

# HIGHWAY 252/I-94 ENVIRONMENTAL REVIEW

## PURPOSE AND NEED

### Purpose and Need Overview

The purpose and need statement explain why MnDOT is undertaking a project and the main objectives of the project. The “need” identifies the transportation problems to be addressed by the project. The “purpose” is a broad statement of the intended transportation results of the project.

### Primary Needs

Primary needs are the transportation problems to be addressed by the proposed action and are the main problems that led to the initiation of the project.



#### VEHICLE MOBILITY

Hwy 252/I-94 in the project area have a mobility problem based on multiple hours of congestion, reduced vehicle speeds, increases in delays, and poor travel time reliability.

Intersections along 252 operate poorly during peak hours.

Segments on I-94 between I-694 and the Lowry Tunnel are congested during peak hours.

There is a 12% increase in ridership forecasted for 252 and 4% increase for I-94.



#### WALKABILITY AND BIKEABILITY

Safety and mobility for walking, biking, and rolling in the corridor is a top priority. The existing and planned pedestrian and bicycle network within the corridor is fairly extensive.

Crossing Highway 252 can be difficult due to number of lanes, crossing distances, and busy intersections.

I-94 has disproportionate crossing distances and poor quality crossings (i.e. narrow sidewalks and no ADA accommodations).



#### VEHICLE SAFETY

The full length of Hwy 252/I-94 within the project area have a demonstrated crash problem.

In 2016-2019, the average annual crash cost on on Hwy 252 was between \$500K and \$1.7M.

Both Highway 252 and I-94 exceed the critical crash rate.

#### ADDITIONAL CONSIDERATIONS

Coordination with transit planning

Metropolitan Council's 2040 Transportation Policy Plan

Minnesota Corridors of Commerce program.

# PURPOSE AND NEED

## Vehicle Safety

### HIGHWAY 252



Between 2016-2019 there were **654** reported intersection crashes along Highway 252 and **790** reported crashes not at intersections.



Between 2016-2019 there were **three** fatal crashes. Between 2003-2015 there were **six** fatal intersection crashes.



Highway 252 intersections rank have historically ranked in the **Top 10** for the state of Minnesota in terms of crash costs.



Rear end crashes accounted for **two-thirds** of all crashes which indicates congestion at intersections.

### INTERSTATE 94



There were **914** reported crashes along I-94 between 2016 and 2019.



The crash rate for this segment of I-94 **exceeds the average** crash rate for freeways of its type.



More than **60%** of the crashes along I-94 were rear-end indicating congestion.



There were **five** fatal crashes along I-94 from 2016-2019

# PURPOSE AND NEED

## Vehicle Mobility

### HIGHWAY 252



Daily traffic volumes are expected to **increase** from **4,000 to 6,000** vehicles per day by 2040.



Highway 252 is **over capacity** for a four-lane expressway.



Existing **intersections** experience **congestion during peak hours**. This congestion will worsen by 2040 if no improvements are made.



Travel times are expected to **increase** by **4 minutes** in the **morning peak hours** and **9 minutes** in the **afternoon peak hours** for the Highway 252 / I-94 corridor.



Transit ridership is expected to **increase** by **700** riders by 2040 without transit improvements.

### INTERSTATE 94



Daily traffic volumes are expected to **increase** from **7,000 to 11,000** vehicles per day by 2040.



I-94 experiences **poor operations** and **congestion during peak hours**, especially near freeway entrance and exit ramps.



Transit ridership along I-94 is also expected to **reach 16,300** by 2040.



**10 percent** of **morning transit riders** along the corridor experience **off-schedule** trips due to congestion.

**20 percent** of **afternoon transit riders** along the corridor experience **off-schedule** due to congestion

# PURPOSE AND NEED

## Walkability and Bikeability

### HIGHWAY 252



Existing **crossing locations** are at existing intersections and about **0.5 miles apart** from each other.



**Crossing distances** range from **150** to over **200** feet. The longest crossing distance is at Humboldt Avenue and Brookdale Drive.



The existing posted **speed is 55 mph** and **priority for signals** has been given to vehicles traveling along the corridor. This **increases** the **crash severity**.



**Nine** pedestrian/bicycle crashes were reported between 2011-2019 involving a vehicle including **two** fatalities.



**Crossings** influence **transit riders** as many must cross the highway to reach their bus stops and park and ride.



On average, **pedestrians/bicyclists** must wait **2 minutes** to cross the street **during peak hours**.

### INTERSTATE 94



There are **10** overpass bridges on I-94 that include access **for non-motorized users**.



Between 2016-2019 there were **eleven** reported **pedestrian/bicycle crashes**. No fatal crashes were reported.



The **top two** challenges identified for **pedestrians and bicyclists** along I-94 are **narrow sidewalks** and **lack of lighting**.



As part of this project, MnDOT will be constructing **ADA** improvements at many **locations**.