
Brooklyn Boulevard Corridor Study

Public Input

City of Brooklyn Center

Prepared by:



May 2013

SRF No. 7589

Brooklyn Boulevard Open House Meetings Summary

Public information open houses for the Brooklyn Boulevard corridor study were held on Tuesday, June 19, 2012, and Tuesday, September 19, 2012, both from 4:30 to 6:30 p.m. Meetings were held at the Brooklyn Center West Fire Station and Brooklyn Center City Hall, respectively.

Meeting Notification

Meeting announcements were mailed to project area residents the week of June 4, 2012 and September 10, 2012. The meeting information was also posted to the project website.

Summary of Open House

An attendance sheet was displayed on a table at the entrance and all persons entering were asked to sign in. A total of 52 people signed in to the first meeting and 10 people at the second, including elected officials. The meeting was an informal open house with a short presentation at 4:45 p.m and 5:45 p.m. Attendees viewed large-scale printouts of the study concepts and engaged in one-on-one or small group discussions with project staff.

Comments Received

Three written comments were received at the first meeting. Two written comments were received after the first meeting. One written comment was received at the second meeting. Verbal comments were provided to project staff. Below is a summary of public input received.

Vehicle concerns

- Too many locations where pedestrians jay-walk, often associated with bus stops – one problem area is just north of TH 100
- How would the study accommodate truck flow?
- Support for median
- Five houses on the west side of Brooklyn Boulevard south of Highway 100 have been hit by cars
- Support for recent police enforcement of lower speed limit south of Highway 100
- Roadway is extremely busy but access in and out of businesses is not too bad in most places
- Need improved signal synchronization, particularly during rush hours
- Close access to 59th Avenue from Brooklyn Boulevard – too many vehicles use 59th Avenue to bypass Bass Lake Road.
- Support for Lilac Drive connection to TH 100, and support for a signal at that intersection
- Support for improvements to the Brooklyn Boulevard/51st Avenue intersection, particularly adding a southbound left turn lane
- Perception of high number of traffic accidents on the north end of the corridor
- Median would improve safety and commenter does not mind driving to signals to turn left
- Driver reported he sometimes takes Xerxes because he prefers a less busy roadway

- Suggest restricting westbound to southbound left turns at 51st Avenue/Brooklyn Boulevard

Transit concerns

- Use bus cut outs so busses do not stop traffic flow
- Need to be mindful of transit links, particularly for aging residents
- Concerns about bus drivers dropping off passengers at a driveway apron in one location
- Bus landing pads are minimal
- Concerns transit plans for LRT and increased service on CSAH 81 will detract from transit in Brooklyn Center
- Need for connections to transit services to the west
- Private property owner indicated he built a bus stop at the 51st Avenue intersection but would be amenable to removing it if necessary
- If LRT comes to the Bottineau corridor, add a circulator route along 63rd Avenue
- Don't reduce service of the 760 express bus
- Bus shelters on Brooklyn Boulevard are needed
- Suggested relocating the bus stop at the southwest corner of 51st Avenue/Brooklyn Boulevard further north of the Malmborg's entrance is closed

Pedestrian concerns

- Need a continuous heated sidewalk from Minneapolis to Maple Grove
- Better lighting needed along sidewalks
- No apparent problems crossing, and sidewalks are well maintained
- Garden City fence does not provide an escape route if a vehicle enters the sidewalk
- Need adequate time to cross roadway at lights, particularly for aging residents
- More protected crossings are needed
- Concerns about elevated sidewalk (i.e. needs a retaining wall) at a location south of TH 100
- Lack of pedestrian friendly destinations
- Want to see sidewalks on both sides with wider boulevard
- Many pedestrians crossing illegally even with small children

Bicycle concerns

- Not comfortable as a bicyclist, as facilities are confusing, unsafe, and not continuous
- Bike path on street or off street on the east side would logically link with Minneapolis plans
- Biking on Brooklyn Boulevard itself would not be safe but would support wider trail for pedestrians and cyclists to share
- On street facility for cyclists not needed
- General support for trail facilities
- Wider shoulders would provide additional benefits (area for mail trucks, delivery vehicles, etc.)

- Light at 65th Avenue is too short, causing issues for cyclists crossing the intersection while vehicles want to turn
- Comment that people do not bicycle commute from Brooklyn Center to Minneapolis
- Want to see wider boulevard
- Concern about biking though Bass Lake Road intersection due to right turn lanes. Prefer no free right or add trail-only signals mid block.
- Prefer to use side streets and prefer off street trail over on street facilities.

Other comments

- Support for study - makes good land use and fiscal health sense
- Request for earlier public involvement
- With a large portion of Brooklyn Boulevard car-oriented, we need more trees and greenery to soften the concrete and blacktop
- Concerns about property owner impacts and coordination with specific properties
- History of lack of maintenance for boulevard and median vegetation
- General support for the study from neighborhood watch group
- Concerns about perceptions of safety and crime issues
- Support for study but concerns that additional streetscape elements will give people places to loiter unnoticed, and suggestion to involve the police department in design
- Support for added open space areas along Brooklyn Boulevard
- Suggestion of adding staff similar to Minneapolis' Downtown Improvement District Ambassadors
- General questions about redevelopment plans but want to see residential properties better developed
- Individual property owners along Brooklyn Boulevard have indicated they are willing to sell their properties; would also be willing to do this sooner and rent back from the City

Brooklyn Boulevard Corridor Study

— PUBLIC OPEN HOUSE —

June 19, 2012
Brooklyn Center, MN

Comment Sheet

Name:

John Myszkowski

Address:

7106 Henry Road, BC 55429

Email:

John.Myszkowski@comcast.net

Phone:

767-566-6622

Are you a:

- Resident of project area
 Business owner in project area
 Other

- Do you have any concerns about how the road currently functions for vehicle traffic?

too many bus stop locations / locations where pedestrians jay-walk / don't use intersections / crossings

- Where would improved pedestrian connections or other amenities help encourage transit use?

Have the bus stops cut into the side of the road, partitioned off, so it doesn't affect traffic flow, and riders have to go around fence (use intersection) to access bus stop

- As a pedestrian, what concerns do you have related to walking in the corridor? Where are pedestrian connections needed (east-west) across the corridor? What destinations currently have inadequate access on foot?

We need a continuous heated sidewalk/trail all the way from Rpts. to Oak Grove -

- Are you comfortable biking along the corridor as it is today? What changes would encourage you to bike more? The future concept includes an off street trail throughout the corridor. Is an on street facility needed in addition for bike commuters?

Biking, no - confusing / unsafe / not continuous

- Other concerns or comments?

Better lighting on all walkways

NOTE: Comments should be received by July 10, 2012 by mail OR
Email comments to publicworks@ci.brooklyn-center.mn.us

Brooklyn Boulevard Corridor Study

— PUBLIC OPEN HOUSE —

June 19, 2012
Brooklyn Center, MN

Comment Sheet

Public works has been kept fully in formation earlier. About 2000

What county requirement would extend county dollar #3

What is the status of the federal application?

Questions:

Name: Bob Kumagai
Address: 4925 Brooklyn Blvd
Email: bob_kumagai@hotmail.com
Phone: 612.859.4211

Are you a:
 Resident of project area
 Business owner in project area
 Other

Area of Interest
Back Blvd between Hwy 100 & 49th St (south of intersection)

Comments on request for this area

- Do you have any concerns about how the road currently functions for vehicle traffic?
How would you accommodate truck flows?
- speed 40+ mph } a medium would help (county area)
- heavy truck use
- *Please Note 5 Houses on Back Blvd westside have been hit by cross N/B Osseo bridge at high speeds*
- Where would improved pedestrian connections or other amenities help encourage transit use?
- *No apparent problems - sidewalks side walkways E & W side are well maintained*
- *transit + no current problems*
- As a pedestrian, what concerns do you have related to walking in the corridor? Where are pedestrian connections needed (east-west) across the corridor? What destinations currently have inadequate access on foot?
Not noisy
walkway E & W are functioning & well maintained
- Are you comfortable biking along the corridor as it is today? What changes would encourage you to bike more? The future concept includes an off street trail throughout the corridor. Is an on street facility needed in addition for bike commuters?
bike path (smooth or easement) along east side would logically link with the Minneapolis plans.
- Other concerns or comments?
From a community POV, study of the long term strategies make good land use a future fiscal healthy sense
Earlier citizen involvement should have been done in the strategic perspective.

