

53RD AVE N BIKEWAY FREQUENTLY ASKED QUESTIONS

Comment: How was this project selected

Answer: Public Works relies on the framework established in the City's 20 Year Streets Funding Plan to recommend projects for inclusion in the CIP. The framework uses a data-driven process, with a focus on racial and economic equity, to recommend and prioritize CIP projects. All recommendations for CIP projects are vetted using this process. This project was initially identified due to condition, which is measured by PCI (pavement condition index) and was discussed with Brooklyn Center to review and determine the appropriate scope given utility needs and multimodal priorities.

To learn more about the planning process, as well as to see what criteria are included in the framework, please visit the City's website: <https://www2.minneapolismn.gov/government/departments/public-works/tpp/20-year-plan/>

Comment: What is the scope of the work for this project

Answer: This is a two-year project between City of Minneapolis and City of Brooklyn Center and includes the following scope of work:

2021:

- Public outreach for the street improvements and bikeway installation
- Public Hearing for assessments and Minneapolis tax levy in 2023
- CenterPoint Energy gas main and service upgrades
- Installation of ADA Ped Ramps on both sides of 53rd Ave N
- Select curb and gutter improvements
- Sanitary sewer repairs in both cities
- Water main lining for Brooklyn Center

2022:

- Brooklyn Center, in close coordination with Minneapolis created and finalized design plans for a bidding document
- Cities developed and adopted a Joint Powers Agreement for Brooklyn Center to contract the road improvement work; Minneapolis will reimburse Brooklyn Center for the costs associated with the Minneapolis portion of the work
- Contractor will perform mill and overlay of asphalt surface, as well as add signs, striping, and images for the bikeway improvements

Comment: Resurfacing vs. Reconstruction of 53rd Ave N

"What specific data was used to determine the scope of the project that resulted in zero traffic calming measures or pedestrian safety improvements."

Answer: Public Works relies on the framework established in the [City's 20 Year Streets Funding Plan](#) to recommend projects for inclusion in the CIP. The framework uses a data-driven process, with a focus on racial and economic equity, to recommend and prioritize CIP projects. All recommendations for CIP projects are vetted using this process.

The scope of street project relies on reviewing PCI (pavement condition index) ratings and associated work history along street. For a street like 53rd Ave N, Public Works reviews condition, year of construction, and other relevant work such as previous resurfacing and/or sealcoat treatments. In the case of 53rd Ave N, the street was built in 1980 and had yet to be resurfaced, when in combination with the recorded and observed PCI, made it an ideal candidate for asphalt resurfacing. Resurfacing provides the opportunity to extend the life of the pavement in advance of more costly reconstruction work. An ideal time to resurface a street is when it reaches approximately 30 years in age, but the city has had a long history of success resurfacing streets as old as 50-60 years old when following the recommended best practices for improvements over time.

As outlined in the 20 Year Street Funding Plan, Minneapolis relies on adopted city policies, plans and traffic safety data to inform scoping, as well as asset management to balance out the needs across the city. The Pavement Condition Index (PCI) ratings on 53rd Ave N, between Penn Ave N and W Lyndale Ave N, generally ranged from 60 to 80 points as measured in 2017. It should be noted that on average pavement conditions may deteriorate by 1-3 points per year.

We also considered other factors, including vehicle traffic volume on 53rd Ave N is between 2,100 – 5,300 per day, which is on average less than other similar streets in the city, as well as the fact that 53rd Ave N is not identified on the City's High Injury Network. No intersections were identified as having total crashes or crash rates requiring immediate action when compared to the rest of the city. The city evaluated the total crashes along the corridor over a 10-year span and found that Dupont, Lyndale, Humboldt, and Bryant intersections had the most crashes – each had approximately, less than 5 crashes, on average each year.

Given the condition, data available, and policy guidance, the asphalt resurfacing scope was vetted and confirmed by both Minneapolis and Brooklyn Center.

