

Complete Streets Checklist **GUIDE**



A. Project Overview

Project Name: **53rd Avenue N (Penn Avenue N to Lyndale Avenue N)**

Improvement Type: **Resurfacing & bikeway**

City Project ID: **N/A**

Facility Jurisdiction: **City of Minneapolis, City of Brooklyn Center**

External Agencies: **Metro Transit, MnDOT**

Project Length: **1.2 miles**

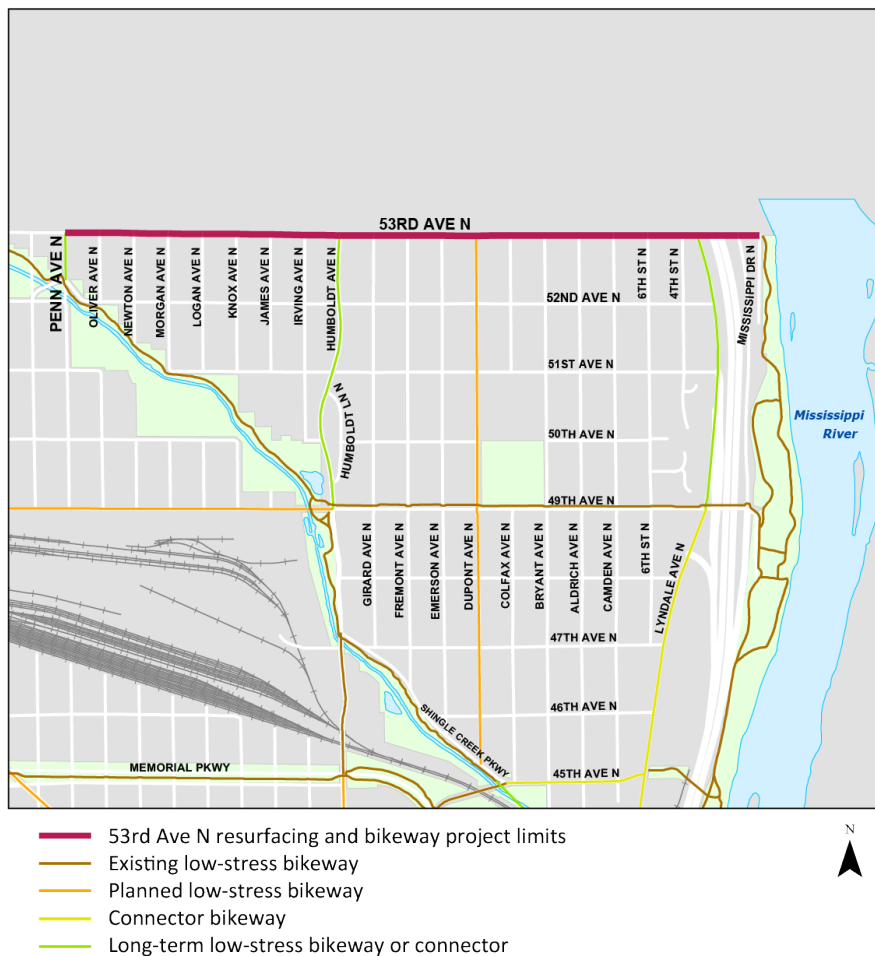
Project Limits: **Penn Avenue N to Mississippi River**

