

Appendix J

Public Engagement Report

I-35W North Preliminary Design

Fall 2015 Public Engagement Report



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***Translated materials also included in appendix**

1.0 FALL 2015 PUBLIC ENGAGEMENT ACTIVITY OVERVIEW

The Minnesota Department of Transportation (MnDOT) hosted a round of public engagement activities during the fall of 2015 intended, in particular, to involve underrepresented minority and low-income populations in the I-35W North Preliminary Design process.

Activities were held at various apartment complexes and manufactured home parks throughout the corridor to make it easy for people to participate. Over the course of fall 2015, ten outreach events were held in three formats to:

- Provide information on the purpose, content, and schedule of I-35W North Preliminary Design
- Provide information about the preferred design alternative of adding MnPASS lanes on I-35W, in comparison to the other evaluated alternatives of adding general purpose or high occupancy vehicle lanes
- Provide information about the overall MnPASS Express Lane system
- Obtain input about current travel patterns and choices from corridor users
- Engage underrepresented communities less inclined to attend a public meeting

1.1 Selection of Targeted Outreach Locations

The locations for proposed events were selected based on proximity to the corridor and demographic data sourced from the 2009-2013 American Community Survey and 2010 U.S. Census, indicating either or both:

- Block groups where the poverty population percentage was greater than the county poverty population percentage (see Figure 1)
- Block groups with a higher percentage of minority residents than the Anoka and Ramsey county average (see Figure 2)

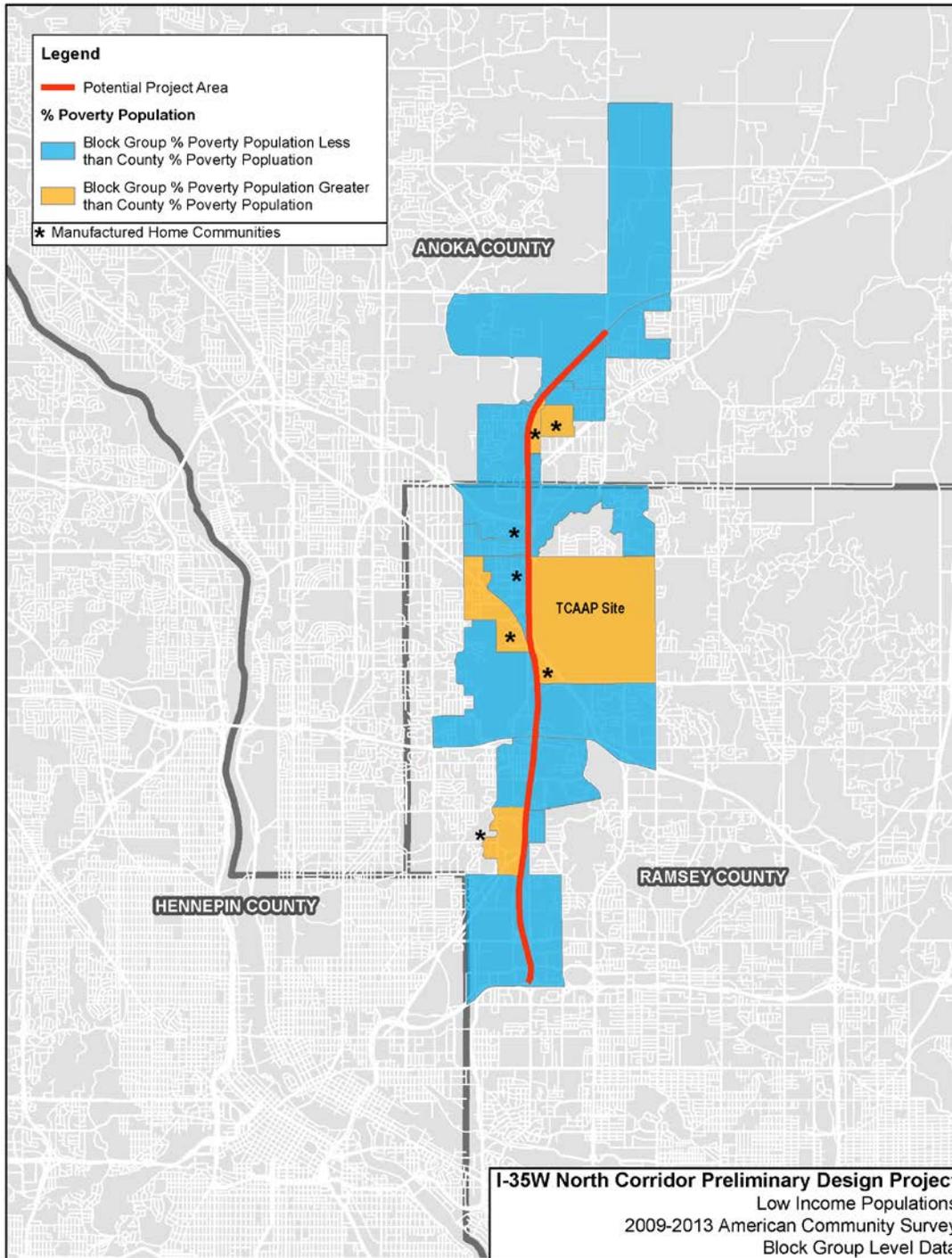
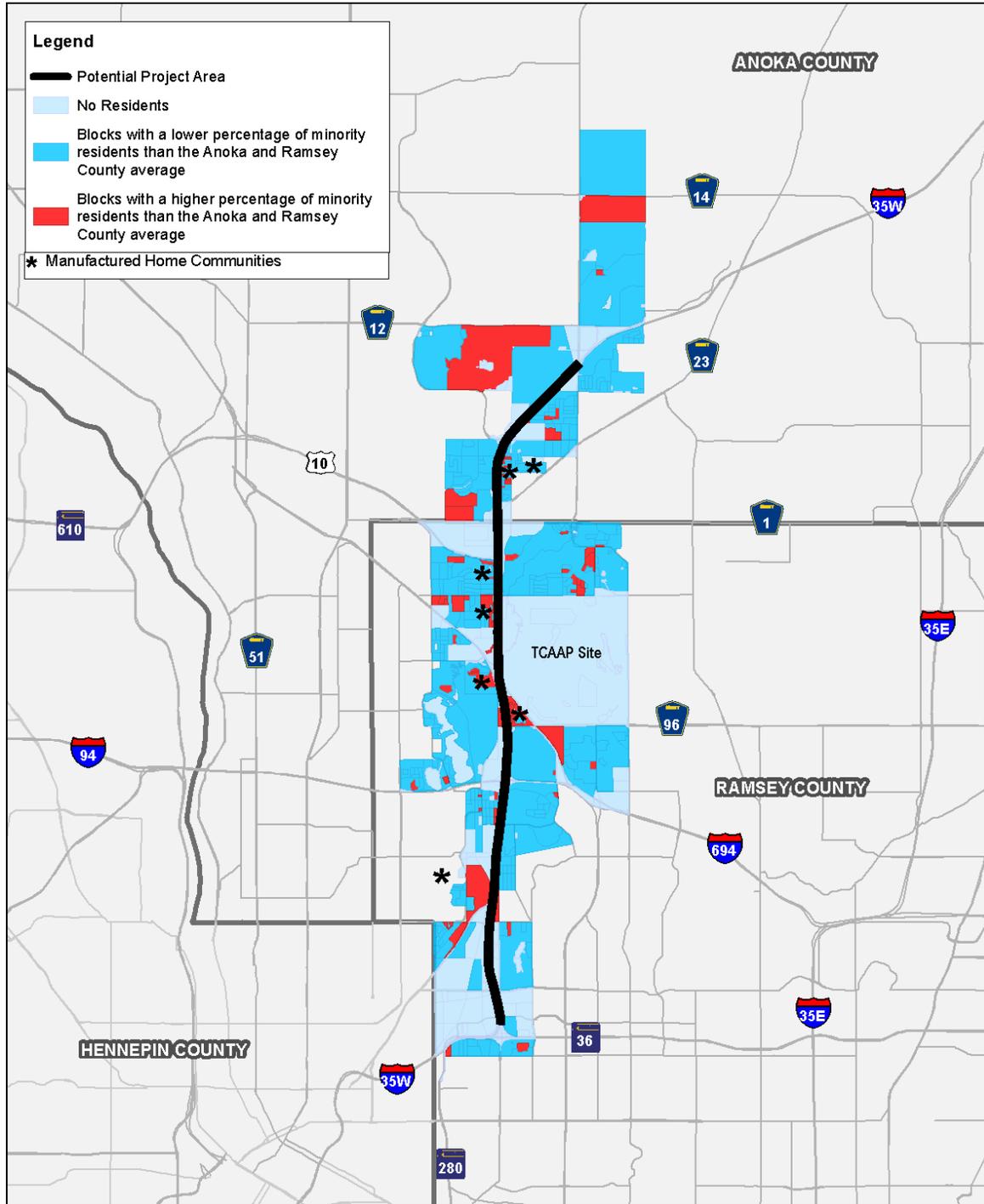


Figure 1: Income data for project area



I-35W North Corridor Preliminary Design Project
Minority Populations
2010 Census Block Level Data

Figure 2: Minority population data for project area

Based on this data, public engagement events were proposed at seven manufactured homes communities and six apartment complexes adjacent or near the I-35W North corridor (see Figure 3), including:

- Centennial Square Manufactured Homes
- Colonial Village Manufactured Homes
- Arden Manor Manufactured Homes
- Townsedge Terrace Manufactured Homes
- Lakeside Homes Manufactured Homes
- Restwood Terrace Manufactured Homes
- Mounds View Manufactured Homes
- Cottage Villas Apartments
- Chateau Royal Apartments
- Garden Grove Apartments
- New Brighton View Apartments
- Fountain Terrace Apartments
- Hillside East Apartments

Property managers/owners at three of the locations (Centennial Square Manufactured Homes, Garden Grove Apartments and Fountain Terrace Apartments) declined or indicated that their location would not be available to participate in an on-site community event. Outreach events were conducted at the other ten locations listed above.

1.2 Engagement Tactics

Resident engagement tactics at the aforementioned ten locations varied depending on property owner/manager input, and included community socials, informational meetings and door-to-door engagement (see Figure 3 for event location information). Approximately 1900 households were directly contacted and at least 225 adults participated directly in the engagement activities. An equal number of youths also participated and were, in particular, engaged in the community socials. Overall, adults from approximately 12 percent of the contacted households directly participated in the engagement activities. Participation in the community socials was higher than participation in the informational meetings. Participation ranged from a low of 2% (informational meeting) to a high of 27% of households (community social). Table 1 provides more details about each event.

I-35W North Preliminary Design Fall 2015 Public Outreach Locations



Figure 3: Fall 2015 resident outreach locations

Table 1: Public Engagement Activities

Event Location and Type of Engagement	Event Date and Time	Attendance (Sign-In)	# of Units	% of Units	Key Themes Heard at Event
Cottage Villas Apartments (Senior housing) <i>Informational Meeting</i> *Held during a standing monthly meeting	9/10/15 10:00-11:00 a.m.	13 adults	60	22%	<ul style="list-style-type: none"> • Congestion and noise on I-35W • Positive response to MnPASS • More transit use would help • How do people pay and what is cost? • How long will construction take? • Frontage roads used to avoid I-35W ; creates area congestion/safety concerns
New Brighton View Apartments <i>Community Social</i>	9/24/15 6:00-8:00 p.m.	14 adults	120	12%	<ul style="list-style-type: none"> • Reverse commuter • Avoid I-35W; don't use for work • Truckers--support I-35W improvements • Might use MnPASS lanes • CR D not safe for pedestrians • What is cost and when will work start?
Arden Hills Manufactured Homes <i>Community Social</i>	9/30/15 5:00-7:00 p.m.	27 adults	284	10%	<ul style="list-style-type: none"> • No transit options – would like to use • Surrounding roads unsafe for walking • Don't like to drive on I-35W • Hwy 10/Hwy 96 unsafe intersection; speed on Hwy 10 unsafe • Budget won't allow use of MnPASS
Chateau Royal Apartments <i>Community Social</i>	10/6/15 5:00-6:30 p.m.	26 adults	120	22%	<ul style="list-style-type: none"> • Noise (near CR D) • Don't like driving on I-35W • I-35W better than alternate routes
Hillside East Apartments <i>Community Social</i>	10/7/15 5:30-7:00 p.m.	32 adults	120	27%	<ul style="list-style-type: none"> • Cost and funding questions • Improvements would be welcome • Later transit service for late work hours
Colonial Village Manufactured Homes <i>Community Social</i>	10/13/15 6:30-8:30 p.m.	26 adults	200	13%	<ul style="list-style-type: none"> • Signing and safety – TH 10 • Noise • CR I unsafe; it makes sense to close

Lakeside Homes Manufactured Homes <i>Informational Meeting</i> *Meeting format requested	10/14/15 5:30-7:00 p.m.	4 adults	250	2%	<ul style="list-style-type: none"> • Improvements are needed • Construction impact questions • Avoid using I-35W when possible • MnPASS lanes make sense
Moundsview Manufactured Homes <i>Community Social</i>	10/22/15 6:30-8:00 p.m.	15 adults	253	6%	<ul style="list-style-type: none"> • CR I feels unsafe; it makes sense to close • Avoid 35W when at all possible • Noise wall questions
Restwood Terrace Manufactured Homes <i>Door to Door</i>	11/7/15 10:00am-1:00 p.m. 11/23/15 1:30-4:00 p.m.	21 adults 10 adults	238	13%	<ul style="list-style-type: none"> • Residents can see backups from home and many find alternate routes • Many residents work very close to home and don't need to use freeway • Miss bus stop right outside park
Towns Edge Terrace Manufactured Homes <i>Door to Door</i>	11/14/15 9:30am-12:30 p.m.	37 adults	224	17%	<ul style="list-style-type: none"> • MnPASS will keep buses off the shoulder • Important to have good highway system • Keep CR H Park and Ride • Good project
TOTAL		225 adults*	1869	12%	<ul style="list-style-type: none"> •

* A similar number of youths also attended.