Additional Information:

PCI (Pavement Condition Index) is a measure that Public Works uses to evaluate the condition of street segments across the City; this information is used to inform our capital programming activities. PCI is a numerical rating of the pavement condition based on the type and severity of distresses observed on the pavement surface. The PCI value of the pavement condition is represented by a numerical index between 0 and 100, where 0 is the worst possible condition and 100 is the best possible condition. PCI represents a fixed point in time, and it is understood that conditions continue to change, more so in cold climates where freeze-thaw cycles worsen surface distresses.

Below are graphics contained in the City's 20 Years Streets Funding Plan document <https://www2.minneapolismn.gov/media/content-assets/www2-documents/departments/wcmssp-193216.pdf> that help to describe PCI and how it is used; this document also describes our overall approach to capital programming:



Figure 1-4: City of Minneapolis PCI Ratings

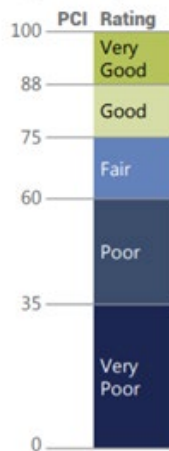
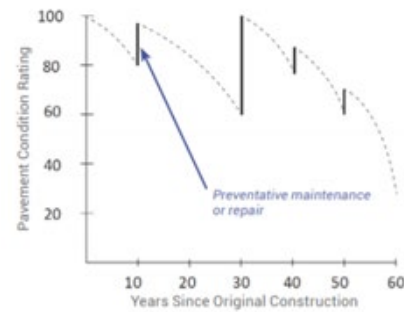


Figure 1-3: Typical Pavement Life Cycle



In order to calculate a PCI value, data is collected regarding pavement type and the extent and severity of pavement surface distresses (typically cracks and rutting). This information is collected by block segments and the database includes other street inventory data points such as class of the street, length, width, original construction data and maintenance history etc. Most-recently, Public Works collected this data using an automated process in which a consultant was hired to use a specially equipped vehicle to collect the data for all City streets. An interactive City – wide PCI map can be found here: [2017 PCI \(arcgis.com\)](https://arcgis.com).

Minneapolis is currently in the process of collecting new pavement condition data. For more information, please visit the city’s webpage: <https://www.minneapolismn.gov/government/projects/pavement-condition-data-collection/>

Comment: The proposed bikeway does not meet the All Ages and Abilities (AAA) Requirements

Answer: The City of Minneapolis has a long-standing practice of working to implement striped bike lanes on resurfacing and other street maintenance projects. It has been successful in the past and has several benefits, such as visually narrowing the roadway width and providing a dedicated space for people biking, even though it does not meet the definition of a low stress and All Ages and Abilities bikeway. When developing the [All Ages and Abilities Network](#) through the City’s 10-year Transportation Action Plan, the City specifically included a Connector or Long-term Low Stress Bikeway category with resurfacing projects in mind, because there is value in including striping and signing as a low-cost addition to resurfacing projects.

Per Minneapolis’ Street Design Guide, to implement a AAA bicycle network by 2030 and meaningfully expand bicycling as an option for more people, non-AAA bicycle facilities should generally only be installed during street retrofit projects such as mill and overlays or spot improvement projects. For retrofit projects, in-street delineator protected bikeways are identified as acceptable AAA bicycle facilities.

<https://sdg.minneapolismn.gov/design-guidance/bikeways>

Update: Given the data collected and feedback received, Minneapolis will be implementing a two-way bollard protected bikeway facility from Humboldt Ave N to the Mississippi River.

Comment: Redundancy of bikeways

"In general, they think that the bike lanes are overkill and redundant in some areas because the 'Greenway' is there already."

