
Appendix C

Public Comments Received and Responses

- Comment Card A – Katie Jones Schmitt
- Comment Card B – Merlin Olson
- Comment Card C – Adam Baldwin
- Comment Card D – Ryan Brown
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- Comment Letter J – Midtown Greenway Coalition
- Comment Letter K – Lenief Heimstead
- Comment Letter L – Victoria Barlow
- Comment Letter M – David Piehl
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- Comment Letter O – Jen Kader
- April 5, 2016 Public Hearing Transcript
- April 19, 2016 Public Hearing Transcript

Comment Card A – Katie Jones Schmitt (Page 1 of 1)



COMMENTS

The Environmental Assessment document for the Interstate 35W and Lake Street Improvement Project states the purpose and the need of the project along with the anticipated social, economic, and environmental impacts. Written comments on the Environmental Assessment document will be accepted until April 27 and may be sent to:

Rick Dalton
Minnesota Department of Transportation
1500 West County Road B2
Roseville, MN 55113
richard.dalton@state.mn.us

I LOVE the 24th St. bike bridge. Thank you for making this a part of this project. There are a number of students who live in the Wedge/Whittier north of the Greenway (my husband being one) + ^{currently} there isn't a great direct route to the U. This ^{new} bridge will now make 24th a wonderful option now that there will be ramps on both sides. I also will use the bridge to visit friends in Seward + my favorite restaurant Birchwood Cafe! So excited! I also like that the bridge will be lowered, which is another way to make cycling over easier.

Name (optional) Katie Jones Schmitt

Address (optional) 2219 Bryant Ave S

Telephone (optional) _____

E-mail (optional)* KatiejonesSchmitt@gmail.com

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.

www.35lake.com/ea

Response: Comments noted, no response needed.

Comment Card B – Merlin Olson (Page 1 of 1)



COMMENTS

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richard.dalton@state.mn.us

I LIKE THE ~~PLAN~~ EXCEPT
THERE IS NO NORTH BOUND ENTRANCE
TO 35W FROM LAKE. THESE OPEN
ACCESSABILITY FOR BUSINESS AND LARGE
TRUCKS. WE NEED THIS FOR BUSINESS
TO SURVIVE AND THRIVE.

Name (optional) MERLIN OLSON
Address (optional) 3032 5 AVE. SO.
Telephone (optional) 612-298-5707
E-mail (optional)* SHINYSDAD@GMAIL.COM

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.

www.35lake.com/ea

Response: The project started with the proposed ramp from Lake Street to northbound I-35W being included as part of the project. Based upon the coordination that was completed as part of the project, the provision of the northbound entrance ramp from Lake Street was removed from the project. The guidance received from Minneapolis city staff was that the ramp should not be included as part of the proposed project, but the project should not prohibit the development of the northbound entrance ramp in the future. As the project development has progressed, the elements on northbound I-35W from Lake Street into the I-94 Commons will accommodate the addition of the proposed ramp.

Comment Card C – Adam Baldwin (Page 1 of 1)



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The freeway is too close to the Healy district - the 31st St off ramp should be only one lane.
* There needs to be protection at the edge of the freeway from the highly detrimental salt & chemical spray that rolls off all winter.
* Sound absorbent surfaces need to be used on this stretch of road
* as much greenery as possible needs to be employed - the median between the 31st St ramp and 2nd Ave is great but needs to be heavily planted for sound & aesthetics
* I see some alterations along 2nd Ave to slow traffic but more are needed.
* Safety will be a huge problem at the bus station if there is no staff or security present. would be a great location for a cop shop.

Name (optional) Adam Baldwin
Address (optional) _____
Telephone (optional) _____
E-mail (optional)* landscapesbyadam@yahoo.com

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.

www.35lake.com/ea

C1

C2

C3

C4

C5

Comment C1 Response: The proposed design of the freeway is at its current location in relation to the houses. There will be a wall that extends to the south from the 31st Street Bridge that will include a concrete barrier on the top that will restrict the amount of salt spray. Also, the slope between the freeway and the ramp and the median between the ramp and 2nd Avenue will provide opportunities for landscaping that will assist with these concerns. MnDOT will develop landscaping plans for the corridor and landscaping will be installed after the roadwork is constructed. MnDOT Maintenance is constantly striving for the most efficient application of deicers through training, technology, and research on chemicals, equipment, and processes. One example is the Maintenance Decision Support Systems (MDSS) and Automated Vehicle Location (AVL) technology in the plows, which gives drivers real-time conditions and increases

precision of their deicer application. Using a mixture of salt and brine also helps the salt stick to the roads. Overall road salt use dropped 42 percent from 2005 to 2010 even with a 7 percent increase in miles maintained. This downward trend has continued as salt usage dropped another 10 percent between 2010 and 2015.

Comment C2 Response: Currently, there are no roadway surfaces which absorb noise. MnDOT does not anticipate in needing to include noise absorbing materials on any of the noise walls proposed for construction.

Comment C3 Response: This median is not wide enough to allow for the planting of materials dense enough to block noise. It does provide an opportunity for landscaping, but concerns for safety will need to be considered, and that may restrict the types of plants to be installed in this area.

Comment C4 Response: The project will reconstruct 2nd Avenue between the northbound I-35W 31st Street exit ramp and Lake Street. The current northbound I-35W exit ramp to 31st Street/Lake Street merges into 2nd Avenue prior to the signalized intersection with 31st Street. Second Avenue is a northbound one-way residential frontage road. The Healy Block Residential Historic District is located along 2nd Avenue between 32nd Street and 31st Street. Existing traffic demands and congestion is a livability concern for the residents of the Healy Block Residential Historic District. Based on input from the homeowners in the Healy Block Residential Historic District, the proposed design provides a separation between the local 2nd Avenue and the freeway exit ramp. The City of Minneapolis has found the grid disconnection of 2nd Avenue and the forced right turn at 31st Street to be an acceptable balance. Figure 11 in Appendix A of the EA represents the proposed configuration for the 31st Street Ramp and 2nd Avenue.

Comment C5 Response: Metro Transit has several mechanisms to ensure the safety of passengers using their transit facilities. These mechanisms include cameras on all transit vehicles, plainclothes security personnel, radio dispatch available to drivers when needed, and an emergency telephone number. At this time, safety and security policies and procedures have not been developed specifically for the METRO Orange Line transitway. Safety and security plans will be developed by Metro Transit for the transitway as the METRO Orange Line project moves into final design.

Comment Card D – Ryan Brown (Page 1 of 1)



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richard.dalton@state.mn.us

As a person who uses all the modes of transportation impacted by this project I think the plan is very functional but I hope the bike, pedestrian and Lake Street level aspects will be as visually appealing and unique as the iconic transit center design. I highly encourage green space where possible, public art along walls and even under the bridges. Perhaps a light design accompanying ambient music - something you might have seen at an airport - to connect the north + south transit centers

Name (optional)

Ryan Brown

Address (optional)

1435 W 36th St #102, Mpls 55408

Telephone (optional)

E-mail (optional)*

ryan.brown.42@gmail.com

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.

www.35lake.com/ea

Response: Comments noted, no response needed.

Comment Card E – Jim Hruby (Page 1 of 6)



COMMENTS

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①/1/16

Every 5 yrs Allina and its people at Hennepin County came around with the Access Project. It's changed little over two decades.

The noise mitigation along the west side of I-35W (along Stevens Ave.) is insufficient. The wall ends exactly where it is needed most — as the expressway rises above Lake St.

The sound barriers that do exist do not wrap around the corners of 26th St & 28th St as 35W slants to the southwest.

There is no landscaping — shrubs, bushes, trees, etc. — to further mitigate noise; an oversight from the very beginning.

The on/off ramps proposed to a from Lake St. will create so congestion, not reduce it, on both Lake & 28th Streets. All for a reduction of distance from 35W to Allina of 0.4 – 0.5 miles closer.

E1
 E2
 E3
 E4

Name (optional) *Jim Hruby*
 Address (optional) *4.19.16*
 Telephone (optional) *201 E. 27th St #7*
 E-mail (optional)* *Mpls MN 55408*

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.
www.35lake.com/ea

Comment E1 Response: The noise analysis included the entire length of I-35W between 46th Street and through the I-94 commons area. The west side of I-35W, between 31st Street and 28th Street, was included in the noise analysis area and noise mitigation was evaluated for this segment. The analysis showed that while a noise barrier in this location would provide a noise reduction to the commercial properties directly behind the evaluated barrier, the noise barrier design goal of a 7 dBA reduction was not met and therefore a noise barrier was deemed not reasonable to construct.

Comment E2 Response: The proposed termination of the noise barrier at 26th Street and 28th Street will tie into the end posts of the proposed bridges and extend north and south from those points.

Comment E3 Response: MnDOT would need to have a width of at least 100 feet of tall, dense evergreen trees to effectively block traffic noise. There is not enough available right-of-way to do this on this project. Minnesota State Noise Standards apply to the project. Modeled traffic noise levels project that area residences will exceed state daytime and nighttime noise standards established by the Minnesota Pollution Control Agency (MPCA). Based on the traffic noise analysis, MnDOT intends to construct seven new noise barriers as part of the project. Noise mitigation would result in a reduction of daytime traffic noise levels, bringing them within state standards at 37 of the 211 locations in those neighborhoods where new noise walls are proposed. The project's Noise Solicitation results are summarized in Section 4.1 of this document.

Comment E4 Response: The proposed southbound Lake Street exit ramp will provide relief to existing weaving demand issues experienced between the 31st Street entrance and the 35th street exit. Currently, the 35th Street exit experiences queues that commonly spill back onto the freeway during off-peak and peak periods. The demand to exit at 35th Street is forecast to be reduced by 22 percent in the PM peak period as well as on a daily basis which will substantially reduce southbound weaving conflicts between 31st Street entrance and 35th Street exits. The existing weaving length will be slightly extended and a full escape lane will be included; providing a capacity benefit as well as a safety benefit. The proposed southbound Lake Street exit ramp and auxiliary lane will also more efficiently serve regional demands. The daily total network vehicle miles traveled and vehicle hours traveled are reduced by 11,000 miles and 9,300 hours, respectively.

The proposed northbound 28th Street exit ramp will provide relief to existing weaving demand challenges experienced between the 35th Street entrance and the 31st Street exit. The proposed auxiliary lane extension from the 31st Street exit to the 28th Street exit lengthens the weaving distance providing a capacity benefit as well as a safety benefit. The proposed northbound 28th Street exit ramp and auxiliary lane will also more efficiently serve regional demands. The daily total network vehicle miles traveled and vehicle hours traveled are reduced by 44,500 miles and 8,600 hours, respectively.

Comment Card E – Jim Hruby (Page 2 of 6)



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②
 [Signature]

The entire project (not the busway) is Allina driven by those who wish to leave the area as fast as they can. Allina has essentially bought this highway project and its supporters on the Hennepin County Board, especially Peter McLaughlin.
 New York City is a pedestrian-friendly city exactly because Robert Moses was not able to extend the interstate highway system into Manhattan. This Access Project is the opposite; it will disrupt pedestrians and congest the car traffic. The result is an auto-friendly, pedestrian-unfriendly project. What a goal!
 The access by cars & buses to Allina & other businesses is already excellent: Portland & Park (one-way), 26th St & 28th St. (one-way), buses on Lake & Chicago. Access to Lake & the hospitals & the Midtown is already excellent.