The following locations declined invitations to hold any public engagement events on-site:

Community

Centennial Square Manufactured Homes

Garden Grove Apartments

Fountain Terrace Apartments

Corridor City

Blaine

New Brighton

New Brighton

Community Socials

Community socials were the primary format for the fall outreach events, held at six of the ten locations. The community socials were designed to promote public participation and educate attendees in a fun, convenient and family-friendly manner.

The community socials were held in common areas of the apartment complexes and manufactured home communities that were easy to access and well-known to residents, such as community playgrounds or picnic areas. A light meal was provided and children's activities such as jump ropes, sidewalk chalk, pumpkin decorating, bubble blowing, and coloring sheets were available. These activities were created to allow parents time to answer survey questions and engage with project staff without distraction and to educate youth about transportation planning and engineering, MnPASS and transit (including a few young people who hope to become engineers!). When weather permitted and space was available, the events were held outdoors as informal family picnics.

A greeting table was set up at each community social to welcome residents and allow them to check in and receive copies of the I-35W North Preliminary Design project information and survey. Participants were also given a ticket, red for children and white for adults, for drawings for small prizes.

Surveys were available both electronically and on paper, depending on the preference of each resident. Information was available in multiple languages when needed and Spanish-speaking staff was present at those events where property managers had indicated a potential need. Residents gathered at tables to eat, complete the survey, and interact with project staff and their neighbors. A large aerial map of the corridor area was displayed on another table to help residents visualize the corridor. The map table was used to encourage residents to provide very specific feedback, ask questions, and have conversations with the project staff. Attendees were invited to write their comments and questions directly on the maps. Post-it notes and comment cards were also provided for resident feedback.

The opportunity to be entered into a drawing to receive prizes was intended to help boost attendance and add additional excitement for children. One drawing was held for adults to receive a \$25 gift card to Cub Foods, and several children's drawings were held throughout the events for smaller prizes including decorate-your-own-vehicle kits, children's books, water bottles, removable window decals, and other small prizes.

Informational Meetings

Informational meetings were held at two of the ten locations, Cottage Villas Apartments and Lakeside Homes Mobile Park, at the request of the property owners/managers. These meetings were set up in a town hall format and did not include a meal option, drawing, or activities for children. The same project information and surveys were available, but each informational meeting was tailored to fit the preferences of community residents and property managers.

Cottage Villas Apartments invited project staff to speak and interact with residents during a regularly scheduled monthly meeting in the complex, where resident attendance was typically high. Lakeside

Mobile Homes Park requested a project-specific formal informational meeting as opposed to a community social format; attendance at this location was lower than at the locations where community social events occurred (see Table 1).

Door-to-Door Engagement

Door-to-door engagement was also used at two mobile home parks, Restwood Terrace and Townsedge Terrace, as property owners/managers at these locations did not feel an on-site meeting was compatible with their communities. Project staff went door-to-door at these locations to distribute project information, asking people to complete the survey and answer questions. Those willing to participate in the survey were given the opportunity to be entered in a drawing to win a \$50 Cub Foods gift card. At residences where no one answered the door, packets were left with project information and instructions to complete the survey and provide feedback online. Approximately 15 percent of residents at each location were engaged in person and participated in the project survey (see Table 1).

See **Appendix H** for individual engagement event summaries.

1.3 Print Materials

All print materials were produced in three languages (English, Spanish and Hmong; non-English languages were selected based on input from property managers and general demographic data) to help communicate the I-35W North Preliminary Design project information. These materials served as a resource for those interested in finding additional project information or contacting MnDOT staff with questions and feedback. Materials to help educate and inform the public about the MnPASS Express Lane System were also available at all engagement activities.

I-35W North Preliminary Design Project Fact Sheet

A one-page project fact sheet was provided to help clearly and concisely explain the purpose, content, and anticipated schedule of I-35W North Preliminary Design project and future construction. The I-35W North Project Fact Sheet was printed in English, Spanish and Hmong and can be found in **Appendix C**.

MnPASS Express Lane System Fact Sheet

A one-page fact sheet was used to help explain the MnPASS Express Lane System, the goals of the system, and success stories from other parts of the Twin Cities Metro Area. The MnPASS Express Lane System Fact Sheet can be found in **Appendix D**.

2.0 PUBLIC ENGAGEMENT PLANNING AND PROMOTION

2.1 Flyer Distribution

Over 1,400 flyers were distributed door-to-door by project staff at eight locations to promote on-site community socials and informational meetings. Flyers were distributed to the remaining 500 units by property managers. Flyers were also translated into Hmong and Spanish for locations with a large population of Hmong or Spanish speaking residents. Engagement flyers are available in **Appendices A and B**.

2.2 Communication with Property Managers

All engagement activities were carried out with permission and assistance from community and property management and on-site staff. Property management staff assisted with event promotion, logistics and helped determine where and what type of translated materials were needed. They helped decide the best spaces on-site and, in many cases, reserved both indoor and outdoor spaces to account for potential weather conditions. Many communities offered to have staff assist with door-to-door flyering, hang flyers in their common areas, and advertise the events through word of mouth. Two communities, Lakeside Mobile Homes and Colonial Village Mobile Home Community, included copies of the event flyer in their monthly newsletter. In some cases, the property management staff attended events, helped engage residents, and took photographs. All feedback from staff members was positive and many thanked project staff for hosting the event.

2.3 All Parks Alliance for Change

All Parks Alliance for Change (APAC), a statewide organization for Minnesota's manufactured home community residents, was contacted about the outreach activities at the manufactured home communities. APAC expressed interest and was supportive of the efforts to engage manufactured home community residents. APAC suggested locations for engagement, offered to distribute flyers, and had members attend one of the earlier events, at Arden Manor Mobile Homes.

3.0 SUMMARY OF COMMENTS AND FEEDBACK

Obtaining resident input was a primary focus at each engagement event, along with providing project information. The project team utilized various methods to gather verbal and written feedback, and recorded and reviewed the information to determine common themes that emerged (see Table 2).

3.1 Comment Sheet

An open-ended comment sheet was available for those who wanted to provide written feedback. Participants could either submit comments at the meeting or send them to MnDOT's I-35W North Preliminary Design and MnPASS project management staff via US mail or email. The comment sheet is provided in **Appendix G**.

3.2 Staff Interactions

MnDOT and consulting staff were present at each on-site event to answer questions and collect feedback from community residents. Large aerial maps of the I-35W corridor were laid out to show residents the project area and prompt conversation with MnDOT staff. Consultant staff were present to help staff the events, collect feedback, and answer questions. **Table 2** summarizes the high-level themes heard through public engagement activities.

Table 2: Common Themes from Public Engagement
<p>Corridor Operations</p> <ul style="list-style-type: none">• Consistently congested Monday through Friday from 2:30 - 6:30 p.m.• Many don't use I-35W or find alternate routes in both morning and evening to avoid using I-35W• County Road I is not a safe entrance to I-35W North and there is local support for its closure• Congestion at I-694 interchange should be addressed
<p>Transit Use</p> <ul style="list-style-type: none">• Not many people in the corridor use transit• Time savings, increased service reliability and closer bus stop locations are the factors most likely to incentivize transit use• Lack of transit stops is a bigger concern as the corridor moves farther away from downtown Minneapolis
<p>MnPASS Express Lane System</p> <ul style="list-style-type: none">• Concept generally well received• Professional drivers are typically supportive of the MnPASS Express Lane System• Public is becoming more familiar with the MnPASS Express Lane System as the program becomes more widely used around the Twin Cities Metro area, but there is still a need to educate corridor users about how this system operates and how to use it
<p>Engagement Format</p> <ul style="list-style-type: none">• Many individuals engaged indicated that they would not have attended an off-site meeting• Residents appreciated the efforts of MnDOT to initiate conversations and provide on-site engagement opportunities
<p>Other Comments</p> <ul style="list-style-type: none">• Many noted that I-35W is noisy; they indicated a desire to be informed about the noise analysis process and whether or not noise barriers were being proposed• Construction on I-35W should be coordinated with other area projects• Residents need to be informed about closures/other construction impacts

4.0 RESIDENT SURVEY

A survey was provided at all engagement activities to solicit feedback about the travel patterns and choices of people who live along the I-35W North corridor. The surveys were available electronically through Survey Monkey and on paper, in English, Spanish and Hmong. Six questions were asked

about current travel and opinions related to MnPASS lanes and transit. Four optional questions were asked about demographic information, in an effort to better understand any differences in travel behavior or opinions related to MnPASS lanes between the general population and minority or low-income populations in the I-35W North corridor. The survey questions and responses received are provided in **Appendix E**.

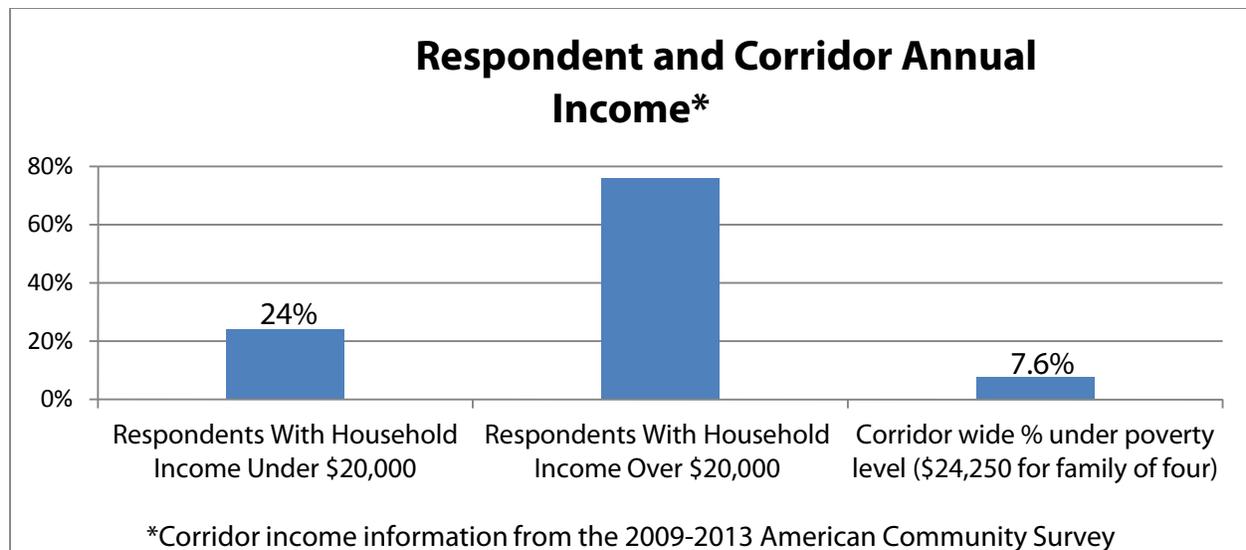
4.1 Survey Results

A total of 177 surveys were completed over the course of the ten engagement events, between mid-September and early December 2015. Though a majority of overall respondents answered each question, some survey respondents did not answer all survey questions. The analysis of the information noted below is based on all the responses that were given for each question. The survey respondents represent a small sample of the overall corridor population but represent 79% of the people who participated in the fall engagement activities. Additional survey data can be found in **Appendix F**.

Income Demographics

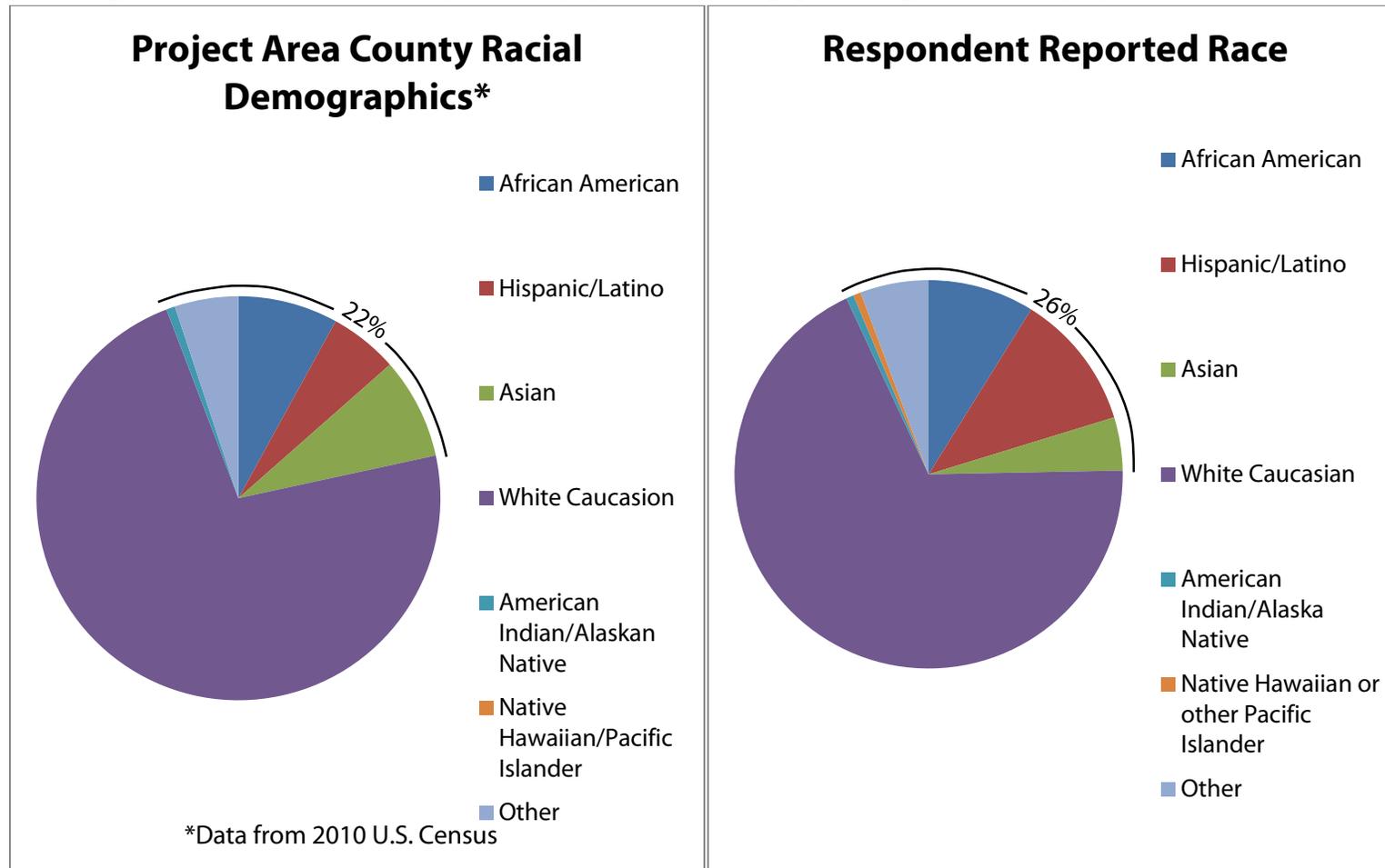
For the purposes of the survey and this report, an annual household income of \$20,000 is defined as the threshold at which respondents were considered low-income. U.S. Department of Health & Human Services guidelines define the poverty threshold in 2015 to be \$24,250 for a family of four.