Answer: The proposed bikeway is being installed in 2022 as part of a larger roadway resurfacing effort between Minneapolis Public Works and City of Brooklyn Center. The resurfacing provides an opportunity to implement a bikeway on this segment of 53rd Ave N, which is identified in the recently adopted City's 10-year Transportation Action Plan (TAP) [All Ages and Abilities Network](#). The TAP included engagement over the course of two years between 2018 and 2020, and through that process we heard an overwhelming response from residents and demand for safe and comfortable spaces to bike and to connect them to parks and amenities. This particular segment will close a critical multimodal network gap between the Shingle Creek Parkway and the Mississippi River as a major destination and community asset for North side residents. It will also improve and address safety concerns with the I-94 crossing, which is a major barrier for people walking and bicycling. The aforementioned existing bike trail on the north side of 53rd Ave N between Bryant Ave N and 4th St N does not provide the necessary network connection and the City of Brooklyn Center has no intent to expand that trail in the future.

Comment: Relocation of Transit Route 22 Stop Number 52681 from 53rd Ave N to Bryant Ave N

"They are worried about the bus stop at 53rd/Bryant. It looks like moving that stop will eliminate all of the on-street parking for the house on the corner."

Answer: To implement a two-way protected bikeway facility as recommended, the project team and Metro Transit will be relocating Route 22 Stop Number 52681 around the corner from 53rd Ave N on to Bryant Ave N. The stop will be located approximately 80' south of the intersection as this distance is needed to enable the bus to fully move to the curb after the right turn. Approximately 3 parking spaces will be eliminated at the intersection.

Update as of May 2022: Following coordination with Metro Transit, they have agreed to adjust stops to accommodate and address residents concern on Bryant Avenue N. Metro Transit is recommending removing the pair of stops at 53rd Ave N & Bryant Ave N, while keeping the pair at 52nd Ave N & Bryant Ave N, just a half block south. With this change, parking will be retained in front of residences on the north end of Bryant Ave North. For additional information about the Route 22 Better Bus Route Project, please visit the website, which includes the map of proposed changes and stop consolidation:

<https://www.metrotransit.org/route-22>

Comment: 53rd Ave N vs. 52nd Ave N Bikeway Reroute

"We the undersigned recommend changing the route of the planned bicycle trail proposed for 53rd Ave N to 52nd Ave..."

Answer: 53rd Ave N between Penn Avenue and the Mississippi River is identified in our City Council Adopted 10-Year Transportation Action Plan [All Ages and Abilities Network](#). Many factors went into the route selection process informed by 3 years of engagement. 53rd Ave N provides a direct connection to the Mississippi River and the North Regional Park. While 52nd Ave N is not identified in our City Policy, people can still bike on 52nd, but that street does not provide a connection to the Mississippi River and what we know from our engagement on the TAP is that people value having a direct connection and we

should be providing multimodal options to connect users and families to destinations including parks while meeting our equity, safety, climate and mode shift goals. 52nd Ave N terminates at Lyndale Ave S, which is a one-way frontage to I-94, and poses substantial safety and design challenges that are outside of the scope of this project. By implementing this bikeway, we are being responsive to a wide range of feedback including the big theme of traffic calming and reducing speeds.

Comment: Why a Two-Way Bikeway and the Width of Dimensions

"53rd Ave N is a high traffic street that is an access to interstate 94. It doesn't need to be made any narrower by creating bicycle lanes that are up to 13 feet wide and reducing auto drive lanes to 10- and 12-foot causing traffic to be even more unsafe by having vehicles pass each other in much narrower lanes."

Answer: Staff took several factors into consideration when determining the proposed design of a two-way bikeway and the proposed widths including street space reallocation, cost and most importantly traffic calming. It is one of the number one concerns we hear from the community – speeding, traffic safety and reckless driving. As an example, here is one of many emails received from a resident along 53rd Ave N:

"I'm quite concerned about putting a bikeway on 53rd without substantial traffic calming features and/or a protected bike lane. The speed limit is 30 MPH and since there is ZERO traffic speed enforcement in the City, the reality is people travel even faster. The only saving grace of all the current potholes and deteriorating conditions on 53rd is that it slows some people down. If this is freshly paved, this very long, straight segment of road with zero traffic calming features is going to turn into a raceway."