Name (optional) _____
 Address (optional) _____ 4.19.16
 Telephone (optional) _____
 E-mail (optional)* _____
 *Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.
 Jim Hruby
 201 E. 27th St., # 7
 Mpls, MN 55408
www.35lake.com/ea

E5

Comment E5 Response: The Preferred Alternative was selected because it best meets the Purpose and Need for the project as well as the project objectives.

Comment Card E – Jim Hruby (Page 3 of 6)



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3/1/10

The stress on vulnerable neighborhoods that experienced the tremendous stress when I-35W was originally built will happen again. Expressway traffic destroys neighborhoods. It's 1964 all over again. The Access Project merely creates a new scar over an old one.

Traffic studies on this project indicated a 56% increase at Lake & Nicollet. That's too high.

Great cities are pedestrian-friendly. Mpls will never be a great city.

The design of ramps on curves (28th St. northbound, Lake southbound) violates road design 101 - it's a basic law.

Allina is making transportation policy. These meetings only disguise that.

When this project was proposed, all we were given were designs to make it happen, not a "No Build" alternative. So, essentially, the project was presented as inevitable from the very start. A "No build" alternative was never offered (a curious omission)

E6
 E7
 E8
 E9
 E10

Name (optional) _____
 Address (optional) _____
 Telephone (optional) _____
 E-mail (optional)* _____

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.

Jim Hruby www.35lake.com/ea
 4.14.10

Comment E6 Response: The Preferred Alternative provides for improved and more accessible pedestrian and bicycle connections with associated gains in safety, accessibility, and multimodal connectivity within the regional transit system. The local benefits associated with the Preferred Alternative include: improved transit service, livability improvements and enhancements, new opportunities via freeway connections, and improved community connections along bridges spanning the freeway corridor.

Comment E7 Response: The forecast analysis assumes the reopening of Nicollet Avenue between Lake Street and 29th Street. It was determined that the primary change in traffic patterns resulting from the reopening of Nicollet Avenue are localized between Blaisdell Avenue and 1st Avenue on 31st Street, Lake Street, 26th Street and 28th Street. Under the Preferred

Alternative, all intersections operate acceptably during both peak hours (see Tables 14 and 15 of the EA/EAW). All approaches operate at a Level of Service (LOS) D or better.

Comment E8 Response: The project will perpetuate existing bicycle and pedestrian movements in the project area and will make several improvements. This includes construction of a multi-use trail connection between the Midtown Greenway, the transit station, and 31st Street. A stairway, with an integrated bicycle track, from Stevens Avenue street level to the Midtown Greenway level, will also be constructed. The transit station will provide a safe connection for all transit users between the different levels. The location of the station provides convenient accessibility to the Midtown Greenway via the proposed off-street trail connection for existing pedestrian/bicycle riders and future modern streetcar riders. Transit station access has been designed for those carrying bicycles on buses. Accessible Pedestrian Signals (APS) will be installed at all signalized intersections where pedestrian travel is permitted.

Comment E9 Response: To the greatest extent practicable, the geometric design of I-35W through the project study area will meet current American Association of State Highway and Transportation Officials (AASHTO) interstate design standards.

Comment E10 Response: The No Build Alternative is always included in federal environmental review documentation as a benchmark against which the impacts of other alternatives can be compared. The No Build Alternative would not meet the project's purpose and need. Specifically:

- There would continue to be no northbound transit service at Lake Street, and other impediments to transit usage would persist,
- The structural condition of the Braid Bridge and Flyover Bridge would continue to deteriorate requiring frequent and extensive maintenance activities, and
- Inefficient travel patterns and congestion levels would continue to grow, impacting other roadways.

Comment Card E – Jim Hruby (Page 4 of 6)



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Roseville, MN 55113
richard.dalton@state.mn.us

4/19/16

In the 20 years I've been involved, not one (1) person, ~~has~~ let alone many persons, have clamored for this project. It's never been neighborhood driven. (Public official driven along with their pet pals at Allina, Wells Fargo, MIA, (Honeywell in its day), and others.

E11

The Access Project has been segmented geographically — separately presented to neighborhoods; but more ~~so~~ insiduously, segmented chronologically (ie. by time). So the same residents in 1998 did not participate 5 yrs later and 5 yrs after that and now in 2016, ~~the same~~ county officials are the same and so are the same corporations (Allina, WFargo, etc.)

Trading access (for cars) for congestion (for pedestrians & local traffic) is unacceptable.

E12

Name (optional) _____
Address (optional) Jim Hruby 4.19.16
Telephone (optional) _____
E-mail (optional)* _____

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.

www.35lake.com/ea

Comment E11 Response: The Preferred Alternative was selected because it best meets the Purpose and Need for the project as well as the project objectives. A full description of the project's outreach efforts are described in Section 6 of the EA/EAW.

Comment E12 Response: See response for Comment E4 and responses E6 through E8 above.

Comment Card E – Jim Hruby (Page 5 of 6)



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richard.dalton@state.mn.us

⑤
1/16

All the fancy movie posters depicting what everything will look like are deceiving. The same people you find there now will be there later. The Wayzata housewife, the matron from southwest Mpls, the curious from Duluth to Mystic Lake will not show up, and if they do they will never come back. Don't fool yourselves. The cost is a low ball for what will eventually be far more expensive to build and maintain. Neither the traffic numbers nor the dollars are accurate or realistic. Resistance has its value: if more resistance had occurred when Nicollet Ave. was closed in the '70's, we wouldn't have the mess we now have at Nicollet & Lake.

E13

Name (optional) Jim Hruby 4.19.16
Address (optional) 201 E. 27th St, #7
Telephone (optional) Mpls, MN 55408
E-mail (optional)*

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.

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Comment E13 Response: See the response to Comment E7 above.

Comment Card E – Jim Hruby (Page 6 of 6)



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0/6

• Only 5 years ago the increase in car traffic @ Nicollet & Lake ~~was~~ was projected to be 56%. Today, at the meeting, the number was between 12% - 25%. The reduction is attributed to the BRT. However, I think the 56% number scared the bejesus out of the project promoters. So ~~the~~ they have been reconfiguring the numbers like a ^{chicago} politician who insists on recount after recount until he wins. In other words, the congestion numbers are phony. Nicollet & Lake will be a mess.

Name (optional)

Jim Hruby 4.19.16

Address (optional)

201 E. 27th St, # 7

Telephone (optional)

Mpls, MN 55408

E-mail (optional)*

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Comment Card F – Anonymous (Page 1 of 1)



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General Concern:

- In the Historic Sites location - there are a lot of people who do not drive + do not own vehicles. We rely heavily on Bus Transportation over I-35W. When those Bridges on 26th, 28th + Franklin are being rebuilt, if we have to walk to midtown for example (where I work), we will need a bus to cross over 35W to get to work - please keep that in mind for those of us who need to get to work in midtown.

Name (optional) _____

Address (optional) _____

Telephone (optional) _____

E-mail (optional)* _____

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.

www.35lake.com/ea

Response: Comments noted. The staging of construction activities will be confirmed during the final design stage of the project. MnDOT will be working with a consultant to develop refined staging and traffic control plans. This effort will include coordination with local businesses, school districts, school bus service, emergency service, transit service, the City of Minneapolis, and Hennepin County. This consultant will also develop a baselined construction schedule to assist in the optimization of the construction and the minimization of the impacts associated with the construction. Each of these elements will inform the development of a Transportation Management Plan (TMP) for the project. The TMP will outline the construction schedule, traffic impacts, detour routes, allowable lane closures, and document the coordination with the groups above that will enable and inform staff throughout construction. The TMP will lay out strategies

for managing project work-zone impacts. The plan will include both construction traffic operation controls and public information components. It will address issues such as transit, pedestrian and bicycle crossings, access by emergency services to properties adjacent to this project, and access to adjacent businesses. I-35W is expected to be open to traffic, however delays can be expected that are typical with highway construction projects.

Comment Card G – Anonymous (Page 1 of 1)



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ARE THERE OTHER LANE WIDTHS OF 11' ON 35W? WHAT ARE THE LANE WIDTHS OVER THE MINNESOTA RIVER BRIDGE? IT FEELS VERY NARROW DURING RUSH HOUR.

I'M CONCERNED WITH THE LENGTH OF THE COMMUTE DURING CONSTRUCTION. I'VE HEARD RUMORS THAT IT WILL ADD 1.5 HOURS TO MY COMMUTE. THAT IS NOT ACCEPTABLE FOR A POTENTIAL 4 YEAR PROJECT.

I LIKE THE REVISED BRIDGE (BEAD + FLY OVER) ENTRANCE POINTS. AND IT IS NICE THAT YOU ARE ADDING ~~ADDITIONAL~~ A FREEWAY EXIT @ 28TH

Name (optional) _____

Address (optional) _____

Telephone (optional) _____

E-mail (optional)* _____

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.

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G1

G2

Comment G1 Response: Northbound I-35W from 43rd Street through 35th Street was modified by a previous project to facilitate a priced dynamic shoulder lane. The typical section for northbound I-35W was modified under State Project 2782-306 to provide a 6-foot left shoulder, 11-foot priced dynamic shoulder lane, 2-foot buffer, 4 – 11-foot lanes, and a 4-foot right shoulder. The in-place typical section for southbound I-35W is a 9-foot left shoulder, 4 – 12 foot lanes, and a 10-foot right shoulder.

Comment G2 Response: I-35W is expected to be open to traffic, however delays can be expected that are typical with highway construction projects. For additional information, see response to Comment Card F.

Comment Card H – Anonymous (Page 1 of 1)



COMMENTS

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How will NB I-35W to
WB I-94 fly over bridge
allow for exit at Hennepin
- Lyndale Ave exit & I-394 exit?

There are important manuals for
me.

Please be mindful of mitigating
having multiple bridge replacement
limiting E-W connectivity

Name (optional)

Address (optional)

Telephone (optional)

E-mail (optional)*

*Please provide e-mail address if you would like to be updated regularly by e-mail about the I-35W Project.

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H1

H2

Comment H1 Response: The proposed configuration for westbound I-94 with a left-side landing flyover bridge will result in a pronounced reduction in weaving (lane changes) as compared to the existing configuration and a substantial net improvement to traffic flow and safety. Traffic using the flyover onto westbound I-94 desiring to exit at I-394 has over 7,000 feet (more than one mile) to make the required lane change. Flyover traffic that desires to exit at Lyndale/Hennepin Avenue will have about 3,000 feet (over ½ mile) to make the required lane changes which is adequate under expected operating conditions considering that the demand is modest and that most other weaving movements will have been greatly reduced.

Comment H2 Response: Comments noted. For additional information, see response to Comment Card F.

