

This study is grounded in growing safety concerns and the need to plan for the future of these two important roadways. The broad reach of the study is resulting in a large body of information to help us develop a “road map” for where improvements are needed most.



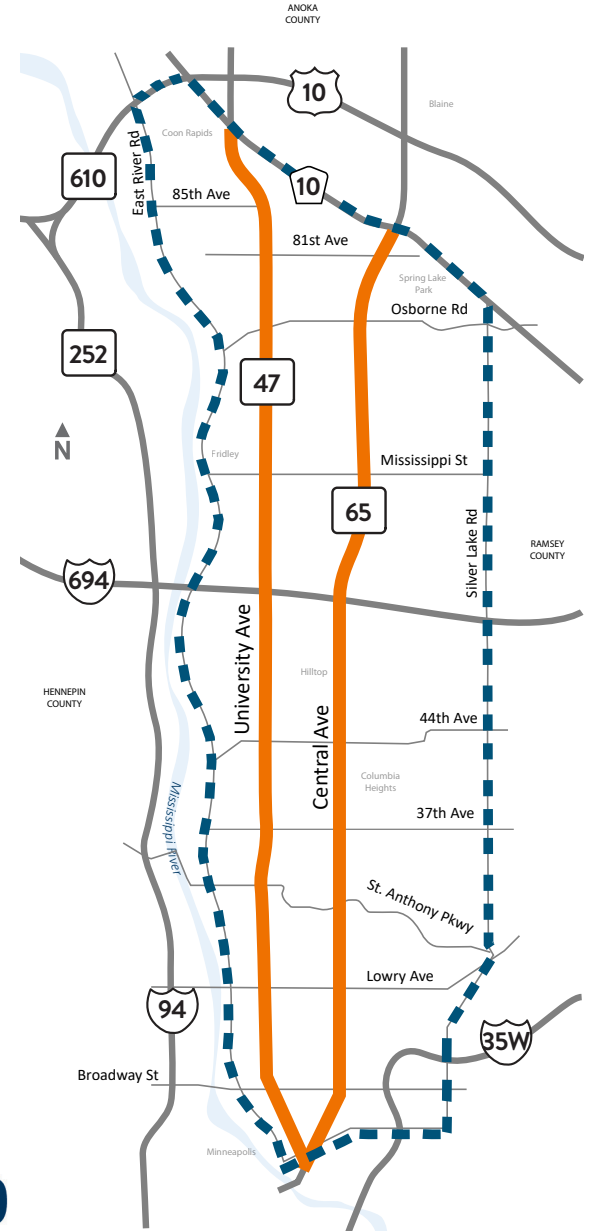
The study area extends from the Hwy 47 and Hwy 65 intersection in Northeast Minneapolis to County Highway 10 in Blaine, Spring Lake Park and Coon Rapids.

WHY UNIVERSITY AVENUE (HWY 47) AND CENTRAL AVENUE (HWY 65)?

The safety of all who use these roads is a growing concern. There are more crashes than average on some segments of Hwy 47 and Hwy 65. Many of these crashes have involved pedestrians and bicyclists, which are far more likely to result in death or serious injuries. By engaging the communities along each roadway, MnDOT is able to understand the needs of the many different users and what future improvements may help make conditions safer for all.

| | | |
|--------------------------------------|---|---|
| % fatal crashes on Hwy 47: | 3x statewide average (1.4 vs 0.4%) | 7x metro average (1.4 vs 0.2%) |
| % fatal crashes on Hwy 65: | = statewide average (0.4%) | 2x metro average (0.4 vs 0.2%) |

This crash history comparison was done for crashes occurring (2015-2019) on Highways 47 and 65 between all roadway types statewide and all roadway types within the metro area.



STUDY GOALS

The study will produce a “road map” of where improvements are needed most, based on community input and data analysis. The study will not design specific construction projects, but will lay the groundwork that is necessary to help MnDOT and local partners prioritize projects and obtain resources for them.





COMMUNITY

Understanding the physical, social and economic conditions of the corridor as well as its cultural resources is a priority to help ensure equitable improvements for the future.



5,200+
website visitors



2,200+
people commented



The timing of traffic lights doesn't feel right.



1,557
survey responses



478
comments on online interactive map



256
calls to stakeholders



Cars are often speeding.



30
one-on-one interviews with people of color in the community



16
virtual stakeholder briefings



3
virtual open houses



It's too easy for pedestrians and bicyclists to get hit by cars.

COMMUNITY ENGAGEMENT

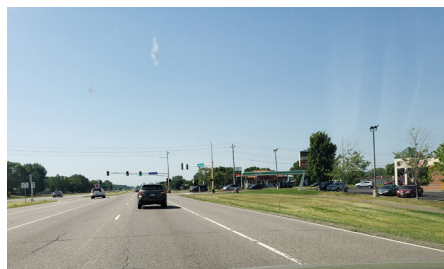
Through the community driven engagement process, MnDOT and its partners received important feedback from key stakeholders and community members with different backgrounds, spoken languages, and perspectives.



COMMUNITY CHARACTER

MnDOT studied the physical, social, and economic conditions of the corridor to support equitable and context-sensitive improvement options in the future. Each road hosts a mix of land uses, creating a variety of destinations and multimodal needs.

In addition, many areas have above the regional averages for percentage of residents of color, low-income households and low-wage jobs, and other transit dependent populations where transportation equity is a top concern.



53,000+
people travel **into** the study area for work



48,500+
people live in the study area, but **leave** for work



7,000+
people live **and** work in the study area



31%
people of color



32%
low-income population



SAFETY

The safety of people walking, rolling, bicycling, and driving is a top priority for this and future studies of Hwy 47 and Hwy 65.