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* Thank you BCPO for speed enforcement particularly on Back Blvd between Hwy 100 & 49th.

Brooklyn Boulevard Corridor Study

— PUBLIC OPEN HOUSE —

June 19, 2012
Brooklyn Center, MN

Comment Sheet

Name: Patricia Butler
Address: 4919 Howe Lane
Email: retiredpj@live.com
Phone: 763-535-9070
Are you a: Resident of project area but several blocks to the west of BB
 Business owner in project area
 Other - use BB daily to get to various places

- Do you have any concerns about how the road currently functions for vehicle traffic?
It's an extremely busy roadway, but not too bad in most places for access + exiting area businesses. But, pedestrian jaywalking is a problem with children and adults trying to jaywalk in the middle of the road.
- Where would improved pedestrian connections or other amenities help encourage transit use?
- As a pedestrian, what concerns do you have related to walking in the corridor? Where are pedestrian connections needed (east-west) across the corridor? What destinations currently have inadequate access on foot?
- Are you comfortable biking along the corridor as it is today? What changes would encourage you to bike more? The future concept includes an off street trail throughout the corridor. Is an on street facility needed in addition for bike commuters?
I would never attempt to ride my bike ~~on~~ on Brooklyn Blvd. - traffic is just too heavy + intense. I'd like to see a wider pedestrian path, with part of it dedicated to bikers.
- Other concerns or comments?
With a large section of BB turning into "car city" we need lots of "greenery" + trees planted to soften all the concrete + blacktop.

NOTE: Comments should be received by July 10, 2012 by mail OR
Email comments to publicworks@ci.brooklyn-center.mn.us

Brooklyn Boulevard Corridor Study

— PUBLIC OPEN HOUSE —

June 19, 2012
Brooklyn Center, MN

Comment Sheet

Name:

Barbara Jensen

Address:

6539 Drew Ave N BC 55429-1846

Email:

—

Phone:

763-561-3071

Are you a:

- Resident of project area
 Business owner in project area
 Other

- Do you have any concerns about how the road currently functions for vehicle traffic?

Yes - Very busy - we need better lights that are synchronized, especially during rush hours.

- Where would improved pedestrian connections or other amenities help encourage transit use?

We need to be mindful of public transportation links, especially related to senior needs.

- As a pedestrian, what concerns do you have related to walking in the corridor? Where are pedestrian connections (east-west) across the corridor? What destinations currently have inadequate access on foot?

No - The Garden City fence gives no escape route for a pedestrian or bike should a car or truck leave the Brooklyn Blvd lanes of traffic.

- Are you comfortable biking along the corridor as it is today? What changes would encourage you to bike more? The future concept includes an off street trail throughout the corridor. Is an on street facility needed in addition for bike commuters?

No -

- Other concerns or comments?

at lights, time available for peds to cross safely - Remember - our population is ageing.

NOTE: Comments should be received by July 10, 2012 by mail OR
Email comments to publicworks@ci.brooklyn-center.mn.us

Fold Here



**Public Works Department - Engineering
City of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430**

Fold Here

Kelcie Young

From: Steve Lillehaug [slillehaug@ci.brooklyn-center.mn.us]
Sent: Monday, July 09, 2012 5:49 PM
To: Kelcie Young
Subject: FW: Brooklyn Blvd Corridor Study Comments

Hello Kelcie,

Please review and log the below resident comments/concerns from Ms. Harth. Thank you.

Steven L. Lillehaug, PE, PTOE
Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

-----Original Message-----

From: Public Works
Sent: Thursday, July 05, 2012 8:37 AM
To: Steve Lillehaug
Subject: FW: Brooklyn Blvd Corridor Study Comments

-----Original Message-----

From: Amyh@usfamily.net [mailto:Amyh@usfamily.net]
Sent: Wednesday, July 04, 2012 9:19 AM
To: Public Works
Subject: Brooklyn Blvd Corridor Study Comments

1. Concerns about how the road currently functions for vehicle traffic:

The light at 65th does not provide nearly enough time for cross traffic going across or turning onto Brooklyn Blvd. You can barely make it when you are biking, and that gets rather dicey with cars trying to turn left onto Brooklyn Blvd. They're in a hurry and want to cut in front of the biker who is going straight across Brooklyn Blvd. More time for that cross traffic, and left turn arrows would really help. Lots of traffic comes through that intersection because of the park and ride.

2. Where would improved pedestrian connections or other amenities help encourage transit use?

I see an opportunity if LRT comes to Bottineau to put a circulator route along 63rd and Brooklyn Blvd to connect the LRT with Shingle Creek Crossings and other destinations. My main worries with that are A. If the 760 express bus to downtown would be removed...I have a disability and depend on it to get to work, and upping my commute time would be a burden. Dont take away the 760! B. Would this connection pull crime into the neighborhoods? I gave up ever taking the 724 to or from downtown, because of too many scary people. Gang members talking about violence. Drunk people falling asleep on my shoulder, etc.

Also, bus shelters are needed. It's tolerable without them on 63rd most of the time, given that I'm willing to wear ski pants in the winter. But I imagine standing on Brooklyn Blvd, with how open it is, would be downright intolerable.

3. As a pedestrian, what concerns do you have related to walking in the corridor? Where are pedestrian connections needed across the corridor? What destinations currently have inadequate access on foot?

There are destinations on Brooklyn Blvd?!

In general, Brooklyn Blvd feels very distant and inaccessible. I think I'd feel that way even if I were within easy walking distance. It feels like a long way from nowhere. Where are these people supposed to come from, and where are they going to? There's just no "there" there. I think to draw people there, something unique would have to be there that they couldn't get elsewhere. I would love to see a fun little coffee shop...not a chain. And a Trader Joe's.

And other interesting small businesses that offer things you don't get at Target, etc. They need to be set closer to the sidewalks, though, if you're envisioning pedestrians using them. That Sun grocery store, for example, is just too far back for someone to want to walk across that parking lot.

I think the biggest problem in Brooklyn Center right now, though, is crime, safety, and perceptions of how dangerous it is to be here. I used to think it was largely a perception problem, but I'm seeing more and more news stories about violence stemming from people with ties to Brooklyn Center. And with the influx of renters into what used to be stable neighborhoods, I've encountered problems that I never used to encounter that left me feeling unsafe. E.g. A guy hassling me at my bus stop...kept hitting on me, and I finally had to switch stops for a while to get rid of him. I used to walk in my neighborhood all the time, and don't so much anymore.

Part of solving that is upgrading our infrastructure, so I'm glad the topic of making Brooklyn Blvd nicer is coming up. Part of that is also maintaining strong police and code enforcement. I am not happy that we lost a code enforcement position, and I'd be willing to pay a bit more in taxes to get that position back.

But I'm sitting here wondering if more places for people to be, like bus shelters and walkways on Brooklyn Blvd, means places for troublemakers to loiter where they would feel fairly unobserved and anonymous? I'd like to see the police department offer its thoughts on any design changes so that whatever is put in place is designed with safety in mind.

4. Are you comfortable biking along the corridor as it is today? What changes would encourage you to bike more? Etc.

An off street trail, please. I don't even like biking on 63rd, in spite of the wide shoulders. If I want to get over to the Centennial Park area, I take 65th. Although I don't like being on the road through those curves on the west side of Brooklyn Blvd...not wide enough for cars and bikes, given the tightness of the curves.

As for commuting, who in their right mind would bike commute to downtown? You'd have to go through North Minneapolis. Getting shot on the way to work could make you late to the office!

5. Other concerns or comments?

Overall, I think the city is doing the best it can in very challenging economic times...and in the face of voters who don't appear to want to pay for the things it takes to maintain and build communities. I feel much differently about that, but I seem to be a dying breed these days.