Comment Card I – Anonymous (Page 1 of 1)



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- Light, bright and airy experience under 35W at Lk. St. - more than current plan.
- Plan for LRT in the Greenway to connect north to Mpls. Convention Center.
- Use stamped/textured concrete on all/most surfaces, horz. & vertic
- Add trees on public-right-of-way and on private property

Name (optional) _____

Address (optional) _____

Telephone (optional) _____

E-mail (optional)* _____

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Response: The development of the project included the development of a *Visual Quality Manual*, which identified the architectural treatments for the bridges, walls, etc. for the I-35W corridor. The process also included the hiring of an artist to develop the framework for the treatments on the walls, bridges, transit station, and plaza, but did not finalize those treatments. As part of the Detail Design for the project and the development of the transit station, the architectural treatments from the Midtown Greenway to 32nd Avenue on the east and west sides of I-35W will be finalized. MnDOT will also have a process to receive input regarding the design of the transit station at Lake Street, including surface treatments, lighting, and landscaping. The design of the bridges on I-35W and the new exit ramp from southbound I-35W to Lake Street

were designed with the future vision for modern streetcars or light rail transit in the Midtown Greenway corridor. This project will not prohibit that from occurring in the future.

Comment Letter J – Midtown Greenway Coalition (Page 1 of 3)

Midtown Greenway Coalition

Dalton, Richard (DOT)

From: Soren Jensen <soren@midtowngreenway.org>
Sent: Tuesday, April 26, 2016 2:01 PM
To: Dalton, Richard (DOT)
Cc: James Grube; Charleen Zimmer
Subject: Re: Reminder - I-35W Transit/Access Comment period closing on April 27
Attachments: 35W transit access project resolution.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Rick,

I am pleased to submit the attached resolution from the Midtown Greenway Coalition, calling for improvements to the current design and final construction of the transit plaza on Lake Street.

We appreciate the opportunity to provide these suggestions, which we believe will help ensure that the station is a safe, pleasant space for transit users, and that the new connection to the Greenway is successful.

Sincerely,

Soren Jensen
Executive Director
Midtown Greenway Coalition

On Mon, Apr 25, 2016 at 3:00 PM, Charleen Zimmer <czimmer@zanassoc.com> wrote:

Just wanted to remind everyone that the comment period for the I-35W Transit/Access Environmental Assessment (EA) document closes the end of the day, Wednesday, April 27. The EA can be found at www.35lake.com/ea. The presentation materials for the public open houses have been posted on the website, and a summary of the EA is attached. If you have comments, please send them to Rick Dalton, MnDOT at Richard.dalton@state.mn.us. Handouts, including the attached document, are available on the website in Spanish, Somali and Hmong, if needed.

Sent on behalf of Hennepin County and the I-35W Transit/Access design team.

Charleen Zimmer, President



Comment Letter J – Midtown Greenway Coalition (Page 2 of 3)

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The Midtown Greenway Coalition is a coalition of neighborhoods, organizations, and individuals who love the Midtown Greenway.

We're the people who got the Greenway built by public agencies, and we continue to work to protect and enhance it every day.

Not a member of the Coalition? Join today to help ensure that the Greenway is safe and inviting for everyone.

With your membership, you'll help us continue to make the Midtown Greenway one of the nation's most successful biking and walking trails — and solidify our status as the #1 biking city in the USA.

We grow stronger with each new member. Join us!

www.midtowngreenway.org

www.facebook.com/pages/Midtown-Greenway-Coalition/68914301188

www.twitter.com/midtowngreenway

Comment Letter J – Midtown Greenway Coalition (Page 3 of 3)

Midtown Greenway Coalition
April 26, 2016

**I-35W Lake Street Transit/Access Project:
Resolution regarding the Lake Street Station "transit plaza" under the bridges at I-35W**

Whereas the current design plans for the Lake Street transit plaza under I-35W are reminiscent of the design of the Hiawatha-Lake intersection, which is perceived as dark, confusing, and unfriendly to pedestrians, cyclists, and drivers; and

Whereas the City of Minneapolis, Hennepin County, Metro Transit, and MnDOT recently conducted a study to improve the Hiawatha-Lake intersection, with recommendations for needed improvements expected to cost between \$400,000 and \$5.6 million; and

Whereas there is an opportunity to avoid creating another transit intersection that is similar to Hiawatha-Lake, save taxpayer dollars from costly redesign, and create a safe and pleasant space,

Be it resolved that the Midtown Greenway Coalition calls for substantial improvements to the existing design and final construction of the Lake Street Station "transit plaza" under the bridges at I-35W, including:

Safety Improvements:

- Eliminate dark, hidden corners and dead spaces in the design
- Add islands/medians in the middle of Lake Street to reduce crossing times for pedestrians and provide a safe haven from traffic
- Use lead pedestrian intervals/countdown timers for crosswalks
- Use elevated speed tables/bumps at crosswalks
- Ensure durable crosswalk/bike markings; use bright paint

Improvements to Aesthetics/Placemaking

- Improve lighting; including replacing some lights with colorful LED lighting
- Cut texture into the columns and walls
- Ensure that public art is in construction budget, rather than asking nonprofit and neighborhood groups to find grants/funding to improve the transit area
- Incorporate art on surfaces (mosaics on columns, murals on walls, artist-painted maps on walls, artist-designed decorative metal railings above bridge, painted bridge fascia panels)
- Replace specified grey, brown & beige/tan paint tones with bright/light colors and up-lighting to make the space less dark & foreboding
- Use lighter colored concrete than the proposed beige
- Add designated areas for food trucks and other vendors
- Consider adding leasable shop space adjacent to transit entrances to bring life & eyes to the street, replacing lost small business parcels along Lake Street

We are hopeful that the project partners will incorporate these suggestions and others, to humanize the transit plaza and create a true public space where people want to gather, rather than a dark, unfriendly place that most people would prefer to avoid.

J1

Comment J1 Response: The project partners and their designers share the overall goal of creating a public space that is safe, secure, well lit, and inviting. Traffic safety, user security, lighting and aesthetic treatment suggestions will be considered where appropriate in the final design. The proposed multimodal transit station, including bridges over Lake Street and the transit plaza area, will incorporate pedestrian, platform, vehicle circulation, and emergency lighting, selected and located to achieve the required illumination level for each element of the facility consistent with the *I-35W Transit/Access Project Visual Quality Manual* and other project design documents.

Comment Letter K – Lenief Heimstead (Page 1 of 2)

Date: April 18, 2016

To: Rick Dalton

From: Lenief Heimstead 

Re: Comments on 35W Transit Access Project Environmental Assessment Document

I am a transit-dependent resident of the area near Lake Street and 35W, and I support this project in general.

At the same time, I am a strong proponent of the Good Grocer operation, which has brought significant benefits to area residents. These benefits include (1) access to a wide variety of fresh produce and (2) the opportunity to obtain a substantial reduction in food costs for a minimal volunteer time contribution.

I concur with the description of Good Grocer on page 86 of the EA which states

Good Grocer, a non-profit, member operated grocery store, will also be displaced by the project. The non-profit's mission is to help area residents who are "food insecure." Based on an interview conducted with the founder of Good Grocer in February 2016, it was determined that:

- The grocery store is not minority-owned;**
- The grocery store has five paid staff (40 percent of their employees are minority persons); and**
- There are over 400 people, with diverse racial and ethnic backgrounds mirroring the community, who volunteer their time to assist in the operation of the grocery store.**

The founder of Good Grocer also believes that they provide services uniquely important to minority or low-income communities.

Therefore I must disagree with two statements on page 87 in the *Social Impacts* section of the EA's Economic Justice Analysis. First,

The proposed displacements have the potential to disrupt the availability of certain private facilities and services in the community. Within the community, it has been determined that:

- There are seven grocery markets/stores located within one mile of the displaced business.**

These stores do not offer the benefits of Good Grocer noted above (as (1) and (2)). There are actually no comparable operations in the area.

Comment Letter K – Lenief Heimstead (Page 2 of 2)

Second,

The potential disruption of private facilities and services in the community accrue to the population in general and do not disproportionately affect low-income or minority populations.

I believe that the volunteers at Good Grocer who will be affected by the displacement of the store are mostly low-income and minority residents, and therefore this statement is false.

The EA document actually does acknowledge that an impact will be felt by “environmental justice populations” – on page 89 of the *Right-of-Way and Relocation Impacts* section.

For relocation impacts, the relocation analysis in this EA states that a recent market search conducted in the Lake Street area reveals adequate available replacement resources to accommodate relocation of the displaced business and non-profit organization. Relocating the business and non-profit organization within their existing general vicinity would substantially reduce the impacts of these displacements to environmental justice populations.

I agree that relocating Good Grocer within the general vicinity would definitely reduce the impact for its volunteers, and so I believe it is essential that the 35W Transit Access Project provide assistance to Good Grocer which will be adequate to ensure that it is relocated within the area and close to a bus route.

Response: The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources would be available to the relocated business and the non-profit organization without discrimination. Hennepin County staff, in coordination with the founder of Good Grocer, have agreed to search for a new location for the non-profit organization in the Lake Street neighborhood.

Comment Letter L – Victoria Barlow (Page 1 of 2)

Dalton, Richard (DOT)

From: Vic Barlow <VBarlow@brinda-heilicher.com>
Sent: Wednesday, April 27, 2016 12:19 PM
To: Dalton, Richard (DOT)
Subject: 2815 Stevens Ave S Victoria Barlow Corner 28th/Stevens

Good afternoon Richard Dalton,

Thank you for the opportunity to connect with you regarding the 35W expansion for Lake Street Area. I have resided at 2815 Stevens Ave S for 14 years, and have some specific items I wish to connect with you and the expansion committee on. My work schedule conflicted with the times you held meetings at Colin Powell, and so I am relieved there is another process in place to connect with you at this time.

I have 4 key items please to discuss with you and your committee/department, and thank you in advance for this opportunity!!

1. Access to my garage and alley next to tot lot behind my property of 2815 Stevens Ave S (4 car garage here) issues with access from 28th side due to snowplowing, snow hills and water, and so use the alley access near Krav Maga several times per day
2. 28th St E and Stevens Ave S is a vehicle crash site
Traffic Safety city of Mpls is currently reviewing the statistics regarding 5-6 crashes at this corner each year, historically for 10 years
I was personally almost struck last Tuesday night with driver at high speeds running red light at 28th St SE and Stevens Ave S as they made their way to the 35W overpass, they narrowly missed a car as well coming from Stevens heading North
3. Greenway access on Stevens/Lake
4. Safety of crossing Lake at Stevens for my children coming home from highschool on city bus at the corner of Stevens and Lake Street
I do so much appreciate being able to speak with you and the committee about these issues and concerns surrounding the improvements and expansion to 35W.
Thank you again so much, my cell is the very best way to reach me at 612.805.8207 and also via email, please try both so that I am sure to connect with you.
My mailing address is:
Victoria Barlow Keith
2815 Stevens Ave S
Minneapolis, MN 55408

With Much Appreciation,
Victoria
612.805.8207



L1

L2

Comment L1 Response: The proposed project will increase the profile grade of 28th Street over I-35W and the transition of that profile will need to extend east and west of the bridge to match the existing grade of 28th Street. As a result of this, the grade of the alleys approaching 28th Street will need to be adjusted as well. The project will maintain the access to the alley as it is today, but the grade approach along 28th Street at the alley will remain about as it is today.

Comment L2 Response: The project will construct a stairway, with an integrated bicycle track, from Stevens Avenue street level to the Midtown Greenway level.

