

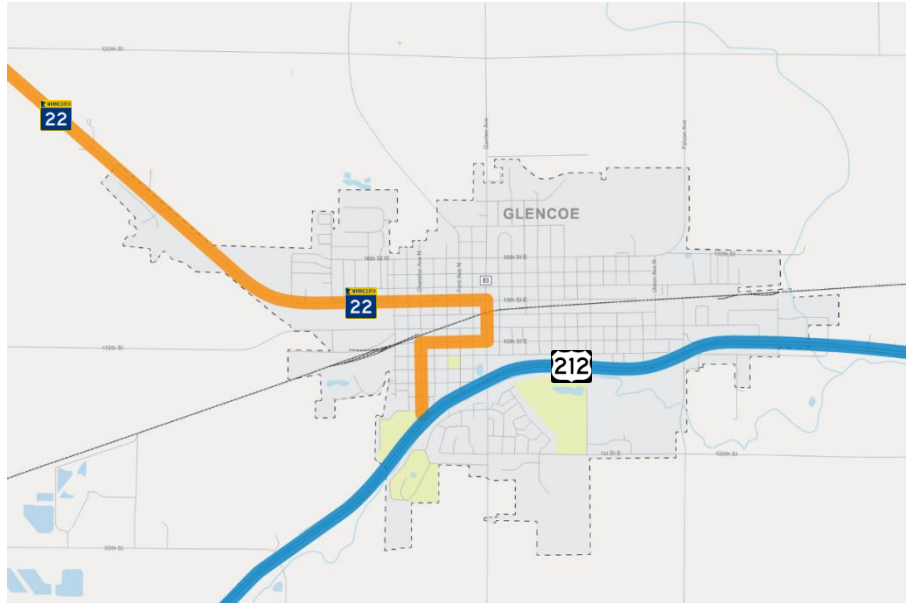
# GLENCOE TRANSPORTATION STUDY

January 2020

## About the study



MnDOT, the City of Glencoe and McLeod County have partnered to improve the safety of intersections along Highway 212 and Highway 22, and to look at options for Highway 22 in the Glencoe area.



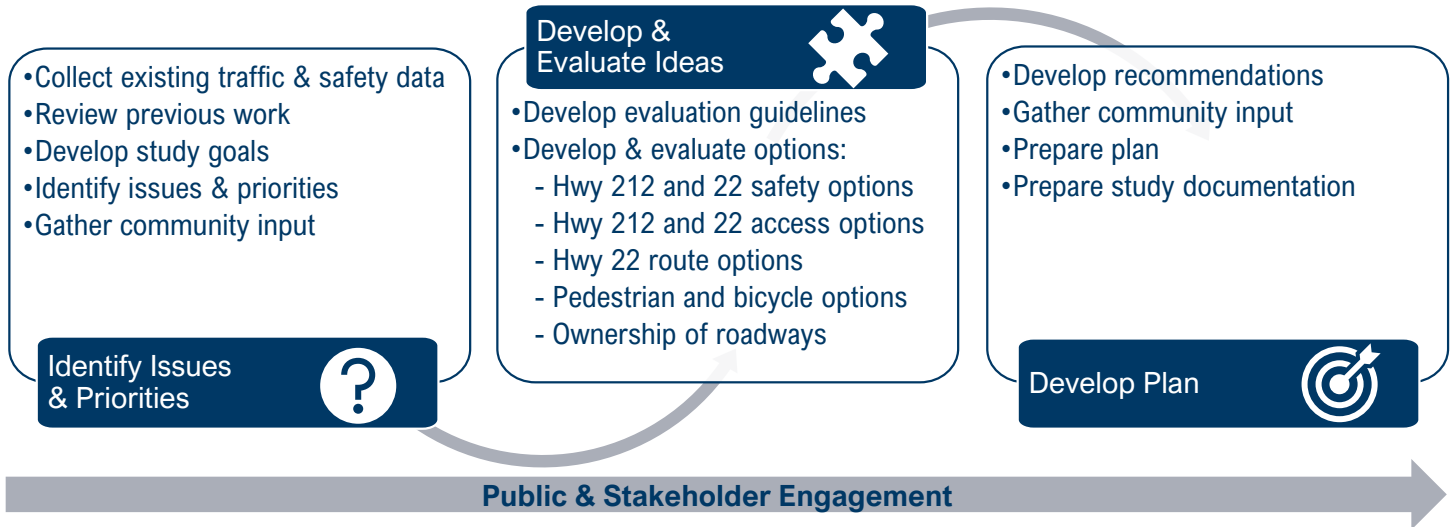
## Study goals

The study partners identified the following goals to be achieved with the study:

- 1 Improve the safety of intersections along Hwy 212 and Hwy 22
- 2 Improve safety for pedestrians and bicyclists along Hwy 212 and Hwy 22
- 3 Develop a plan that outlines access along Hwy 212 and Hwy 22
- 4 Study the current route of Hwy 22

# Study process

The study was conducted in three phases and included a comprehensive public and stakeholder engagement effort:



## Next steps

This study is a planning study, which is the first step in addressing safety concerns on Hwy 212 and looking at options and considering the feasibility of changes to the route of Hwy 22 in Glencoe.