So I'm glad you folks are taking a forward thinking approach to this. I would like to see Brooklyn Center feel like a friendlier, safer place again. I'm keeping my fingers crossed that the development I see going on is a sign of better things ahead. And I *do* think

sprucing up Brooklyn Blvd will help. We really lack a gateway to our community that has a soft, friendly look to it...something that says this is a nice place to be.

If there was a nice bit of park land on Brooklyn Blvd that attracted birds, like there is at Centennial, that might draw me personally there, as I like nature photography. But I'd have to feel safe being there with a camera. I've dipped my toes into the water of going to Centennial for that, now that the creek has been cleaned up and improved. So thank you for that project. Time will tell if I continue to feel safe going there...but the improvements did catch my attention and make me want to check it out. And I was pleased with what I found. In fact, I got into conversations with a couple of different people who were curious about what I was photographing, and who were also interested in wildlife. That was nice, and made me feel a bit better about living here.

So I do think considering what to do with Brooklyn Blvd is important to revitalizing. Just please keep safety strongly in mind. One of the things that has really helped in downtown Minneapolis, by the way, are the DID folks who walk around to keep things tidy, but who also serve to assist people with finding destinations, contacting enforcement if they spot problems, etc. Maybe businesses along Brooklyn Blvd would be willing to partner with the city to create something like that, and that would help draw people and keep a revitalized Brooklyn Blvd a safe place to be? Something to consider.

Thanks for taking the time to read my comments, and for your work to improve Brooklyn Center!

Amy Harth, resident
6325 Perry Ave N
Amyh@usfamily.net

Kelcie Young

From: Steve Lillehaug [slillehaug@ci.brooklyn-center.mn.us]
Sent: Monday, July 02, 2012 8:31 AM
To: Kelcie Young
Subject: FW: Brooklyn blvd corridor

Hello Kelcie,

I received the below comment. Please log with the rest of the comments. Thank you.

Steven L. Lillehaug, PE, PTOE

Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

From: Steve Lillehaug
Sent: Monday, July 02, 2012 8:27 AM
To: 'jdkeeler23@yahoo.com'
Subject: RE: Brooklyn blvd corridor

Hello Jason Keeler,

I have received your comment. Your comment will be logged in with other project comments and suggestions. All comments are included as part of the project study report and are/will be considered as suggested. Thank you.

Sincerely,

Steven L. Lillehaug, PE, PTOE

Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

From: Public Works
Sent: Monday, July 02, 2012 8:05 AM
To: Steve Lillehaug
Subject: FW: Brooklyn blvd corridor

From: Jason Keeler [<mailto:jdkeeler23@yahoo.com>]
Sent: Saturday, June 30, 2012 10:58 AM
To: Public Works
Subject: Brooklyn blvd corridor

I was wondering how I could propose of closing access from 59th ave no from brooklyn blvd, during this study. I feel this would increase the safety of 59 th ave no, due to the amount of vehicals that use it as a short cut to bypass bass lake rd.Usually running both stop signs on both 59th and beard and 59th and zenith.

Thank you Jason Keeler

Sent from Yahoo! Mail on Android

Kelcie Young

From: Robert.Byers@co.hennepin.mn.us
Sent: Wednesday, June 20, 2012 8:24 AM
To: Kelcie Young
Cc: slillehaug@ci.brooklyn-center.mn.us
Subject: Misc. Comments from Public Info Mtg
Attachments: pic07665.jpg

Kelcie:

Nice job! I thought the meeting went very well.

Some comments and concerns I heard in my discussions last night:

Potential traffic diversion thru neighborhoods east of Brooklyn Boulevard A couple of residents noted cut-through traffic that now uses 59th and 60th Avenues to bypass the busy Brooklyn Blvd. / Bass Lake Road intersection.

They acknowledged that the proposed addition of dual southbound left turn lanes from Brooklyn Boulevard to Bass Lake Road should help, however it was felt that the option for realignment of 59th Avenue and the median openings on Brooklyn Boulevard will still attract some traffic to these residential streets. We probably should address our thoughts what overall network impacts the proposed improvements on Brooklyn Boulevard will have (if any).

Metro Transit Bus Stops

There are some perceived problems with the locations of a few existing bus stops, especially on the southern end of the corridor. The folks at Al-Anon (at the old elementary school) noted that Metro Transit drops passengers off on the driveway apron which they believe is somewhat unsafe (the sidewalk is set back at this spot). This becomes more of a problem in the winter. Other residents mentioned that the bus stop landing areas or pads are minimal or non-existent, making boarding or alighting difficult. It was also noted, that wherever there is a bus stop, there will likely be a desire for pedestrians to cross the road to the other side - pedestrian crossings is a serious problem on this busy corridor (see below).

Pedestrian Crossings

A number of comments were made about the difficulty of crossing Brooklyn Boulevard throughout the corridor - primarily at locations some distance away from the signals. Some folks felt the 3-lane concept might work better to help crossings on the south end, however there was an interest in developing more protected crossings (I mentioned some of the things Minneapolis is doing with bump-outs and considering refuge island type designs).

Sidewalks & Trails

There seemed to be general support for improving the sidewalks and adding trails along the corridor. I didn't hear much support for the on-road bike accommodations, however folks did agree that general shoulders could provide many side benefits (postal vehicle deliveries, turning vehicles, disabled vehicles, garbage pick-up, etc.). Not surprisingly, residents were concerned if adding sidewalks or trails would impact their properties.

Street and Driveway Access

A number of attendees liked the idea of the realigned connection of Lilac Drive to the TH-100 ramps just south of TH-100 - most voiced a desire that this new intersection should be accompanied with a new signal. There was general agreement that the intersection at 51st Avenue has been a problem for some time, and that the 3-lane option that would add a southbound left turn lane was a good thing. As the Al-Anon folks were talking about their driveways and the Metro Transit bus stop, they mentioned that they would be willing to

consider reducing their driveways from 3 to 2 on Brooklyn Boulevard if that could improve the operations. They also would be willing to consider reorienting some site access to Xerxes Avenue if the neighborhood was comfortable with that option - they did not believe that the traffic impacts would be that significant.

- Bob

(Embedded image moved to file: pic07665.jpg)Disclaimer: Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

Kelcie Young

From: Michael Jischke
Sent: Thursday, June 21, 2012 10:34 AM
To: Kelcie Young
Subject: RE: Misc. Comments from Public Info Mtg

Kelcie,

Here are a few notes for your summary...

Problem with mid-block pedestrian crossings. Special note at the bus stops just north of TH 100. One resident commented that he nearly hit someone crossing there at night once.

One resident commented that she perceives a general lack of care and maintenance from the County, City, and Metro Transit in plantings and enhancements that have been made. She noted that boulevard trees planted a number of years ago were never watered and died. She asked if there would be an irrigation system installed to support the proposed landscaping. She perceives the median planting along Bass Lake Road as "weeds." She also noted two burglary incidents at the transit center on Bass lake Road and on Shingle Creek Parkway. I agreed with her that maintenance is important if an investment is made in enhancements and said that the City would evaluate the potential for irrigation during the later design development phases.

An AA representative (south of TH 100) asked about the slope and sidewalk on their frontage. He said currently the walk is elevated and perceived it as a safety issue. I have not observed this specific condition. I told him that typically, the new sidewalk will be set only at curb height above the roadway and low retaining walls may be necessary to mitigate the grade differential between the right of way and front yards.

A resident indicated that turning out onto Brooklyn Boulevard near Malmberg's garden center south of TH 100 is challenging.

A resident who lives in the north end of the corridor (63rd to 65th) said she feels like there are a high number of traffic accidents in that vicinity.

Michael Jischke, ASLA
Senior Associate
Landscape Architect
SRF Consulting Group, Inc.
direct: 763-267-6600 | mjischke@srfconsulting.com
main: 763.475.0010 | mobile: 612.227.8874 One Carlson Parkway North, Suite 150, Minneapolis, MN 55447-4443 www.srfconsulting.com

-----Original Message-----

From: Kelcie Young
Sent: Wednesday, June 20, 2012 9:40 AM
To: Robert.Byers@co.hennepin.mn.us
Cc: slillehaug@ci.brooklyn-center.mn.us; Joni Giese; Beth Bartz; Kevin Jullie; Michael Jischke; tbenetti@ci.brooklyn-center.mn.us
Subject: RE: Misc. Comments from Public Info Mtg

Thanks for the summary, Bob.