Creating wider travel lanes than necessary encourages speeding. We could narrow the bikeway by a foot or two but that will result in a wider street that continues to encourage speeding and would still not provide the space necessary to retain parking in locations where it's currently allowed.

City of Minneapolis has installed similar type of bikeways in other parts of the city, including the following examples:

- Northeast Minneapolis:



- South Minneapolis: 36th Street West



Comment: What engagement specific to the 53rd Ave N Bikeway & Resurfacing project was completed by the project team

Answer: The following project engagement was undertaken in 2021 by the project team, which was conducted virtually given the local public health emergency due to the Coronavirus (COVID-19), including:

- Assessment Notification Letter to all property owners along 53rd Ave N – 5/17/2021
- Public Hearing – 5/26/2021
- Transportation Public Works Committee Hearing – 6/09/2021
- Neighborhood meetings, including:
 - Lind-Bohanon Neighborhood Meeting on 6/10/2021
 - Shingle Creek Neighborhood Meetings on 6/8/2021 and 11/9/2021
- Bicycle Advisory Engineering Sub-Committee meetings – 6/15/2021 and 11/09/2021
- Private Property Owners Mailers – mailed on/around December 28, 2021
- Pre-Construction Informational Community meeting – May 18, 2022

In addition to the project specific engagement, the project team also built upon on previous broader engagement and feedback received through the Transportation Action Plan (TAP), Vision Zero Action Plan (VZAP) and the Upper Harbor Terminal project.

Engagement specific to the Transportation Action Plan (TAP)

Engagement on the TAP occurred city-wide over the course of two years between 2018 and 2020. The engagement was broad in reach and included Community Dialogues with Cultural groups, Community Contracts with individuals and organizations in various parts of the city, including Ward 4 and Equity in Transportation Conversations (among other engagement activities, all which can be found summarized [here](#)).

In addition to the TAP, we also engaged with residents through the [Vision Zero Action Plan 2020-2022](#) where we heard overwhelming support to prioritize slower speeds and street design safety improvements, which included bikeways. Staff were intentional to reach people who have traditionally been underrepresented in public processes, including people of color, people with lower incomes, and people who speak a language other than English. Much of the engagement was coordinated with the Transportation Action Plan.

In addition to these two large policy documents, city staff also engaged broadly with Northside residents on the Upper Harbor Terminal project (UHT). While not a direct stand-in for 53rd Avenue, most of the themes from Dowling Avenue North will resonate with the broader community's priorities and desires that were clear through the engagement effort that spanned a large swath of North Minneapolis. Public Works' engagement included dedicated focus groups (Faith Leaders, Intergenerational, Active Lifestyles, Neighborhoods, and Businesses) with Northside leaders and larger "learning tables" led by Pillsbury United Communities. Some of the themes heard, included:

- Prioritize peds/bikes in a way that is safe, attractive, and connected.
- The Mississippi River is a destination and community asset, residents need opportunities to access it conveniently.
- Improve multimodal connectivity with separation from vehicles to address the safety concerns with the I-94 crossing, which is a major barrier for residents.

Comment: What is the Implementation Process and Next Steps on this project

Answer: Minneapolis City Council approved the project, ordered the work to proceed, and adopted the special assessments in June 2021 and then approved of the Joint Powers Agreement in March 2021 prior to the contract being awarded. Parking restrictions were formally established along 53rd Ave N by the City Engineer to accommodate the new bikeway prior to design plans being completed.

Minneapolis and Brooklyn Center finalized design plans in early 2022 and they were approved by MnDOT on February 2022. The design plans built upon previous community engagement, adopted city plans and policies, and the local context along 53rd Ave N.