Date Completed: **12/22/2021**

TPP Project Manager: **Jasna Hadzic-Stanek**

TED Project Manager: **N/A**

Project Location Map



Description:	In summer of 2022, 53rd Avenue North will be resurfaced from Penn Avenue North to Lyndale Avenue North. In coordination with this resurfacing, a bikeway will be installed as identified in the Minneapolis All Ages and Abilities Network in the City's 10-year Transportation Action Plan.		
Project Elements:	On-street bicycle lane, bollard protected east of Humboldt Avenue N.		
Context Considerations:	53rd Avenue N is a border street between Brooklyn Center and Minneapolis. Shingle Creek Parkway is located on the west end of the corridor and the North Mississippi Regional Park is located on the eastern terminus of the corridor. This bikeway would serve as a critical gap connection between two important destinations for people walking and biking.		
Ward(s):	4	Neighborhood(s):	Lind-Bohanon, Shingle Creek
Budget:	\$90,000 for bike lane striping, signs and markings	Funding Sources:	MSA for Brooklyn Center, Net Debt bonds and Special Assessments for Minneapolis
Schedule:	Preliminary Planning/Design – Spring 2021 Community Outreach – Summer 2021 Detailed Design – Winter 2021 Implementation – Summer 2022		

ALIGNMENT WITH TAP PRIORITY NETWORKS

Pedestrian Priority Network:	Not a Pedestrian Priority Network
All Ages and Abilities Network:	Identified as a connector bikeway in the All Ages and Abilities Network
Transit Priority Project:	Not a Transit Priority Project
Truck Route Network:	Not a Truck Route Network

B. Existing Conditions

Street Typology:	Mixed Use Community Connector	Special Roadway Designations:	MSA
Nearby Traffic Generators:	I-94W	Nearby Destinations:	Shingle Creek Parkway, North Mississippi Regional Park
Zoning District(s):	R1A – Single-family District (low density) R2B – Two-family District (low density)	Place Type and Land Use(s):	Residential, parks
Existing R/W Width:	Total ROW: 36-52' Left Roadway: 17' Right Roadway: 20'	Functional Classification:	Major Collector
Year Built and Last Project:	Between Penn Ave N & Lyndale Ave N, year built 1980. Year sealcoat: 2009. Year Sealcoat: 2015.	Pavement Condition Index and Year Inspected:	Between Penn Ave N & Lyndale Ave N, PCI is 69. Last inspected in 2011.
Relevant Plans and/or Studies:	Minneapolis Transportation Action Plan, All Ages and Abilities Network.		
Planned Development(s):	Nothing directly on the corridor. Future Land Use around 53rd Avenue N corridor is designated as Urban Neighborhood meaning it is predominantly a residential area with a range of allowed building types. May include small-scale institutional and semi-public uses scattered throughout.		
Relevant Programmed Improvements:	<p>In addition to the resurfacing in 2022, in 2021 the following work was completed between the cities of Minneapolis and Brooklyn Center along 53rd Ave N:</p> <ul style="list-style-type: none"> • Installation of ADA compliant pedestrian ramps on both sides of 53rd Ave N; • Select curb and gutter improvements; • Sanitary sewer repairs in both cities. 		
Existing Cross-Section	<p style="text-align: center;">53rd Ave N at Fremont Ave N</p> <p style="text-align: center;">17' Westbound Travel Lane 12' Eastbound Travel Lane 7' Parking Lane (eastbound)</p> <p style="text-align: center;">Street width: 36' - 42' (Parking lanes are unmarked)</p>		

PEDESTRIAN ELEMENTS

Sidewalks: **Yes**

Sidewalk Gaps: **No**

Other Nearby Multi-Use Trails: **Yes**

**Multi use path on the north side of 53rd Ave N
between Bryant Ave N & 4th St N**

Conflict Points: **Alleys and driveway**

Pedestrian Volumes: **N/A**

Traffic Buffer? **No**

Type: **N/A**

Dimensions: **N/A**

Pedestrian Collisions in the last 10 years: **3 (2010-
2020)**

Intersection Crossing Distance: **37 ft.**

Safe Routes to School Route: **No**

Level Driveway Crossings: **N/A**

Marked Crosswalks? **Yes, at Humboldt Avenue N**

ADA Transition Plan

High Priority Intersection(s): **Yes**

Non-Compliant Intersection(s): **Installation of ADA compliant pedestrian ramps on both sides of 53rd Ave N was done summer of 2021.**