Could everyone else take a few minutes and summarize what they heard as well? Might be helpful to send to the whole group here, but in particular please send them to me and we can prepare a meeting summary.

Thanks!

Kelcie Young, AICP
Senior Environmental Planner
SRF Consulting Group, Inc.
kyoung@srfconsulting.com
763.475.0010
One Carlson Parkway North, Suite 150, Minneapolis, MN 55447-4443 www.srfconsulting.com

-----Original Message-----

From: Robert.Byers@co.hennepin.mn.us [mailto:Robert.Byers@co.hennepin.mn.us]
Sent: Wednesday, June 20, 2012 8:24 AM
To: Kelcie Young
Cc: slillehaug@ci.brooklyn-center.mn.us
Subject: Misc. Comments from Public Info Mtg

Kelcie:

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They acknowledged that the proposed addition of dual southbound left turn lanes from Brooklyn Boulevard to Bass Lake Road should help, however it was felt that the option for realignment of 59th Avenue and the median openings on Brooklyn Boulevard will still attract some traffic to these residential streets. We probably should address our thoughts what overall network impacts the proposed improvements on Brooklyn Boulevard will have (if any).

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There are some perceived problems with the locations of a few existing bus stops, especially on the southern end of the corridor. The folks at Al-Anon (at the old elementary school) noted that Metro Transit drops passengers off on the driveway apron which they believe is somewhat unsafe (the sidewalk is set back at this spot). This becomes more of a problem in the winter. Other residents mentioned that the bus stop landing areas or pads are minimal or non-existent, making boarding or alighting difficult. It was also noted, that wherever there is a bus stop, there will likely be a desire for pedestrians to cross the road to the other side - pedestrian crossings is a serious problem on this busy corridor (see below).

Pedestrian Crossings

A number of comments were made about the difficulty of crossing Brooklyn Boulevard throughout the corridor - primarily at locations some distance away from the signals. Some folks felt the 3-lane concept might work better to help crossings on the south end, however there was an interest in developing more protected crossings (I mentioned some of the things Minneapolis is doing with bump-outs and considering refuge island type designs).

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There seemed to be general support for improving the sidewalks and adding trails along the corridor. I didn't hear much support for the on-road bike accommodations, however folks did

agree that general shoulders could provide many side benefits (postal vehicle deliveries, turning vehicles, disabled vehicles, garbage pick-up, etc.). Not surprisingly, residents were concerned if adding sidewalks or trails would impact their properties.

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- Bob

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Kelcie Young

From: Steve Lillehaug [slillehaug@ci.brooklyn-center.mn.us]
Sent: Wednesday, June 20, 2012 2:00 PM
To: Kelcie Young
Cc: Steve Lillehaug
Subject: RE: Misc. Comments from Public Info Mtg

My comments:

1. One resident indicated her non-support of on-street bike lanes due to the possible safety issues with them relative to the traffic, distracted drivers, etc. Not a good corridor to encourage children to ride on the road.
2. One resident indicated her concerns with adjacent LRT and County Rd 81 transit plans detracting from Brooklyn Center's transit. She was concerned that Metro Transit might reduce service in Brooklyn Center. She also would like to see Metro Transit service going from Brooklyn Boulevard and 63rd westerly to the new planned transit corridor and hubs along County Road 81.
3. One comment from resident that we should install bus pull outs at the transit stops along Bass Lake Road, specifically westbound just west of Xerxes as he felt it was very unsafe for the vehicles behind the stopping bus. He felt bus pull outs should be implement along Brooklyn Boulevard in the planning efforts.
4. Property owner in the southwest quadrant of 51st and Brooklyn Boulevard indicated that he built the bus stop. He likes it there in that location. We discussed the safety issues with the bus stop in that location relative to the 51st intersection and is amenable to removing it if necessary.

We also received the following comments today:

5. Received a call from Ellen Niznik (763-533-6385), a resident for 40 years. She is 4 blocks off of Brooklyn Blvd- 63rd and Brooklyn Blvd. The neighborhood watch group is very excited about this and can't wait. They completely support this! She indicated to call her and let her know if we want any further information or need any kind of official support.
6. Troy Lucht from Malmborgs. Cell #763-242-4342. He said that a comment was made that MnDOT has set aside some money to resurface the bridge over Hwy 100. Looking at the intersection just south of Hwy 100, should they work with us sooner rather than later if we think that this intersection could be affected earlier than later? He said he realizes this is a long process and could take years, but he's concerned about that intersection and wondered if it might be one of the earlier projects that occurs in the redevelopment. He is speaking basically on behalf of Malmborgs and the church. He'd like a call back to discuss. [Steve will call and discuss.]

Thank you.

Steven L. Lillehaug, PE, PTOE
Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

-----Original Message-----

From: Kelcie Young [mailto:kyoung@srfconsulting.com]
Sent: Wednesday, June 20, 2012 9:40 AM
To: Robert.Byers@co.hennepin.mn.us
Cc: Steve Lillehaug; Joni Giese; Beth Bartz; Kevin Jullie; Michael Jischke; Tim Benetti
Subject: RE: Misc. Comments from Public Info Mtg

Thanks for the summary, Bob.

Could everyone else take a few minutes and summarize what they heard as well? Might be helpful to send to the whole group here, but in particular please send them to me and we can prepare a meeting summary.

Thanks!

Kelcie Young, AICP

Senior Environmental Planner

SRF Consulting Group, Inc.

kyoung@srfconsulting.com

763.475.0010

One Carlson Parkway North, Suite 150, Minneapolis, MN 55447-4443 www.srfconsulting.com

-----Original Message-----

From: Robert.Byers@co.hennepin.mn.us [mailto:Robert.Byers@co.hennepin.mn.us]

Sent: Wednesday, June 20, 2012 8:24 AM

To: Kelcie Young

Cc: slillehaug@ci.brooklyn-center.mn.us

Subject: Misc. Comments from Public Info Mtg

Kelcie:

Nice job! I thought the meeting went very well.

Some comments and concerns I heard in my discussions last night:

Potential traffic diversion thru neighborhoods east of Brooklyn Boulevard A couple of residents noted cut-through traffic that now uses 59th and 60th Avenues to bypass the busy Brooklyn Blvd. / Bass Lake Road intersection.

They acknowledged that the proposed addition of dual southbound left turn lanes from Brooklyn Boulevard to Bass Lake Road should help, however it was felt that the option for realignment of 59th Avenue and the median openings on Brooklyn Boulevard will still attract some traffic to these residential streets. We probably should address our thoughts what overall network impacts the proposed improvements on Brooklyn Boulevard will have (if any).

Metro Transit Bus Stops

There are some perceived problems with the locations of a few existing bus stops, especially on the southern end of the corridor. The folks at Al-Anon (at the old elementary school) noted that Metro Transit drops passengers off on the driveway apron which they believe is somewhat unsafe (the sidewalk is set back at this spot). This becomes more of a problem in the winter. Other residents mentioned that the bus stop landing areas or pads are minimal or non-existent, making boarding or alighting difficult. It was also noted, that wherever there is a bus stop, there will likely be a desire for pedestrians to cross the road to the other side - pedestrian crossings is a serious problem on this busy corridor (see below).

Pedestrian Crossings

A number of comments were made about the difficulty of crossing Brooklyn Boulevard throughout the corridor - primarily at locations some distance away from the signals. Some folks felt the 3-lane concept might work better to help crossings on the south end, however there was an interest in developing more protected crossings (I mentioned some of the things Minneapolis is doing with bump-outs and considering refuge island type designs).

Sidewalks & Trails

There seemed to be general support for improving the sidewalks and adding trails along the corridor. I didn't hear much support for the on-road bike accommodations, however folks did agree that general shoulders could provide many side benefits (postal vehicle deliveries, turning vehicles, disabled vehicles, garbage pick-up, etc.). Not surprisingly, residents were concerned if adding sidewalks or trails would impact their properties.

