

Meeting Summary



53rd Ave N Pre-Construction Informational Community Meeting

5/18/2022 | 6:00-7:00PM

Creekview Recreation Center, Multipurpose Room
5001 N Humboldt Ave, Minneapolis, MN 55430

Meeting Notification: Mail notifications providing an overview, date, time and location of the meeting were sent to approximately 200 residents of both Minneapolis and Brooklyn Center who were previously contacted as part of the project assessment. The mailer was sent out on either May 9th or May 10th, 2022.

Meeting attendees: Jasna Hadzic-Stanek/Nathan Koster (City of Minneapolis) Liz Heyman/Mike Albers (City of Brooklyn Center), Maggie Kohl (Ward 4 Council Office), see attached sign-in sheet of 12 Brooklyn Center and Minneapolis residents who attended the meeting.

Meeting Summary:

Twelve community members, (both Minneapolis and Brooklyn Center residents) attended the meeting. Below is a summary of the comments and themes heard:

- Resurfacing is badly needed, and residents cited existing potholes and street pavement condition as an issue, several residents asked why it took so long to resurface the street.
- The area around I-94 on/off ramp – residents noted concerns with traffic not yielding to pedestrians in the area and an unsafe environment to cross
 - In response, staff noted on-going coordination with MnDOT through the 252 Highway project.
- Reckless driving and speeding were the most common themes heard throughout the meeting
 - Attendees saw this as the biggest issue and would like to see improvements to address the constant and growing problem
 - Residents want to see additional stop signs and speed bumps added on 53rd Ave N, specifically at Logan and Russell Avenues
 - It was noted that many people use the wide lanes to pass vehicles on the right
 - One resident who lives on 53rd Ave N noted that as a bicyclist, he does not feel safe biking on 53rd Ave N and that having plastic bollards as protection would not ease his fear of safety concerns
 - They want to see additional traffic calming
 - Fear that speeding will only increase with a resurfaced street with a smooth surface
 - Enforcement was brought up several times with community members in support of additional police officers and automated enforcement via cameras
 - It was noted that as it currently stands, MPD does not do traffic enforcement unit/budget and other strategies are needed such as intervention through design and engineering to reduce speeding

- Attendees asked if the city could implement automated enforcement, such as cameras, drones, etc.
 - Maggie mentioned that all Ward 4 residents will soon have access to funding in order to purchase cameras and flood lights for their homes. Maggie also noted that Ward 4 Council Office is working to add additional police officers
 - People asked what the speed limit is on 53rd Ave N and if there is a speed limit sign posted anywhere on the corridor
 - There is a 30 MPH speed sign limit posted on 53rd Ave N at N 6th St heading westbound
 - Although, City of Minneapolis has lowered speed limit on city-controlled streets, this street is a jointly operated street between Minneapolis and Brooklyn Center, therefore, to change the speed limit, it would have to be a jointly led effort between the two cities
- Residents noted that the proposed bikeway is not needed and redundant to the already existing facilities on 49th and 57th Avenues
 - Duplicative of short trail segment on north side of 53rd near I-94
 - Additional concerns around the bikeway included that people driving vehicles would not be able to bypass traffic on the right and will instead go into the oncoming traffic to go around moving vehicles
 - Other concerns included parking, specifically in the winter when there is a snow emergency on other streets, people will not have a place to park their vehicles on 53rd Ave N as an alternative
 - Concerns with access to driveways off of 53rd Ave N and that having a bikeway would make that more difficult to access and have additional parking on the side
 - Some expressed desire for more protection for the bikeway to make it more desirable and comfortable
 - Desire to use sidewalk as the bicycle facility now that ramps have been upgraded
 - Why can't the bikeway be routed to 52nd Ave N?
- Attendees indicating that there was not overwhelming support from the neighborhood group
 - 6 of the 7 neighborhood board attendees signed the petition opposing the bikeway and language drafted
- Attendees noted the importance of hiring contractors to do the project installation who lived in the community expanding on the role of importance of economic competitiveness and strengthening the economic base of the community.