th Ave
Environmental Justice Property Impacts	Area of potential property impacts within an EJ area (acres of residential/non-residential properties)	0.3 acre total 0.1 / 0.2 acre	0.6 acre total 0.2 / 0.5 acre	0.7 acre total 0.6 / 0.0 acre	1.3 acres total 0.8 / 0.4 acre	1.0 acre total 0.9 / 0.2 acre	1.7 acres total 1.5 / 0.2 acres	1.6 acres total 1.3 / 0.3 acres	3.1 acres total 2.6 / 0.5 acres	4.4 acres total 1.9 / 2.5 acres	4.7 acres total 2.1 / 2.6 acres
	Potential relocations within an EJ area (count of residential/non-residential units)	None	None	1 residential (single family)	4 residential (single-family)	16 residential (1 multi-family building)	34 residential (5 single-family, 6 multi-family buildings) 1 non-residential	36 residential (4 single family, 1 multi-family building totaling 32 units)	38 residential (6 single family, 1 multi-family building totaling 32 units)	1 residential (single-family) 2 non-residential	2 residential (single-family) 2 non-residential
Non-EJ Property Impacts	Area of potential property impacts not within an EJ area (acres of residential/non-residential properties)	0.2 acre total 0.0 / 0.2 acre	0.2 acre total 0.0 / 0.2 acre	None	0.1 acre total 0.0 / 0.1 acre	<0.1 acre total	None	0.4 acre total 0.4 / 0.0 acre	1.2 acre total 1.2 / 0.0 acre	3.8 acres total 3.1 / 0.8 acres	5.2 acres total 3.8 / 1.4 acres
	Potential relocations not within an EJ area (count of residential/non-residential units)	1 non-residential	1 non-residential	None	3 residential	None	None	1 residential	9 residential	4 residential	9 residential 2 non-residential
Property Tax Impacts	Total tax collected in 2023 for potential relocations	\$17,750	\$17,750	\$4,100	\$23,450	\$143,700	\$194,150	\$269,750	\$311,200	\$100,950	\$238,950
Community Facilities	Community facilities with a potential property impact (count) and potential relocations of community facilities (count)	3 properties	3 properties	2 properties	2 properties	1 property	1 property 1 relocation	3 properties	3 properties	1 property 1 relocation	1 property 1 relocation
Traffic Noise	Potential number of additional (over existing conditions) impacted receptors that exceed Federal noise abatement criteria or have a substantial (5 dBA) increase in traffic noise levels	17 (0 substantial increase)	8 (0 substantial increase)	31 (14 substantial increase)	5 (5 substantial increase)	41 (25 substantial increase)	4 (4 substantial increase)	25 (21 substantial increase)	-10 (3 substantial increase)	26 (27 substantial increase)	29 (19 substantial increase)
Section 4(f) Resources	Number and area (square feet (sf)) or length (feet (ft)) of Section 4(f) resources potentially impacted, and assessment of potential for greater than de minimis uses	1 greater than de minimis use for trail continuity (1 trail – 1,720 ft)	1 greater than de minimis use for trail continuity (1 trail – 1,901 ft)	1 likely temporary occupancy exception (1 trail - 10 ft)	1 likely temporary occupancy exception (1 trail - 13 ft)	2 likely de minimis uses 1 greater than de minimis use for trail continuity (3 trails – 2,630 ft)	2 likely de minimis uses 1 greater than de minimis use for trail continuity (3 trails - 2,258 ft)	4 likely de minimis uses 1 greater than de minimis use for trail continuity (3 trails – 2,972 ft 2 parks – 2,303 sf)	4 likely de minimis uses 1 greater than de minimis use for trail continuity (3 trails – 3,182 ft 2 parks – 3,919 sf)	1 likely de minimis use 1 greater than de minimis use for trail continuity (2 trails – 2,559 ft)	1 likely de minimis use 1 greater than de minimis use for trail continuity (2 trails – 2,562 ft)
Historic Properties	Risk of potential adverse effects (noise, visual, physical) to known NRHP eligible/listed properties	None	None	None	None	None	None	No adverse effect anticipated (200 sf visual overlap)	No adverse effect anticipated (200 sf visual overlap)	None	None
Stormwater Management	Area of potential additional (from existing conditions) impervious surface	7.0 acres	7.3 acres	7.7 acres	8.8 acres	6.3 acres	9.0 acres	1.5 acres	2.3 acres	6.5 acres	4.4 acres
Aquatic Resources	Area of potential impact to wetlands and other aquatic resources	0.8 acre	0.8 acre	None	None	0.3 acre	0.3 acre	1.2 acres	1.4 acres	0.1 acre	0.1 acre
Biological Resources	Potential area in low/high potential zone for Rusty Patched Bumble Bee	Low Potential = 35.0 acres	Low Potential = 36.4 acres	Low Potential = 29.1 acres	Low Potential = 30.6 acres	Low Potential = 29.5 acres	Low Potential = 29.8 acres	Low Potential = 36.1 acres	Low Potential = 40.4 acres	Low Potential = 42.0 acres	Low Potential = 44.4 acres
100-Year Floodplain	Area of potential encroachment	2.1 acres	2.1 acres	None	None	None	None	None	None	None	None
Mississippi River Bluff Impact Zone	Area of potential encroachment	None	None	None	None	None	None	None	None	None	None
Mississippi River Shore Impact Zone	Area of potential encroachment	None	None	None	None	None	None	None	None	None	None