The Brooklyn Center City Council awarded the project to the contractor on March 25, 2022. Brooklyn Center provided the contractor a Notice of Contract Award on March 29, 2022. The contractor submitted the executed Contract, Insurance Certificate, Performance Bond and Payment Bond on April 8, 2022. The next step in the process is for Brooklyn Center staff to have the preconstruction meeting with the contractor, review their project schedule and provide them with a Notice to Proceed. The work is expected to begin in mid to late May 2022.

Comment: Why does the bikeway split from dual two-way bikeway to single track west of Humboldt Ave N

"It isn't clear why the bikeway splits from dual to single track west of Humboldt Ave N. There is plenty of space to continue to the dual track. This forces an unnecessary traffic crossing for bikers and doesn't align with the scope of the project (bike lane in Minneapolis, not Brooklyn Center). It also cuts the buffer between the bikelane and traffic in half (1.5 ft vs. 3 ft). I suspect this makes winter maintenance more difficult as well."

Answer: The reason the bikeway splits from dual to single track west of Humboldt Ave N is due to several reasons. First one is bus stop conflict with a two-way bikeway west of Humboldt Ave N. We have been coordinating with Metro Transit and were able to move the stop at Bryant Ave N which allowed for a two-way bikeway east of there. However, west of Humboldt Ave N, we were unable to successfully propose a two-way bikeway facility without causing major conflict/safety issues for people biking with existing transit stops. The street also becomes narrower and traffic volumes are lower to the west of the corridor. This was a design also supported by the City of Brooklyn Center to align with the corridor priorities and

maintenance capabilities, with maintenance responsibilities divided at Humboldt Ave N between the two adjoining cities.

The 1.5 ft buffer has now been increased to 2 feet minimum on the west side since you last saw the layout.

Comment: There is no striping at street crossings

"There is no striping at street crossings. At absolute minimum, the busiest crossings at Lyndale Ave N on the east and west sides of I94 should get green striping and crossing signage. Each of these crossings is from/to streets that are 40 MPH. Traffic is only controlled in one direction as well. The bridge is a sizable incline and people routinely pull out well past the stop sign on Lyndale Ave N when turning west (left) onto 53rd Ave N because they can't see around the corner to make a turn."

Answer: Current city policy is to install & maintain crosswalks at all legal crossings of intersections with traffic signals, pedestrian flashers, or that are school-patrolled during peak times. If the intersection does not meet that criteria, but has a unique and concentrated pedestrian generator, city will evaluate it further to determine the appropriate solution. The number of pedestrian crossings per hour and average daily traffic are considered along with crash history, visibility, stopping sight distance, number of vehicle lanes, and other factors. We study these factors to determine if crosswalks are warranted, and if so, if they are appropriate or if additional improvements are needed.

City of Minneapolis does not provide green bikeway conflict markings at unsignalized intersections, which is why those are not being proposed. Since an earlier iteration of the proposed layout, the project team have added additional pedestrian zebra markings at both sides of Lyndale Ave N and are working with MnDOT for approval as this is within their jurisdiction and maintenance responsibility. The project team also reached out to MnDOT to see if there are any additional traffic calming elements that could be incorporated in that area around the bridge as part of the MnDOT led 252/I-94 project. The comments were shared with MnDOT staff.

Additional information:

Additional information on why the City of Minneapolis prioritizes markings at signalized intersections:

- Through the initial Bicycle Crash Study (2010 – 2011), we learned that the biggest crash problem was at signalized intersections (which has been verified in subsequent efforts generally, like the Pedestrian Crash Study, 2017 and the Vision Zero Crash Study, 2018). Given these findings, Minneapolis has made a choice to prioritize those intersections for the conflict marking.
- Given the constrained resources, the city has to prioritize installation of green conflict markings to locations where it can have the most impact given ongoing maintenance costs and constraints of available funding.

