

Elk River Highway 10 Corridor Study

CORRIDOR ALTERNATIVE SURVEY SUMMARY

WHAT ENGAGEMENT OCCURRED?

The primary goal of the Highway 10 Corridor Study is to create a future vision for the corridor that improves safety, manages access, improves freight movement, manages congestion into the future, and aligns with the City’s development goals.

A key focus in accomplishing this goal statement is determining access management options for key intersections along the corridor.



HOW DID WE GATHER FEEDBACK?

Round 2 engagement included two live virtual open house meetings, a community survey, social media and email updates as well as materials available on the project website.



WHAT DID WE ASK?

- How often do you travel this segment of Highway 10?
- Do you support grade-separated access as the long-term vision for the corridor?
- Rank your preference for the location of grade-separated access.
- Where should improvements occur first and how quickly should improvements be made?
- Do you have any suggestions for improving the Highway 10 corridor?

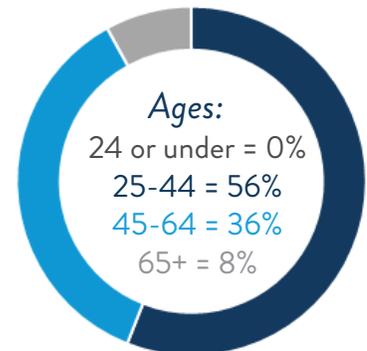


WHO DID WE HEAR FROM?

The survey received 172 responses:

Respondent Locations:

- 75% - Elk River/Otsego
- 12% - Anoka/Ramsey
- 7% - Big Lake/Becker
- 6% - Other



How often do you travel the Highway 10 Corridor?

- o Everyday = 40%
- o Twice or more a week = 30%
- o Once a week = 15%
- o Once a month = 15%



WHAT DID WE LEARN?

When reporting their support for a grade-separated facility as the long-term vision (20+ years) for the corridor:



84% of respondents support a grade-separated facility

Of the 23 open-response comments received:



16 involved improving the efficiency of the roadway and safe flow of traffic.



9 involved the necessity of improving Hwy 10.



5 involved improving and maintaining safety on Hwy 10.

Respondents ranked their preference (1st choice – 4th choice) for the location of a grade-separated access within the southern segment of the corridor:

Kelly Farm Road = consistently either 1st or 4th ranked option, with fewer 2nd and 3rd rankings.

Jarvis/Cleveland Street and Adams Street = mostly 2nd and 3rd rankings, with fewer 1st and 4th rankings.

Alpine Street = received the most 4th rankings, with fewer 1st, 2nd, and 3rd rankings.



WHAT SUGGESTIONS DID WE HEAR?



Removing stoplights while maintaining corridor safety would **improve traffic congestion**.



Construction should begin at the north segment of the corridor **“first”** and **“as soon as possible”**.



Frontage roads will be important for **access** on the east and west side of the corridor.



Consider **adding** and **extending** acceleration lanes on Highway 10.