Street and Driveway Access

A number of attendees liked the idea of the realigned connection of Lilac Drive to the TH-100 ramps just south of TH-100 - most voiced a desire that this new intersection should be accompanied with a new signal. There was general agreement that the intersection at 51st Avenue has been a problem for some time, and that the 3-lane option that would add a southbound left turn lane was a good thing. As the Al-Anon folks were talking about their driveways and the Metro Transit bus stop, they mentioned that they would be willing to consider reducing their driveways from 3 to 2 on Brooklyn Boulevard if that could improve the operations. They also would be willing to consider reorienting some site access to Xerxes Avenue if the neighborhood was comfortable with that option - they did not believe that the traffic impacts would be that significant.

- Bob

(Embedded image moved to file: pic07665.jpg)Disclaimer: Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

Kelcie Young

From: Public Works <publicworks@ci.brooklyn-center.mn.us>
Sent: Tuesday, July 31, 2012 4:04 PM
To: Steve Lillehaug
Subject: FW: Brooklyn Blvd Corridor Study

From: Christine Grigor [\[mailto:christygrigor@msn.com\]](mailto:christygrigor@msn.com)
Sent: Tuesday, July 31, 2012 3:49 PM
To: Public Works
Subject: Brooklyn Blvd Corridor Study

Today my neighbor has given me the information from the June 19th meeting. I reside at 6012 Ewing Ave N.

I would love to see a median on Brooklyn Blvd in the future. Only allowing right turns would ease traffic, and be much safer. I don't mind driving to a light to make my left turns.

I would like to see sidewalks on either side of the boulevard with more space between the street and the sidewalk. I get nervous when I am biking on this sidewalk because if I were to hit a rock, or my children lose their balance there is no room for error with the very busy traffic.

I feel unsafe crossing through the Brooklyn Blvd and Bass Lake intersection when biking with my children. I don't like being at that intersection because of the right merge lanes. I don't trust that drivers are paying attention to little children who may not be paying attention to traffic. I would like to see one of three things. The first being a bridge for pedestrians or bikers to allow for the crossing of the whole intersection. Secondly to get rid of all the right hand turn merging lanes and have all right hand turns stop with no allowance for right hand turning on a red light. This would make the intersection much safer for pedestrians and bikers. Thirdly (and most complicated) I wonder if it would be possible to have a special crossing lane for pedestrians and bikers that operates by pressing a call button for traffic to stop. These could be located 100 feet to the east and west of the main intersection so that pedestrians and bikers to cross only one street rather than the right hand merging lanes. While traffic is stopped for this purpose there can only be one of the 4 lines of traffic that could be moving, and that would be right hand turns on the opposite side of the intersection. This crossing could be worked into the timing of the lights and if engineered appropriately would not too significantly affect the time that cars wait to proceed.

I have a question regarding the redevelopment concept which is located in the corridor study pamphlet. If the home owners sell their properties to the city between 61st and Admiral what exactly will be done with this area? Since I was not at the meeting, I am unclear on the intent of the city. I would like to see this area better developed as well.

Thank you for your time,

Christy Grigor

Brooklyn Boulevard Corridor Study

— PUBLIC OPEN HOUSE —

June 19, 2012
Brooklyn Center, MN

Comment Sheet

Name: Ralph & Jean Carlson
Address: 6307 Lee Ave N.
Email: rjccarlson@msn.com
Phone: 763-536-9182
Are you a: Resident of project area
 Business owner in project area
 Other

- Do you have any concerns about how the road currently functions for vehicle traffic?

It isn't a real problem but sometimes I just choose to take Xerxes Ave. or June to get from our home to the mall area. Sometimes I prefer to get off a busy street.

- Where would improved pedestrian connections or other amenities help encourage transit use?

It would be safer - I'm surprised at the number of people that cross Brooklyn Blvd w/o a crosswalk, even with small children.

- As a pedestrian, what concerns do you have related to walking in the corridor? Where are pedestrian connections needed (east-west) across the corridor? What destinations currently have inadequate access on foot?

*I don't walk along the corridor. I drive.
If we're biking we take back roads such as June, cross 57th and drive further before crossing over to the mall area. We take our grandchildren on back roads only.*

- Are you comfortable biking along the corridor as it is today? What changes would encourage you to bike more? The future concept includes an off street trail throughout the corridor. Is an on street facility needed in addition for bike commuters?

We're not interested in an on street facility to drive along the corridor.

- Other concerns or comments?

NOTE: Comments should be received by July 10, 2012 by mail OR
Email comments to publicworks@ci.brooklyn-center.mn.us

Brooklyn Boulevard Corridor Study

— PUBLIC OPEN HOUSE —

September 18, 2012
Brooklyn Center, MN

Comment Sheet

Name: Kay Casman - City Council
Address: 4407 Woodbine Lane
Email: kllasman@yahoo.com
Phone: 763-5406689

Are you a: Resident of project area
 Business owner in project area
 Other

Comments:

I am very impressed with the vision - & especially like the changes made on the bike path & sidewalks.

NOTE: Comments should be received by September 28, 2012 by mail OR
Email comments to publicworks@ci.brooklyn-center.mn.us

Steve Lillehaug

From: Steve Lillehaug
Sent: Monday, February 27, 2012 1:58 PM
To: 'Bob Kumagai'
Cc: DeDe Van Slyke @hotmail.com; Gary Eitel; Steve Lillehaug
Subject: RE: Brooklyn Blvd Corridor Study - Van Slyke & Kumagai

Bob Kumagai and DeDe Van Slyke:

Thank you for your follow-up email. I offer the following responses and information:

Reiterating info in Newsletter 1 that was sent to property owners and tenants along the corridor, the study has only progressed to a point of inventorying existing conditions. Concepts have not been developed at this point. This was our initial informational mailing to prepare and inform property owner, tenants, businesses and residents that the City has initiated the study. We will be coordinating meetings with property owners and tenants directly to solicit your input. This study will help determine the desired direction for the City and County to head in the future so it would be premature for me to make any prescriptions at this point.

I do not know exactly how and what the future concepts will evolve to at this point; however, at the south end of the corridor where you reside, there are multiple driveways that directly access Brooklyn Boulevard with little opportunity for change compared to other opportunities northerly of your area. Although I cannot say with 100% certainty, but I would expect that direct access to Brooklyn Boulevard for properties in your area will be preserved due to the lack of feasible alternatives within a reasonable cost/benefit range. I also do not expect full scale property acquisitions to occur between 49th and 50th Avenues – partial acquisition might be options that are looked at but I doubt full scale. Beyond that, there has not been enough evaluation to provide you any further concept detail, which will be coordinated with the residents in the future as we progress.

Pertaining to the vacancies you mention, some of these properties have been purchased by the City. They have not been purchased as a precursor to this study, but certainly these acquisitions will be taken into consideration as opportunities as part of this study. I am not aware of any certain/specific redevelopment plans pertaining to these acquisitions that the City plans to proceed with at this point. I expect this all to be fleshed out as part of this study as well.

Your continued involvement is greatly appreciated. Please stay tuned for further coordination of these participation opportunities. Additionally, I welcome any and all input throughout the study. Thank you.

Sincerely,

Steven L. Lillehaug, PE, PTOE

Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

From: Bob Kumagai [mailto:bob_kumagai@hotmail.com]
Sent: Monday, February 27, 2012 12:17 PM
To: Steve Lillehaug; Gary Eitel
Cc: DeDe Van Slyke @hotmail.com; Bob Kumagai @hotmail.com
Subject: Brooklyn Blvd Corridor Study - Van Slyke & Kumagai
Importance: High

Brooklyn Blvd Corridor Study
RE: 4925 Brooklyn Blvd
Continuing E-Mail discussion with DeDe Van Slyke and Bob Kumagai

TO:

Steven L. Lillehaug, PE, PTOE

Director of Public Works/City Engineer
slillehaug@ci.brooklyn-center.mn.us

Gary Eitel

Business and Development Director
geitel@ci.brooklyn-center.mn.us

Dear Mr Lillehaug:

This e-mail is sent in follow-up to a phone message left for Steven Lillehaug moments ago. We understand also that you consult with Gary Eitel, Business and Development Director. Your return call today would be much appreciated.