Comment: City's definition of a signalized intersection

Answer: A signalized intersection is one with a traffic signal installed. Intersections with stop signs are considered 'controlled intersections' but not signalized.

Comment: Who installed and maintains the crosswalk on 53rd Ave N at Humboldt Ave N

Answer: 53rd & Humboldt crosswalks were not installed by and are not maintained by Minneapolis Traffic. Minneapolis standard crosswalk blocks are 2' x 10' in size and the blocks in question are not. Humboldt is a county road, so it is likely that they were installed with a county project.

Comment: Rationale why the crosswalks numbered 1, 2, 3, are present, but absent on the intersection in question, labeled 4. What makes these intersections qualify for a crosswalk when the intersection in question (4) does not? Who is installing and maintaining these crosswalks?



Answer: The intersection of 53rd Ave N & E Lyndale Ave N, which contains crosswalks 2 & 3, is MnDOT owned and maintained. MnDOT has their own criteria for installing crosswalks and after 2 & 3 are installed with the project, MnDOT will maintain them. The W Lyndale Ave N intersection is city owned and Minneapolis will maintain the markings. Neither crossing 1 or 4 currently meet our criteria to have crossings installed.

Comment: Truck Traffic along 53rd Ave N

"We also believe additional signage is needed to help eliminate semi-traffic, as this is not an approved truck route. There is one very small "no trucks" sign (see attached) at the intersection of 53rd and Humboldt. Signage needs to be more prominent along the entire corridor, especially by the freeway. With the addition of bike lanes and reduced space for motor vehicles, it is important to eliminate semi and heavy truck traffic on this route. The Owens Corning shingle plant on 49th Ave. N. in Minneapolis is a major offender. Direct communication with the company and MPD has not resolved this issue."

Answer: Currently there are no plans to change any preferred truck route designations. All city roads are built to withstand truck traffic, and some built for heavier trucks. The Traffic and Parking Services Division of Public Works provides a preferred truck route network and has provided the following updates regarding this specific issue:

- This truck route concern has been discussed this past winter with residents on 48th Ave N and the Councilmember Office
- TPS only signs the designated truck route and not the non-truck routes. The truckers use GPS and find the shortest route between A-B possible and disregard the truck route. This is problematic for residents as they don't expect to see trucks on their street
- The city ordinance states the truckers may use the local roadway to get to their destination but must return when finished loading/unloading to the designated truck route

- The Councilmember office was planning to do outreach with Owen Corning on 49th Ave N to inform the truckers about the city ordinance and designated truck routes
- The city does not have the authority to restrict the truckers from using the local roadway to get to their drop off/pick up as the roadway are designed for the truck weight

The City has a strategy in the 10-year Transportation Action Plan, which includes the following: **Freight 8.2 Collaborate with partners to educate truck drivers on City regulations, the Truck Route Network and online resources.** The timeframe for the implementation of this strategy is 2024 – 2027.

Comment: Traffic Enforcement on 53rd Ave N

Answer: Moving traffic violations are currently enforced by MPD. The City is working on ways to make traffic enforcement more effective and equitable. The City Coordinator's office will be leading a process to create recommendations for an unarmed traffic safety division outside of the Police Department that will be responsible for traffic safety enforcement and education. There will be significant community engagement on this topic starting in 2021 or 2022. [Details on the intent of this work are available here.](#) The City is also working to get legislative authority to be able to implement automated traffic enforcement of speeding and red light running. Robust community engagement would inform any future use of traffic safety cameras.

As a part of Minneapolis' Vision Zero Action Plan, the city is using a systematic approach to safety that puts an emphasis on designing safe systems, with a focus on safe streets and safe people. The city is prioritizing street design to improve traffic safety and supporting safe behaviors, knowing the speed is a major behavior that leads to severe and fatal crashes. Given the dangers of unsafe traffic speeds, supporting safe speeds is a priority and can be accomplished by designing streets that reinforce safer speeds.