OVER / UNDER

Phase 1A Outreach

10/14/2024

Phase 1A - Engagement

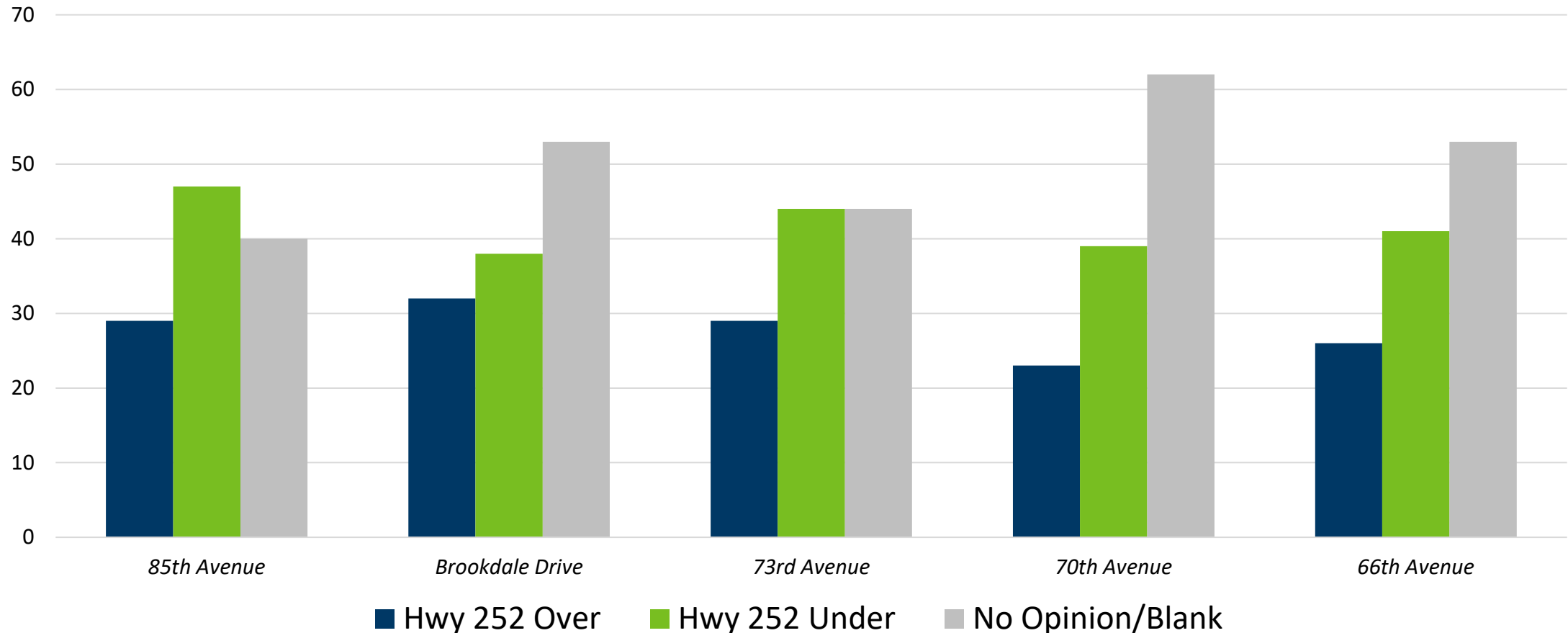
Event	Attendees /Reach	Comment Card/Surveys Completed
In-Person Property Owners Meetings (July 2024)	65	30
In-Person Workshops (August 2024)	196	58
Virtual Engagement via MnDOT's webpage (Aug. 29-Sept. 13)	451 visitors to web page 674 video views	49
Pop Up Events (Blue Line Event Sept. 9, BC Farmer's Market Sept. 12)	27	13
Totals	1,413	150

Phase 1A – Public Preferences on Over/Under

	July Property Owner Meetings			August Workshops Comment Cards			September Online Survey			September Pop-ups		
	Hwy 252 Over	Hwy 252 Under	No Opinion	Hwy 252 Over	Hwy 252 Under	No Opinion/Blank	Hwy 252 over	Hwy 252 Under	No Opinion	Hwy 252 Over	Hwy 252 Under	No Opinion/Blank
85th	0	0	0	9	22	29	13	22	8	7	3	3
Brookdale	1	0	10	13	13	34	11	21	7	7	4	2
73rd	2	0	1	12	19	29	10	21	10	5	4	4
70th	2	0	8	5	16	39	11	18	12	5	5	3
66th	2	0	5	7	20	32	11	17	13	6	4	3

Phase 1A - Public Preferences on Over/Under Totals

Phase 1A Public Preferences – All Outreach



OVER / UNDER

Phase 1A

Recommendations

10/14/2024

Access Location

85th Avenue

10/14/2024

Evaluation Criteria: Phase 1A Over vs. Under evaluation criteria showing substantial, moderate, minor differences