Briefly, we've just become aware of the existence of the Brooklyn Blvd Corridor Study. I'm impressed at the progress in concept and planning development; however, am surprised at its sudden appearance to our attention.

We are residents at **4925 Brooklyn Blvd** leading to the south end of the so-called "city center". Our own personal planning development has already begun in earnest with considerable investment to date and with continued remodeling about to begin. We are, of course, concerned for our own capital investment.

We have the following questions concerning a proposed bikeway for Brooklyn Blvd bound by Hwy100 and 49th Avenue. We note the following goals: (a) eliminating direct private driveway access from single-family residences, improve arterial traffic flow, enhance transit access, and introduce sidewalk and bicycle access.

1. To achieve these goals, **is it likely that this segment would necessarily involve housing removal along the eastside of Brooklyn Blvd to accomodate a parkway sufficient for a pedestrian/bike pathway, landscaping, and transit pull-offs?** We envisage something similar Minneapolis improvements along 49th Ave between Humboldt and Lyndale.
2. As a gateway to the city center south, from a planning perspective, would it be logical to **prioritize such accessways early in a prospective development** process?
3. We notice a line of **vacant housing along Brooklyn Blvd** bounded by Halifax Dr and Admiral Ln. Is this a precursor of the Brooklyn Blvd Corridor (or other development) concept?

Thank you for your discussion and candor.

From: slillehaug@ci.brooklyn-center.mn.us
To: ddevanslyke@hotmail.com
CC: geitel@ci.brooklyn-center.mn.us; slillehaug@ci.brooklyn-center.mn.us
Date: Mon, 27 Feb 2012 09:52:24 -0600
Subject: Brooklyn Boulevard Corridor Study

Hello DeDe Van Slyke,

Thank you for your email. In response, I am unable to provide a direct answer to you due to the following reasons: (1) The study is only in its infancy and no determinations have been made. As this study evolves, there will be public involvement and eventually the study will be presented to the City Council for formal adoption. At that time is when any determinations could be made relative to potential property acquisition, if any. (2) Please provide your property address. We will then be able to better determine the nature of your property relative to this study. I will also share with the Director of Business and Development to determine if any separate efforts or goals of the City are being made relative to your property. Thank you.

Sincerely,

Steven L. Lillehaug, PE, PTOE
Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

From: d v [<mailto:ddevanslyke@hotmail.com>]
Sent: Saturday, February 25, 2012 5:24 PM
To: Steve Lillehaug
Subject: Brooklyn Boulevard

I received a informational flyer in the mail today regarding the proposed changes to Brooklyn Boulevard. It is unclear if the plan is to displace the residents currently living on Brooklyn Boulevard? I am in the middle an extensive renovation and would have been helpful to know of the city's plans before I moved forward. Is the plan to displace the residents on Brooklyn Boulevard? If so, what is the time line. I did not want to continue with my renovation if my home is to be destroyed. Please respond as soon as possible and honestly.

DeDe Van Slyke, PsyD, LPCC

Steve Lillehaug

From: Robert.Byers@co.hennepin.mn.us
Sent: Thursday, March 01, 2012 3:55 PM
To: James.Grube@co.hennepin.mn.us
Cc: Tom.Johnson@co.hennepin.mn.us; Steve Lillehaug
Subject: Re: Fw: Constituent Bob Kumagi

Jim:

I talked with Mr Kumagi this afternoon.

He seemed very reasonable, and noted he was making some expensive upgrades to his property and was concerned whether anything coming out of the corridor study would impact his lot. His house is the third one north of 49th Avenue on the west side of Brooklyn Boulevard.

We discussed the corridor study items that were mentioned included:

I noted that the study's aim is to lay out a long-term vision for the configuration of roadway elements, streetscaping and pedestrian / bicycle accommodations.

While funds are probably not available for a major reconstruction project right now, any smaller improvements would be made consistent with this long-term vision.

I mentioned that much of the study is focused north of TH-100 since we have a desire to reconfigure the unusual side-by-side left turn lane design, and the city would like to redevelop much of the frontage along Brooklyn Boulevard since the remaining single family homes are not really compatible with the busy arterial traffic.

The southern end of the corridor south of TH-100 has less traffic and may lend itself to designs more like a 3-lane (we discussed some aspects of this design).

South of TH-100, our primary concern is at 51st Avenue where a higher level of crashes have occurred (I noted this area has been studied a number of times in the past). Mr. Kumagi agreed that he felt the segment south of TH-100 including the ramp intersection does need improvement.

Mr. Kumagi has talked with Steve Lillehaug at the city and felt he also did a good job of addressing his concerns. I suggested that he also talk with Gary Eitel regarding his questions regarding redevelopment in the corridor.

Mr. Kurmagi asked me if I would him, would I stay in this house and continue to make investments? I responded that I felt that this was a fairly nice area of Brooklyn Center, and that I believe the area is on its way back after some years of deterioration (especially in the Brookdale area). If anything, the street will eventually look quite nice with new amenities, and I suspect that there will be very little traffic growth - especially knowing that Minneapolis is looking a similar reconfiguration options for Osseo Road south of 49th Avenue.

I noted that the corridor study is still in the early stages, and that the consultant should be producing some alternative sketches and drawings in the next few months. Mr. Kumagi had received the city's newsletter on the study, and said he would be interested in following the results.

Mr. Kumagi thanked me for contacting him. I left him with my phone and E-mail and encouraged him to call anytime he had questions or comments.

- Bob

From: Thomas D. Johnson/PW/Hennepin
To: Robert H. Byers/PW/Hennepin
Date: 02/29/2012 03:00 PM
Subject:Fw: Constituent Bob Kumagi

Bob,

Please look at Jim's request and call Mr. Kumagi.

Thanks,

Tom

----- Forwarded by Thomas D. Johnson/PW/Hennepin on 02/29/2012 02:58 PM -----

From: James Grube/PW/Hennepin
To: Thomas D. Johnson/PW/Hennepin@Hennepin
Date: 02/29/2012 02:54 PM
Subject:Fw: Constituent Bob Kumagi

Tom,

Could our staffer who is involved in the Brooklyn Boulevard study contact Mr. Kumagi and assure him - hopefully - his house is safe? After the contact is made I'd like to hear how it went. Thanks Jim

----- Forwarded by James Grube/PW/Hennepin on 02/29/2012 02:53 PM -----

From: Philip Essington/CB/Hennepin
To: James Grube/PW/Hennepin@Hennepin
Date: 02/29/2012 11:48 AM
Subject:Constituent Bob Kumagi

Jim, good morning and thanks for offering to reach out to Bob. He lives at 4925 Brooklyn Blvd. Very nice gentleman, only looking to be sure that his recent property improvements are secure. I think he would entertain a little more detail on the potential scope of the Brooklyn Blvd project.

He is at 612-859-4211

Thanks again.

Phil

Phil Essington

Office of Commissioner Mike Opat
Chair, Hennepin County Board of Commissioners
300 S. 6th St., Minneapolis, MN 55487-0240
612.348.5206 f) 348.8701
philip.essington@co.hennepin.mn.us

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Date 3/7 Hour 11:45

To Steve

WHILE YOU WERE OUT

M Ann's Ice-nogle

Of Brookdale Cav. Church

Phone (763) 535-6305 Pager
Fax
Cell

E-Mail Sr Pastor

Telephoned	Returned Call	Left Package	
Please Call	Was In	Please See Me	
Will Call Again	Will Return	Important	

Message B. Blvd Corridor
Study

Dangerous entrance

Signed _____

REORDER NO. 50-236

Steve Lillehaug

From: Gary Eitel
Sent: Thursday, March 29, 2012 1:18 PM
To: Steve Lillehaug
Subject: RE: Brooklyn Blvd Corridor Study

Steve,
Ms. Donna was calling on behalf of the Twin Lakes Alano Society.
Her initial concern was if this study would cause them to be relocated.
I informed her of the scope of the project and commented on the information that has been prepared and discussed to date, noting that there are no plans being considered that would result in their relocation or negatively impact them. I specifically noted that their site already features one of the positive elements of a cooperative relationship with the City, referencing the movement of the sidewalk from the curb line to about a 6+ foot boulevard area. I commented on the focus on safe pedestrian and bike travel and my understanding that the Mlps. Study of the Osseo Road was considering the use of a 3 lane design and that we were also considering what street designs would be utilized the existing pavement width and provide the best safety conditions for the adjoining properties and traveling public. I indicated our desire to create a positive image for this corridor, I referenced the City's entrance monument on the southern portion of their lot, and that the first public meeting will likely be the first part of June.