### Hwy 212 safety improvements –

This study can be used to apply for safety funding for recommended improvements, and assist the City of Glencoe and McLeod County in transportation decision making.



### Hwy 22 route considerations –

Re-routing Hwy 22 is a long-range goal for the Glencoe community. The next step in the Hwy 22 route discussion is to secure funding to complete an environmental assessment, which is required by the federal government. In addition to securing funding to complete the federally required environmental assessment, funding for preliminary design and construction would need to be obtained. Currently, there is no funding to complete the environmental assessment or for any future construction project.



# Public and stakeholder engagement overview

Robust community engagement was conducted throughout the Glencoe Transportation study.

**Promise to the Public**  
 MnDOT, the City of Glencoe and McLeod County will work with the greater Glencoe community to ensure that the community's concerns and aspirations are directly reflected in the alternatives developed as part of the Glencoe Transportation Study and to provide feed-back on how the community influenced recommendations and decisions.

## Opportunities for public input

Below is an overview of opportunities provided for public input.

### County Board Presentation

October 2, 2018

### City Council Presentation

November 5, 2018



### Community Event #1

February 26, 2019  
 145 Attendees



- Community Survey #1  
 February 2019 | 213 respondents
- Community Survey #2  
 May 2019 | 805 respondents

### Stakeholder Workshop #1

December 18, 2019  
 45 Attendees



### Community Event #2

September 23, 2019  
 110 Attendees

### Stakeholder Workshop #2

May 14, 2019  
 47 Attendees

**Meetings with the Project Management Team (PMT), which included all study partners, were held throughout the planning process**

Engagement with the community focused on identifying issues, opportunities and priorities.



Confusion at intersections



Increased traffic and future growth



Need for walking and biking improvements



Change in speed limits



Confusion about current route



Truck turning issues



Heavy truck traffic in downtown



Need for walking and biking improvements



Change in speed limits



Need for better signage

### The public was asked which potential Highway 212 improvements they could support:

- The public expressed support for all proposed safety improvements.
- Roundabouts received the most support, but the public also expressed support for J-turns.

### The public was asked which potential Highway 22 routes they could support:

- Routes 2, 3, 5 and 7 (shown on Page 6) received support from the community.
- The community expressed their desire for a new Hwy 22 route. Keeping the current route of Hwy 22 was not widely supported.

# Hwy 212 safety improvement recommendations



## Current situation –



Hwy 212 / Chandler Ave

- 10 crashes reported from 2013-2017
- 3 of the crashes were severe with one being a fatal crash

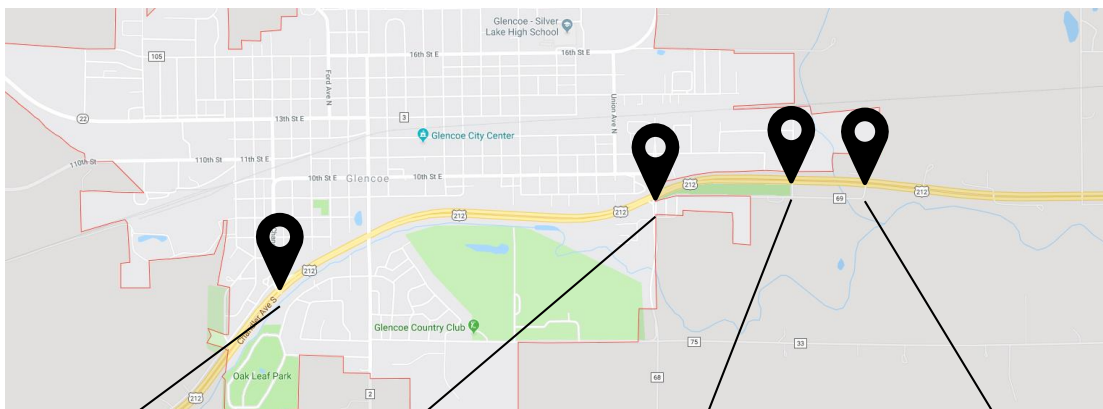




Hwy 212 / Morningside Dr

- 26 crashes reported from 2013-2017
- Most crashes were not severe
- More than half (58%) of crashes were angle or “T-Bone” crashes