Comment Letter L – Victoria Barlow (Page 2 of 2)

VIC'S & TUGGS TAVERN ALONG HISTORIC MAIN STREET ON THE MISSISSIPPI RIVER
Winner of USA Today's Top 10 Prettiest Cobblestone Streets across America!
[10 Best: Prettiest cobblestone streets across America](#)



Victoria Barlow

Director of Group Sales & Events

Vic's on the Minneapolis Riverfront & Tuggs Tavern at St. Anthony Main, Williams Uptown

Direct: 763.544.0818x19 Cell: 612.805.8207

Comment Letter M – David Piehl (Page 1 of 1)

Dalton, Richard (DOT)

From: Squarespace Services <no-reply@squarespace.com>
Sent: Wednesday, April 27, 2016 4:00 PM
To: Dalton, Richard (DOT)
Subject: Form Submission - Environmental Assessment Comments

This email was transmitted via www.35lake.com.

Submitted from address 74.202.104.18/74.202.104.18.

Name:: David Piehl Email Address:: depiehl@gmail.com Comments:: Living next to the freeway is difficult. We know the pollution levels are high, as are the noise levels. The salt spray from the freeway prematurely corrodes metal on our homes; I have a porch light that had to be replaced due to excessive corrosion after just 10 years, and it was protected by the roof! Some years ago, the glass in our windows was etched by a chemical used to melt ice on a trial basis. Traffic on the offramp is horrendous, a major safety issue, and the pan handlers MNDOT allows on their property have caused fender benders wandering into traffic, and will eventually cause bodily harm. We really need something at the top of the embankment of the 3000 and 3100 block of 2nd to minimize the amount of salt spray and freeway dreck coming down the hill. Cars have come down the hill occasionally too. The work being done here also needs to include a way to reduce the speed of the traffic on 2nd after they exit on the northbound 36th st exit or 31st st exit. The ramp really needs to be a single lane, and the embankment should be heavily planted if the existing vegetation is disturbed. Boulevard type trees in the planned 2nd Ave median would eventually help aesthetics, noise, and pollution. This is a better design than what was seen in previous rounds of planning, but there are still missing pieces.

M1

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Comment M1 Response: The proposed design of the freeway is at its current location in relation to the houses. There will be a wall that extends to the south from the 31st Street Bridge that will include a concrete barrier on the top that will restrict the amount of salt spray. Also, the slope between the freeway and the ramp and the median between the ramp and 2nd Avenue will provide opportunities for landscaping that will assist with these concerns. MnDOT will develop landscaping plans for the corridor and landscaping will be installed after the roadwork is constructed. MnDOT Maintenance is constantly striving for the most efficient application of deicers through training, technology, and research on chemicals, equipment, and processes. One example is the Maintenance Decision Support Systems (MDSS) and Automated Vehicle Location (AVL) technology in the plows, which gives drivers real-time conditions and increases precision of their deicer application. Using a mixture of salt and brine also helps the salt stick to

the roads. Overall road salt use dropped 42 percent from 2005 to 2010 even with a 7 percent increase in miles maintained. This downward trend has continued as salt usage dropped another 10 percent between 2010 and 2015.

Comment Letter N – Erin Niehoff (Page 1 of 1)

Dalton, Richard (DOT)

From: Squarespace Services <no-reply@squarespace.com>
Sent: Wednesday, April 27, 2016 4:52 PM
To: Dalton, Richard (DOT)
Subject: Form Submission - Environmental Assessment Comments

This email was transmitted via www.35lake.com.

Submitted from address mnei211-gw01.msp.atomicdata.com/71.5.106.150.

Name: Erin Niehoff Email Address: cow10044@umn.edu Comments: 1. Did these models take into account any potential improvements in public transit options? Any shift of those in the suburbs to public transit options? (In relation to the models shown on pg. 10)

1. Did they consider the environmental impacts outside of the corridor, since the alternatives measured impact on the roadway surrounding the project area? (In relation to the statement on pg. 15)
2. How will construction impact Minneapolis traffic related to the Super Bowl in 2018, especially with bridge construction being underway? (In relation to the timetable listed on pg. 19)
3. What are the "After" cover types for Lawn/Landscaping, Impervious Surfaces, Stormwater Pond, and Other? (In relation to the table for "Question #7: Cover Types" on pg. 28)
4. Where will cut soil that is not used for fill be disposed? (In reference to numbers provided on pg. 34)
5. What BMPs, other than filtration basins, will be used to control sediment during construction? (Stated that it would be mentioned in Question #10, ["Best management practices (BMPs) will be used to control construction related sedimentation, and turf areas will be re-established (see EAW Item 10 – Erosion and Sedimentation on page 32 for more information)"] but it is not; is in 11 instead, though not fully detailed)
6. Are there more stormwater filtration and quality improvement techniques that could be included in this project to allow it to exceed the minimum requirements? (currently developed to meet requirements; do exceed the MPCA size for filtration, but does not incorporate other techniques)
7. Will the construction plan and BMPs be made known to the public, especially since there are likely contaminated soils on site and neighboring property owners have a right to know how these concerns are being met?
8. What air quality plans is MnDOT considering, if the models for the MSAT are not as accurate as hoped? (in reference to MSAT discussion on pg. 54-55)

N1

N2

N3

N4

N5

N6

N7

N8

N9

Comment N1 Response: Traffic forecasts for this study were based on the Regional Travel Demand Forecast Model from the Metropolitan Council. This model is based on the current regional transportation plan which includes input from Metro Transit on future growth plans with the seven-county metro area. Therefore, it includes funded improvements in public transit options as well as potential shifts of suburban trips to transit routes.

Comment N2 Response: According to FHWA, logical termini for project development are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts. For the proposed project, the environmental impact review covered a broader geographic area than the strict limits of the transportation improvements. As discussed in Section 4.1 of the EA (Logical Termini), the project's influence

area extended on I-35W from approximately 46th Street into downtown Minneapolis, on I-94 from 11th Avenue to the Lowry Tunnel, and on Lake Street and the Midtown Greenway from Stevens Avenue to 5th Avenue. To complete certain analyses, these limits were scaled as appropriate.

Comment N3 Response: The criteria being used to develop the Maintenance of Traffic for the project prohibits major construction delays within the project limits during the period of the Super Bowl and other events throughout the city. The goal is to coordinate with the local communities as well as the City to minimize impacts to the transportation system during construction.

Comment N4 Response: As noted on page 28 of the EA/EAW, the “after” cover type totals for lawn/landscaping, impervious surfaces, stormwater pond, and other are: 51.1, 100.3, 0.7, and 0 acres. The cover types for most areas will be salt-resistant species to ensure stability in the future. The seeding materials located in the filtration basins need to be both salt-resistant and tolerable to having water stored for a period no greater than 24 hours. City homes, apartments, and buildings will have sod provided as to establish the lawn as soon as possible.

Comment N5 Response: Excess materials and debris from the project becomes the property of the contractor and available for the contractor to use or sell as they see fit. The contractor will dispose of excess materials and debris from this project in accordance with state and federal regulation and MnDOT Standard Specification for Construction, 2104.3C and Minnesota Rule 7035.2825. In particular, excess materials and debris will not be placed in wetlands or floodplains. Contaminated soil that is excavated will be hauled to a Minnesota permitted solid waste or industrial landfill facility for disposal.

Comment N6 Response: The commenter is correct; erosion/sedimentation control related to stormwater runoff was referenced EAW Item 11.b.ii.4 and not in EAW Item 10. The project proposes to install filtration basins where feasible along the corridor. In other locations, MnDOT is proposing the use of filtration devices such as SAFL (St. Anthony Falls Laboratory) Baffles to filter the water prior to discharge.

Comment N7 Response: The treatment of the water will meet the minimum treatment levels required by the permits. The limited right-of-way constrains MnDOT opportunities to provide as much natural treatment as desired and mandates the Department to use filtration devices, etc. to meet these goals. The project limits the types of treatment that is available. The hierarchy of treatment is infiltration, filtration, detention, and then Best Management Practices. The project will construct two filtration basins as part of the project. The project will also install filtration devices to filter the water prior to discharge into public waters.

Comment N8 Response: Upon completion of the project plans, they will become public information and available for viewing.

Comment N9 Response: This air quality analysis was performed following the guidance issued by FHWA. The U.S. Environmental Protection Agency (EPA) released a new emission model, the Motor Vehicle Emissions Simulator (MOVES) in 2010. As of December 20, 2012, MOVES is the emissions model required for use in analyzing MSAT under the NEPA review process for highway projects. The latest version of MOVES, MOVES2010b, was used in this analysis. Subject matter experts from FHWA, MPCA, and MnDOT also reviewed the modeling results for the project. No additional analysis is warranted.

Comment Letter O – Jen Kader (Page 1 of 2)

Dalton, Richard (DOT)

From: Squarespace Services <no-reply@squarespace.com>
Sent: Wednesday, April 27, 2016 10:30 PM
To: Dalton, Richard (DOT)
Subject: Form Submission - Environmental Assessment Comments

This email was transmitted via www.35lake.com.

Submitted from address c-68-46-61-144.hsd1.mn.comcast.net/68.46.61.144.

Name:: Jen Kader Email Address:: jen.wendland.kader@gmail.com Comments:: Thank you for the thoughtfulness and breadth of this EAW. Given the significance of this project in terms of current and future service, as well as the extent of the construction process, the efforts made in developing this EAW are appreciated.

While there is a lot of good information in this document, there are some substantial gaps that need to be addressed, as well as several options to use this project as an opportunity to improve quality of life for residents near the project site, and do more than meet minimum requirements.

In detailing the anticipated environmental impacts, no meaningful mention is made of urban heat island effect, cumulative impact, or potential air quality concerns from diverted traffic (especially during the construction phase). The project covers considerable acreage, and the preferred alternative will add an additional 9.1 acres of impervious surface. This is additional surface that will further contribute to the phenomenon of urban heat island effect. We know that heat islands result from a combination of surfaces which absorb heat (such as pavement), combustion (which produces heat), and lack of trees or other vegetation (which provide shade and lead to cooling through evapotranspiration). As such, it can be expected that both the No Build Alternative and the Preferred Alternative will contribute to heat island effect. At 9.1 acres greater, the preferred alternative will contribute that much more.

Especially in a changing climate, where Minnesota is expected to see an increase in heating degree days, effort should be made to not only avoid further contribution to heat islands, but also look to find ways to reduce below current levels of contribution.

Furthermore, closing of bridges and reduced traffic lanes (during construction) can be expected to add to increased congestion on neighborhood streets and county roads throughout the project's implementation period. More discussion on plans to mitigate this increase and ensure it will not have adverse health and safety impacts on the surrounding communities as a result of this increased congestion during the construction period is needed. This should be done for daily commute times, as well as taking into account scenarios with large events drawing hundreds of thousands of additional visitors to the city (such as any of the many conventions and concerts, as well as the Superbowl).

Another significant gap in the analysis is in addressing air pollution. Numerous studies show that living nearby, working nearby, or otherwise experiencing extended exposure to traffic-related pollutants and particulates from busy roadways has adverse health impacts. Throughout the 3.1 mile route of the project, there are schools, business centers, parks, and hundreds of homes with thousands of residents. Particulates settle and visibly cover homes, windows, cars, and other surfaces in this area already. Even if the current air pollutant levels are within

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03

Comment O1 Response: The proposed project is adding up to 9.1 acres of impervious surface. However, the project is also consolidating the corridor and providing more opportunities for the provision of landscaping throughout the corridor. This along with improved operations of traffic is anticipated to provide greater air quality and shade, and may potentially help to lessen the effects of urban heat islands.

