

## **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 51<sup>st</sup> 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 51<sup>st</sup> Avenue/Brooklyn Boulevard further north of the Malmberg'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:

3106 Henry Road, BC 55429

Email:

John.Myszkowski@comcast.net

Phone:

763-566-6622

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](mailto: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
- Where would improved pedestrian connections or other amenities help encourage transit use?  
- No apparent problems - sidewalks side walk B & 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  
- walking B & W are functional & 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.*

*Please Note 5 Houses on Back Blvd westside have been hit by cross N/B Osseo bridge at high speeds*

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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  
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# 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](mailto:publicworks@ci.brooklyn-center.mn.us)



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

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## Kelcie Young

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**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

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**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](mailto:slillehaug@ci.brooklyn-center.mn.us)

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**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](mailto:slillehaug@ci.brooklyn-center.mn.us)

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**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

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**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

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**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-----

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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

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## Kelcie Young

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**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 63<sup>rd</sup> 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 51<sup>st</sup> 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 51<sup>st</sup> 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- 63<sup>rd</sup> 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](http://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

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## Kelcie Young

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**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

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**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: rijccarlson@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](mailto: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](mailto:publicworks@ci.brooklyn-center.mn.us)