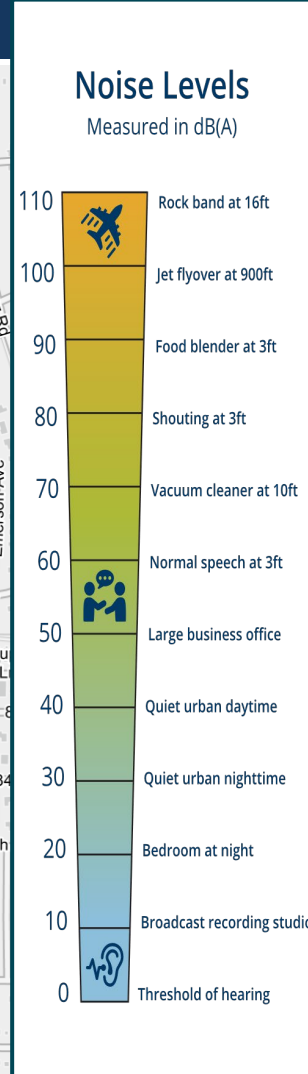
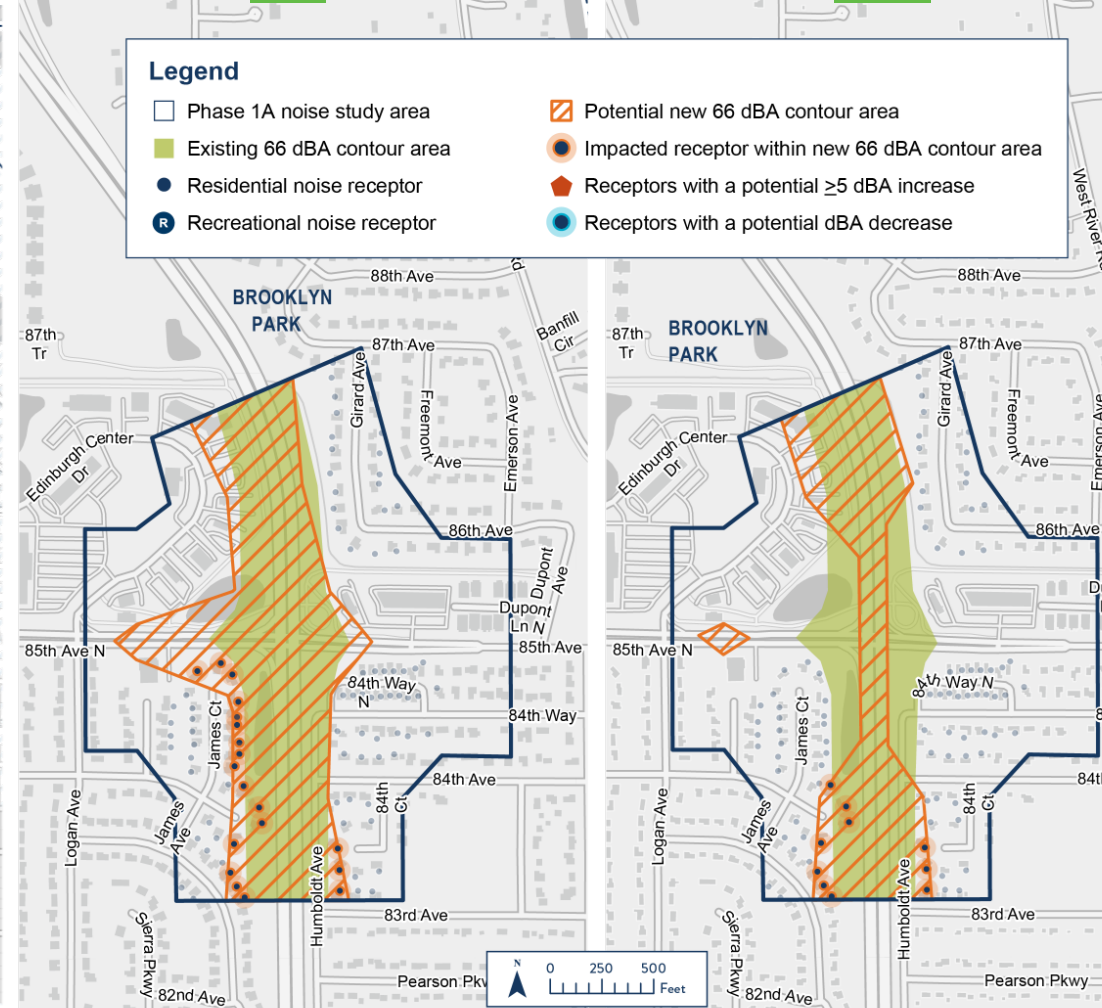
Issue Category	Evaluation Criteria and Performance Measure/Metric	Hwy 252 over 85th Ave	Hwy 252 under 85th Ave	
Environmental Justice Property Impacts	Area of potential property impacts within an EJ area (acres of residential/non-residential properties)	0.3 acre total 0.1 / 0.2 acre	0.6 acre total 0.2 / 0.5 acre	Minor
	Potential relocations within an EJ area (count of residential/non-residential units)	None	None	Minor
Non-EJ Property Impacts	Area of potential property impacts not within an EJ area (acres of residential/non-residential properties)	0.2 acre total 0.0 / 0.2 acre	0.2 acre total 0.0 / 0.2 acre	Minor
	Potential relocations not within an EJ area (count of residential/non-residential units)	1 non-residential	1 non-residential	Minor
Property Tax Impacts	Total tax collected in 2023 for potential relocations	\$17,750	\$17,750	Minor
Community Facilities	Community facilities with a potential property impact (count) and potential relocations of community facilities (count)	3 properties	3 properties	Minor
Traffic Noise	Potential number of additional (over existing conditions) impacted receptors that exceed Federal noise abatement criteria or have a substantial (5 dBA) increase in traffic noise levels	17 (0 substantial increase)	8 (0 substantial increase)	Substantial
Section 4(f) Resources	Number and area (square feet (sf)) or length (feet (ft)) of Section 4(f) resources potentially impacted, and assessment of potential for greater than de minimis uses	1 greater than de minimis use for trail continuity (1 trail – 1,720 ft)	1 greater than de minimis use for trail continuity (1 trail – 1,901 ft)	Minor
Historic Properties	Risk of potential adverse effects (noise, visual, physical) to known NRHP eligible/listed properties	None	None	Minor
Stormwater Management	Area of potential additional (from existing conditions) impervious surface	7.0 acres	7.3 acres	Minor
Aquatic Resources	Area of potential impact to wetlands and other aquatic resources	0.8 acre	0.8 acre	Minor
Biological Resources	Potential area in low/high potential zone for Rusty Patched Bumble Bee	Low Potential = 35.0 acres	Low Potential = 36.4 acres	Moderate
100-Year Floodplain	Area of potential encroachment	2.1 acres	2.1 acres	Minor
Mississippi River Bluff Impact Zone	Area of potential encroachment	None	None	Minor
Mississippi River Shore Impact Zone	Area of potential encroachment	None	None	Minor

EJ & Property Impacts and Community Facilities at 85th Ave

Traffic Noise at 85th Ave

Highway 252 Over 85th Ave N | Highway 252 Under 85th Ave N

Highway 252 Over 85th Ave N | Highway 252 Under 85th Ave N



Evaluation Criteria:

Phase 1A Over vs. Under evaluation criteria showing substantial, moderate, minor differences

Issue Category	Evaluation Criteria and Performance Measure/Metric	Hwy 252 over 85th Ave	Hwy 252 under 85th Ave	
Traffic Noise	Potential number of additional (over existing conditions) impacted receptors that exceed Federal noise abatement criteria or have a substantial (5 dBA) increase in traffic noise levels	17 (0 substantial increase)	8 (0 substantial increase)	Substantial
Biological Resources	Potential area in low/high potential zone for Rusty Patched Bumble Bee	Low Potential = 35.0 acres	Low Potential = 36.4 acres	Moderate



Recommendation:

Hwy 252 over 85th Avenue alternative is recommended due to access and operational concerns at the fire station with grades on/to 85th Avenue with Hwy 252 under.