BICYCLE AND MICROMOBILITY ELEMENTS

On-Street Bicycle Facility: **No**

Dimensions: **N/A**

Existing or Future AAA network facility? **Yes**

Bicycle Volumes: **N/A**

Bicycle Collisions in the last 10 years: **0**

Conflict Points: **Alleys and driveways**

Existing Bikeway Connections: **No bicycle facilities
exist within project limits**

Planned Bikeway Connections: **Connector**

Low-stress bikeways: **No**

Other Nearby Bikeways: **Shingle Creek Parkway,
Mississippi River Trail**

Other multimodal facilities: **No**

Type: **N/A**

Dimensions: **N/A**

Other Features? **No**

TRANSIT ELEMENTS

Transit Service: **Yes**

High-Frequency Transit Network: **No**

Existing or Planned Transitway: **No**

TAP Transit Priority Projects: **No**

Stop Types: **Near Side**

Other Features? **N/A**

CURBSIDE MANAGEMENT ELEMENTS

On-Street Parking: Yes, some on-street parking on south side of 53rd Avenue N between Penn Ave N and James Ave N; and from Humboldt Avenue N to 4th Avenue N. On the north side of 53rd Avenue N, between Logan Avenue N and Fremont Avenue N

Delivery/Loading Zones: **No**

Valet/Taxi Zones: **No**

PUBLIC REALM FURNISHINGS, GREENING, AND LIGHTING

Street Furnishings: **N/A**

Greening Features (either decorative or green stormwater infrastructure): **N/A**

Street Lighting: **N/A**

Street Type: **Mixed Use Community Connector**

Land Uses: Select one from Minneapolis 2040 Comprehensive Plan

- Urban neighborhood
- **Neighborhood mixed use**
- Corridor mixed use
- Community mixed use
- Destination mixed use
- Neighborhood office and services
- Public, office, and institutional
- Parks and open space
- Production and processing
- Production mixed use

MOTORIZED VEHICLE ELEMENTS

Existing Traffic Volumes: **2,100-5,300 (2017, 2019)**

Existing Truck Volumes (if available): **N/A**

Projected Traffic Volumes: **N/A**

Motor Vehicle Collisions: **132 (2010-2020)**

Critical Crash Rates (if available): **No**

If yes describe: **No intersections are high crash when compared to the rest of the city. Dupont, Lyndale, Humboldt, and Bryant intersections had the most crashes—each had more than 1 crash on average each year.**

Modal Conflict Point(s): **3 multi-modal collisions reported from 2010-2020.**

Intersection Controls: **Stop signs at Humboldt Ave N**

Truck Route: **No**

Prohibited Movement(s): **No**

Skewed or Atypical Intersection(s): **No**

Roadway Restrictions: **No**

Known Drainage Issues: **No**

Sight Distance Issues: **No**

Bridges: **Yes**

Rail Crossings: **No**

Origins and Destinations: **N/A**

Is this corridor identified as a High Injury Street? **No**

Non-Intersection Access: **No**

Other Features? **N/A**

C. Preliminary Design: 0%

CORE TEAM:

Transportation Planning and Programming: Matthew Dyrdaahl
Traffic and Parking Services: Nic Racek
Transportation Maintenance and Repair: Larry Matsumoto

SITE VISIT(S):

Date: 11/1/2020

Observations: **Took measurements and photos and walked the corridor. It was a relatively quiet street with some motor vehicle traffic and several people walking and bicycling.**

Date: 5/1/2021

Observations: **Conducted a parking study on two weekdays (4/27 & 4/29) and one weekend day (5/1). On average, the total street capacity was around 7% meaning that out of 153 total parking spaces, only around 10 on average parking spots were occupied.**

PEDESTRIAN AND PUBLIC REALM ELEMENTS/FURNISHINGS

Included in Project: Yes No

Identified in Pedestrian Priority Network: Yes No

Additional Technical Analysis: Yes No, if yes list (provide in appendix):

Street Type: [Click here to enter text.](#)

Pedestrian and Public Realm Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Boulevard/Furnishing Zone	N/A	N/A	N/A	N/A
Pedestrian clear zone	N/A	N/A	N/A	N/A
Frontage zone	N/A	N/A	N/A	N/A

Other pedestrian elements included or under consideration (see list above): Zebra crosswalk markings will be installed at the eastern leg of the 2nd Avenue South and Portland Avenue intersections.