Survey results show that 24% of survey respondents reported household incomes under \$20,000 per year. Data from the corridor show that 7.6% of the corridor population is under the poverty level, indicating that a relatively high percentage of traditionally underrepresented low-income residents were reached during the engagement events.



Minority Population

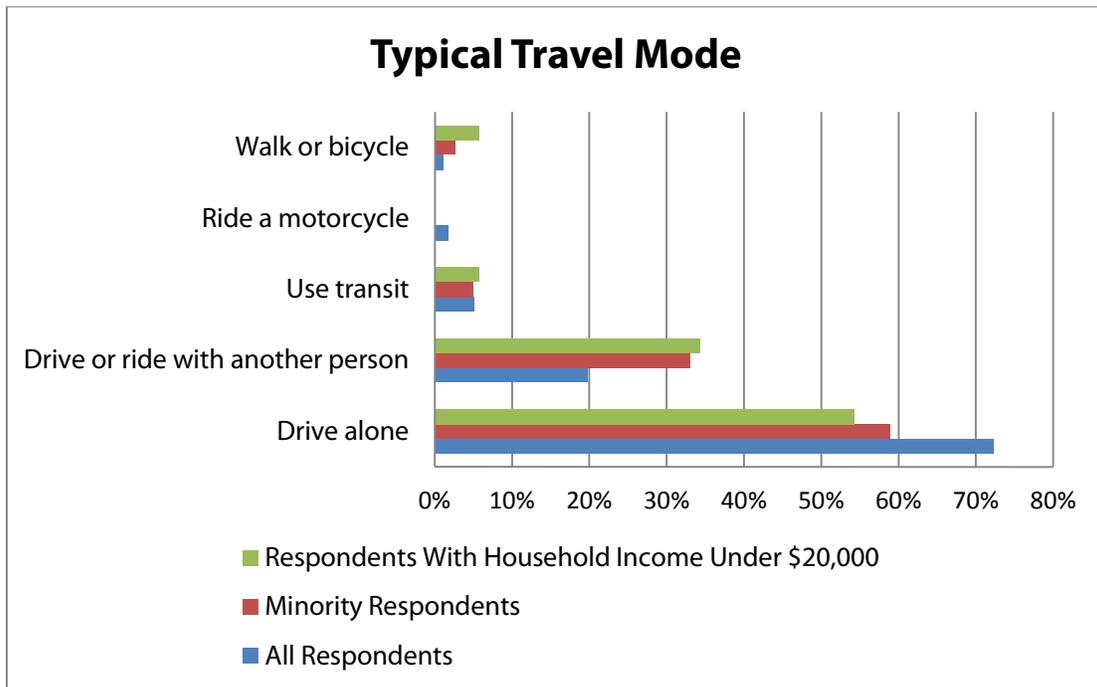
Survey data showed that 26% of survey respondents self-identified as minorities. Demographic data from Anoka and Ramsey counties, where the project corridor is located, indicate that overall 22% of corridor residents are minorities, again demonstrating that a higher than average percentage of this traditionally underrepresented population was engaged during the fall 2015 project outreach efforts.



Responses from all respondents on several survey questions were compared to responses from low-income respondents and minority respondents, to note any trends or differences regarding current travel and opinions related to MnPASS lanes and transit.

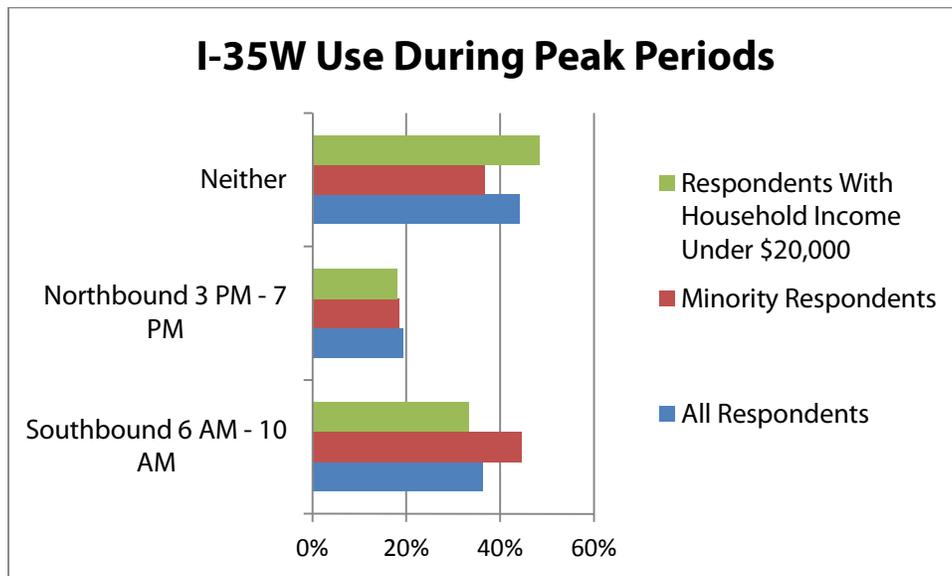
Travel Mode

The majority of all respondents reported that they typically drive alone when traveling to work, school or other destinations. Transit use was similar among minority, low-income and all respondents. However, minority and low-income respondents reported driving or riding with another person at a higher rate when compared to all respondents.



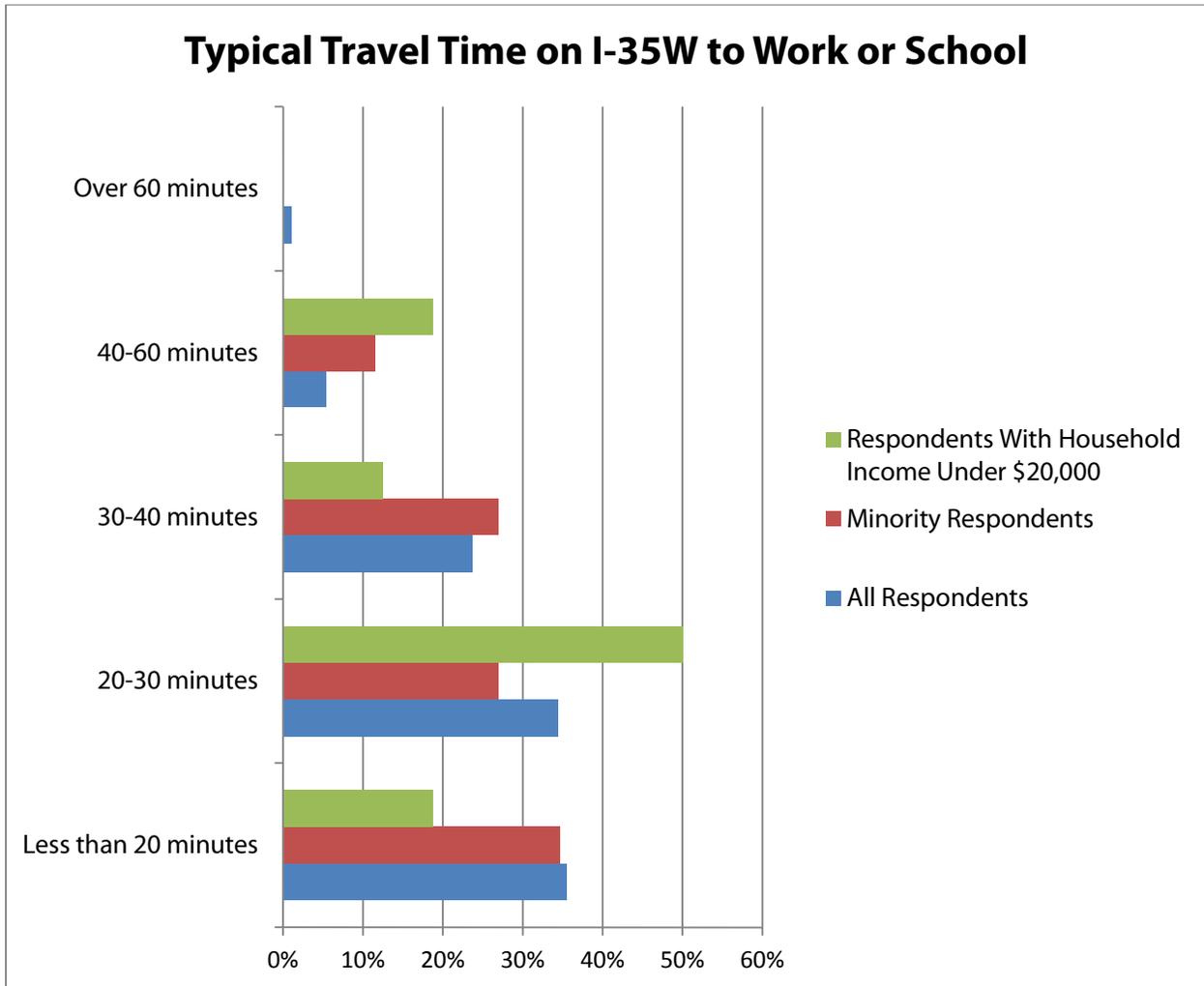
Peak Period Use of I-35W

Respondents were asked about their directional use of the project corridor during morning and afternoon peak periods (during which times MnPASS users would pay a fee if driving alone). Responses indicated that, while use of northbound I-35W during the afternoon peak period is similar, minority respondents use southbound I-35W during the morning peak period at a higher rate, and low-income respondents were the most likely to *not* use I-35W at all during peak periods.



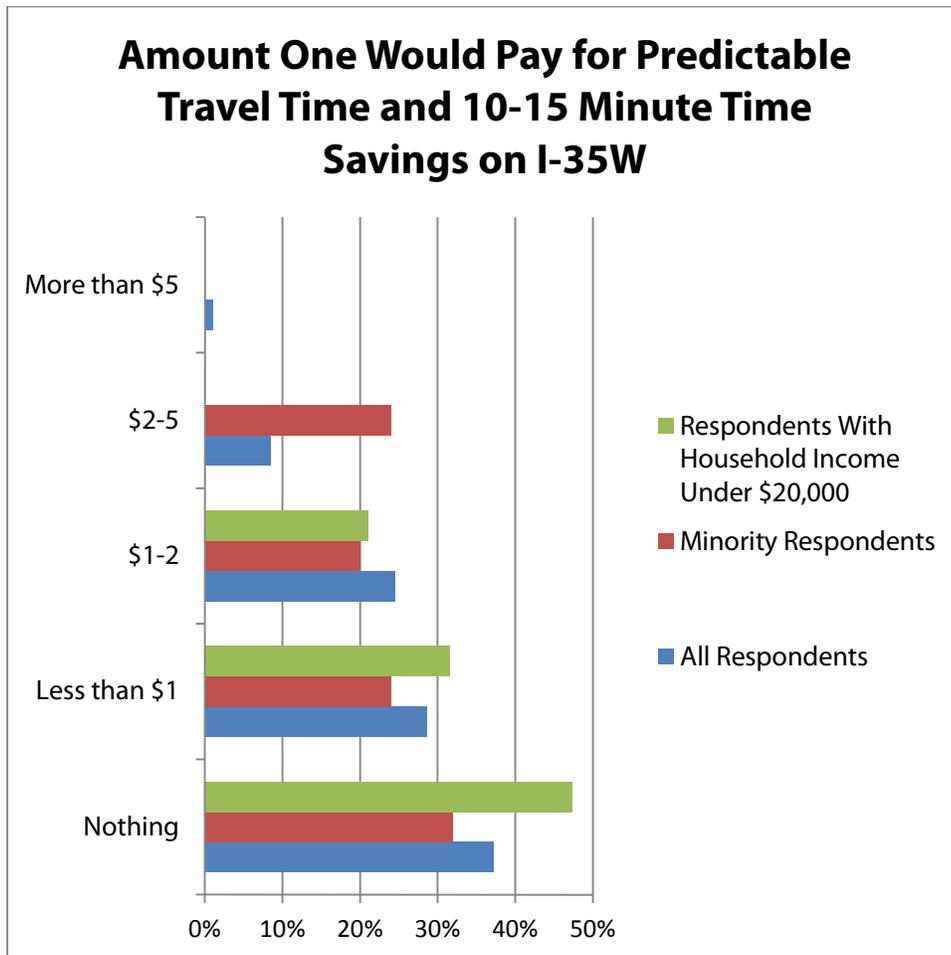
Travel Times

When reporting on travel times to work or school, low-income respondents reported 20-30 minutes as the most common trip time. Minority respondents reported travel times that varied more, though less than 12% reported travel times of 40 or more minutes.