Project Staff Recommendations:

85th Avenue

Potential Access Location

- Minor differences most categories

- Moderate differences in potential impacts to biological resources
 - Habitat is in a low potential zone
 - Small acreage difference

- **Noise** tradeoffs if Hwy 252 is over, but noise may be potentially mitigated

Access Location

Brookdale Avenue

10/14/2024

Evaluation Criteria: Phase 1A Over vs. Under evaluation criteria showing substantial, moderate, minor differences

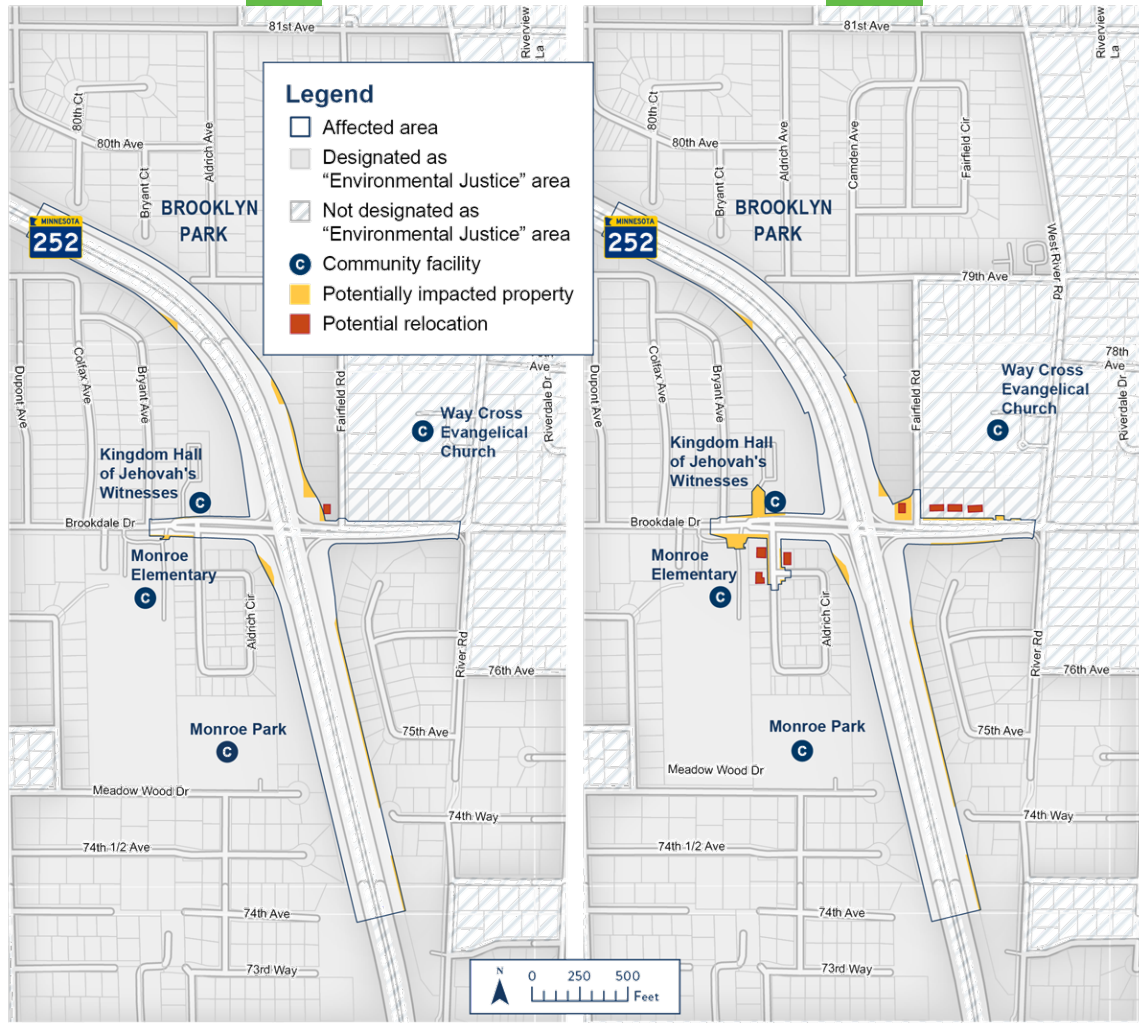
Issue Category	Evaluation Criteria and Performance Measure/Metric	Hwy 252 over Brookdale Dr	Hwy 252 under Brookdale Dr	
Environmental Justice Property Impacts	Area of potential property impacts within an EJ area (acres of residential/non-residential properties)	0.7 acre total 0.6 / 0.0 acre	1.3 acres total 0.8 / 0.4 acre	Moderate
	Potential relocations within an EJ area (count of residential/non-residential units)	1 residential (single family)	4 residential (single-family)	Substantial
Non-EJ Property Impacts	Area of potential property impacts not within an EJ area (acres of residential/non-residential properties)	None	0.1 acre total 0.0 / 0.1 acre	Minor
	Potential relocations not within an EJ area (count of residential/non-residential units)	None	3 residential	Substantial
Property Tax Impacts	Total tax collected in 2023 for potential relocations	\$4,100	\$23,450	Substantial
Community Facilities	Community facilities with a potential property impact (count) and potential relocations of community facilities (count)	2 properties	2 properties	Minor
Traffic Noise	Potential number of additional (over existing conditions) impacted receptors that exceed Federal noise abatement criteria or have a substantial (5 dBA) increase in traffic noise levels	31 (14 substantial increase)	5 (5 substantial increase)	Substantial
Section 4(f) Resources	Number and area (square feet (sf)) or length (feet (ft)) of Section 4(f) resources potentially impacted, and assessment of potential for greater than de minimis uses	1 likely temporary occupancy exception (1 trail - 10 ft)	1 likely temporary occupancy exception (1 trail - 13 ft)	Minor
Historic Properties	Risk of potential adverse effects (noise, visual, physical) to known NRHP eligible/listed properties	None	None	Minor
Stormwater Management	Area of potential additional (from existing conditions) impervious surface	7.7 acres	8.8 acres	Moderate
Aquatic Resources	Area of potential impact to wetlands and other aquatic resources	None	None	Minor
Biological Resources	Potential area in low/high potential zone for Rusty Patched Bumble Bee	Low Potential = 29.1 acres	Low Potential = 30.6 acres	Moderate
100-Year Floodplain	Area of potential encroachment	None	None	Minor
Mississippi River Bluff Impact Zone	Area of potential encroachment	None	None	Minor
Mississippi River Shore Impact Zone	Area of potential encroachment	None	None	Minor