Comment O2 Response: MnDOT has been working with a consultant to develop detailed Management of Traffic Plans for the project. The work that MnDOT has completed shows that there will be diversion of traffic into the adjacent neighborhoods as a result of restricting capacity on I-35W. Studies MnDOT has completed to date show that the operations of I-35W in the forecasted year are not substantially improved over the existing, but the proposed project does

not adversely impact the operations either. Also, the proposed Maintenance of Traffic accounts for no impacts to the Interstate system during the period of the Super Bowl. Larger congestion impacts will occur after the Super Bowl. MnDOT will also coordinate with city, county, and neighborhood groups to gain an understanding of key events and work to schedule our impacts around those events as much as possible.

Comment O3 Response: See response to Comment N9.

Comment Letter O – Jen Kader (Page 2 of 2)

the acceptable range for NAAQS, a thorough study of the air quality related health impacts already experienced within two blocks on either side of the project area needs to be done, and similar health impact assessments for the project alternatives should also be done.

O3

Especially in as much as a Health Impact Assessment can get into cumulative impact, environmental justice, and the compounding issue of urban heat island, this is an important measure to be taken. Additionally, given the Metropolitan Council's and the City of Minneapolis's commitment to sustainability and addressing climate change (and the extent to which resiliency and the environment will be reflected in the next Comprehensive Plan), emissions should be capped at current levels with projects emphasizing a reduction in emissions. However, the preferred alternative shows a projected increase in levels in 2038.

In addition to doing more to address air quality and heat, the project could also do more to address water quality. By adding 9.1 acres of impervious surface, the project is increasing runoff by more than 240,000 gallons in a 1 inch rain event. Yet, the stormwater ponds being installed to meet MS4 permit requirements capture only a fraction of that volume. Considerably more could and should be done to manage stormwater as a part of this project. Especially concerning is the discussion around flooding at 42nd street: this project should not be planned in a manner that considers only a 10-year rainfall event. It is known through Atlas-14 modeling that even optimistic projections for Minnesota's future in a changed climate will see increases in the intensity and frequency of more extreme events. Larger rainfall amounts should be anticipated in the design to help build in resiliency in a changing climate, and make sure that the infrastructure's usefulness does not sunset before the lifespan of the project expires.

O4

To address heat island, air quality, and runoff, thoughtful design needs to be incorporated. Fortunately, addressing all three can be done through the incorporation of green infrastructure and other adaptive infrastructure options. Whether it is using pervious pavement for the shoulders, increasing the number and total capacity of retention basins, reducing the heat-absorbing characteristics of the pavement, incorporating large rain gardens, or even integrating tree trenches, there are several options available to clean our air and water through choices being made about infrastructure. Additionally, landscaping decisions that prioritize significant contribution to tree canopy can likewise improve air quality, increase infiltration throughout the corridor, provide cooling through shade and evapotranspiration, and help to reduce noise, all well enhancing the visual quality of the corridor. More needs to be done to mitigate these impacts.

O5

The 35W Access Project requires a huge investment from multiple authorities. It would serve decision-makers and tax payers well to make sure that the project that is built is one that reflects the city Minneapolis will become and the climate it will have. This project as it currently stands fails to take this future-oriented perspective in terms of environmental impacts. A Health Impact Assessment, in conjunction with a climate vulnerabilities assessment, needs to be done, and efforts to further mitigate adverse impacts need to be incorporated.

O6

Comment O4 Response: The two proposed filtration basins have a volume of approximately 65,000 cubic feet, or 486,200 gallons. Relative to the 9.1 acres of additional impervious surface this translates into the equivalent of almost 2 inches of rainfall or almost twice the minimum, required by the NPDES permit. The detention storage estimates are predicated on an analysis using Atlas 14 rainfall data which reflects the trends of increased rainfall depth and intensity. For additional information, see the Stormwater Quality and Quantity discussion in Section 4.1 of this document.

Comment O5 Response: See Comment O1 Response.

Comment O6 Response: MnDOT recognizes that congestion and idling consumes more fuel and adds emissions. Over the last decade, Minnesota has seen transportation-related emissions decline with a combination of people driving less and using more fuel-efficient vehicles and lower-carbon fuels. Reductions are expected to continue if we do more of the same. As discussed on pages 15 and 16 of the EA/EAW, the project includes a set of transportation demand management strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles. As such, a health impact assessment or climate vulnerabilities assessment is not warranted for the proposed project.

April 5, 2016 Public Hearing Transcript (Cover Page)

PUBLIC OPEN HOUSE

4/5/2016

CERTIFIED

Northwestern Court Reporters

(800) 628-7551

* * * * *

PUBLIC OPEN HOUSE
RE I-35W AND LAKE STREET IMPROVEMENTS
TAKEN ON THE 5TH DAY OF APRIL, 2016
AT THE COLIN POWELL CENTER
MINNEAPOLIS, MINNESOTA
6:00 P.M.

* * * * *

1 QUESTION: What is Chapter 152?

2 SPEAKER: The question was asked, what
3 is Chapter 152?

4 That's a citation of the Minnesota
5 statutes where the legislature has required
6 some work on the bridges, and I'm going to
7 explain that in greater detail when we get
8 there. It's the law.

9 QUESTION: You said the access points
10 will not be changed, so that means that the
11 31st Street southbound ramp will remain?

12 SPEAKER: So the question is to confirm
13 whether any of the access points will change
14 along the freeway and whether the 31st Street
15 access point on the southbound side of the
16 freeway will change.

17 The answer is no. None of the existing
18 access points will change along the freeway.

19 QUESTION: With the understanding that
20 none of the points will change, specifically
21 the configuration of the on-ramp from Lake
22 Street on the corresponding exit that's maybe
23 a hundred yards down to 35th on southbound
24 35, that configuration isn't going to change
25 at all?

Supplemental Response: In 2008, the State Legislature passed the Chapter 152 legislation that identified among other bridges, the southbound I-35W Braid Bridge and the northbound I-35W to westbound I-94 Flyover Bridge as structurally deficient and in need of replacement.

1 QUESTION: So the question, and I have
2 to repeat these to make sure we get them into
3 the public record, the question is given that
4 the 31st Street entrance to southbound is not
5 changing, will there be any adjustment to the
6 35th Street exit from southbound 35W, and the
7 answer is no. No change.

8 QUESTION: Two questions. One is, will
9 you be able to get to the airport with the
10 orange line, or how would you connect to the
11 airport? Do you know?

12 SPEAKER: So the question is how would
13 we connect to the airport from the orange
14 line, and I am going to direct you to Metro
15 Transit staff if you can raise your hands in
16 the back. Metro Transit staff can answer
17 that specific question after the
18 presentation.

19 QUESTION: And the other question is, I
20 think I saw something about public art, and
21 since you're moving that space back and want
22 to make it a better place for pedestrians,
23 first of all, is there any dollars for public
24 art in this project? And what kind of art,
25 if any, would be for that area?

1 SPEAKER: So the question is about
2 public art with the project and whether
3 there's any funding that's allocated for
4 public art.

5 The project advisory committee that we
6 worked with for five-plus years did help us
7 pull together a public art framework
8 document, and that's available on our project
9 website at 35lake.com, and that really sets
10 the framework for how we would implement
11 public art with this project.

12 We continue to look for those funding
13 sources to dedicate to public art, but we're
14 designing the project with that vision. That
15 was in the framework in mind, so we continue
16 to work on that.

17 QUESTION: Jeni, the improvements on
18 35W are just, you know, long overdue and
19 they're wonderful to see. Many of us,
20 however, live on the street level here more
21 than we do on the interstate level, and I
22 have some questions about the rendering that
23 we have here.

24 As an overarching thing, what have you
25 learned from the design of Hiawatha/Lake that

1 we're not going to find repeated here?

2 Here for one thing I'm seeing, and I
3 know this is just a very preliminary
4 rendering, I don't see any bikes or
5 pedestrians crossing Lake Street here. I
6 don't see any medians. I'm wondering how
7 bikes and pedestrians are going to cross Lake
8 Street here. And it looks very nice here.

9 What have you learned, what have you
10 integrated into this design so that we don't
11 have a repetition of Hiawatha/Lake?

12 SPEAKER: Sure. That's a great
13 question. So the concern relates to the
14 Hiawatha and Lake intersection, and I'm sure
15 we're all very familiar with that one.

16 In my role at Public Works, I'm the
17 director of transportation planning and
18 programming in Public Works, and our staff
19 just recently completed a study of the
20 Hiawatha and Lake intersection to look at
21 some of those very concerns at that
22 intersection.

23 This is a completely different
24 environment here. Completely different
25 environment. And I will show you a slide in

1 a couple slides forward about how some of
2 those nonmotorized connections are being
3 planned in this area here.

4 Hiawatha and Lake is a design that is
5 called a single point urban interchange, and
6 it results in those long, swooping movements
7 through the intersection for cars. And the
8 recommendation of the study we just did there
9 was to consider looking at a tight diamond
10 type of interchange design in that location.
11 It tightens it up to a more urban context,
12 and that's what we have here already. And so
13 they're very, they're very, very different
14 environments.

15 SPEAKER: I think an important point to
16 that that I might point out is the swoop that
17 Jeni's talking about versus the squared-up
18 approach of the streets, that compact
19 squared-up approach with signals on each side
20 instead of just that point in the middle is
21 much more intuitive and much more in line
22 with the urban setting of Lake Street along
23 the entire length of Lake that was rebuilt,
24 Dupont to West River Parkway, so it matches
25 in with that concept directly.

1 Pardon me for interrupting.

2 QUESTION: I have a fundamental problem
3 with this intersection, and it is that you
4 have one route on Lake Street, one route on
5 the Greenway, you've got 35W, and you've got
6 Nicollet Avenue. All of these are transit
7 corridors, but it's about 700 feet walking
8 from the Greenway to Lake Street. It's close
9 to a thousand feet walking from Nicollet to
10 I-35. And if you're trying to build a system
11 that makes it possible for people to quickly
12 and efficiently transfer from one run to
13 another run, I have to tell you, this is not
14 the way to do it.

15 If you build a hub, and you have
16 multiple levels and elevators and you have
17 everything centered so people can go up and
18 down on an elevator and walk with their baby
19 carriage or with their shopping cart maybe 50
20 feet or a hundred feet, I'll tell you, in
21 Minnesota in January that makes a huge
22 difference.

23 Have you thought about the importance
24 of building a transit hub that is designed
25 for the people that are going to use it, and

1 in particular, for the transfers that people
2 need to make?

3 SPEAKER: So the question -- did you
4 catch most of the question?

5 COURT REPORTER: Yes.

6 SPEAKER: Okay. Great.

7 So the question is about making
8 transfers from this regionally significant
9 transit station to the other transit modes in
10 the area.

11 It's an excellent question, and it was
12 one that we were asked very early on in the
13 planning process for this project, and we
14 went through a pretty lengthy analysis of
15 where this transit station should be given
16 the other modes and opportunities for transit
17 in the area.

18 So we looked at a transit station that
19 was centered over Lake Street, we looked at a
20 transit station that was centered over the
21 Greenway, and we looked at a transit station
22 that was somewhere in between, and that's
23 where we landed.