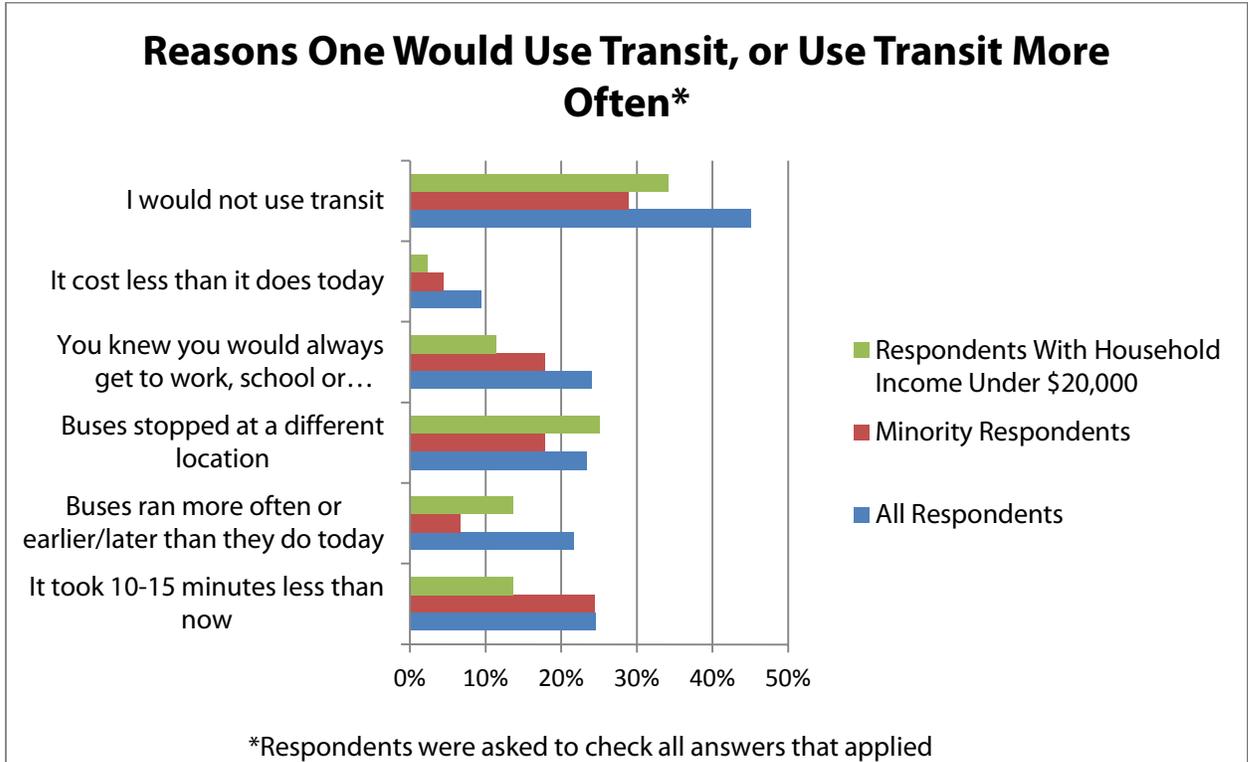
Value of Travel Time

To help gauge the perceived value of time savings and predictable travel on the project corridor in relation to the addition of MnPASS lanes, respondents were asked how much they would be willing to pay for a 10-15 minute time savings and consistent destination arrival time when using I-35W. Overall, low income residents indicated that they were less likely to pay for this; minority respondents demonstrated a similar willingness as all of the respondents to pay for reliability and time savings.



Factors Influencing Transit Use

Respondents were asked what factors would motivate them to increase their transit use (or use transit to begin with). Respondents were allowed to identify as many factors as they wished. A key factor noted by all categories of respondents was different transit stop locations. Minority respondents also noted a higher willingness to use transit if transit times were faster or more reliable. Low income respondents, conversely, were less influenced by changes in travel times or reliability. The least motivating factor reported by all respondent categories was reduced cost.



Appendix A: Promotional Material Examples – Community Socials

FAMILY



Sponsored by I-35W North Preliminary Design
(Minnesota Department of Transportation)

Wednesday, Sept. 30, 2015

5:00-7:00 p.m.

Arden Manor Mobile Park
Community Playground

- **FUN** activities for kids
- **FOOD** and drink
- Give us your ideas and opinions about the I-35W North Preliminary Design
- Tell us about your experience using I-35W
- Chance to win **FREE PRIZES!**



More project information can be found at mndot.gov/metro/projects/i35wroseville



P I C N I C FAMILIAR

Patrocinado por el Diseño Preliminar de la I-35W Norte
(Departamento de Transporte de Minnesota)

Miércoles 30 de Septiembre de 2015

5:00-7:00 p.m.

Parque Arden Manor Mobile Park
Jardín infantil de la comunidad

- 
- Actividades **DIVERTIDAS** → **COMIDA** y bebida para los niños
 - Háblenos de su experiencia en el uso de la I-35W
 - Oportunidad de ganar **PREMIOS GRATIS!**
 - Denos sus ideas y opiniones acerca del Diseño Preliminar de la I-35W Norte



Podrá encontrar más información sobre el proyecto en

mndot.gov/metro/projects/i35wroseville

Noj Mov Ua Si Tom Tshav Phaj rau Tsev Neeg

Pab Txhawb Nqa los yog sponsor Los Ntawm I-35W North Preliminary Design
(Minnesota Department of Transportation)

Hnub Wednesday, lub 9 hlis ntuj hnub tim 30, 2015
5:00-7:00 p.m.

Nyob ntawm Arden Manor Mobile Park
Lub Chaw Ua Viav Vias rau cov neeg hauv Zej Zog (Community Playground)

- Muaj kev **LOM ZEM** ua si rau menyuam yaus
- Muaj **ZAUB MOV** thiab dej haus
- Qhia peb txog seb koj twb siv txoj kev loj I-35W li cas yav tas los
- Muab koj lub tswv yim thiab kev xav hais txog tsim txoj kev loj I-35W North Preliminary Design kom zoo li cas
- Muaj lub hwv tsam yeej ib co **KHOOM PLIG DAWB** thaum cuv xab lab rho npe



Muaj information txog qhov project no nyob hauv

mndot.gov/metro/projects/i35wroseville

Appendix B: Promotional Material Examples – Informational Meetings

Lakeside residents are invited to

An informational meeting on I-35W North Preliminary Design

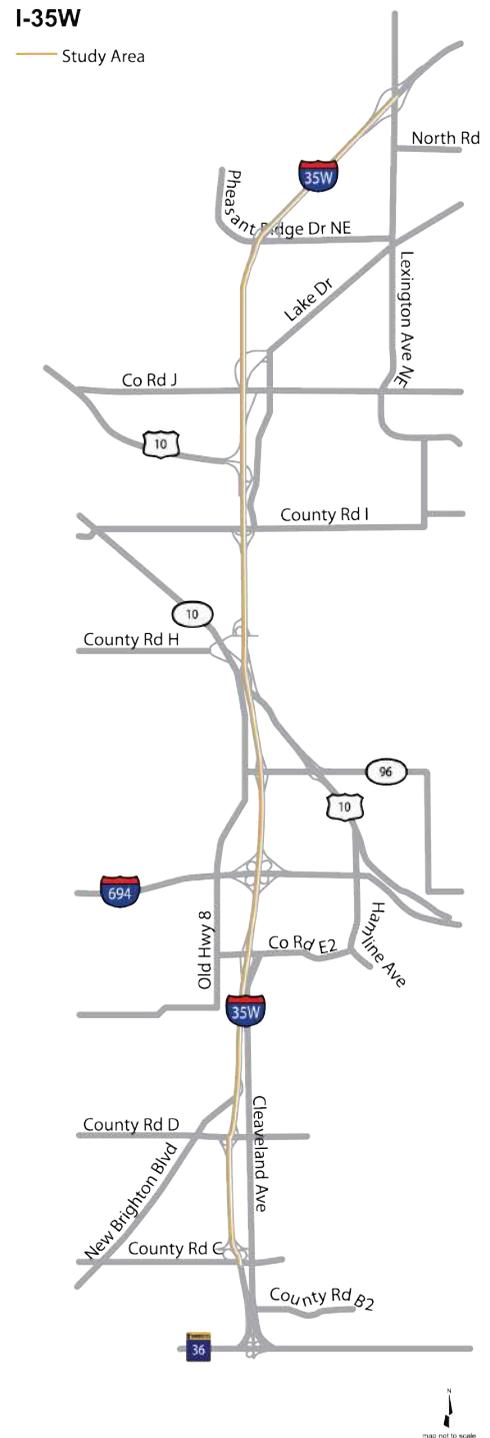
**Wednesday,
October 14, 2015**

5:30 p.m.

Lakeside Community Room

The Minnesota Department of Transportation is designing a project that includes adding a lane, in each direction, to Interstate 35W between Highway 36 in Roseville and Lexington Avenue (County Road 17) in Blaine.

We want to tell you more about the project and discuss how you typically travel in the project area. Food and beverage will be provided.



More project information can be found at

mndot.gov/metro/projects/i35wroseville

Appendix C: Project Fact Sheet

I-35W North Preliminary Design

What is the focus of I-35W North Preliminary Design?

- Adding a MnPASS lane, in each direction, to Interstate 35W North between Highway 36 in Roseville and Lexington Avenue (County Road 17) in Blaine
- Spot improvements to address safety issues
- Noise walls where feasible and cost effective

Why does I-35W North need improvements?

- 53,000-127,000 vehicles per day and growing traffic
- Unreliable travel due to congestion
- Unreliable transit travel times
- Safety issues

What is MnPASS?

- Congestion-free, reliable option for commuters
- Free for transit users, carpoolers (including passengers who are children), motorcycles
- Free use for all travelers during non-peak periods (about 90% of the time)
- Fees for people driving alone during peak periods (6-9 a.m. and 3-7 p.m. weekdays) – fee varies based on level of congestion and may range from \$0.25 to \$8.00

How much will the project cost?

- \$120-\$180 million
- Full funding not yet identified

When will construction start?

- 2019, if funding becomes available

What happens next?

- Preliminary engineering completed by mid-2016
- Environmental Assessment completed by mid-2016

For more information contact:

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Diseño Preliminar de la I-35W Norte

¿Cuál es el enfoque del Diseño Preliminar de la I-35W Norte?

- Añadir un carril MnPASS, en cada dirección, a la autopista Interestatal 35W Norte entre la Highway 36 en Roseville y Lexington Avenue (County Road 17) en Blaine
- Detectar mejoras para abordar las cuestiones de seguridad
- Muros contra el ruido cuando sea factible y rentable

¿Por qué necesita mejoras la I-35W Norte?

- 53,000-127,000 vehículos por día y tráfico creciente
- Desplazamientos no fiables debido a la congestión
- Tiempos de viaje del transporte público no fiables
- Asuntos de seguridad

¿Qué es el MnPASS?

- Opción fiable y libre de congestión para los viajeros
- Gratis para los usuarios del transporte, los que comparten vehículo (incluidos los pasajeros que son niños), motocicletas
- Uso gratuito para todos los viajeros durante los períodos que no sean de hora punta (alrededor del 90% del tiempo)
- Tarifas para los que conduzcan solos durante los períodos de hora punta (6-9 a.m. y 3-7 p.m. los días de semana) – la tarifa varía en función de nivel de congestión y puede oscilar entre \$0.25 y \$8.00

¿Cuánto costará el proyecto?

- \$120-\$180 millones
- El financiamiento total aún no se ha identificado

¿Cuándo comenzará la construcción?

- 2019, si hay financiación disponible

¿Qué ocurre a continuación?

- Ingeniería preliminar completada a mediados de 2016
- Evaluación ambiental completada a mediados de 2016

Para más información, contacte a:

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¡Esté informado! Inscríbase para recibir actualizaciones por correo electrónico:
mndot.gov/metro/projects/i35wroseville/

Txhim Kho Txoj Kev Loj I-35W North (Preliminary Design)

Qhov dabtsi yog qhov hom phiaj yuav txhim kho ntwam txoj kev loj I-35W North Preliminary Design?

- Ntxiv ib kab kev tsheb hu ua MnPASS lane, rau sab mus thiab sab los, ntwam txoj kev loj 35W North ntu nruab nrab ntwam txoj highway 36 hauv lub nroog Roseville thiab txoj kev Lexington (county Road 17) hauv lub nroog Blaine
- Kho kev kom zoo thiaj tsis kev phom sij
- Tsa phab ntsa thaiv tej qho uas tsim nyog thiab tsis tshua kim yog tsim daim phab ntsa.

Vim li cas txoj kev loj I-35W North thiaj li yuav tsum tau kho kom zoo?

- 53,000-127,000 lub tsheb khiav txoj kev no txhua hnuv thiab muaj tsheb coob sib txiv ua rau khiav tsheb qeeb
- Thaum tsheb coob sib txiv xwb ua rau tsheb npav kev mus los tsis ncav sij hawm
- Txhawj txog kev puaj phais

MnPASS yog dabtsi?

- Ua rau tsis muaj tsheb sib txiv li, nws yog txoj hau kev xaiv zoo ntwam cov neeg tsav tsheb
- Cov tsis them nyiaj siv txoj kev yog: neeg caij npav, neeg sib koom tsheb mus hauj lwm (nrog rau cov menyuum nyob hauv tsheb), maus taus
- Siv dawb rau txhua tus neeg tsav tsheb lub sij hawm tsis muaj tsheb coog (90 feem puas ntwam ib hnuv twg)
- Muaj tus nqi rau cov neeg tsav tsheb ib leeg thaum lub sij hawm muaj tsheb coob coob (6-9 a.m. thiab 3-7 p.m. vas cas txog vas xuv) – tus nqi kuj sib txawv nyob ntwam seb thaum ntawd tsheb coob npaum cas thiab tus nqi kuj yog li ntwam \$0.25 txog rau \$8.00

Qhov project txhim kho no raug nyiaj npaum cas?