EJ & Property Impacts and Community Facilities at Brookdale Dr

Traffic Noise at Brookdale Dr

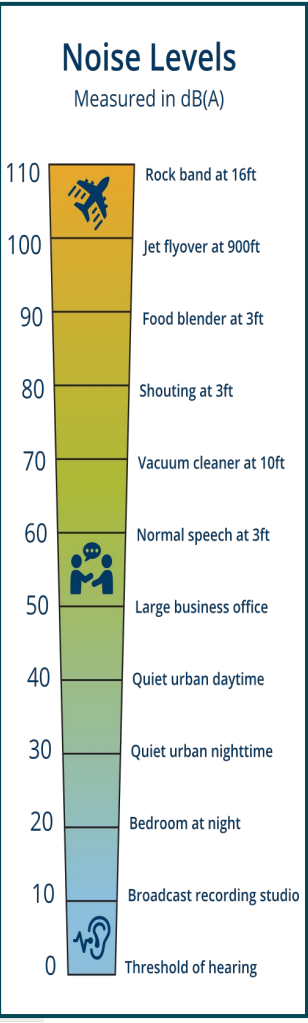
Hwy 252 Over Brookdale Dr

Hwy 252 Under Brookdale Dr



Hwy 252 Over Brookdale Dr

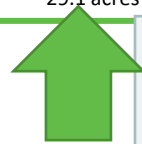
Hwy 252 Under Brookdale Dr



Evaluation Criteria:

Phase 1A Over vs. Under evaluation criteria showing substantial, moderate, minor differences

Issue Category	Evaluation Criteria and Performance Measure/Metric	Hwy 252 over Brookdale Dr	Hwy 252 under Brookdale Dr	
Environmental Justice Property Impacts	Area of potential property impacts within an EJ area (acres of residential/non-residential properties)	0.7 acre total 0.6 / 0.0 acre	1.3 acres total 0.8 / 0.4 acre	Moderate
	Potential relocations within an EJ area (count of residential/non-residential units)	1 residential (single family)	4 residential (single-family)	Substantial
Non-EJ Property Impacts	Potential relocations not within an EJ area (count of residential/non-residential units)	None	3 residential	Substantial
Property Tax Impacts	Total tax collected in 2023 for potential relocations	\$4,100	\$23,450	Substantial
Traffic Noise	Potential number of additional (over existing conditions) impacted receptors that exceed Federal noise abatement criteria or have a substantial (5 dBA) increase in traffic noise levels	31 (14 substantial increase)	5 (5 substantial increase)	Substantial
Stormwater Management	Area of potential additional (from existing conditions) impervious surface	7.7 acres	8.8 acres	Moderate
Biological Resources	Potential area in low/high potential zone for Rusty Patched Bumble Bee	Low Potential = 29.1 acres	Low Potential = 30.6 acres	Moderate



Recommendation:

Hwy 252 over Brookdale Drive alternative is recommended due to fewer potential EJ property, stormwater management, and biological resources impacts

Project Staff Recommendations: Brookdale Drive Potential Access Location

- Minor differences most categories
- Moderate differences in several criteria
- **Substantial difference in potential relocation and property tax impacts** would be greater with the Hwy 252 under Brookdale Drive alternative
- **Noise** tradeoffs if Hwy 252 is over, but noise may be potentially mitigated

Access Location

73rd Avenue

10/14/2024

Evaluation Criteria: Phase 1A Over vs. Under evaluation criteria showing substantial, moderate, minor differences

Issue Category	Evaluation Criteria and Performance Measure/Metric	Hwy 252 over 73rd Ave	Hwy 252 under 73rd Ave	
Environmental Justice Property Impacts	Area of potential property impacts within an EJ area (acres of residential/non-residential properties)	1.0 acre total 0.9 / 0.2 acre	1.7 acres total 1.5 / 0.2 acres	Moderate
	Potential relocations within an EJ area (count of residential/non-residential units)	16 residential (1 multi-family building)	34 residential (5 single-family, 6 multi-family buildings) 1 non-residential	Substantial
Non-EJ Property Impacts	Area of potential property impacts not within an EJ area (acres of residential/non-residential properties)	<0.1 acre total	None	Minor
	Potential relocations not within an EJ area (count of residential/non-residential units)	None	None	Minor
Property Tax Impacts	Total tax collected in 2023 for potential relocations	\$143,700	\$194,150	Moderate
Community Facilities	Community facilities with a potential property impact (count) and potential relocations of community facilities (count)	1 property	1 property 1 relocation	Moderate
Traffic Noise	Potential number of additional (over existing conditions) impacted receptors that exceed Federal noise abatement criteria or have a substantial (5 dBA) increase in traffic noise levels	41 (25 substantial increase)	4 (4 substantial increase)	Substantial
Section 4(f) Resources	Number and area (square feet (sf)) or length (feet (ft)) of Section 4(f) resources potentially impacted, and assessment of potential for greater than de minimis uses	2 likely de minimis uses 1 greater than de minimis use for trail continuity (3 trails – 2,630 ft)	2 likely de minimis uses 1 greater than de minimis use for trail continuity (3 trails - 2,258 ft)	Minor
Historic Properties	Risk of potential adverse effects (noise, visual, physical) to known NRHP eligible/listed properties	None	None	Minor
Stormwater Management	Area of potential additional (from existing conditions) impervious surface	6.3 acres	9.0 acres	Moderate
Aquatic Resources	Area of potential impact to wetlands and other aquatic resources	0.3 acre	0.3 acre	Minor
Biological Resources	Potential area in low/high potential zone for Rusty Patched Bumble Bee	Low Potential = 29.5 acres	Low Potential = 29.8 acres	Minor
100-Year Floodplain	Area of potential encroachment	None	None	Minor
Mississippi River Bluff Impact Zone	Area of potential encroachment	None	None	Minor
Mississippi River Shore Impact Zone	Area of potential encroachment	None	None	Minor