24 So this transit station, and this
25 drawing doesn't show it very well, this

1 transit station actually leans north of Lake
2 Street and it cuts that walking distance of
3 700 feet, or whatever it was that you quoted,
4 down to something closer to 400 feet I
5 believe from the far north edge entrance into
6 the transit station down to the Greenway.

7 So we did think about that and we did
8 look at that, and we're bringing the transit
9 station to the north in order to shorten that
10 walking distance.

11 The city is working on a street car
12 project along Nicollet and Central which
13 would come into, you know, approximately
14 where K Mart is right now, and we acknowledge
15 that that's another transfer point there as
16 well, and so we're looking at how we improve
17 that public route along Lake Street. We
18 can't bring Nicollet closer, but we can make
19 it a friendlier walk.

20 QUESTION: You can. If you build a
21 ramp, take a look at Chicago and Lake Street.
22 You know, the buses going down Lake Street
23 detour into the transit station, as do the
24 Chicago buses.

25 The point is you can design a system

1 where all of the vehicles on all of these
2 different routes intersect at multiple
3 levels, so you use an elevator and you walk
4 50 feet instead of 500 or a thousand feet.
5 That's to me the biggest thing that's missing
6 in this whole plan.

7 SPEAKER: Thanks for your comment. I'm
8 going to go back here.

9 QUESTION: Isn't there a pedestrian
10 access on 35 on the south, one of the many
11 south access points for pedestrians on 35?

12 SPEAKER: Let me make sure I understand
13 your question.

14 Is there access for pedestrians to get
15 up to the freeway level from both sides of
16 Lake Street, is that what you're asking?

17 QUESTION: Not Lake Street at all.
18 Much farther south off 35. Is there
19 pedestrian access to 46th Street?

20 SPEAKER: Well, this transit station is
21 very similar, but different, because 46th
22 Street goes over 35W, and here 35W goes over
23 Lake Street, so the transit stations are
24 reversed. It's also a different operation
25 within the transit station. At 46th Street,

1 the buses do cross over. The gates go up and
2 down.

3 At this location, the gates would never
4 stop moving if we had that situation, and so
5 the buses exit, but they stay on that side of
6 the freeway in the direction that they're
7 moving.

8 Pedestrians can still, much like 46th
9 Street, from either side you can get down in
10 the transit station. From either side of
11 Lake Street there will be vertical access up
12 to the transit station in either direction
13 for whichever platform you get on.

14 QUESTION: Elevators?

15 SPEAKER: The question, how is the
16 vertical access provided?

17 Both elevators and stairs.

18 QUESTION: Crossing Lake Street from
19 north to south, are you having a pedestrian
20 island between the north and east and west
21 traffic lanes? Because I know people with
22 wheelchairs, I walk with a cane or a walker,
23 there's no way I'm going to cross this with
24 the lights. I mean there's not enough time.

25 SPEAKER: So the question is about

1 pedestrian crossing on Lake Street.

2 And, again, we'll get to this in
3 another slide, but no, we are not proposing a
4 pedestrian median island. We want
5 pedestrians to be able to cross this in one
6 phase. And so we have narrowed up, we have
7 tightened up Lake Street, and we are planning
8 for with the signal timing a person to be
9 able to cross that in one phase even if they
10 are using a walker or a wheelchair or they're
11 pushing a baby carriage.

12 QUESTION: Because narrower than like
13 at Lake where the Rainbow store used to be?
14 Because I can't cross that in one light.

15 SPEAKER: So the question is comparing
16 to another location on Lake Street, and I'll
17 get that location from you and we can
18 actually look at those measurements. I don't
19 have those off the top of my head.

20 QUESTION: I just highly doubt
21 pedestrians, even with children in strollers
22 and grocery carts and stuff with the elderly
23 when they're pushing their groceries, aren't
24 going to be able to cross that north to south
25 easily.

Supplemental Response: Upon completion of the project, these intersections will need to be monitored to adjust the times allocated to each movement through each intersection. This includes the provisions of a pedestrian phase for all movements across Lake Street.

1 SPEAKER: Thanks for the comment.
2 Any other questions before we move on?

3 QUESTION: I had come to earlier
4 meetings, and that is still too long for a
5 lot of people to walk. We talked about
6 moving sidewalk, and also all weather shelter
7 on that stretch, because you said how many
8 feet is that from the Greenway to Lake Street
9 there?

10 SPEAKER: So the question is, what is
11 the distance from Lake Street down to the
12 Greenway?

13 I think that is probably close to that
14 700 feet, but the distance from where you
15 could access the plaza area is more like 400
16 feet.

17 QUESTION: That's way too long for
18 people like me to walk without assistance
19 besides my cane. I mean I think you need to
20 really look at the number of people in this
21 area of Minneapolis that walk with walkers
22 and food carts and wheelchairs and baby
23 carriages, and more than one child. Three to
24 five children per adult. And this is very
25 difficult.

1 What's the cost of putting in a moving
2 sidewalk there for pedestrians period with a
3 half a bubble roof for rain and snow?

4 SPEAKER: I can't answer the cost
5 question. But these are great comments, and
6 I encourage you to make sure that they get on
7 the record, either through this process or in
8 writing, and we can put those in the public
9 record.

10 QUESTION: I mean you have room for a
11 bubble when you have the sidewalk over here.
12 Wouldn't be very hard to put a bubble over
13 that.

14 QUESTION: I just wonder if, you know,
15 is there any stormwater management into the
16 landscaping there? Catching stormwater
17 runoff? That also can be an aesthetic thing.

18 SPEAKER: Right. So the question is,
19 are we doing anything for stormwater
20 management with the landscaping?

21 It's not anticipated to be a BMP we
22 call it, or something that's actively
23 catching and treating stormwater, but it will
24 function that way, right. It will take in
25 some stormwater, but we're not funneling

Supplemental Response: The consideration of a moving sidewalk between the Midtown Greenway and Lake Street is much more than the upfront costs of the facility. There needs to be considerations for the ongoing maintenance of the structure including snow, rain, etc. The proposed facilities include two trails, including one for bikes and one for pedestrians. There are knee walls that will allow for people to rest if needed between the Midtown Greenway and Lake Street.

1 stormwater to it. We do have stormwater
2 treatment with the project, just not at this
3 location.

4 QUESTION: I think it's a great plan,
5 great idea. Quick question for you, though.
6 Let's just say you wanted to actually get
7 over to Lyndale and Hennepin from that new
8 Flyover Bridge. I have two questions.

9 How many lanes would you have to cross?
10 And how much, from a mileage standpoint, do
11 you have a half-mile to make that, to cross
12 all those lanes to get onto Lyndale and
13 Hennepin? More like a mile? I'm just
14 curious.

15 SPEAKER: That's an excellent question
16 that I can't answer for you up here, but I'd
17 invite you to come back and take a look at it
18 when we're done. We can get that taken care
19 of. And maybe, Scott, you can help us out on
20 that a bit afterwards. My apologies, but
21 we've got the information on the table there.

22 QUESTION: Two questions. First, is
23 Franklin, is that going to be replaced?

24 The second question is, it looks like
25 you are planning to break with time-honored

Supplemental Response: See response to Comment H1.

1 tradition and actually have the Flyover
2 Bridge consist of more than one lane?

3 SPEAKER: Two questions. And my
4 apologies, I missed the first one.

5 COURT REPORTER: I got it.

6 SPEAKER: You got it? Okay.

7 The first one, is the Franklin Avenue
8 bridge going to be replaced? The answer to
9 that question is yes, it is. And in a side
10 note, we're widening that bridge out today to
11 have what we call on road shoulders which in
12 the future, if bike lanes are presented along
13 Franklin Avenue, there could be a conversion
14 of that. So the Franklin Avenue bridge
15 becomes a bit wider for a future
16 consideration of bike lanes along Franklin.

17 And then the next question is a
18 departure with convention, and is that bridge
19 going to have two lanes.

20 I have to admit that I misspoke. The
21 width is there for two lanes, but right now
22 it's only one lane going through because it
23 drops on the freeway in its own lane.

24 So what's going to happen is there's no
25 metering on that bridge at all. It's going

1 to have its own lane that it goes into, so it
2 doesn't need two lanes because there's only
3 one lane it's going into. If it backs up,
4 then they're going to be stacked up, so to
5 speak. But it's going to be a much more
6 free-flowing event.

7 QUESTION: Great question over there.
8 Is there any reason why you couldn't have
9 that Flyover Bridge branch so that people do,
10 who do want to go from northbound 35 over to
11 Hennepin/Lyndale can take the right branch
12 and merge in on the right side while the 70
13 percent that you're talking about that are
14 continuing northbound can do as you've
15 described, is that possible?

16 SPEAKER: The question is, if we look
17 at that Flyover Bridge, could we actually
18 make a wishbone bridge that if you stay to
19 the left you can go westbound on 94 toward
20 the tunnel, and if you bear to the right you
21 can head to Lyndale and Lake.

22 QUESTION: Hennepin.

23 SPEAKER: Yeah. Why did I say Lake?
24 Lyndale and Hennepin.

25 It's something that we never had

1 thought about, and one of the tricky points
2 is how you bring them down and match in with
3 94 in the commons. That's the real tricky
4 part, because we're bringing the westbound 94
5 traffic through, and if you have bridges
6 dropping on both sides, then what you do is
7 you end up with either dropping a lane of
8 freeway traffic, or you're moving them around
9 in a configuration too quickly to be able to
10 manage any lane changes. That would be
11 difficult to do.

12 QUESTION: But you still have it
13 conventionally merging in there.

14 SPEAKER: The question is do we still
15 have the -- today we have the lane dropping
16 in off of and next to that ramp coming off
17 the freeway. But in this area, I think we're
18 probably rebuilding quite a bit of it, and I
19 think I'd invite you to take a look at it
20 with us at the table to get a better answer.

21 QUESTION: Let's talk about this later.

22 SPEAKER: Yep. Thank you.

23 QUESTION: What is generally considered
24 a reasonable life span for a bridge like
25 that? I mean how old are those existing

1 bridges that you're replacing? And what is
2 the current engineering, say, for the life
3 span of a bridge of that type?

4 SPEAKER: Well, we just happen to have
5 MnDOT partners here with us who kind of gave
6 me a wiseacre comment when this wasn't
7 working well, and so I'm looking for John.

8 John, where are you? Scott, what do
9 you think, since John has run away from you,
10 Scott -- there you go. John, I'd like to
11 welcome you back.

12 The question that we have for you is,
13 what do you think the age of the bridges are
14 out there, the Flyover and the Braid? What
15 do you think the ages of those are?

16 SPEAKER: All those were constructed
17 when 35 came through, so in the mid-'60s.

18 SPEAKER: Let's just say for the sake
19 of discussion 50-plus years.

20 And what do you think the normal
21 service life of a bridge should be under our
22 design considerations?

23 SPEAKER: So when those bridges were
24 constructed, certainly we improved our
25 concrete. We improved the metal or the

1 structural components within that concrete.
2 Bridges last between 50 and 75 years in that
3 vintage. The technology and the stuff that
4 we're using today are probably in that 75 to
5 a hundred years, again, because of that
6 construction and learning lesson, but
7 certainly in that 50 to 75, all these bridges
8 are in that age.