- \$120-\$180 lab dollar (million)
- Kev pab nyiaj txiag tag nrho tseem paub tsis tau meej

Kev txhim kho yuav pib thaum twg?

- 2019, yog tias muaj nyiaj siv tau rau lawm





Nkauj ruam tom ntej yuav zoo li cas?

- Cov tub kho kev soj ntsuam xyuas kom tiav nrab xyoo ntawm 2016 (Preliminary engineering)
- Soj ntsuam xyuas ib puas ncig kom tiav nrab xyoo ntawm 2016 (Environmental Assessment)

Xav paub ntau dua ntxiv hu rau:

Jerome Adams
MnDOT Project Manager
(651) 234-7611
Jerome.Adams@state.mn.us

Bobbie Dahlke
MnPASS Communications Director
(651) 234-7088
Bobbie.Dahlke@state.mn.us

Xav kom qhia kom paub! Cuv npe email thiaj tau txais email thaum muaj xom xwm tshiab: mndot.gov/metro/projects/i35wroseville/

Appendix D: MnPASS Express Lane System Fact Sheet

MnPASS Express Lane System

MnPASS Express Lanes improve the efficiency and the financial effectiveness of the region's highway and transit system by providing a congestion-free, reliable, travel option for all motorists and transit during peak travel periods. The purpose of a MnPASS Express Lane System is to maintain a congestion free option not to generate revenue. The system provides a long-term, practical and sustainable solution for managing highway congestion.

During peak-travel periods, transit users, carpools (two or more people in a vehicle) and motorcyclists can drive in a MnPASS Express Lane for free. Solo motorists with a transponder and a MnPASS Express Lane account can drive in the lanes for a fee. MnPASS Express Lanes are open and free to all motorists during non-peak travel periods.

Benefitting motorists and transit operations

MnPASS Express Lanes benefit all motorists by improving the number of people that can be moved through a highway corridor during peak travel periods, by reducing congestion delays and by providing reliable trip times. MnPASS Express Lanes benefit transit by improving the reliability of transit service and by increasing transit ridership.

MnPASS Goals

- Increase the number of people (not vehicles) that can be moved through highway corridors during peak periods.
- Offer a faster, more reliable congestion-free travel choice for commuters.
- Improve transit service and increase ridership.
- Increase car/vanpools and the use of Park & Ride's.

Proven success on I-394 and I-35W

- Eighty-five percent of the people using the MnPASS Express Lanes on I-394 and I-35W are riding on a bus or are in a carpool.
- Twice as many people use a MnPASS Express Lane as use a general purpose lane.
- Transit ridership on I-35W has increased 55 percent since 2009.
- The number of MnPASS trips on I-394 and I-35W has increased from 1.1 million in 2009 to 2.2 million in 2013.

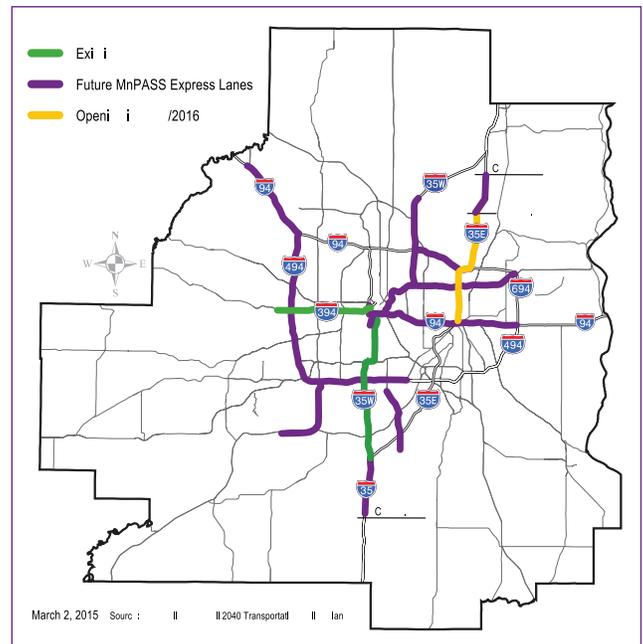
Planning for the future

Because of the success of the established MnPASS Express Lanes, MnDOT is expanding the MnPASS Express Lane system throughout the Twin Cities metro area including a new MnPASS Express Lane on I-35E in St Paul.

To learn more about the MnPASS Express Lane System contact

Brad Larsen
MnPASS
Policy & Planning Director
Brad.Larsen@state.mn.us

Bobbie Dahlke
MnPASS
Communications
Bobbie.Dahlke@state.mn.us



Appendix E: Survey Questions



Travel Information Survey

I-35W North Preliminary Design

MnDOT is asking people in the I-35W North corridor to share information about how they travel and use I-35W North. This information will help MnDOT to make decisions about the future design and operation of the freeway. We are particularly interested in how you use I-35W North during the weekday morning (6:00 – 9:00 a.m.) and evening (3:00 – 7:00 p.m.) rush hours. Most of the questions are about travel during those time periods.

1. How do you typically travel to work, school or other destinations?

- Drive alone
- Drive or ride with another person (including children)
- Use transit
- Ride a motorcycle
- Walk or bicycle

2. Where do you start and end your trip to work or school?

Start in (city): _____

End in (city): _____

- Don't commute to work or school
(please check here and go to Question 6)

3. Do you travel southbound on I-35W between 6 AM and 10 AM on weekdays or northbound on I-35W between 3 PM and 7 PM on weekdays?

- Southbound 6 AM – 10 A M
- Northbound 3 PM – 7 PM
- Neither
(please check here and go to Question 6)

4. How much time does it typically take you to get to work or school on I-35W?

- Less than 20 minutes
- 20-30 minutes
- 30-40 minutes
- 40-60 minutes
- Over 60 minutes

5. How much are you willing to pay for a predictable trip where you saved 10-15 minutes (one way) driving along this same corridor, and consistently arrived on time?

- Nothing
- Less than \$1
- \$1-2
- \$2-5
- More than \$5

6. Would you use transit, or use transit more often, if (check all that apply):

- It took 10-15 minutes less than now.
- Buses ran more often or earlier/later than it does today.
- Buses stopped at a different location.
- You knew you would always get to work, school or appointments on time.
- It cost less to ride the bus than it does today.
- I would not use transit.

OVER
➔

The following questions are optional for completing the survey but we would appreciate having this information to help us to better understand the users of the I-35W corridor.

7. What is your age?

- Under 18
- 18-65
- Over 65

8. What is your race or ethnicity?

- Asian
- Black or African-American
- Hispanic or Latino
- Native Hawaiian or other Pacific Islander
- White/Caucasian
- Decline to answer
- Other (_____)

9. What is your primary language?

- English
- Hmong
- Somali
- Spanish
- Other (_____)

10. What is your annual household income?

- Under \$20,000
- \$20-50,000
- \$50-100,000
- Over \$100,000

11. Please provide any additional comments you have about using I-35W.

THANKS FOR PARTICIPATING IN THE I-35W NORTH PRELIMINARY DESIGN SURVEY!

For more information, please go to mndot.gov/metro/projects/i35wroseville



Encuesta de información sobre los desplazamientos Diseño Preliminar de la I-35W Norte

MnDOT está pidiendo a la gente del corredor de la I-35W Norte que comparta información acerca de cómo se desplazan y cómo usan la I-35W Norte. Esta información ayudará a MnDOT a tomar decisiones sobre el diseño y operación futuros de la autopista. Estamos especialmente interesados en saber cómo usa la I-35W Norte durante las horas punta por la mañana (de 6:00 a 9:00 a.m.) y por la tarde (3:00 – 7:00 p.m.) de los días de entre semana. La mayoría de las preguntas son acerca de los desplazamientos durante esos períodos de tiempo.

1. ¿Cómo se suele desplazar al trabajo, a la escuela u a otros destinos?

- Manejo solo
- Manejo o voy con otra persona (incluidos niños)
- Uso el transporte público
- Voy en moto
- Camino o voy en bicicleta

2. ¿Dónde comienza y termina su desplazamiento al trabajo o a la escuela?

Comienza en (ciudad): _____

Termina en (ciudad): _____

- No me desplazo al trabajo o a la escuela
(por favor, marque aquí y pase a la Pregunta 6)

3. ¿Se desplaza hacia el sur por la I-35W entre las 6 a.m. y las 10 a.m. de los días de entre semana o en dirección norte por la I-35W entre las 3 p.m. y las 7 p.m. de los días de entre semana?

- Hacia el sur entre las 6 AM – 10 AM
- Hacia el norte entre las 3 PM – 7 PM
- Ninguna de esas horas
(por favor, marque aquí y pase a la Pregunta 6)

4. ¿Cuánto tiempo tarda normalmente en llegar al trabajo o a la escuela por la I-35W?

- Menos de 20 minutos
- 20-30 minutos
- 30-40 minutos
- 40-60 minutos
- Más de 60 minutos

5. ¿Estaría dispuesto a pagar algo extra para ahorrar 10-15 minutos en su camino hacia/desde el trabajo o la escuela si eso significara que siempre iba a llegar a tiempo?

- Nada
- Menos de \$1
- \$1-2
- \$2-5
- Más de \$5

6. ¿Usaría el transporte público, o usaría el transporte público con más frecuencia, si... (marque todo lo que corresponda)?:

- Le tomara 10-15 minutos menos que ahora.
- Los autobuses pasaran con mayor frecuencia o antes/después que ahora.
- Los autobuses pararan en un lugar diferente.
- Supiera que siempre iba a llegar a tiempo al trabajo, a la escuela o a las citas.
- Costara menos viajar en autobús que ahora.
- No usaría el transporte público.

PASE LA PÁGINA



Las siguientes preguntas son opcionales para completar la encuesta, pero agradeceríamos tener esta información para ayudarnos a comprender mejor las características demográficas de las personas que responden a la encuesta.

7. ¿Qué edad tiene?

- Menos de 18
- 18-65
- Más de 65

8. ¿Cuál es su raza o etnia?

- Asiática
- Negra o afroamericana
- Hispana
- Blanca
- Otro (_____)

9. ¿Cuál es su idioma principal?

- Inglés
- Hmong
- Somalí
- Español
- Otro (_____)

10. ¿Cuáles son los ingresos anuales de su hogar?

- Menos de \$20,000
- \$20-50,000
- \$50-100,000
- Más de \$100,000

11. Por favor, proporcione cualquier comentario adicional que tenga sobre el uso de la I-35W.

¡GRACIAS POR PARTICIPAR EN LA ENCUESTA SOBRE EL DISEÑO PRELIMINAR DE LA I 35W NORTE!

Para más información, por favor visite mndot.gov/metro/projects/i35wroseville



Daim Ntawv Nug Txog Kev Tsav Tsheb Tawm Ncig (Travel)

Tsim Txoj Kev Loj I-35W North Preliminary Design

Qhov chaw saib xyuas tsheb khiav mus los (MnDOT) xav nug cov neeg uas nyob rau thaj tsam sab hnuv tuaj ntawm txoj kev loj I-35W North kom lawv qhia seb lawv txoj kev tawm ncig mus los zoo li cas thiab lawv siv txoj kev loj the I-35W North li cas. Qhov kev qhia kom peb paub no yuav pab rau qhov chaw saib xyuas tsheb khiav mus los (MnDOT) kev txiav txim siab tias yav tom ntej no yuav tsim txoj kev thiab kom nws khiav mus los zoo li cas. Qhov tshwj xeeb tshaj yog peb xav paub seb koj siv txoj kev loj I-35W North uas yog mus rau sab qaum teb zoo li cas thaum lub sij hawm Vas Cas txog Vas Xuv sawv ntxov (6:00 – 9:00 a.m.) thiab yav tav su dua (3:00 – 7:00 p.m.) thaum muaj tsheb coob. Feem ntau cov lus nug no yog hais txog kev tsav tsheb tawm ncig thaum cov sij hawm no.

1. Koj qhov kev tsav tsheb tawm ncig mus los feem ntau thaum mus hauj lwm, mus kawm ntawv los yog mus rau lwm qhov chaw yog mus li cas?

- Tsav ib leej
- Tsav los yog caij nrog ib tug neeg (xam cov menyuam nrog)
- Caij npav ntiav
- Caij muas taus
- Taug kev los yog caij luv thij

2. Where do you start and end your trip to work or school? Qhov chaw twg yog qhov koj pib thiab xaus uas yog mus ua hauj lwm los yog tsev kawm ntawv?

Pib (nroog): _____

Txog (nroog): _____

- Yog tsis dhia kev mus mus los los ua hauj lwm los yog kawm ntawv
(thov khij qhov no thiab mus rau qhov lus nug 6)

3. Koj puas tsav tsheb tawm mus ntawm txoj kev loj I-35W mus rau sab hnuv poob hauv lub sij hawm 6 moo sawv ntxov thiab 10 moo sawv ntxov hnuv Vas Cas txog Vas Xuv los yog mus rau sab qaum teb I-35W thaum lub sij hawm 3 moo tav su txog 7 moo tav su Vas Cas txog Vas Xuv?

- Sab qab teb 6 AM – 10 AM
- Sab qaum teb 3 PM – 7 PM
- Sab twg los tsis mus li
(thov khij qhov no thiab mus rau qhov lus nug 6)

4. Txhua zaus siv sij hawm ntev npaum li cas rau koj qhov kev tsav tseb thiaj mus txog chaw ua hauj lwm los yog tsev kawm ntawv uas siv txoj kev loj I-35W?

- Tsawg tshaj 20 nathis
- 20-30 nathis
- 30-40 nathis
- 40-60 nathis
- Tshaj 60 nathis

5. Koj puas kam them nyiaj kom tshaj mentsis kom koj qhov kev tsav tsheb mus hauj lwm los yog kawm ntawv kom sai tshaj li 10-15 nathis es koj thiaj li mus ncav txhua txhua zaus?