EJ & Property Impacts and Community Facilities at 73rd Ave

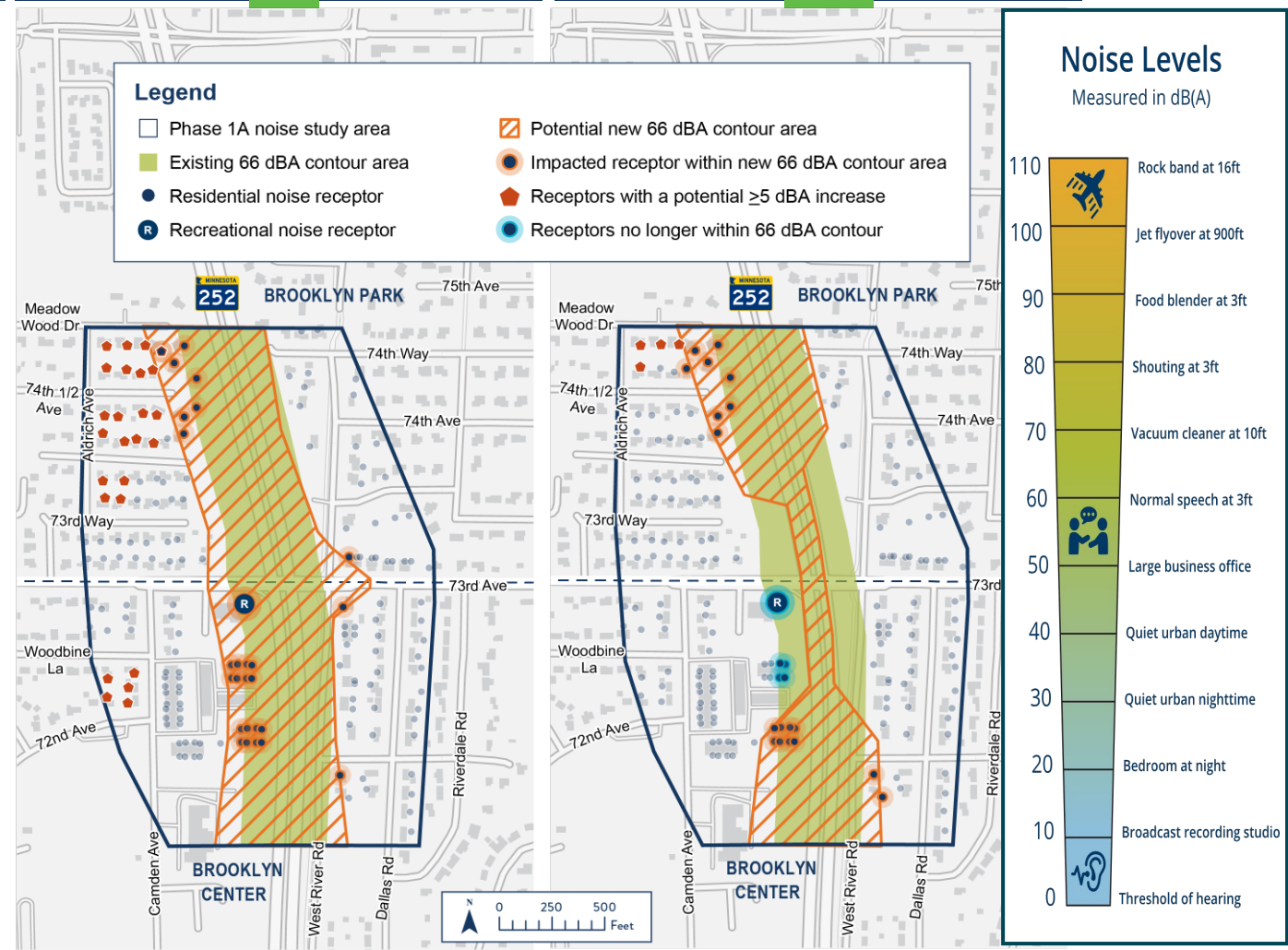
Traffic Noise at 73rd Ave

Highway 252 Over 73rd Ave N

Highway 252 Under 73rd Ave N

Highway 252 Over 73rd Ave N

Highway 252 Under 73rd Ave N



Evaluation Criteria:

Phase 1A Over vs. Under evaluation criteria showing substantial, moderate, minor differences

Issue Category	Evaluation Criteria and Performance Measure/Metric	Hwy 252 over 73rd Ave	Hwy 252 under 73rd Ave	
Environmental Justice Property Impacts	Area of potential property impacts within an EJ area (acres of residential/non-residential properties)	1.0 acre total 0.9 / 0.2 acre	1.7 acres total 1.5 / 0.2 acres	Moderate
	Potential relocations within an EJ area (count of residential/non-residential units)	16 residential (1 multi-family building)	34 residential (5 single-family, 6 multi-family buildings) 1 non-residential	Substantial
Property Tax Impacts	Total tax collected in 2023 for potential relocations	\$143,700	\$194,150	Moderate
Community Facilities	Community facilities with a potential property impact (count) and potential relocations of community facilities (count)	1 property	1 property 1 relocation	Moderate
Traffic Noise	Potential number of additional (over existing conditions) impacted receptors that exceed Federal noise abatement criteria or have a substantial (5 dBA) increase in traffic noise levels	41 (25 substantial increase)	4 (4 substantial increase)	Substantial
Stormwater Management	Area of potential additional (from existing conditions) impervious surface	6.3 acres	9.0 acres	Moderate



Recommendation:

Hwy 252 over 73rd Avenue alternative is recommended due to fewer potential EJ property and community facilities impacts

Project Staff Recommendations:

73rd Avenue

Potential Access Location

- Minor differences most categories
- Moderate differences in several criteria
- Community facility relocation is a **church**
- **Substantial difference** in potential **EJ relocations** would be greater with the Hwy 252 under 73rd Avenue alternative
- **Noise** tradeoffs if Hwy 252 is over, but noise may be potentially mitigated

Noise Tradeoffs

Noise is currently an issue

- Over/under noise impacts are generally a tradeoff against relocations and other impacts



PHASE 1A:

Noise analysis in Phase 1A does not include mitigation

PHASE 2:

Entire corridor noise analysis will occur in Phase 2

- Potential mitigation will be identified, could reduce noise from today in some locations
- Feasible and cost-effective noise wall mitigation requires a vote of affected properties
- Need city help in promoting/educating about the vote
 - City help will promote a reduction of potential impacts



Over/Under Consideration of Project Objectives



EIS Project Objectives



Achieve equitable **social, environmental, and economic outcomes** (equity means fair and just, taking into **consideration the conditions and needs** of persons/communities impacted).



Reduce injuries and fatalities associated with crashes along Highway 252 and I-94.



By supporting reliable transit service through operational improvements.



Minimize the need to **acquire additional property**.



Ensure solutions are **consistent with local planning and compatible** with the existing roadway network.

Social

- + Minimizes potential EJ property impacts
- + Minimizes community facility impacts

Environmental

- Potential noise impacts not minimized
- + Increases in impervious surface mostly minimized

Economic

- + Minimizes impacts on local property taxes

Community Conditions and Needs

- + Community input was gathered

Property

- + Minimizes potential relocations and property impacts

Consistency/Compatibility

- + City/County technical input on analysis

Safety

- ⋯ Evaluated in Phases 1B and 2

Transit

- ⋯ Evaluated in Phases 1B and 2

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Over/Under Consideration of Equity Health Priorities

Table 1: Hwy 252/I-94 EHA priorities and elements

Priorities	Elements	Supporting Statements	Over/Under Consideration of Priorities
Community Livability	Traffic volume	Reduce traffic volumes on roadways serving Hwy 252/I-94 communities	⋯ Not applicable – evaluated in Phase 1B and Phase 2
Community Livability	Air quality	Improve air quality along Hwy 252/I-94	⋯ Not applicable – evaluated in Phase 2
✓ Community Livability	Traffic noise & light pollution	Reduce traffic noise and light pollution along Hwy 252/I-94	+ Minimizes potential noise impacts at 66 th - Does not minimize potential noise impacts at Brookdale, 73rd, 70 th , 85 th ⋯ Light pollution evaluated in Phase 1B and Phase 2
✓ Community Livability	Water quality	Reduce the impervious surface area of Hwy 252/I-94 and roadways in Hwy 252/I-94 neighborhoods	+ Minimizes potential impervious surface increases at Brookdale, 73rd, 70 th , 85 th - Does not minimize potential increase in impervious surface at 66 th
✓ Community Livability	Neighborhood Impacts	Preserve and enhance existing homes, businesses, and community resources in Hwy 252/I-94 neighborhoods	+ Minimizes potential property relocations on homes, businesses and community resources
Community Livability	Personal safety	Promote the sense of safety and security of people living in Hwy 252/I-94 neighborhoods	⋯ Not applicable – evaluated in Phase 1B and Phase 2
Roadway Safety	Traffic crashes – highway	Reduce the number of crashes on Hwy 252/I-94	⋯ Not applicable – evaluated in Phase 1B and Phase 2
Roadway Safety	Traffic crashes – local roads	Reduce the number of crashes on local roadways in Hwy 252/I-94 neighborhoods	⋯ Not applicable – evaluated in Phase 1B and Phase 2
Roadway Safety	Traffic crashes – bike/ped	Reduce the number of crashes involving pedestrians and bicyclists on local roadways in Hwy 252/I-94 neighborhoods	⋯ Not applicable – evaluated in Phase 1B and Phase 2
Transportation Equity	Access to destinations	Increase the number and variety of places people living in Hwy 252/I-94 communities can go to work, school, shop, play, and receive services without access to a personal motor vehicle	⋯ Not applicable – evaluated in Phase 1B and Phase 2
Transportation Equity	Distribution of benefits	Promote equitable (fair and just) distribution of project benefits between the local community and the region	⋯ Not applicable – evaluated in Phase 1B and Phase 2
✓ Transportation Equity	Distribution of burden	Promote equitable (fair and just) distribution of project burdens between the local community and the region	+ Minimizes potential EJ property relocations