SAFETY ANALYSIS

The safety analysis focused on the most recent five-year crash history (2015-2019) provided by MnDOT.

2,473

total vehicle crashes in the last 5 years

1,173

crashes on Hwy 47

1,300

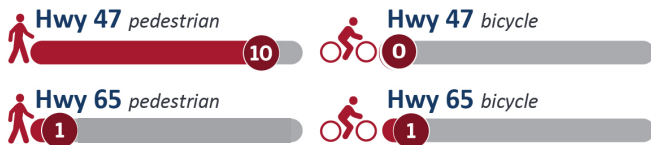
crashes on Hwy 65

79

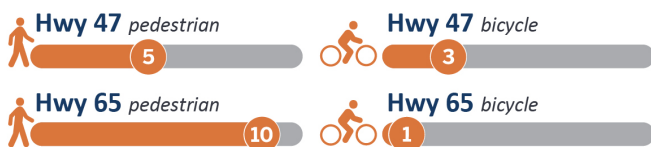
of all crashes were fatal or severe injury

A high number of pedestrian and bicycle crashes happen on these roadways, and people are more likely to be killed or severely injured in these crashes.

Deaths*



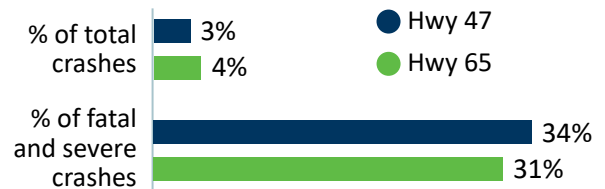
Severe Injuries



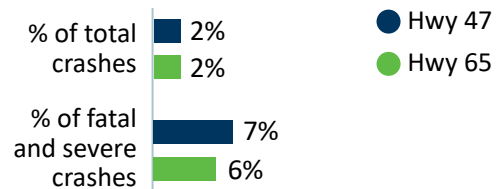
*Two additional pedestrian deaths on Hwy 65 and one on Hwy 47 occurred Summer of 2020



PEDESTRIAN CRASHES



BICYCLE CRASHES



The segments of Hwy 47 and Hwy 65 through the City of Minneapolis are identified as Vision Zero High Injury streets. These streets make up less than 10% of the City's streets, but experience more than 70% of the deaths or severe injuries.

5%

of total crashes involved pedestrians and bicyclists

39%

of fatal or severe injury crashes involved pedestrians and bicyclists



TWO ROADS, MANY MODES

The existing and future conditions for people walking, driving, bicycling, and taking transit and for freight operators are interrelated and must work together for the benefit of all who travel the roadways.

MODAL ANALYSIS

MnDOT conducted a multimodal analysis to look comprehensively at the various issues that impact transportation for each user. The data analysis was then compared with community input to identify priority areas along the roadways with multiple transportation challenges.



Increased

pedestrian needs are expected over the next 20 years



9%

of transit stops are NOT connected to the sidewalk network



Minimal

growth is expected for vehicular traffic over the next 20 years



62%

of all corridor businesses are considered freight-related or as generating freight activity

PEDESTRIANS:

Improvements are necessary to provide safe and comfortable pedestrian crossings and sidewalk networks due to significant crash rates, pedestrian network gaps, and to provide accessible transportation options.

BICYCLISTS:

Safe and comfortable bicycle networks to key destinations are needed, especially since Hwy 47 and Hwy 65 are priority corridors for regional and statewide bicycling networks. Engagement efforts indicated that increased multimodal networks are a priority in the community.

TRANSIT:

Routes would benefit from improvement opportunities such as adding connections between stops and pedestrian networks, improving snow clearance, and eliminating gaps in the sidewalk networks near stops.

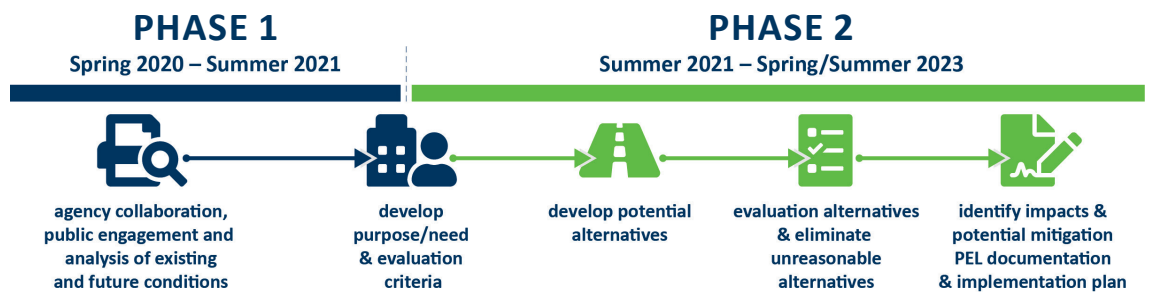
VEHICLES:

Motorists experience significant delay when crossing the roadways, especially north of I-694. Opportunities may include adding capacity and adjusting signal timing to improve overall delay and safety.

FREIGHT:

Hwy 47 & Hwy 65 will continue to be critical truck routes. Future improvements should consider freight-related needs to maintain safe and efficient service.

SCHEDULE AND NEXT STEPS



QUESTIONS? CONTACT:

Tony Wotzka, Project Manager | MnDOT Metro North Area Coordinator
anthony.wotzka@state.mn.us

www.dot.state.mn.us/metro/projects/hwy47andhwy65study