- Tsis them li
- Tsawg dua \$1
- \$1-2
- \$2-5
- Tshaj \$5

**SAB
NRAUV
→**

6. Koj puas yuav caij tsheb npav ntiav, los yog caij ntau zaus zog, yog tias (khij tag nrho cov uas koj xav):

- Siv sij hawm tsawg tshaj li 10-15 nathis piv rau tam sim no.
- Npav khiav ntau zaug zog los yog ntxov dua/lig dua li niaj hnuv khiav tam sim nov.
- Npav nres ntau qhov chaw txawv.

- Koj yeej paub tias koj yeej yuav mus ncav hauj lwm, kawm ntawv los caij uas sib teem sib ntsib tas li.
- Tus nqi caij npav qis tshaj li niaj hnuv no.
- Kuv yeej tsis caij npav.

Cov lus nug hauv qab no nyob ntawm koj xav seb koj puas teb cov lus nug tabsis yeej ua koj tsaug yog tias peb tau koj cov lus teb los mus pab kom peb nkag siab tias hom neeg zoo li cas yog cov teb peb daim ntawv nug no.

7. Koj muaj puas tsawg xyoo?

- Qis tshaj 18
- 18-65
- Tshaj 65

8. Koj yog hom neeg los yog pawg neeg twg?

- Esxias-dub hau
- Khej Dub
- Mev
- Tawv Dawb
- Lwm hom (_____)

9. Hom lus koj xub hais yog hom twg?

- As Kiv
- Hmoob
- Somali
- Mev
- Lwm hom (_____)

10. Ib xyoo koj ua hauj lwm tau nyiaj npaum cas?

- Tsawg tshaj \$20,000
- \$20-50,000
- \$50-100,000
- Tshaj \$100,000

11. Thov pab sau ib co lus ntxiv koj muaj hais txog qhov uas koj siv txoj kev loj I-35W.

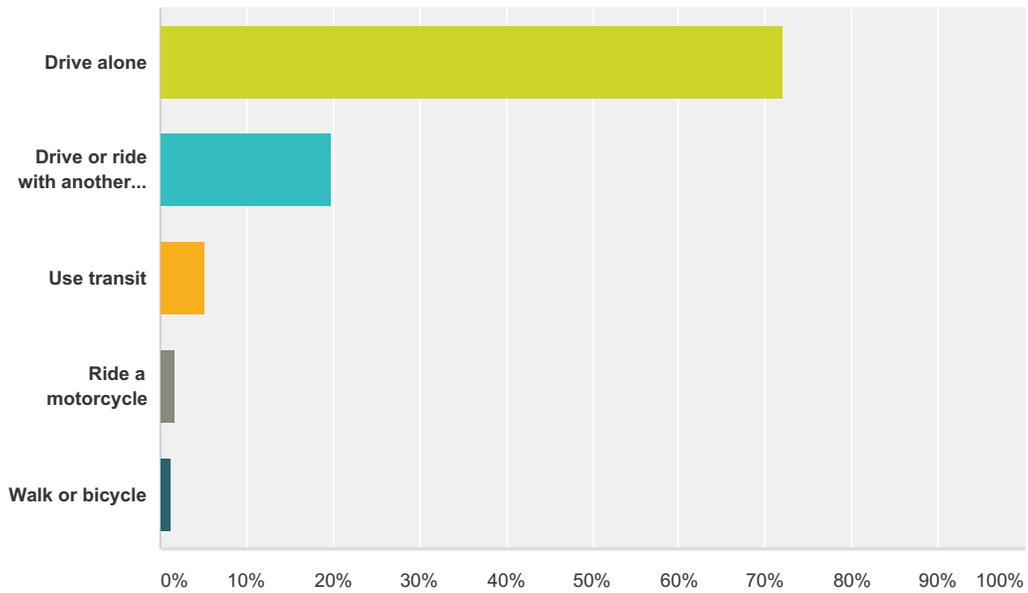
UA TSAUG RAU KEV KOOM TES LOS TEB DAIM NTAWV NUG TXOG TSIM KHO TXOJ KEV LOJ I 35W!

Xav paub ntau dua, thov nkag mus saib hauv mndot.gov/metro/projects/i35wroseville

Appendix F: Survey Data

Q1 How do you typically travel to work, school or other destinations?

Answered: 171 Skipped: 6



Answer Choices	Responses	
Drive alone	71.93%	123
Drive or ride with another person (including children)	19.88%	34
Use transit	5.26%	9
Ride a motorcycle	1.75%	3
Walk or bicycle	1.17%	2
Total		171

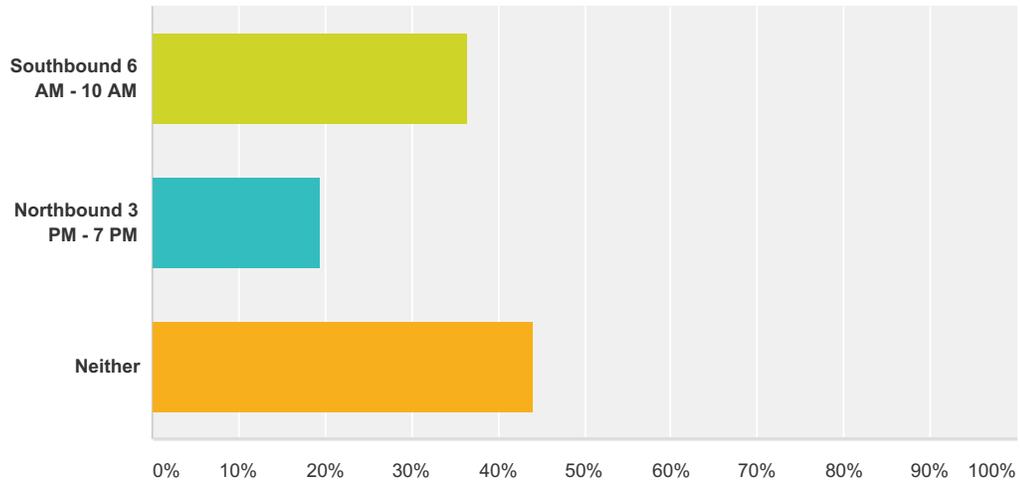
Q2 If you commute to work or school, where do you start and end your trip?

Answered: 145 Skipped: 32

Answer Choices	Responses	
Start in (city)	100.00%	145
End in (city)	99.31%	144

Q3 Do you travel southbound on I-35W between 6 AM and 10 AM on weekdays or northbound on I-35W between 3 PM and 7 PM on weekdays?

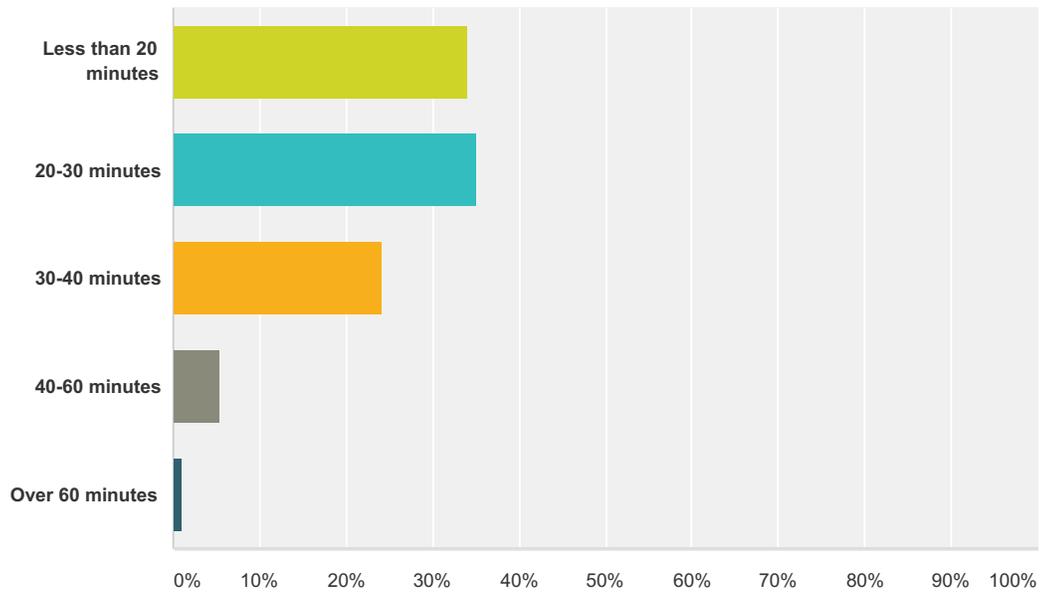
Answered: 159 Skipped: 18



Answer Choices	Responses	Count
Southbound 6 AM - 10 AM	36.48%	58
Northbound 3 PM - 7 PM	19.50%	31
Neither	44.03%	70
Total		159

Q4 How much time does it typically take you to get to work or school on I-35W

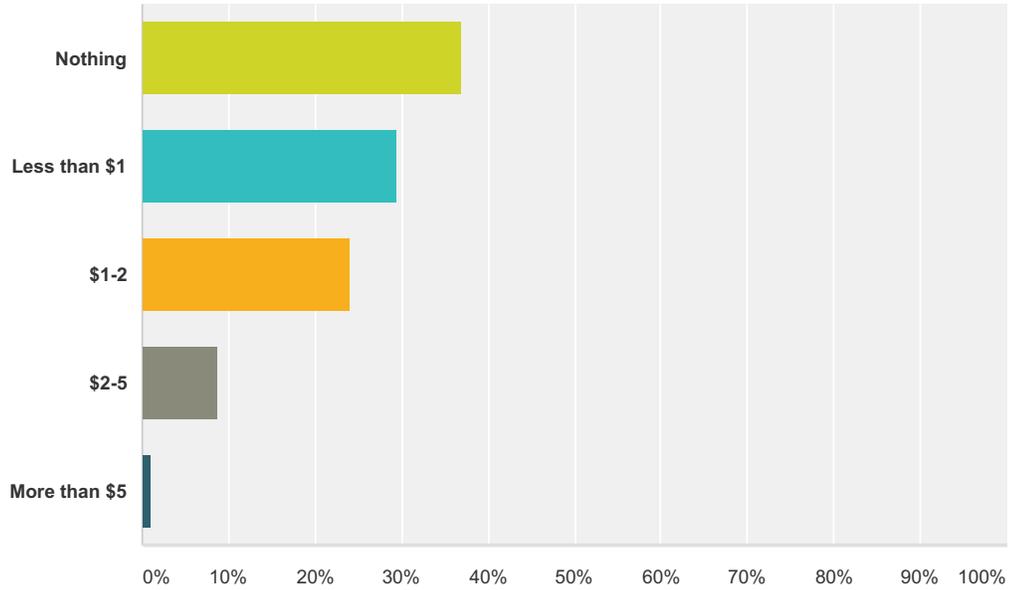
Answered: 91 Skipped: 86



Answer Choices	Responses	Count
Less than 20 minutes	34.07%	31
20-30 minutes	35.16%	32
30-40 minutes	24.18%	22
40-60 minutes	5.49%	5
Over 60 minutes	1.10%	1
Total		91

Q5 How much are you willing to pay for a predictable trip where you saved 10-15 minutes (one way) driving along this same corridor, and consistently arrived on time?

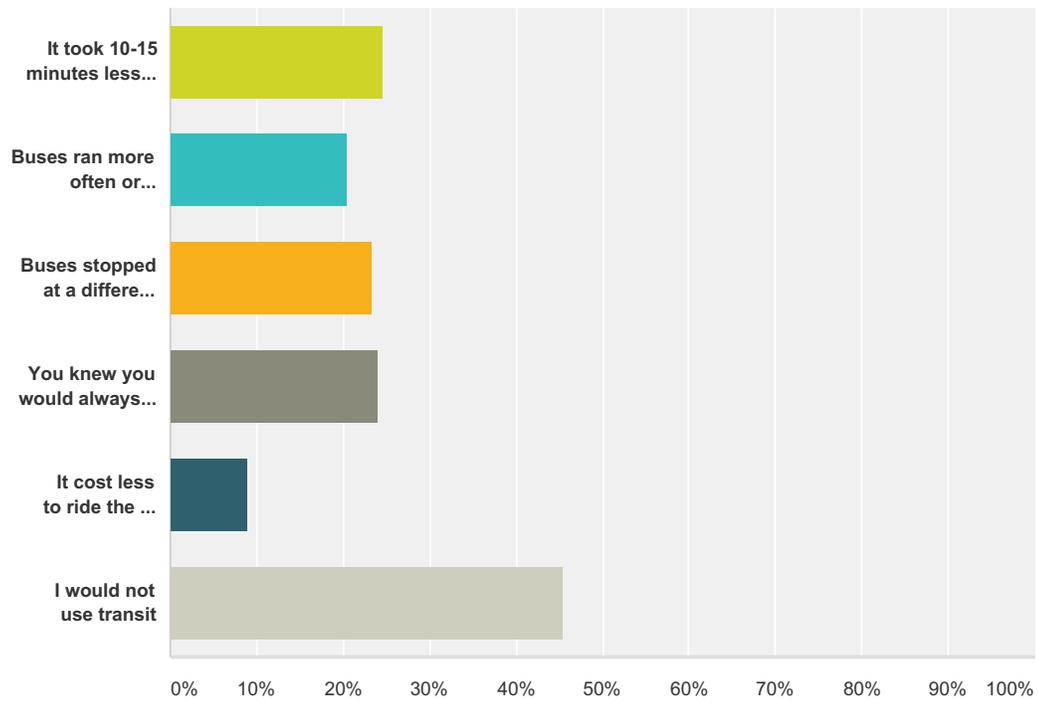
Answered: 92 Skipped: 85



Answer Choices	Responses	
Nothing	36.96%	34
Less than \$1	29.35%	27
\$1-2	23.91%	22
\$2-5	8.70%	8
More than \$5	1.09%	1
Total		92

Q6 Would you use transit, or use transit more often, if (check all that apply):

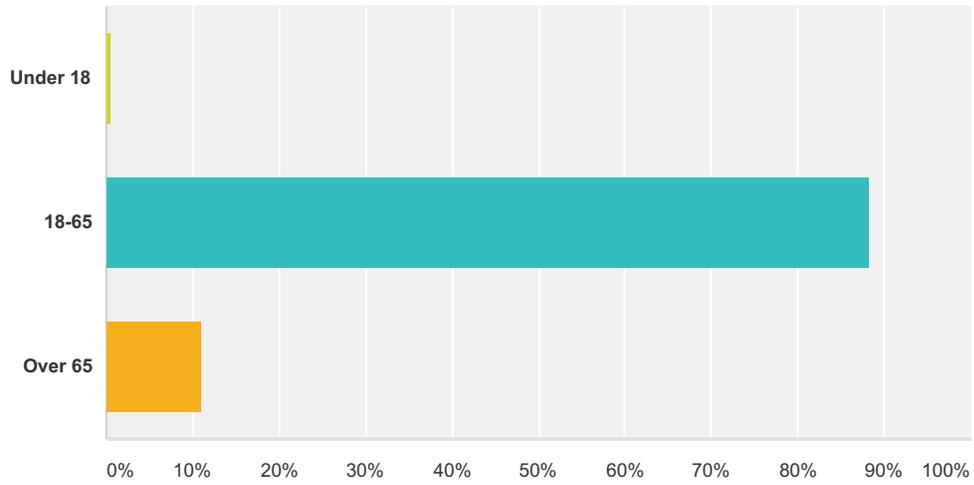
Answered: 167 Skipped: 10



Answer Choices	Responses
It took 10-15 minutes less than now	24.55% 41
Buses ran more often or earlier/later than they do today	20.36% 34
Buses stopped at a different location	23.35% 39
You knew you would always get to work, school or appointments on time	23.95% 40
It cost less to ride the bus than it does today	8.98% 15
I would not use transit	45.51% 76
Total Respondents: 167	

Q7 What is your age?