9 QUESTION: This is an area I've
10 wondered about a lot, and the issue that I'm
11 looking at is that you have a tremendous
12 amount of congestion between Franklin and
13 Lake Street and, say, Cedar and Hennepin.
14 And this street is unique in that the cars
15 are shut down in lieu of that, so you don't
16 have very much auto traffic from either side
17 of I-35 to either Hennepin or Cedar.

18 Have you considered the option of
19 building maybe even just a one lane that
20 would be only available to transit vehicles
21 so that you can put a transit route that
22 would connect from Hennepin and go over to
23 Cedar, because already you have a situation
24 where there's not very much congestion on
25 24th Street. This might be a real way to

1 relieve congestion in this whole area.

2 SPEAKER: The point or the observation
3 was made that we have Lake Street congestion,
4 we have Franklin congestion, and we've got
5 other congested areas, and perhaps we should
6 have a transit connection across at 24th
7 Street.

8 One of the things that the project
9 advisory committee had a long discussion on
10 was pedestrians and bicycles using the 24th
11 Street corridor, and that was deemed a really
12 important aspect for protected action along
13 the 24th Street corridor for bicyclists and
14 pedestrians.

15 A bit of a trade-off conversation was
16 held about transit and about making that
17 bridge open for any type of traffic, and
18 there was a fairly consistent uniform let's
19 keep this for pedestrians and bicyclists.

20 And I'd invite you, we can talk to you
21 more about that, and the Metro Transit folks
22 can, too.

23 QUESTION: There's always a give and
24 take in all of this, and you give up
25 something and you get something, but I have

1 to say I'm really glad that I took
2 photographs from that bridge of downtown and
3 the other side. When you're elevated the way
4 it is now, you get some great views of
5 looking down the freeway each way and of
6 downtown, so I'm glad I had those done.

7 QUESTION: There was a bus on 24th, and
8 when they put the light rail in they took it
9 away even though it was possible, and we
10 really need a bus on 24th, because on 24th we
11 have a number of food shelves and churches
12 and other buildings, we have hospital and
13 healthcare industry along that street, and
14 people are walking to their food shelf,
15 groceries, when they should be able to ride a
16 bus. This is really difficult.

17 Plus I have a question. And we fought,
18 a number of us in the neighborhood wanted a
19 bike route on 25th, and instead it was put on
20 24th, and it doesn't work on 24th. There
21 have been several bicyclists hit on 24th
22 because it's not enough street for both cars
23 and bikes and delivery trucks.

24 There is a lot businesses with lots of
25 employees, plus now buildings are being built

1 out to the street because there's no buses
2 anymore and a lot more traffic. We want foot
3 traffic. We want cars to get easily from one
4 part in the neighborhood to another.

5 My question is on the Phillips west
6 side, there's homes right up to this and
7 high-rises right up to the east side ramp.
8 Are you taking any housing? There's some
9 historic buildings there that have been
10 restored right where this ramp starts on the
11 east side.

12 SPEAKER: Essentially the question was
13 in terms of impacts that the project would
14 have, would there be any taking of properties
15 in this area because of this bridge, and the
16 answer is no. The answer is there would be
17 no takings at all as a result of this action.

18 QUESTION: With the bridge there, how
19 tall is the railing? Roughly speaking.

20 SPEAKER: I would suspect that the --
21 the question is how tall is the railing
22 height on the bridge.

23 I'm not sure you know the exact height,
24 but it's got to be higher than a pedestrian
25 railing because there's bicycling, so it's

1 got to be somewhere in the range of 42 to 48
2 inches tall.

3 QUESTION: I think it's at least 54
4 inches. The reason I wonder is because from
5 time to time you hear about people throwing
6 things off of bridges into traffic and
7 hitting cars and sometimes killing people
8 depending on how big the object is.

9 And I've seen people on the existing
10 bridge push things through the little, you
11 know, chain-link fence or whatever that's
12 there, which those things aren't big enough
13 to do any serious harm. It's not too hard to
14 heave something over a low railing, so I'm
15 concerned about that.

16 SPEAKER: We've got sign language
17 coming from the back that says it's going to
18 be six feet tall.

19 SPEAKER: The point about throwing
20 something over a bridge railing is a true
21 statement.

22 Generally, I think that there are
23 trains of thought where you've got to protect
24 the people from something being thrown over
25 the bridge versus being enclosed in a bridge.

1 And I think that as you look at it, those
2 areas that have more people passing by and
3 participating and going over the bridges, you
4 tend to have less of that problem. It never
5 goes away. It never goes away.

6 But I think one of the things that the
7 project advisory committee was talking about
8 during that is do you enclose the bridge like
9 it is today, or do you open it up and invite
10 people to use the structures more and be more
11 of an eyes and ears and an active participant
12 in reclaiming the neighborhood and what goes
13 on, and I think the project advisory
14 committee kind of landed on the second one in
15 terms of things.

16 Of course, you were a participant
17 there, and we really appreciate all the time
18 that you participated with us. You'll
19 remember, that was kind of a struggle. It
20 was an interesting conversation.

21 QUESTION: I think it needs to be tall
22 enough to at least not heave something over.

23 SPEAKER: The comment that was made,
24 and a good comment, was it should be tall
25 enough so that you can't toss something over

1 it. And point well made, David. Thank you.

2 QUESTION: A bridge with car traffic is
3 going to have more eyes and ears than this
4 will.

5 SPEAKER: He mentioned that a bridge
6 with car traffic will have more eyes and ears
7 than strictly a pedestrian.

8 Agreed. Agreed. My glass is half
9 full, and I think this is an improvement over
10 where it had been.

11 QUESTION: Can I just ask one question.
12 I was at some of the meetings of the PAC, and
13 one of the comments I heard, especially along
14 the historic Healy block, is some of the salt
15 spray damaging wrought iron fences and that
16 kind of thing. And I know, maybe you don't
17 want a sound wall there, but look at what 35W
18 did next to Minnehaha Parkway and there's
19 that glass wall. It's shorter than a noise
20 wall, and I'm not speaking for that
21 neighborhood at all, but just, I was just
22 thinking, you know, hey, if you have salt
23 spray, is there any way to put something
24 that's transparent that wouldn't necessarily
25 be a noise wall, but would protect those

1 properties from some of that salt spray, but
2 also be able to give you that nice look into
3 those historic properties and into the
4 Midtown neighborhood.

5 SPEAKER: So the question was, is there
6 a way to deal with salt spray and noise?

7 QUESTION: And the other chemicals that
8 come from the freeway, because it's not just
9 salt that is put down on the freeway.

10 SPEAKER: For instance, along the Healy
11 block, they did have the opportunity to vote
12 on a noise wall, and they chose to not
13 support the addition of a noise wall.

14 In terms of other devices that might
15 also inhibit spray I guess, the current
16 design, I think we should talk with MnDOT
17 about that in the back and whether or not
18 there's any raised barrier that might knock
19 down some entire noise and also inhibit some
20 spray, at least from a pavement level.

21 QUESTION: And the Healy block has
22 talked about the need for some sort of
23 protection from the salt spray and chemical
24 spray from the freeway since the beginning
25 and never got any kind of proposal that

Supplemental Response: The proposed design of the freeway is at its current location in relation to the houses. There will be a wall that extends to the south from the 31st Street Bridge that will include a concrete barrier on the top that will restrict the amount of salt spray. Also, the slope between the freeway and the ramp and the median between the ramp and 2nd Avenue will provide opportunities for landscaping that will assist with these concerns. MnDOT will develop landscaping plans for the corridor and landscaping will be installed after the roadwork is constructed. MnDOT Maintenance is constantly striving for the most efficient application of deicers through training, technology, and research on chemicals, equipment, and processes. One example is the Maintenance Decision Support Systems (MDSS) and Automated Vehicle Location (AVL) technology in the plows, which gives drivers real-time conditions and increases

precision of their deicer application. Using a mixture of salt and brine also helps the salt stick to the roads. Overall road salt use dropped 42 percent from 2005 to 2010 even with a 7 percent increase in miles maintained. This downward trend has continued as salt usage dropped another 10 percent between 2010 and 2015.

1 accommodates that.

2 And I can tell you that living in that
3 area, a porch light that I had on my porch
4 for 10 years was so badly corroded that it
5 couldn't be reused after just 10 years. My
6 iron fence is 20 years old and needs the kind
7 of rehabilitation that a 60-year-old fence
8 needs. \$3500 worth.

9 SPEAKER: Thank you for keeping that
10 alive for us.

11 QUESTION: I'm just wondering, it
12 describes them as stormwater filtration
13 basins. However, that sounds very
14 engineering-like, and maybe called
15 bioretention ponds or something like that.
16 And now, of course, it's not quite the same
17 as having a rain garden in your yard, but is
18 there any attempt -- they can serve more than
19 one purpose. They can take the stormwater
20 and filter it like they're supposed to, and
21 they can also be landscaped in an aesthetic
22 way.

23 Do you know what they're going to do?

24 SPEAKER: The question is, is how will
25 the stormwater basins be treated? Will there

1 be any plantings for aesthetic purposes?

2 I think one answer is yes, they will be
3 multifunctional in terms of yes, they will
4 retain water.

5 Secondly, they will filter water. And,
6 of course, they need to be planted in some
7 manner that will be at least green. I'm not
8 sure if they've determined a planting plan
9 for them at this point, but that's something
10 you can follow up in the back.

11 QUESTION: On that you can check with
12 Maple Grove because in their city center they
13 put in ponds to filter and so on, but the
14 plants all died. There's just too much salt
15 and other chemicals. Nothing would grow.

16 We found the same thing for the
17 entryway into Midtown Greenway. We wanted to
18 do a water project collecting rainwater and
19 stormwater off the street and use it in that
20 area for the plants. It wouldn't work.

21 We had studies done with the city and
22 the stormwater system. You cannot collect
23 street stormwater and filter it enough on a
24 site that's small to allow plants to grow.
25 It kills everything.

1 SPEAKER: Thanks for those comments and
2 questions. We'll be happy to continue in the
3 back.

4 QUESTION: So you have current
5 documents on both past, present, and future
6 anticipated emissions in the EA documents?

7 SPEAKER: There's a supporting document
8 to the report. The air quality analysis is
9 available, is that right?

10 SPEAKER: That is correct. There's an
11 air quality report that's in the appendix as
12 well as quantitative analysis that's also
13 documented.

14 QUESTION: What time frame does that
15 cover historically?

16 SPEAKER: A 20-year.

17 QUESTION: So it's looking out into the
18 future?

19 SPEAKER: That's correct.

20 QUESTION: So do we have data on what
21 past and current, what the trends look like
22 between for the last, you know, 30, 40 years,
23 and current trends? I mean what are those
24 trends?

25 SPEAKER: I think the answer to your

Supplemental Response: The Minnesota Pollution Control Agency reports biennially to the Minnesota Legislature on the status of air pollution emissions in a document titled *Air Quality in Minnesota*. The 2015 report can be viewed at www.pca.state.mn.us/sites/default/files/Iraq-1sy15.pdf. Page 1 of the report has a graph showing the past downward trend of air pollution emissions from 1997 to 2012. There is other information in this report on air quality trends the commenter may find of interest. Future trends in air pollution emissions are illustrated in Figure 1 of FHWA's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA, which shows a downward trend in air emissions until about 2035. View FHWA's Guidance at www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/airqintguidmem.cfm

1 question is yes, and it's contained in very
2 specific models that have been endorsed by
3 the Pollution Control Agency, MnDOT, the
4 Highway Administration.