If design recommendation is less than recommended, provide explanation: [Click here to enter text.](#)

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No

Street Lighting: Yes No (Refer to Street Lighting Policy), if yes describe: [Click here to enter text.](#)

Street Furnishings: Yes No (Refer to DPRF and PRG), if yes describe: [Click here to enter text.](#)

Greening Elements: Yes No (Refer to DPRF and PRG), if yes describe: [Click here to enter text.](#)

Maintenance Considerations: [Click here to enter text.](#)

BIKEWAYS AND MICROMOBILITY ELEMENTS

Included in Project: Yes No

Identified in AAA Network: Yes No

Additional Technical Analysis: Yes No, if yes list (provide in appendix): [Click here to enter text.](#)

Street Type: [Click here to enter text.](#)

Bicycle Facility: Connector bikeway

Bicycle Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Bike Lane	N/A	5'	6-7'	6-7'
Buffer	N/A	3'	1.5-3'	2.5-3'
Protected Bike Lane	N/A	5;	6-7'	6-7'

Other bicycle elements included or under consideration (including protected intersections; see list above): A bike box at Humboldt Avenue N will be installed to facilitate the transition from two-way bikeway facility on the south side of 53rd Avenue N to directional bike lanes west of Humboldt Avenue N.

If a reconstruction, confirm no unprotected bike lane or describe why an unprotected bike lane is included: N/A

If design recommendation is less than recommended, provide explanation: N/A

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No

If identified in AAA Network and not incorporated, provide explanation: N/A

Maintenance Considerations: Humboldt Avenue N is where the jurisdictional maintenance agreement splits between Brooklyn Center and Minneapolis.

CURBSIDE MANAGEMENT ELEMENTS

Included in Project: Yes No

Additional Technical Analysis: Yes No, if yes list (provide in appendix): [Click here to enter text.](#)

Street Type: [Click here to enter text.](#)

Curbside Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Parking Lane	7'	7'	7-8'	0'
Delivery/ Loading Zone	N/A	N/A	N/A	N/A
Transit Loading Zone	N/A	N/A	N/A	N/A
Other mobility treatment (e.g. scooter parking, Nice Ride station, etc.)	N/A	N/A	N/A	N/A

On-Street Parking Recommendations (if applicable): Remove Maintain N/A

On-Street Loading/Un-Loading Recommendations (if applicable): Remove Maintain N/A

Curb Extensions Recommended: Yes No Describe here if not included: [Click here to enter text.](#)

Other curbside design elements included or under consideration (see list above): [Click here to enter text.](#)

If design recommendation is given priority consideration over pedestrian, bicycle, or transit facilities provide explanation: [Click here to enter text.](#)

Maintenance Considerations: [Click here to enter text.](#)

PUBLIC REALM FURNISHINGS AND URBAN LANDSCAPING

Street Furnishings: N/A

Greening Features (either urban landscaping or green stormwater infrastructure): N/A

MOTOR VEHICLE ELEMENTS

Additional Technical Analysis: Yes No, if yes list (provide in appendix): [Click here to enter text.](#)

Street Type: [Click here to enter text.](#)

Speed Limit: 30

Design Guidelines, Standards, and Plans: [Click here to enter text.](#)

Design Vehicle: [Click here to enter text.](#)

Design Speed: [Click here to enter text.](#)

Control Vehicle: [Click here to enter text.](#)

Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Median	N/A	N/A	N/A	N/A
Curb and Gutter Zone	2'	1'	2'	2'

Other Design Considerations: [Click here to enter text.](#)