She appeared pleased with the direction of the study.
Gary

From: Steve Lillehaug
Sent: Thursday, March 29, 2012 8:29 AM
To: Gary Eitel
Cc: Steve Lillehaug; Julie Hanson
Subject: RE: Brooklyn Blvd Corridor Study

Hello Gary,

Please provide any info relative to any conversation with Ms. Donna so I can log the project comments if relevant. Thank you.

Steven L. Lillehaug, PE, PTOE
Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

From: Julie Hanson
Sent: Monday, March 19, 2012 10:10 AM
To: Gary Eitel
Cc: Steve Lillehaug
Subject: Brooklyn Blvd Corridor Study

Hi Gary,

A woman came in with a question about the Brooklyn Blvd Corridor Study. She is wondering what the proposed intent is for the property at 4938 Brooklyn Boulevard. I directed her to you, Gary, as Steve is out of town (but she did leave with both business cards).

If you could call her back, that would be nice. Her name is Donna and her cell # is 612-860-2943.

Thank you!

Julie

Steve Lillehaug

From: Steve Lillehaug
Sent: Tuesday, April 24, 2012 11:13 AM
To: Steve Lillehaug
Subject: 6613 Drew Ave - Thomas Paquette

From: Steve Lillehaug
Sent: Friday, April 13, 2012 1:46 PM
To: Steve Lillehaug
Subject: STUFF

120413_ Thomas Paquette, 6613 Drew Ave, 763-560-7454. BC resident. BB corridor, down freeway wall towards BB from Drew. In the SE corner of the I-694/BB intersection, it looks terrible. the City put up white fence which is meaningless and a few nice trees put in there. Old chain link fence is located here also. in the SW quadrant by the Metro transit it looks good. Luther quadrants look good. the SE quad is an eyesoar. [FWD COMMENTS TO BB CORRIDOR] He plans to pick this area up... get this in the routine of STS maintenance [FWD TO TODD]. along the freeway wall, there is a piece of timber that was left there or fell off a truck that needs to be picked up [CHECK INTO THIS AND GET IT PICKED UP]. The cap buckled on his property. when it gets warm it points up, but settles down when warm - [GET THIS PASSED ON TO Mn/DOT]

Steven L. Lillehaug, PE, PTOE

Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

Steve Lillehaug

From: Christine Grigor <christygrigor@msn.com>
Sent: Sunday, August 05, 2012 4:42 PM
To: Steve Lillehaug
Subject: RE: Brooklyn Blvd Corridor Study

My husband and I would like to let you know that if the City feels it can acquire our "row" of homes (6006, 6012, 6018 and 6024 Ewing Ave N) to make the proposed green space larger that we would be willing to move. The mature trees on all these lots would make for a beautiful green space. There would also be a possibility of making a bus "turn in" so that people could wait for the bus at this location. Perhaps a small park with a bike trail that children can ride their bikes on could be erected. This would be highly visible to the public driving by on Brooklyn Boulevard. All of the plumbing lines would make rest rooms possible, and perhaps even a water feature. Many people avoid going to the city parks because they are all in direct sunlight. This park would offer some wonderful shade.

The balance of our mortgage is currently 140K. If the city bought our home and lot we would be willing to sign a 2 or 3 year contract to rent the home from Brooklyn Center. We would need to save up money for a down payment on a new home and would propose a reduced rent, or possibly rent free lease. If the city had some sort of influences that would allow us to purchase a Brooklyn Center home without a down payment we would be willing to pay our current mortgage as rent to the city. Our house payment is 1300 a month. Over the course of 2 years the city could make a profit of 31,200 on our rent, and over the course of 3 years a profit of 46,800.

Our neighbor at 6006 was out of work for awhile and might be willing to sell. The elderly couple at 6018 are 91 years old, and their home will not sell for much on the market because it has not been upgraded for at least 30 years. The couple at 6024 are in their mid 80's and may also be willing to sell. I am unsure if the city can rent acquired properties, but over the course of 2 or 3 years the rental income could help pay for a larger portion of the park. Perhaps all of the other owners would enter into a sale and rental agreement with Brooklyn Center.

We love Brooklyn Center for many reasons and would try and relocate in Brooklyn Center. Our children are very settled in their school, and we prefer to live in a place of diversity and that reflects the hard working middle class. One of our pet peeves are our friends that migrate north because they feel threatened by diversity.

I hope this doesn't seem presumptuous, but I couldn't resist pitching the idea to you.

Christy Grigor

From: slillehaug@ci.brooklyn-center.mn.us
To: christygrigor@msn.com
CC: jhanson@ci.brooklyn-center.mn.us
Date: Wed, 1 Aug 2012 08:52:24 -0500
Subject: RE: Brooklyn Blvd Corridor Study

Hello Christine,

Thank you for your excellent comments. They will be evaluated, included in the corridor study report and considered as part of the project.

Development concepts for the area you indicate that directly front Brooklyn Boulevard include possible redevelopment or preserving this area as green space. No decisions have been made pertaining to purchasing additional property or exactly what may be considered in this area but I expect that topic to be fleshed out during the remainder of this study. Please stay tuned for further information. We will include you and neighbors on the next direct mailing and updates, etc. Thank you.

Steven L. Lillehaug, PE, PTOE

Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

From: Public Works
Sent: Tuesday, July 31, 2012 4:04 PM
To: Steve Lillehaug
Subject: FW: Brooklyn Blvd Corridor Study

From: Christine Grigor [<mailto:christygrigor@msn.com>]
Sent: Tuesday, July 31, 2012 3:49 PM
To: Public Works
Subject: Brooklyn Blvd Corridor Study

Today my neighbor has given me the information from the June 19th meeting. I reside at 6012 Ewing Ave N.

I would love to see a median on Brooklyn Blvd in the future. Only allowing right turns would ease traffic, and be much safer. I don't mind driving to a light to make my left turns.

I would like to see sidewalks on either side of the boulevard with more space between the street and the sidewalk. I get nervous when I am biking on this sidewalk because if I were to hit a rock, or my children lose their balance there is no room for error with the very busy traffic.

I feel unsafe crossing through the Brooklyn Blvd and Bass Lake intersection when biking with my children. I don't like being at that intersection because of the right merge lanes. I don't trust that drivers are paying attention to little children who may not be paying attention to traffic. I would like to see one of three things. The first being a bridge for pedestrians or bikers to allow for the crossing of the whole intersection. Secondly to get rid of all the right hand turn merging lanes and have all right hand turns stop with no allowance for right hand turning on a red light. This would make the intersection much safer for pedestrians and bikers. Thirdly (and most complicated) I wonder if it would be possible to have a special crossing lane for pedestrians and bikers that operates by pressing a call button for traffic to stop. These could be located 100 feet to the east and west of the main intersection so that pedestrians and bikers to cross only one street rather than the right hand merging lanes. While traffic is stopped for this purpose there can only be one of the 4 lines of traffic that could be moving, and that would be right hand turns on the opposite side of the intersection. This crossing could be worked into the timing of the lights and if engineered appropriately would not too significantly affect the time that cars wait to proceed.

I have a question regarding the redevelopment concept which is located in the corridor study pamphlet. If the home owners sell their properties to the city between 61st and Admiral what exactly will be done with this area? Since I was not at the meeting, I am unclear on the intent of the city. I would like to see this area better developed as well.