5 I'm more a generalist on this topic,
6 but there's specific models that have been
7 reviewed and formal documentation has been
8 prepared, and two of those reports are
9 included in the environmental document.

10 I think within those documents you
11 might find specific assumptions that answer
12 your questions in more kind of a substantive
13 manner. I have copies here that I'd be happy
14 to go over with you.

15 QUESTION: I've got two kind of big
16 picture questions, Jim and Jeni.

17 The first question is, what planning
18 have you done for potential impacts during
19 construction on alternate north/south routes,
20 Hennepin, Lyndale, Blaisdell, Nicollet,
21 Chicago, Park, Portland, and residential
22 streets?

23 SPEAKER: The question that was asked
24 is when you take a look at the north/south
25 residential streets, what kind of

1 conversation is going on about what are the
2 impacts going to be on there, what are you
3 going to do about them, fundamentally what
4 you said.

5 And right now we are working with both
6 MnDOT, Metro Transit, we're getting together
7 regularly. We know something's going to
8 happen, but we don't know what it is exactly
9 yet, and we're still working on that. And
10 we're looking at how do you phase a project
11 like this and what are the impacts that occur
12 as a result.

13 No answer today.

14 QUESTION: The other question, kind of
15 following up on your quote today in Eric
16 Roper's story in the StarTribune. This is a
17 massive project.

18 How do you define controlled chaos and
19 how do you distinguish it from total chaos?

20 SPEAKER: The question arose, do I have
21 a difference between controlled chaos and
22 total chaos? That's an excellent question.
23 Thank you for that.

24 I certainly am implying in terms of
25 controlled chaos is that, or controlled

1 aspect, is that over the next many months we
2 get a better chance to learn what diversions
3 might take place. We learn what type of work
4 we have to do along areas in order to keep
5 transit advantage and transit attractive so
6 that we don't lose out in those areas.

7 And so that we understand even in the
8 neighborhoods where there is a bicycling
9 commitment by way of space is reserved on the
10 roadway for bicycling, even the east/west
11 streets type of thing, those are the impacts
12 that we're going to try to figure out over
13 the next many months and bring together under
14 a traffic management plan. That's the
15 controlled part of the chaos. Without that
16 it would just be chaos squared.

17 QUESTION: How much room is there for
18 change on the designs between now and
19 December?

20 SPEAKER: The question is, how much
21 room is there on the designs for change
22 between now and December?

23 The predicate on that, that's a pretty
24 good word, the predicate on that is that you
25 have layout approval and municipal consent

1 which sets the footprints in place, and that
2 would then say there are going to be this
3 many lanes on the freeway for general purpose
4 and the transit advantage managed lane and
5 this is what it's going to look like on Lake
6 Street on the other areas, and then it would
7 just be the details of the design, should the
8 fence be 60 inches, should it be 80 inches,
9 should it be 54 inches, not that the
10 northbound to westbound Flyover becomes a
11 wishbone and drops in two spots. That
12 probably is not going to happen if the layout
13 approval and municipal consent occur. That's
14 a big deal.

15 QUESTION: Can you have a municipal
16 consent so that is an option?

17 SPEAKER: The question is, can there be
18 municipal consent with an option, and an
19 option was what I called the wishbone
20 condition for the northbound Flyover.

21 My sense is that there's a desire to
22 keep that municipal consent as direct as
23 possible with as few moving parts of that
24 magnitude in play. We'll have to see what
25 the City Council says. See what the Board of

1 Commissioners say.

2 I can't speak for either the City
3 Council or the county Board of Commissioners.
4 I said the desire is to try to keep it to a
5 minimum the number of issues at play.

6 QUESTION: Whose desire?

7 SPEAKER: The question is, whose
8 desire? That's your elected officials. And
9 so they're the ones who are charged with the
10 responsibility and have the authority to make
11 those -- make those positions known, and that
12 is probably what they're going to do as they
13 talk this through.

14 Yes, sir?

15 QUESTION: I've got a couple comments.
16 One, has there been, since this has been
17 started, or finished, or whatever it's at
18 right now, any consideration given to traffic
19 coming on 28th Street to keep it from
20 becoming a very convenient shortcut to get
21 over to Hiawatha when the commons area is
22 backed up, because it's a one-way right now,
23 and the off-ramp to 28th Street, it will be a
24 shortcut, you know, a speedway.

25 The other one is on the map of historic

1 districts, I was trying to figure out what is
2 consistent on there because some local
3 designation properties are shown and others
4 aren't. I noticed on the Healy block you
5 only show the national registered properties,
6 and you're missing the 11 state designated
7 properties.

8 Curious about that, why that might be.

9 SPEAKER: I think there were two
10 questions. One is, is there any traffic
11 calming in the plans for the 28th Street east
12 of our project?

13 I'm going to have to say I don't know
14 about that. I don't think there is, but I'm
15 not sure if anything is going on.

16 Maybe Jeni?

17 SPEAKER: So happy to talk to you about
18 this offline, but 28th Street, we do envision
19 carrying the protected bikeway that was
20 installed to the east of this area last year
21 through and making a connection to Hennepin,
22 and so just adding the protected bikeway
23 facility on 28th Street is going to do some
24 traffic calming.

25 But if the need arises for additional

Supplemental Response: There are no historic properties on the state register within the project's area of potential effects. Figure 8 in Appendix E of the EA/EAW shows the National Register of Historic Places properties (listed and eligible). Figure 9 in Appendix E of the EA/EAW also shows the Locally-Listed Historic District (NRHP-Eligible); on this project this is the Washburn-Fair Oaks Heritage Preservation District. For the purposes of the Section 106 review for this project, FHWA recognized the locally designated Washburn-Fair Oaks Heritage Preservation District as a National Register of Historic Places-eligible property.

1 traffic calming, the city would take that on
2 outside of the project after we monitor the
3 situation.

4 SPEAKER: And then the second question
5 was that an observation that perhaps there
6 were up to 11 other properties that are
7 perhaps on the state historic preservation
8 system, pardon me, I probably have the name
9 wrong there, but not on the national.

10 Maybe you could see us afterwards
11 because I can't answer that one, why. I know
12 from a federal level we look at the national.
13 I'm happy to talk to you.

14 QUESTION: You got the federal ones.

15 SPEAKER: Yep. Exactly.

16 QUESTION: Yes. The Super Bowl is in
17 fall of 2017, right?

18 SPEAKER: Super Bowl, fall of 2017.
19 '19. '19. Wait a minute. I think we got
20 '17, '18, and '19, so we're going to have
21 three Super Bowls.

22 QUESTION: Which year is it?

23 SPEAKER: I believe it's 2018.

24 QUESTION: Well, this may be done, but
25 right now from 35W to Hiawatha, the only two

1 streets that really work are not Chicago
2 because it has -- it was narrowed and it's
3 only two lanes, and still they're putting
4 super buses there, which is crazy.

5 28th and 26th, the bike lanes were put
6 in, and at every corner they put in concrete
7 medians that cost \$40,000. They had to take
8 them all out because those streets serve for
9 big trucks. Semis couldn't make their right
10 turns. Now the neighborhood wants lower
11 speeds on 28th and 26th, but we can't get out
12 of our own neighborhood right now. Cedar's
13 hope was try to drive on Cedar from Lake
14 Street in rush hour, or any time of day. And
15 28th and 26th, you can't get across it. And
16 we have new schools opening on 26th that
17 serve 5 to 600 students at 13th and Lake --
18 26th. There's no bus stop there for them.
19 You know, this is -- we've had kids, two or
20 three kids killed on Stewart Park by 26th and
21 12. Now, these are little kids that cross
22 the street and got hit. It's a horrible
23 street.

24 You know, you want to push all this
25 traffic on those two streets to get in and

1 out of the neighborhood. Franklin Avenue
2 doesn't work for traffic anymore because they
3 have all the bays and all the restricted
4 parking area, so cars don't like to use
5 Franklin. They use 24th right now, which is
6 horrible. Then the city, the bike people put
7 bike trails on 24th and people park there.

8 SPEAKER: There's a comment over here.

9 QUESTION: I note that between 2017 to
10 2021 so much small business, about 150 of
11 them, will be affected by this.

12 Is there a plan in place for us not to
13 lose businesses?

14 SPEAKER: I believe everyone heard the
15 question well enough.

16 Fundamentally, is there a plan in place
17 so businesses don't lose business. The
18 answer to that is no. We can't ever find a
19 way to have businesses not affected.

20 The key point is in terms of businesses
21 that are impacted, are there available loan
22 programs in place as what we would call a
23 mitigation to that, and so that's one of the
24 things that we coordinated when we did the
25 Lake Street reconstruction with low interest

1 loans and other grant programs to try to
2 assist. I'm believing that there will
3 probably be a conversation of a very similar
4 nature for the work along here.

5 KATIE JONES SCHMITT: My name is Katie
6 Jones Schmitt. S-C-H-M-I-T-T. I live at
7 2219 Bryant Avenue South. And I am just
8 really excited about all the bike
9 infrastructure improvements that are going to
10 occur. I am hugely in favor of the 24th
11 Street bike bridge. Hugely in favor of the
12 new bike lane on the Franklin bridge. It's
13 very useful for me and my husband because we
14 have to go to the U, and we have friends in
15 Seward and we have businesses we like to
16 visit in Seward, and this will be a great
17 connection.

18 GARY SCHATZLEIM: Gary Schatzleim.
19 S-C-H-A-T-Z-L-E-I-M. Business is 413 West
20 Lake Street.

21 Suggestion was at the north side of
22 Lake Street transit station, if a tunnel
23 could be made to the Greenway, like a 24-foot
24 wide, or whatever it would be, open space so
25 it would be protected in the summertime and

1 wintertime so people could go to the future
2 light rail that would be possibly proposed in
3 the future.

4 And in that space listening to some
5 people that are handicapped, maybe some form
6 of moving sidewalks like they do at the
7 airport to assist people with wheelchairs or
8 walkers or handicapped, you know, somehow
9 designed into that open space.

10 Also maybe they could be like more room
11 available for like coffee shops, doughnut
12 shops or whatever, to keep the place alive
13 and a lot of people in there to make it safe.

14 If this could be considered now, our
15 grandkids 50 years from now says that was a
16 smart idea to incorporate that project at
17 today's prices.

18 (The Public Open House came to a close
19 at approximately 8:11 p.m.)

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1 STATE OF MINNESOTA)
2 COUNTY OF WASHINGTON)

3 Be it known that I took the Public Open House
4 hearing, on the 5th day of April, 2016, at
5 Minneapolis, Minnesota;

6 that I was then and there a Notary Public in
7 and for the County of Washington, State of Minnesota,
8 that the testimony of said witness was
9 recorded in stenotypy by myself and reduced to print
10 by means of Computer-Assisted Transcription under my
11 direction, and that the hearing is a true record of
12 the testimony given by the witness to the best of my
13 ability;

14 that I am not related to any of the parties
15 hereto nor interested in the outcome of the action.

16 Dated this 15th day of April, 2016.

17
18



19 Terri Stacken, RPR
Washington County
Commission Expires
20 01-31-20
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