Hwy 252/I-94 EIS

Next steps

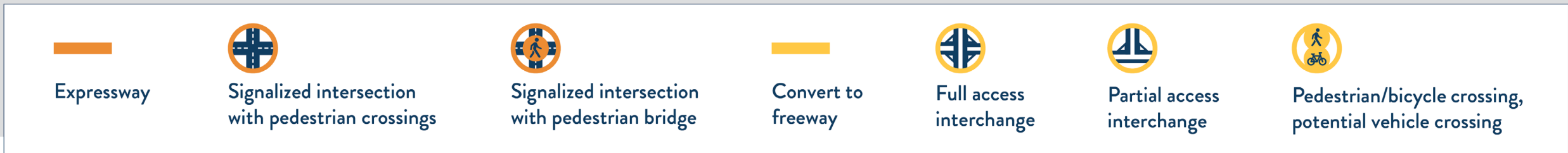
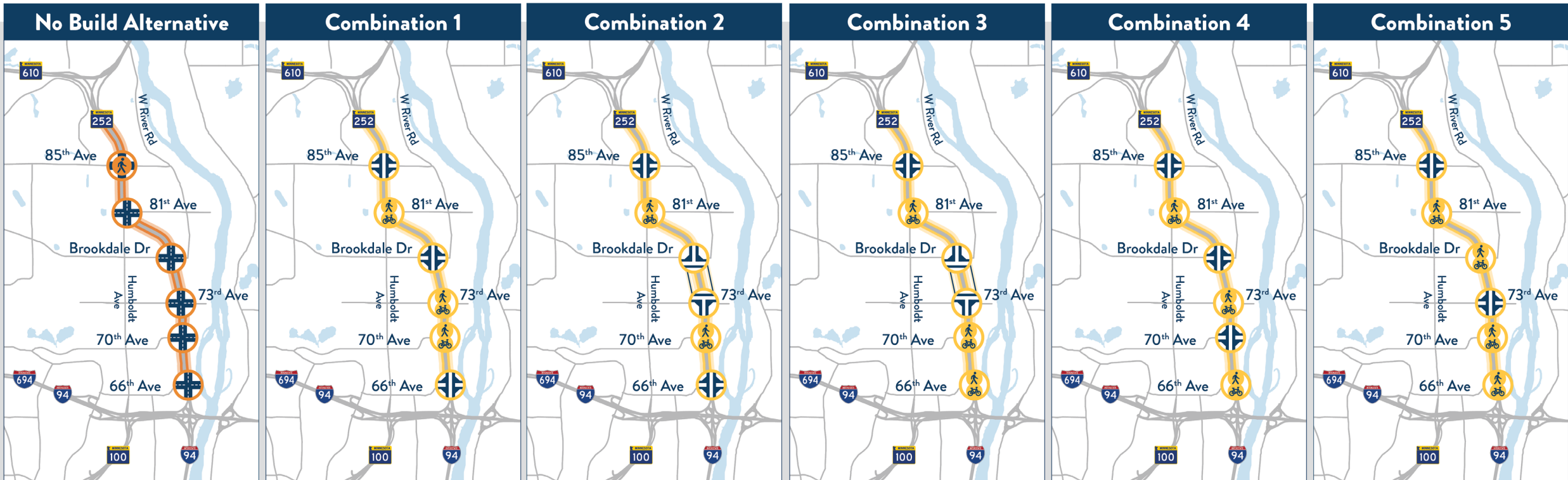
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Next Project Steps

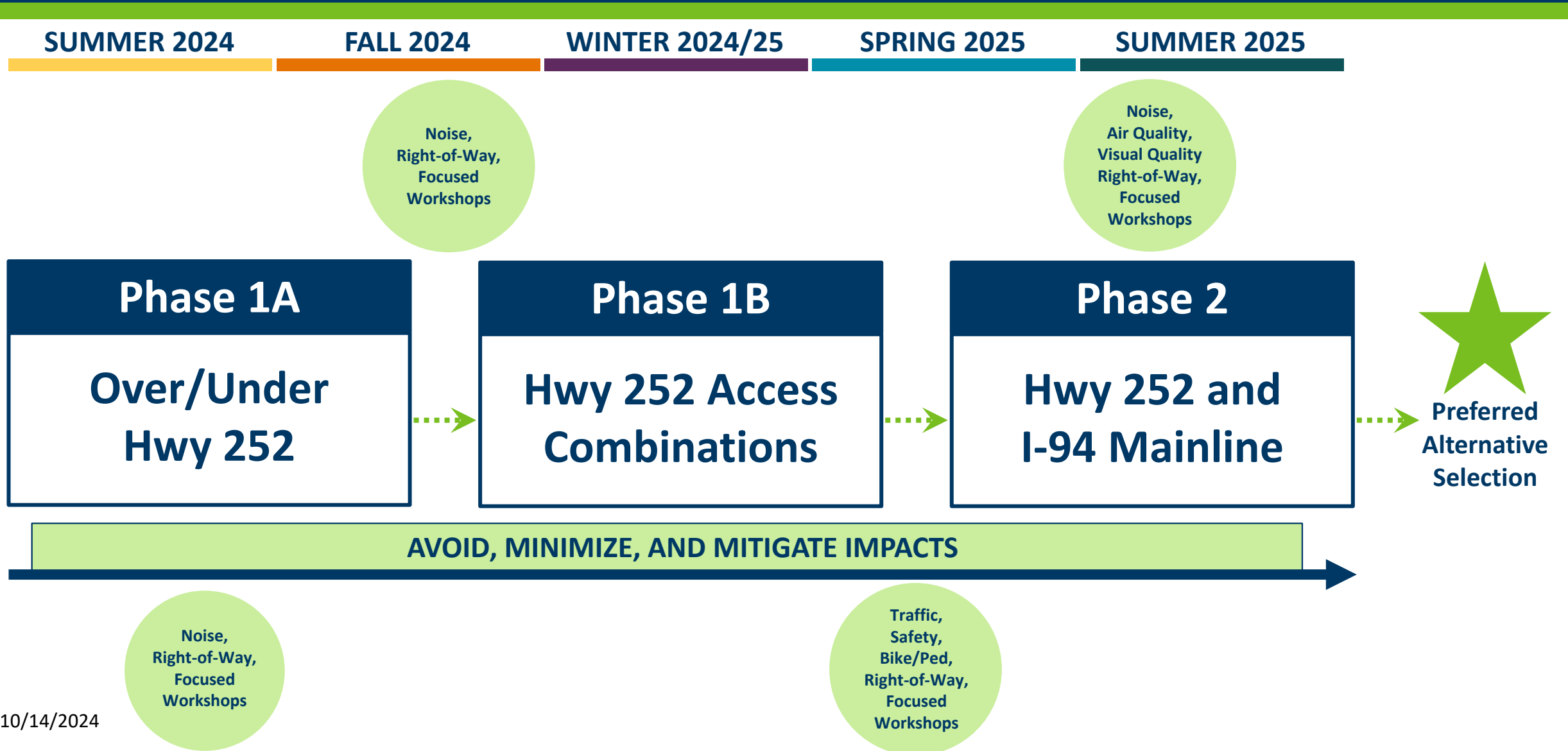


Subject to change.

Access Combinations



Draft EIS Schedule At-A-Glance



Hwy 252/I-94 EIS

Thank you!

Amber Blanchard

Ryan Wilson

Project email: Highway252andI94.DOT@state.mn.us

Project hotline: 952-944-5555