Thank you for your time,

Christy Grigor

Steve Lillehaug

From: Steve Lillehaug
Sent: Monday, August 13, 2012 8:57 AM
To: Steve Lillehaug; Kelcie Young (kyoung@srfconsulting.com)
Subject: Brooklyn Blvd Corridor Study - public comment

Discussion with Jerry Evans, 612-203-1888 and his suggestions on August 13, 2012:

1. Suggested relocating the existing bus stop in the SW quadrant of 51st/Brooklyn Blvd further north in the area that will remain if the Malmborg's entrance is closed.
2. Suggested restricting the westbound to southbound left turn lane at 51st/Brooklyn Blvd.

Steven L. Lillehaug, PE, PTOE

Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

Steve Lillehaug

From: Steve Lillehaug
Sent: Friday, August 17, 2012 3:34 PM
To: 'Ann Rexine'
Cc: Kevin Jullie; Kelcie Young (kyoung@srfconsulting.com); Steve Lillehaug
Subject: RE: Brooklyn Boulevard Study Meeting summary

Hi Annie,

Thank you for the comments – I think you are probably the first one with comments!

My responses:

1. The Park District Trail basically goes from Hwy 100 to 55th – I would expect that to be replaced (if needed) and not a parallel trail; however, a separate trail that splits off as it nears Hwy 100 would continue south while the Park District separates and heads west along 53rd Ave. Also, that typical includes non-Park District trail north of 55th to 59th. We could provide a note in the margin pertaining to the “Twin Lakes Regional Trail” between Hwy 100 and 55th.
2. 12-ft trails. That could be a possibility and would be easily doable in the area of the Twin Lakes Regional Trail, not so easy in most other locations due to added easement costs, etc. Definitely a consideration and SRF will bring that element into the discussion, etc.
3. Regional Trail best design practices – SRF will add this to the document and we will ensure this occurs when we actually build something for sure.

Thank you!

Steven L. Lillehaug, PE, PTOE

Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

From: Ann Rexine [<mailto:ARexine@threeriversparkdistrict.org>]

Sent: Friday, August 17, 2012 3:23 PM

To: Steve Lillehaug

Subject: RE: Brooklyn Boulevard Study Meeting summary

Steve,

Thanks for sending the update and your meeting notes over. After review with Amy Gurski, the following comments were formulated:

- The new cross sections (specifically Figure 9 as it pertains to the Park District) identify a 10' trail. Is this intended to replace the existing trail that currently is located on the west side of Brooklyn Blvd.? There was question as to if it was a parallel trail to the existing, or replacement. As staff, we surmised it was a replacement, but can you please clarify? Perhaps even indicating in the cross sections where applicable “Twin Lakes Regional Trail” would be helpful.
- Per Amy’s comment, would projected multi-modal traffic increases push the need for perhaps a 12' trail in locations?

- Somewhere in the document (if it's not there already) can there be some mention that the Park District requests additional review of design and construction plans related to Twin Lakes Regional Trail to ensure consistency with regional trail best design practices....or something worded similar?

I'm gone on vacation from August 20 – returning Sept 4, but have replied to the open house meeting request.


Thanks for keeping me in the loop!

Annie Rexine

Planner

Three Rivers Park District

arexine@threeriversparkdistrict.org

 Please consider the environment before printing this email.

From: Steve Lillehaug [<mailto:slillehaug@ci.brooklyn-center.mn.us>]

Sent: Thursday, August 16, 2012 1:31 PM

To: Ann Rexine

Cc: Steve Lillehaug

Subject: Brooklyn Boulevard Study Meeting summary

Hi Annie,

Thank you for your message and good hearing from you. My summary of Brooklyn Boulevard Corridor Study meeting is as follows and also see the attached agenda and notes. You can ignore or read my notes as best you can but will summarize a couple of important ones relative to the park district:

1. Open House No. 2 – We are looking at scheduling the second open house the week of Sept 10th or 17th. You should have received a survey for available dates directly from Kelcie with SRF (if not, please let me know).
2. TAC member review of reports – Please review the memo's and reports to a level that you desire to. We discussed that they are large reports and suggested to focus on the recommended concepts report and items that are relative to your entities interests at a minimum. You might want to focus on the layout, specifically the 55th Avenue regional trail crossing layouts and discussion. All efforts and time that you or your staff are willing to review and provide comment is appreciated. SRF requested comments from the TAC by August 24.
3. We'll be having one more TAC meeting after the open house. That should finish up the study.

Please let me know if any further questions. Thank you!

Steven L. Lillehaug, PE, PTOE

Director of Public Works/City Engineer | City of Brooklyn Center

6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113

763-569-3328 direct | 763-569-3494 fax

slillehaug@ci.brooklyn-center.mn.us

Steve Lillehaug

From: Steve Lillehaug
Sent: Tuesday, September 04, 2012 4:20 PM
To: Steve Lillehaug
Subject: RE: Brooklyn Blvd Study

120904_

Phone discussion with Jeff: he was on Centennial planning/fund raising committee, working with Phil. Name a lightpole or something. Indicated that I'd discuss with Curt and be in contact. I discussed with him that we could try and assist with molding some of his ideas but would be better addressed with the City Council, etc. I indicated that we'd be in further contact....

Steven L. Lillehaug, PE, PTOE

Director of Public Works/City Engineer | City of Brooklyn Center
6301 Shingle Creek Pkwy | Brooklyn Center, MN 55430-2113
763-569-3328 direct | 763-569-3494 fax
slillehaug@ci.brooklyn-center.mn.us

From: Shelley Marsh
Sent: Friday, August 31, 2012 3:05 PM
To: Steve Lillehaug
Subject: Brooklyn Blvd Study

Jeff Delzer called this afternoon with a suggestion related to the Brooklyn Blvd corridor study. He would like a section of Brooklyn Blvd names after Phil Cohen to recognize everything he has done for the city. He would like someone to call him about this suggestion. He can be reached at 763-533-9448.

Shelley Marsh

City of Brooklyn Center
Engineering Technician
763-569-3325
smarsh@ci.brooklyn-center.mn.us

Steve Lillehaug

From: Steve Lillehaug
Sent: Monday, September 24, 2012 9:21 AM
To: Gary Eitel; Tim Benetti
Cc: Steve Lillehaug
Subject: Brooklyn Blvd Study - Planning Commission Comments

Gary and Tim:

I would like to finalize comments for the Brooklyn Blvd Corridor Study from the Planning Commission. The following are comments that I have written down:

1. Commissioner Parks suggested/questioned if the study team had considered the use of roundabouts at intersections throughout the corridor, most specifically at the intersection of 51st Avenue and Brooklyn Boulevard.

Staff response: We had and determined that the volumes were too high and skewed/misbalanced volumes where the implementation wouldn't demonstrate enough benefits and would require multi-lane roundabouts. Pertaining to the intersection at 51st Avenue, implementing a roundabout at this location has some merit and would be further evaluated.

[further study team considerations not discussed at the meeting – further evaluation would be needed pertaining to land impacts, and the closeness to the Highway 100 ramps. There is a definite skew between the mainline and side street vehicle volumes that could lead to issues, but may have some merit.]

2. Commissioner Parks suggested/questioned if the study team had considered the use of offset left turn lanes throughout the corridor.

[further study team considerations not discussed at the meeting – this type of safety improvement has not been used widespread in Minnesota but has started appearing in some states including Wisconsin with some success. Typically, this application should only be used as an enhanced safety treatment where a safety issue is manifested with a high frequency of crashes. This is an element that could be considered and evaluated more, if warranted, during the final design stages. Consideration must also be given to the design speed of the corridor and application might be reserved for a higher speed application than is experienced along Brooklyn Boulevard.]

Please provide me any further comments from your discussion with the Planning Commission pertaining to land use. If you are waiting until the next Planning Commission meeting, please let me know but I need to get the comments from the Planning Commission as I want to wrap up this portion of the study shortly. Please provide me your timeline where we will have the comments wrapped up. Thanks.

Steven L. Lillehaug, PE, PTOE

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slillehaug@ci.brooklyn-center.mn.us