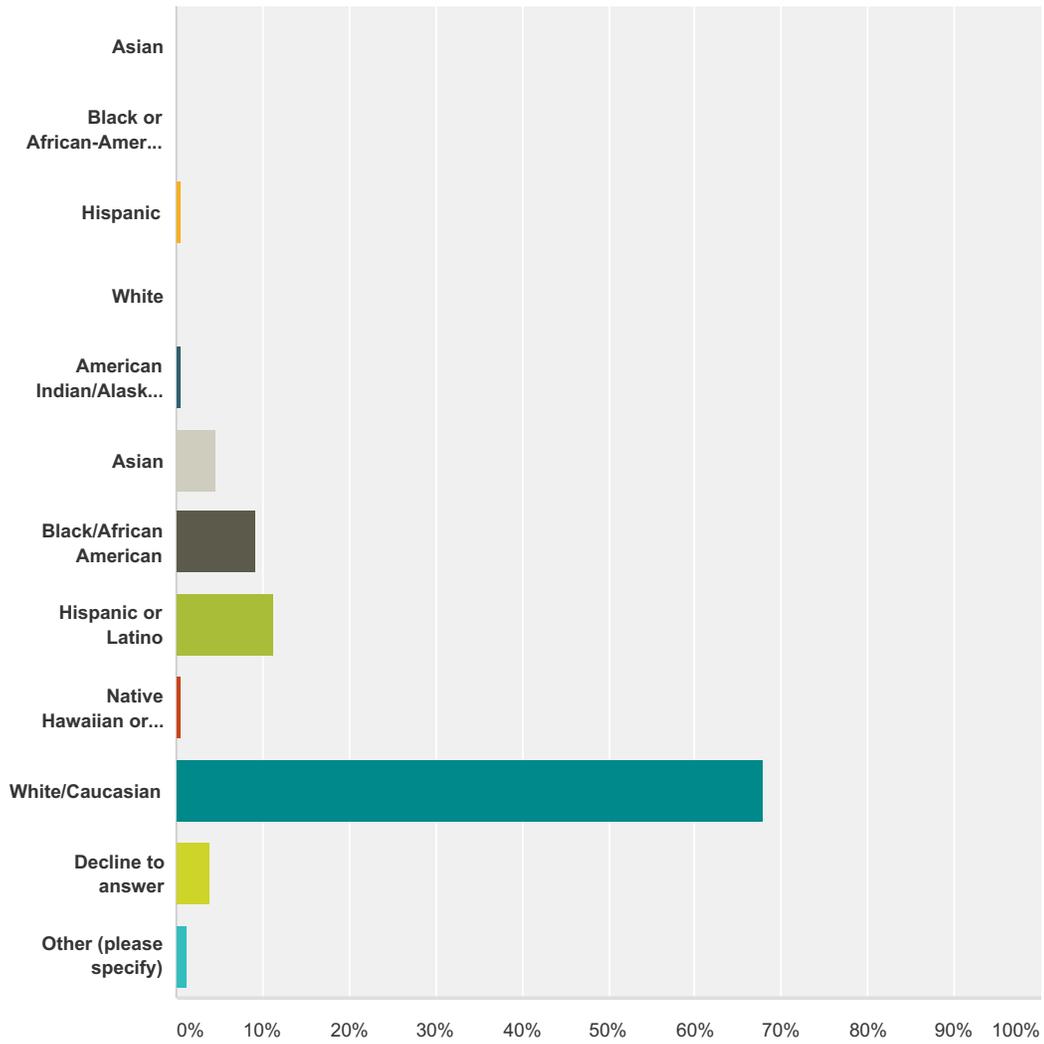
Answered: 153 Skipped: 24



Answer Choices	Responses
Under 18	0.65% 1
18-65	88.24% 135
Over 65	11.11% 17
Total	153

Q8 What is your race or ethnicity?

Answered: 152 Skipped: 25



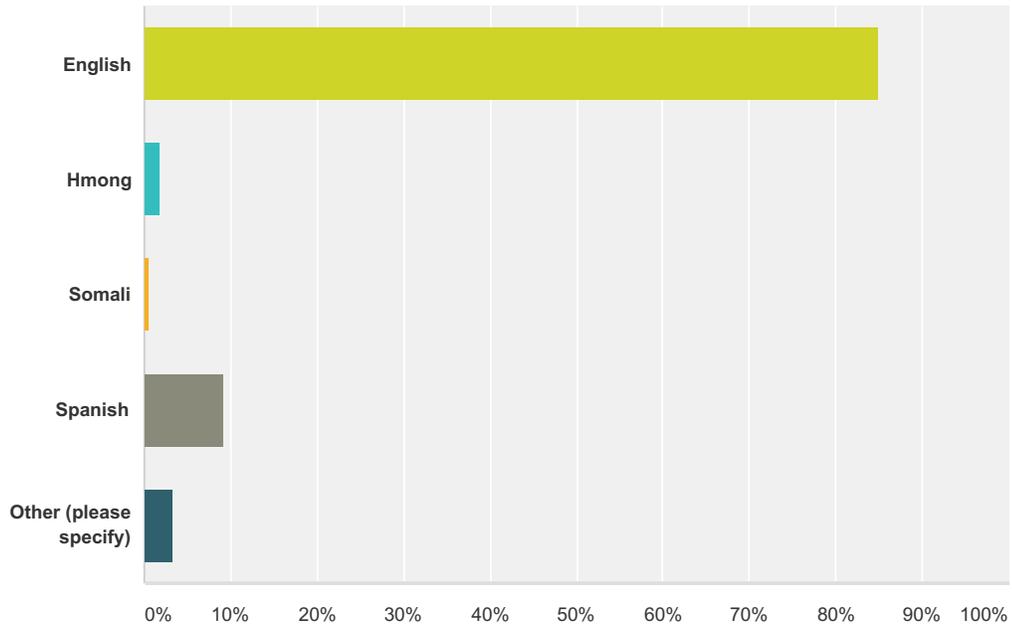
Answer Choices	Responses
Asian	0.00% 0
Black or African-American	0.00% 0
Hispanic	0.66% 1
White	0.00% 0
American Indian/Alaska Native	0.66% 1
Asian	4.61% 7
Black/African American	9.21% 14
Hispanic or Latino	11.18% 17
Native Hawaiian or other Pacific Islander	0.66% 1
White/Caucasian	67.76% 103

I-35W North Preliminary Design | Travel Information Survey

Decline to answer	3.95%	6
Other (please specify)	1.32%	2
Total		152

Q9 What is your primary language?

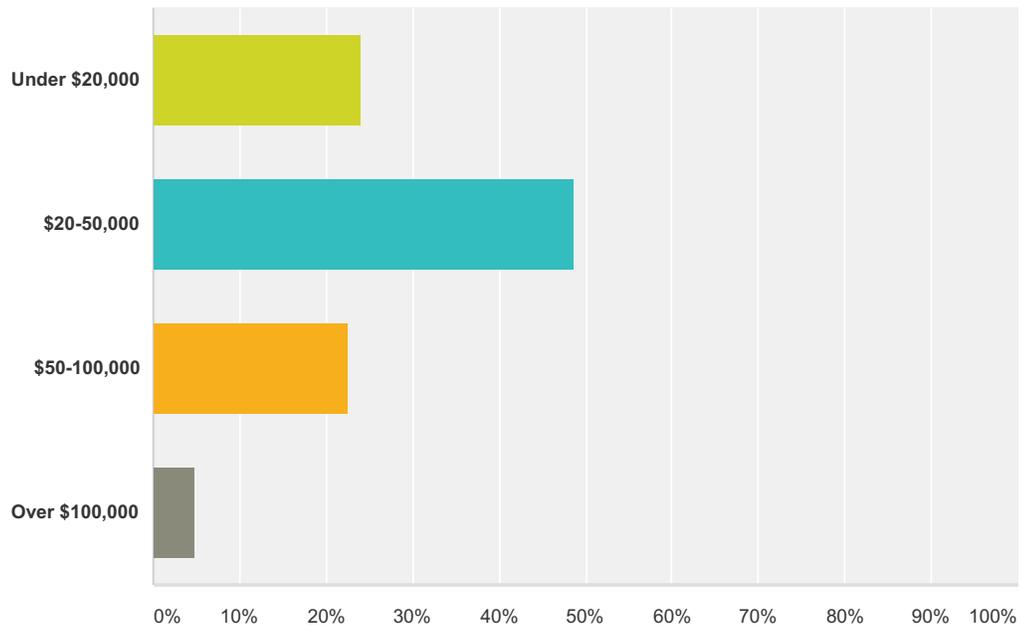
Answered: 153 Skipped: 24



Answer Choices	Responses	Count
English	84.97%	130
Hmong	1.96%	3
Somali	0.65%	1
Spanish	9.15%	14
Other (please specify)	3.27%	5
Total		153

Q10 What is your annual household income?

Answered: 146 Skipped: 31



Answer Choices	Responses
Under \$20,000	23.97% 35
\$20-50,000	48.63% 71
\$50-100,000	22.60% 33
Over \$100,000	4.79% 7
Total	146

**Q11 Please provide any additional
comments you have about using I-35W:**

Answered: 69 Skipped: 108

Appendix G: Comment Sheet

Appendix H: Individual Event Summaries

I-35W North Preliminary Design

Public Engagement Presentation and Discussion

Cottage Villas Apartments of Arden Hills

Event Overview

Date/time: September 10, 2015: 10:00 AM – 11:00 AM

Location: Cottage Villas of Arden Hills
3744 Cleveland Avenue, Arden Hills MN

Persons engaged: 13

Event Format

Cottage Villas of Arden Hills is a 55+ senior living facility located on the frontage road of I-35W North just south of the County Road E2 exit. I-35W North Preliminary Design staff were invited to engage residents at the complex's monthly "Coffee Clutch" get together held in their community room. Residents were able to learn about both I-35W North Preliminary Design and the MnPASS program, as well as encouraged to ask questions and provide feedback. Preliminary Design staff was informed prior to the presentation that this group of individuals would not require translated materials or interpretation services.

Promotion

This public engagement presentation was promoted with help from Cottage Villas property management staff. Flyers were posted in common areas of the building and the property manager assisted with resident notification through word of mouth.

Activities Conducted

Staff from MnDOT provided a PowerPoint presentation and led a facilitated discussion and question and answer session. The atmosphere was more conversational than that of a traditional presentation and the PowerPoint was used more as a supplemental tool during certain portions of the conversation or to answer questions. A written survey was administered regarding use of I-35W and a comment card was available for additional feedback.

Feedback Collected

Feedback was collected from residents in various forms and is provided below.

Verbal Feedback and Questions

Comments

- 35W N is a parking lot from 2:30-6:30 PM.
- People responded well to the cost benefit explanation of MnPASS vs general purpose lane.
- More people should use transit to cut down on the number of vehicles. Another resident commented that not everyone can walk to the bus stop.
- Don't do road work on 35E and 35W at the same time.
- Trucks should have to get on at County Road D, not County Road E2. They travel very fast on Cleveland and it's difficult to get out of driveway.
- Love new County Road E Bridge over Snelling Avenue.

Questions

- Is the payment based on say-so or is it monitored?
Answer: State and local law enforcement help oversee the lanes and cite those in violation.
- What happens at County Road C?
Answer: Lane will end.
- How do we pay?

Answer: The payment process was explained it as similar to a bank account/debit card. People pre-pay a certain amount and add money as they see fit.

- How do we get the transponder?

Answer: Sign up (online, via the phone, etc.)

- How long will construction take?

Answer: Approximately 3 years.

- Won't the cost of the project will go up by 2019?

Answer: Some inflation and cost increases have already been taken into account.

- Cleveland gets backed up and used as a bypass to I-35W North when congested. Will this project help that?

Answer: Yes, traffic will be loosening up and go back to 35W North.

- Xcel is taking down trees and it reduces the noise buffer. Will this project include a noise wall?

Answer: Noise wall analysis will be done to see if needed/wanted.

- Do you coordinate with local government? Cities, county, state end up doing road work at the same time.

Answer: We coordinate with local governments as much as possible.

Comment card content

Kathy I

Project is needed.

Elaine S

They did a great job- both with providing info and answering questions.