## Recommended safety improvements –

The study partners identified the following recommended safety improvements for Hwy 212:



|  |   |  |  |
|--|---|--|--|
| <p><b>Hwy 22 (Chandler Ave)</b></p>  <p>Construct J-Turn<br/><b>No current funding for construction</b></p> | <p><b>Morningside Dr 1</b></p>  <p>Construct Roundabout<br/><b>No current funding for construction</b></p> | <p><b>Falcon Ave 2</b></p> <p>Keep all turns to and from Hwy 212</p> <p><b>No current funding for construction</b></p> | <p><b>County Road 69 2</b></p> <p>Close median allowing only right-turns to and from Hwy 212</p> <p><b>No current funding for construction</b></p> |
|--|---|--|--|

- 1 A roundabout at Hwy 212 and Morningside Dr will benefit pedestrians and bicycles by:
  - Making drivers slow down driving through the intersection.
  - Reducing the distance pedestrians and bikes need to cross.
  - Raised medians provide a refuge for those crossing.
  - Pedestrians and bikes only need to look at one direction of traffic at a time.
- 2 Pedestrian and bicycle safety enhancements can be included with any future project. These enhancements would be determined during the design process with input from the community.



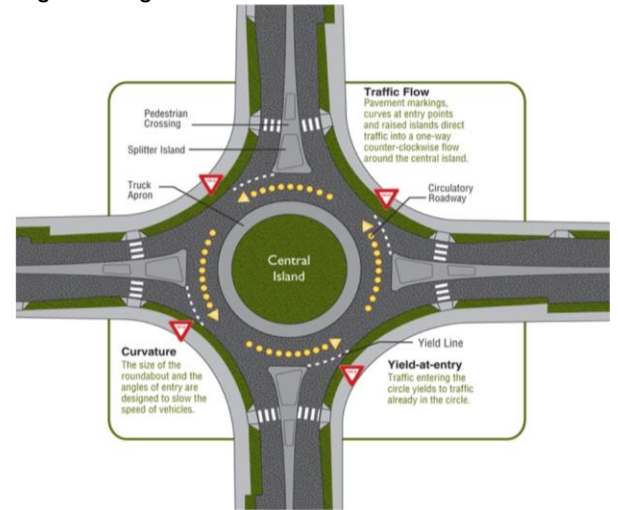
## Why we use roundabouts

### Improved safety –

Roundabouts show an 86% decrease in fatal crashes and a 42% overall decrease in the injury crash rate at intersections.

### Improved traffic flow –

Roundabouts handle high levels of traffic with less delay than most stop signs or signals.



Want to learn more about roundabouts in Minnesota?

<https://www.dot.state.mn.us/roundabouts/>

## Why we use Reduced Conflict Intersections (RCI) (i.e., J-Turns)

### Improved safety –

Studies show a 70% reduction in fatalities and a 42% reduction in injury crashes where RCIs are used.

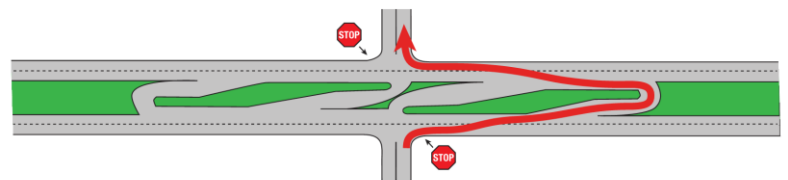
### Faster to build –

RCIs can be designed and built in approximately one year. Interchanges typically take 3-5 years.

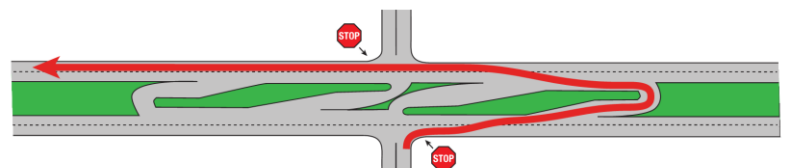
### Lower cost –

RCIs are often less expensive than constructing an intersection with a stop light and are a fraction the cost of building an interchange.

Crossing a rural divided highway using a Reduced Conflict Intersection



Left hand turn onto a divided highway using a Reduced Conflict Intersection



Want to learn more about J-Turns in Minnesota?