Variance or Design Exception Required: Yes No

Maintain Emergency Vehicle Access: Yes No

Maintain Freight Access: Yes No N/A

What Freight Data Were Collected (e.g. tube counts, observational, engagement with freight users): [Click here to enter text.](#)

Capacity Recommendations: Reduction Maintain Expansion Other: [Click here to enter text.](#)

Other vehicle design elements included or under consideration (see list above): [Click here to enter text.](#)

If design recommendation affords motor vehicle elements priority consideration over pedestrian, bicycle, urban landscaping, or transit elements provide explanation: [Click here to enter text.](#)

Maintenance Considerations: [Click here to enter text.](#)

INTERSECTION AND CROSSING ELEMENTS

Features could include: curb extensions, raised crossings, and others.

Included in Project: Yes No

Identified in Pedestrian Priority Network: Yes No

Additional Technical Analysis: Yes No, if yes list (provide in appendix): [Click here to enter text.](#)

Street Type: [Click here to enter text.](#)

Design Guidelines: [Click here to enter text.](#)

Design Vehicle: [Click here to enter text.](#)

Signalized Intersections

Location	Description	Concept(s)
N/A	N/A	N/A

Does design address the following:

Reduce non-motorized crossing distances: Yes No N/A

Allow for adequate clearance time for non-motorized users: Yes No N/A

Reduce non-motorized wait times: Yes No N/A

Simplify intersection complexity: Yes No N/A

Increase visibility of non-motorized users: Yes No N/A

Reduce conflicts between modes to enhance safety: Yes No N/A

Other traffic signal components included or under consideration: [Click here to enter text.](#)

Other intersection design elements included or under consideration: A bike box at Humboldt Avenue N will be installed to facilitate the transition from two-way bikeway facility on the south side of 53rd Avenue N to directional bike lanes west of Humboldt Avenue N.

If design recommendation affords motor vehicle elements priority consideration over pedestrian, bicycle, or transit elements provide explanation: [Click here to enter text.](#)

Maintenance Considerations: [Click here to enter text.](#)

MITIGATING FACTORS AND OPERATIONAL CONSTRAINTS

Were any modes excluded from the design? Explain.

Was there a documented lack of current or future need that excluded a particular mode or design element? (e.g. higher quality parallel route in close proximity) Describe below.

Walking:

Biking/Micromobility:

Transit:

Green stormwater infrastructure:

Small freight:

Driving:

Large freight:

Parking:

Explain any constraints related to physical space or right of way acquisition:

Explain any constraints related to emergency vehicle clearance:

Are any modes prohibited by law from using the street?

Pedestrians

Bicyclists/Micromobility

Buses

Cars

Trucks

What other limiting factors influenced the design choices in this project?

OUTREACH AND ENGAGEMENT

- Council Members: Ward 4 (meetings took place on 5/5/2021; 11/9/2021).
- Other: [Click here to enter text.](#)

Stakeholder Outreach

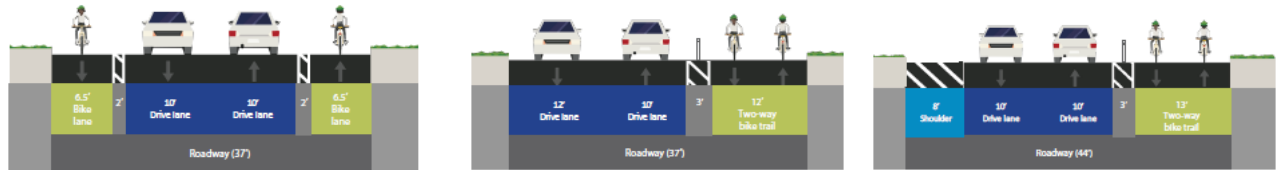
- Residents: Pre-Public Hearing on 5/26/2021
- Neighborhoods: Attended the Lind-Bohanon neighborhood meeting on 6/10/2021 and Shingle Creek Neighborhood Meetings on 6/8/2021 and 11/9/2021.
- Advisory Committees: Bicycle Advisory
- Engineering Sub-Committee meetings on 06/15/2021 and 11/9/2021
- Business Associations [Click here to enter text.](#)
- Private Property Owners Mailers
- Other: TPW on 6/9/2021.

