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From: tom jacobson <tom13mail12@gmail.com>
Sent: Tuesday, April 14, 2026 11:28 AM
To: Council Comment
Subject: [EXTERNAL] 27th Ave NE Resurfacing Project-Public Hearing Comments

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27th Ave NE Minneapolis Street Resurfacing Project-Public Hearing Comments Public Works-Special Assessments Department 4/9/2026

This concern is in regards to the proposed 27th Avenue NE Resurfacing Project and to be factored in as part of the public hearing impact on the stated project.

It must be noted that semi trucks predominantly hauling railroad box cars and other commercial trucks have been heavily using 27th Ave NE over the past year. The trucks destination appears to be at privately owned businesses on 27th Ave NE including but not limited to:

TKI Intermodal at 123 27th Ave NE
LRS Recycling at 315 27th Ave NE
Mauser Packaging Solutions at 109 27th Ave NE

It is likely some of the freight/commercial trucks are also affiliated with some of the businesses on University Ave NE Minneapolis such as CPKC Shoreham Yard Intermodal Terminal at 615 30th Ave NE (and others) as they outline on their website that 27th Ave NE is one of their borders.

The TKI Intermodal website states that they are "located conveniently off I-94 with easy access from side streets".

In this setting it must be addressed that 27th Ave NE is NOT a designated truck route in Minneapolis and is in fact, part of the Grand Rounds Bike Path which should certainly eliminate any semi freight or commercial truck use.

The trucks use 27th Ave NE as a route to the businesses listed above and drive on this street 24 hours a day to reach their destinations. While the volume of trucks driving on 27th Ave NE is heavy during daytime hours ranging from 1 to 15 or more trucks per hour the overnight volume after 7pm declines but does continue for the duration of the night.

All of the above relates to the 27th Ave NE Resurfacing Project as the impact to the condition of the street and the need for resurfacing is hugely impacted from the excessive weight of the freight/commercial trucks high volume use of this residential road. Were 27th Ave NE restricted to its designation for non commercial vehicle use the road would last much longer, thus the businesses listed above and any others on 27th Ave or University Ave NE benefiting from freight/commercial truck use on 27th Ave NE should be paying for the resurfacing or the majority of it since they are financially profiting from the misuse of 27th Ave NE.

Optimal resolution would be for the city of Minneapolis to enforce the use of the designated local truck routes which include Marshall, Lowry and University Avenues NE to avoid the need for excessive

resurfacing now and in the future of 27th Ave NE.

It also needs to be noted that the impact from freight/commercial truck use on 27th Ave NE as outlined above is extremely detrimental to the neighborhood residents due to excessive, very loud noise pollution, significant shaking of the ground causing vibrations to housing foundations nearby and subsequently causing physical destruction to homes near 27th Ave NE and lowering property values despite increasing property taxes. It also causes general disruption of a peaceful dwelling for children, elders and all residents due to the noise and destructive vibrations. This includes the Spero Academy at 2701 California Street NE which is a school for students in kindergarten through 6th grade with disabilities and in session 11 months of the year per their website.

Thank you for your consideration of these concerns.

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Public Hearing Road Resurfacing Notes

The reason 27th ave NE would need resurfacing is due to the high volume of extremely heavy freight trucks using it to access trucking businesses on 27th Ave NE and on University Ave.

Historically 27th Ave NE has NOT been a designated truck route nor is it shown to be a truck route on the City of Minneapolis truck route map dated 4/14/2026. Designated truck routes as outlined on the City of Minneapolis truck route map include University Ave, Lowry Ave and Marshall Street thus trucks need to enter only the East end of 27th Ave NE up to the railroad and not proceed through to the West end of 27th Ave NE for either entrance to or exit from the trucking businesses on the East end of 27th.

In the past there was signage posted along 27th Ave NE stating that it was not a truck route but this is no longer present so the resident homeowners would like to know why this was removed. If it was due to 27th Ave NE receiving any state funding, my research showed that this does not automatically qualify the street for use as a designated truck route and that truck routes are determined by local authorities and MN DOT.

My research also showed that there is a 10 ton per axle weight limit for 27th Ave NE.

I am not sure if this is being monitored or enforced.

The City of Minneapolis website documents that the resurfacing project consists of replacing the top layer of asphalt pavement to extend the life of the street and is projected to last 10 years or more.

I have concern that with the current volume of freight trucks using all of 27th Ave NE the resurfacing project would most likely not last 10 years and resident home owners would be charged more frequently for road maintenance in the future. Ultimately, if the resurfacing project is deemed to proceed by the city then the current and future costs should be incurred by all the freight/trucking businesses using the road since they are financially benefitting from use of 27th Ave NE as a truck route; not by the home owners who are not abnormally impacting the road structure.

Regarding Special Assessment costs:

The City Website states: A special assessment is a fee the city charges you when we make improvements or services that benefit your property

The impact to our homes on/near 27th Ave NE is severe from the freight truck use of it.

This includes foundation and pipe damage, potential for gas line damage all from the heavy shock waves the trucks send through the ground to the surrounding homes.

Because the impact to our homes is so significant and damaging, if a home owner opted to sell in order to seek more peaceful residence elsewhere they would surely find that their property value would be significantly decreased due to the trucking effects despite continually rising property taxes so the special assessment charges delegated to home owners ultimately does not benefit the residents and in fact essentially asks residents to pay for the destruction of our own homes and our personal safety when we are out in our own yards/ neighborhood. There are also serious health concerns regarding potential for altered hearing ability due to the excessive noise pollution from the trucks and lack of sleep or any peace inside our homes due to the 24 hour a day truck noise and physical rattling of our homes. As for myself I have had to begin sleeping in a different room of my home in an attempt to decrease the severe noise pollution from the trucks.

I must note that this does not eliminate the noise pollution while attempting to sleep.

While it could be argued that resurfacing may improve but not completely resolve the physical shock waves, the point is that 27th Ave NE is a residential street per the city truck route map and residents do not want the freight trucks destroying our homes and neighborhood.

Please also note that severe noise pollution and excessive air pollution from truck use would not be improved by the resurfacing project

Additionally, in considering the need for resurfacing of 27th Ave NE, it must be noted that freight truck use of this road is strongly contradictory and detrimental since 27th Ave NE is part of the Grand Rounds Bike Trail and Spero Academy, which is a school for children with disabilities, is located on 27th Ave NE and is open 11 months of the year.

The Bike Path and the school do not coincide safely with freight truck use of 27th Ave NE.

This committee would be aware of the Grand Rounds Bike Trail being in conflict with freight truck use of 27th Ave NE since it aligns with the City's Bicycle Advisory Committee.

The very real severe safety risks in this setting include high potential for death from truck accidents colliding with bicyclists, pedestrians, students and all residents using 27th Ave NE as part of our community.

I am in hopes that this public commentary will gain the consideration of this

committee to restore 27th Ave NE to residential street use only and subsequently reduce the need for future resurfacing of this road.

Thank you