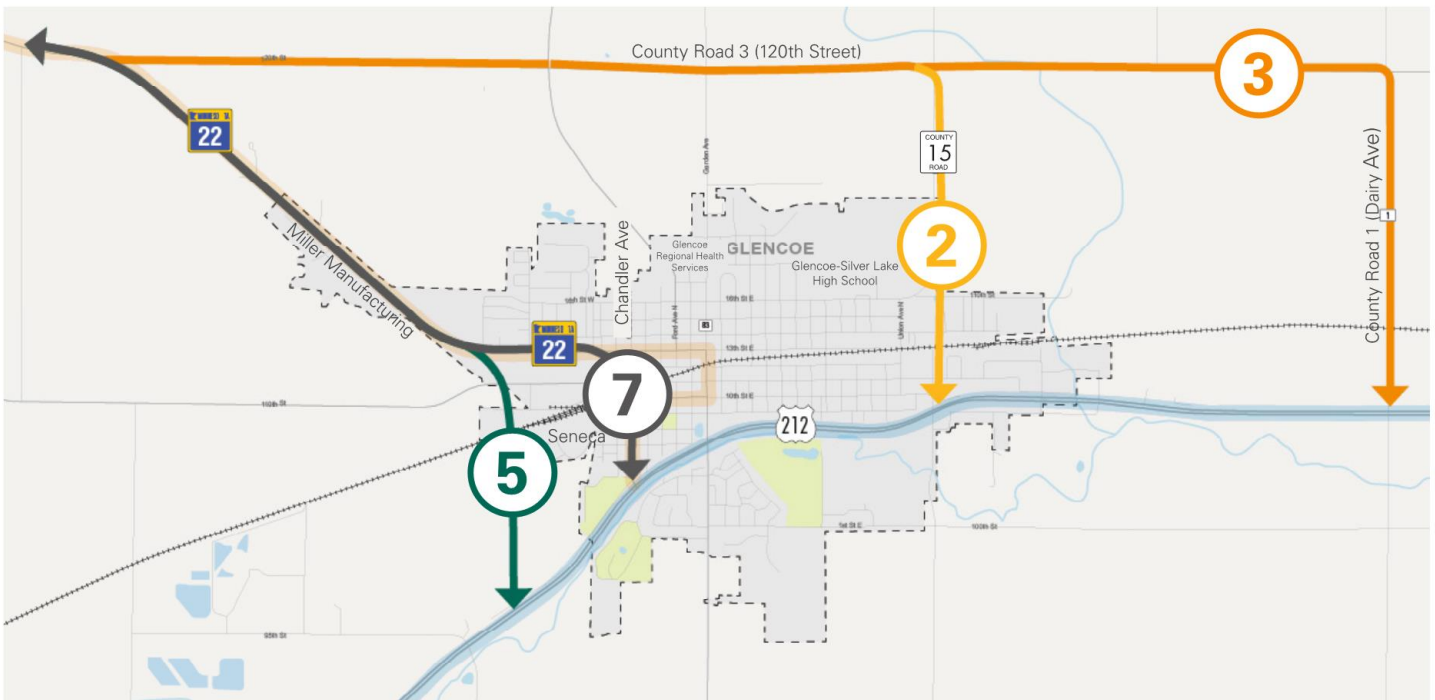
<http://www.dot.state.mn.us/roadwork/rci/>



# Hwy 22 route considerations

The study reviewed the route Hwy 22 takes through Glencoe:

- Through stakeholder and community engagement, key needs and considerations were identified and prioritized for Hwy 22.
- Ten potential re-routes for Hwy 22 were identified.
- Initial review of the feasibility of the routes reduced the number from ten to four for further consideration and public input.



Based on the needs identified for Hwy 22 and how they were prioritized through public and stakeholder engagement, the remaining routes were evaluated to determine if they met the needs:

| Provide a Hwy 22 route that...                      | No Route Change | Route 2 | Route 3 | Route 5 | Route 7 |
|---|-----------------|---------|---------|---------|---------|
| Is direct and less confusing                        |                 | ✓       | ✓       | ✓       | ✓       |
| Improves overall safety                             |                 | ✓       | ✓       | ✓       | ✓       |
| Serves both personal and commercial drivers         | ✓               | ✓       | ✓       | ✓       | ✓       |
| Reduces truck traffic in town                       |                 | ✓       | ✓       | ✓       |         |
| Accommodates future growth on the east side of town |                 | ✓       | ✓       |         |         |
| Doesn't increase traffic in residential areas       | ✓               | ✓       | ✓       | ✓       | ✓       |
| Doesn't increase traffic in school zones            | ✓               | ✓       | ✓       | ✓       | ✓       |
| Minimizes the need to build new roads               | ✓               | ✓       | ✓       |         | ✓       |
| Improves conditions for walkers and bikers          |                 | ✓       | ✓       | ✓       | ✓       |
| Is cost responsible                                 | Minimal Cost    | \$\$    | \$\$    | \$\$\$  | \$      |