Approach and Summary: Staff has worked with other divisions, Ward 4 Council Office, Metro Transit, MnDOT, Bicycle Advisory Committee, residents and the neighborhoods to consider various design options.

RECOMMENDED CROSS-SECTION

D. Preliminary Design: 30%

RECOMMENDED CROSS-SECTION



RECOMMENDED LAYOUT



Project Meetings

CORE TEAM MEETINGS:

Date: Various

Meeting Summary: Various meetings and email correspondences with Brooklyn Center, TPP, TPS and TMR.

CAPITAL PROJECT TASK FORCE 0%:

Date: N/A

Meeting Summary: N/A

ADVISORY COMMITTEE MEETINGS:

Date: 11/9/2021

Meeting Summary: Project was introduced at the initial meeting. At the second meeting, the BAC expressed support for the project and agreed to issue a resolution of support.

NEIGHBORHOOD/COMMUNITY MEETINGS:

Date: 11/9/2021

Meeting Summary: The Lind-Bohanon and Shingle Creek Neighborhood Organizations were overall supportive of the project. At the initial meetings, the feedback provided called for a more enhanced bikeway facility with physical separation or protection as opposed to standard unprotected bike lanes. The design was modified to include a two-way bollard protected bikeway facility east of Humboldt Avenue N to the Mississippi River.

CONCEPT APPROVAL: 0%

Transportation Planning and Programming	Date
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Transportation Engineering and Design	Date
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Transportation Maintenance and Repair	Date
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Traffic & Parking Services	Date
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LAYOUT APPROVAL: 30%

<i>Core Team Area:</i>	<i>Date</i>
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<i>Core Team Area:</i>	<i>Date</i>
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<i>Core Team Area:</i>	<i>Date</i>
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DESIGN APPROVAL: 60%

<i>Core Team Area:</i>	<i>Date</i>
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<i>Core Team Area:</i>	<i>Date</i>
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<i>Core Team Area:</i>	<i>Date</i>
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DESIGN APPROVAL: 90%

<i>Core Team Area:</i>	<i>Date</i>
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Core Team Area:

Date

Core Team Area:

Date

(Note: Provide final signed copies to the Project Sponsor, Customers, and Division Director.)

Concept and Design Changes

Design Benchmark	Date	Design Change(s)	Rationale	Core Team Member
30				
60				
90				
100				

Summary of Non-Motorized Complete Streets Elements

Mode	New/Modified Elements
Walking/Rolling	Zebra crosswalk markings will be restriped at Humboldt Avenue N and new crossings will be installed at both legs of Lyndale Avenue N to increase visibility and safety for people crossing the street.
Bicycles and Micromobility	Buffered bike lanes between Penn Avenue N and Humboldt Avenue N; Bollard protected two-way bikeway facility between Humboldt Avenue N and the Mississippi River. A bike box at Humboldt Avenue North will be installed to facilitate the transition from a two-way bikeway facility on the south side of 53rd Avenue N to directional bike lanes west of Humboldt Avenue N to increase visibility of people bicycling. This transition is necessary due to a two-way bikeway conflict with existing transit stops between Humboldt Avenue N and Logan Avenue N. Humboldt Avenue N is also where the jurisdictional maintenance agreement splits between Brooklyn Center and Minneapolis.
Transit	All transit stops will remain in their current location, except for Route 22, Stop Number 52681 at 53rd Avenue N and Bryant Avenue N. This stop is being moved around the corner to Bryant Avenue N as shown in the accompanied layout.

Public Realm Elements/Furnishings	N/A
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Appendix: Supplemental Information and Analysis