Bob M (Property manager)

Please keep me advised of any sound barriers along I-35W

I-35W North Preliminary Design Community Social

New Brighton View Apartments

Event Overview

Date/time: September 24, 2015: 6:00 PM – 8:00 PM

Location: New Brighton View Apartments
1000 County Rd D West, New Brighton, MN 55112

Persons engaged: 14 signed in

Event Format

The event was structured in a fun, family friendly picnic fashion to help encourage attendance by those who may have trouble finding child care or deterred by the dinner hour. The atmosphere was casual and a light dinner was provided. Residents were able to learn about both I-35W North Preliminary Design and the MnPASS Express Lane System and were encouraged to ask questions and provide feedback through conversation and survey questions.

Promotion

The event was promoted at the New Brighton View Apartments through door to door flyering. The property management team also posted flyers at the entrances to all four building. Residents already in attendance offered to walk through their buildings during the event to invite more of their neighbors to join the festivities. This effort did yield additional participants.

Activities Conducted

A written survey was administered regarding resident's use of I-35W and a comment card was available for additional feedback. An enlarged map of the corridor was laid out on a table for viewing and Mn/DOT officials were present to explain I-35W North Preliminary Design and MnPASS as well as receive comments and answer questions. Feedback was also collected through conversation with residents. Activities were available for children including jump ropes, sidewalk chalk and coloring in addition to their playground.

Feedback Collected

Feedback was collected from residents in various forms and is provided below.

Verbal Feedback and Written Feedback

Verbal Feedback:

- Reverse commuter, but I see the back-ups going in the opposite directions
- Many people indicated that they use transit
- No dissent, no complaints
- Many people indicated that they would not have attended an off-site meeting and thanked staff for bringing the meeting to them

Written Feedback:

- In the evening traffic backs up at Cleveland Ave
- It's OK
- Professional driver- 100% for this project

- Walking towards 35W on Co Rd D is very dangerous for pedestrians- can't access businesses on the other side safely.
- I don't drive.
- You are asking questions that do not pertain to the Hwy 35 project. Any third grader could have designed better programs for this summer work projects.



I-35W North Preliminary Design Community Social **Arden Manor Mobile Home Park**

Event Overview

Date/time: September 29, 2015: 5:00 PM – 7:00 PM

Location: Arden Manor Mobile Homes, community playground
4605 Prior Ave N. Arden Hills, MN

Persons engaged: 27 signed in

Event Format

The event was structured in a fun, family friendly picnic fashion to help encourage attendance by those who may have trouble finding child care or deterred by the dinner hour. The atmosphere was casual and a light dinner was provided. Residents were able to learn about both I-35W North Preliminary Design and the MnPASS program, as well as encouraged to ask questions and provide feedback through conversation and survey questions. Staff was informed prior to the picnic that this group of individuals may benefit from materials translated into Hmong and Spanish.

Promotion

The community social was promoted at Arden Manor through door to door flyering. Flyers were distributed at each home in English, Spanish and Hmong. Staff also walked through the park during the social and were able to find a few additional residents to come join the group.

Activities Conducted

A written survey was administered regarding use of I-35W and a comment card was available for additional feedback. These materials were also available in Spanish and Hmong. Three attendees filled out the Spanish version of the survey. An enlarged map of the corridor was laid out on a table for viewing, comments and mark up. MnDOT staff members were present to explain I-35W North Preliminary Design, MnPASS, and answer questions. Feedback was also collected through conversation with residents. Activities were available for children including: sidewalk chalk, jump ropes and coloring sheets, however, many children utilized the playground.

Feedback Collected

Feedback was collected from residents in various forms and is provided below.

Verbal and Comment Card Feedback

Verbal Comments

- A number of residents stated that there were no good transit options in the area and many said that if there was a closer bus stop, they would be much more inclined to use transit.
- Many residents also said that the roads directly surrounding Arden Manor are very unsafe for both walking and driving. This was also stated as a reason that people did not often utilize transit.
- Many stated that they don't like to drive on I- 35W N., but the bridge projects in the area prevent them from using their typical back road routes.

Comment Card Comments

Comment 1:

John M.

Hwy 10 at the Arsenal entrance has turned into a death trap. It is due to people making U-turns to exit on Hwy 96. Traffic going either direction is going way too fast for people to be making U-turns. This summer alone I have stopped and helped at 6 accidents out there. More than half of them were bad enough for fire crews to be called. They need to shut it down to U-turns before someone gets killed.

Thank you for your time.

Comment 2:

Carl F.

- We would like a stop light on 10 at Arden Manor/Big Ten.
- We would be pleased with more speed control on 10. Very dangerous pulling out with cars going 70 mph in 2 55 mph.
- No transit options around here. I would use the bus if there were more options. LRT would be nice to the area.
- 96 Bridge construction hard for us to get on 35W and it is so congested. Would prefer not to use 35W due to congestion.

Other:

- My budget won't allow for MNPASS
- Walk to bus station is too far
- Need transit closer to here
- Often use 35W, but avoid rush hours (retired).
- No transit in the area. I would take the bus if it were an option.



I-35W North Preliminary Design Community Social **Chateau Royal Apartments**

Event Overview

Date/time: October 6, 2015: 5:00 PM – 6:30 PM

Location: Chateau Royal Apartments
590 Cleveland Ave SW. New Brighton, MN

Persons engaged: 26 signed in

Event Format

The community social was held outdoors in a commonly known area in close proximity to all six apartment buildings. The event was structured in a fun, family friendly picnic fashion to help encourage attendance by those who may have trouble finding child care or deterred by the dinner hour. The atmosphere was casual and a light dinner was provided. Residents were able to learn about both I-35W North Preliminary Design and the MnPASS program, as well as encouraged to ask questions and provide feedback through conversation and survey questions.

Promotion

The social was promoted at Chateau Royal Apartments through door to door flyering prior to the event. Over the course of the evening, several children in attendance with their parents offered to walk through their building to invite more of their neighbors to join the festivities. This effort did yield additional adult participants.

Activities Conducted

A written survey was administered regarding use of I-35W and a comment card was available for additional feedback. Chateau Royal Apartment management was unable to pinpoint a most commonly spoken language other than English and were hesitant to suggest languages for translation. However, management encouraged Preliminary Design staff to bring any translated materials from other picnics and thus Spanish and Hmong materials were available for attendees. Three attendees opted to complete their surveys in Spanish. An enlarged map of the corridor was laid out on a table for viewing, comments and mark up. MnDOT staff members were present to explain I-35W North Preliminary Design, MnPASS, and answer questions. Feedback was also collected through conversation with residents. Activities were available for children including: sidewalk chalk, jump ropes, coloring sheets and a pumpkin decorating area.

Feedback Collected

Feedback was collected from residents in various forms and is provided below.

Verbal and Comment Card Feedback

Verbal Comments

- There is a large dip in the road on 35W N, just north of County Rd D. When semi-trucks hit it, it makes a very loud noise. I hear it every night.
- Glad to be a reverse commuter; I watch the cars stopped on the other side.
- Don't like to drive on I- 35W N and avoid it at all costs.

Comment Card Comments

Comment 1:

Nasir H.

I hope you can minimize the noise because during summertime when we leave the windows open to get fresh air, we really can't sleep due to the loud noise. I hope you can build a wall between County Road D and E 35W going north.

Other written comments:

- More interested in sound minimizing efforts
- I use it during the 3-7 for sports games for grandchild
- Some exits need to be adjusted.
- Please start earlier than 2019 to eliminate congestion.
- I like 35W compared to many other travel paths.
- Will provide comments online.



I-35W North Preliminary Design Community Social

Hillside East Apartments

Event Overview

Date/time: October 7, 2015: 5:30 PM – 7:00 PM

Location: Hillside East Apartments
371 Old Hwy 8 SW, New Brighton, MN

Persons engaged: 32

Event Format

The community social was held outdoors in the complexes a commonly known picnic and playground area. The event was structured in a fun, family friendly picnic fashion to help encourage attendance by those who may have trouble finding child care or deterred by the dinner hour. The atmosphere was casual and a light dinner was provided. Residents were able to learn about both I-35W North Preliminary Design and the MnPASS program, as well as encouraged to ask questions and provide feedback through conversation and survey questions.

Promotion

The community social was promoted at Hillside East Apartments through door to door flyering. Property management provided assistance in flyering as well as helped to promote the event through word of mouth. During the event, residents already in attendance offered to walk through their building to invite more of their neighbors to join the festivities. This effort did yield additional participants.

Activities Conducted

A written survey was administered regarding use of I-35W and a comment card was available for additional feedback. Chateau Royal Apartment management was unable to pinpoint a most commonly spoken language other than English and were hesitant to suggest languages for translation. However, management encouraged Preliminary Design staff to bring any translated materials from other picnics and thus Spanish and Hmong materials were available for attendees. An enlarged map of the corridor was laid out on a table for viewing, comments and mark up. MnDOT staff members were present to explain I-35W North Preliminary Design, MnPASS, and answer questions. Feedback was also collected through conversation with residents. Activities were available for children including: sidewalk chalk, jump ropes, coloring sheets and bubble blowing contests.

Feedback Collected

Feedback was collected from residents in various forms and is provided below.

Verbal and Comment Card Feedback

Verbal Comments Collected:

- I would work additional hours if the bus came past rush hour. I would also like it because I could participate in happy hours and other events with my co-workers
- I am a new resident here and part of the reason I moved to this apartment was to be closer to my route with Fedex. I save a lot of time commuting and am now also able to come home for lunch
- Buses stop too early

Comment Card Comments

Comment 1:

Nicole S.

Who is going to pay for the cost of this project? Where is the money coming from?

Comment 2:

I would work overtime if the buses ran later into the evening.

Comment 3:

Summer A.

I'm all for it!!! Anything would be less time consuming! I spend too much time in rush hour! It would be nice to have extra minutes with my family!



I-35W North Preliminary Design Community Social **Lakeside Homes—Manufactured Home Community**

Event Overview

Date/time: October 14, 2015: 6:30 PM – 7:30 PM

Location: Lakeside Homes—Manufactured Homes Community
1200 Foss Road, New Brighton, MN

Persons engaged: Four signed in

Event Format

The I-35W North Preliminary Design consultant team initially proposed to hold a family friendly event with a light dinner provided, to help encourage attendance by those who may have trouble finding child care or would be deterred by the dinner hour. Per request of the community management, the event was instead conducted as an informational meeting with an open house format. No children's activities or dinner was provided, but light refreshments were available.

Project informational materials were available in English, Spanish and Hmong, and a project design layout was available for residents to view. Residents were able to learn about both I-35W North Preliminary Design and the MnPASS program, as well as encouraged to ask questions and provide feedback through conversation and survey questions. Staff from MnDOT and Zan Associates answered questions and took comments.

Promotion

The informational meeting was promoted with assistance from community management. Flyers inviting residents were provided and included in the monthly community newsletter that is distributed to each household. As a supplemental follow-up to encourage attendance, the flyers were also hand-distributed to residents in the community approximately a week in advance of the meeting.

Activities Conducted

A written survey, also available to complete on a tablet, was administered regarding residents' use of I-35W and a comment card was available for additional feedback.

Feedback Collected

Feedback was collected from residents in various forms and is provided below.

Verbal Feedback and Comment Card Feedback

Verbal Feedback:

- I avoid using I-35W when possible
- I don't know a lot about how MnPASS lanes operate, but they seem to make sense
- I would like to know more about how construction/closures will be planned when it gets to that point

Comment Card Feedback:**Comment #1**

From Jerome's explanation, this seems like a logical way to address traffic flow on 35W. Please carefully consider how to construct this so as to minimize the traffic problem. Perhaps 3-4 mile stretches over 3 years might be a good way to go. I like that no additional taxes or gas tax should be needed for this project. I am sure this project WILL happen as something desperately needs to be done. I only wish it (or some plan) could start sooner than 2019- How about 2017? Is that possible?

I-35W North Preliminary Design Community Social **Colonial Village Manufactured Housing Community**

Event Overview

Date/time: October 13, 2015: 6:30 PM – 8:00 PM

Location: Colonial Village Manufactured Home Community - Garden Room
2075 Rustad Ave. Mounds View MN

Persons engaged: 26 signed in

Event Format

The event was planned with the help of community management staff to help encourage a fun, family friendly event to help encourage attendance by those who may have trouble finding child care or deterred by the dinner hour. The atmosphere was casual and a light dinner was provided. Residents were able to learn about both I-35W North Preliminary Design and the MnPASS program, as well as encouraged to ask questions and provide feedback through conversation, survey questions and interactive mapping exercises with Mn/DOT staff. Staff was informed that this group of individuals may benefit from materials in Hmong.

Promotion

The community social was promoted with assistance from community management. Flyers inviting residents were provided and included in the monthly community newsletter that is distributed to each household. The flyers were double sided and included one version in English and another in Hmong.

Activities Conducted

A written survey was administered regarding resident's use of I-35W and a comment card was available for additional feedback. An enlarged map of the corridor was laid out on a table for viewing and Mn/DOT officials were present to explain I-35W North Preliminary Design and MnPASS as well as receive comments and answer questions. Feedback was also collected through conversation with residents. Activities were available for children including board games and coloring. MnDOT staff also discussed and requested feedback about the proposed closure of the County Rd I entrance to 35W N. Although some people do use that road and will have to use an alternate entrance to 35W, they understand and agree with the MnDOT's safety concerns about that particular entrance.

Feedback Collected

Feedback was collected from residents in various forms and is provided below.

Verbal Feedback and Comment Card Feedback

Verbal Feedback:

- Bottleneck at 694 is awful
- I'm retired and happy I don't have to be in rush hour on 35W.
- I wish there were more bus stop locations.
- I leave for work at 5:30 a.m. (starts at 7) to avoid traffic on 35. I won't even try to use it on the way home and use all back roads.

Questions:

- Are transponders still on back order?
- How will I get off in stop and go traffic from the far lane?

Comment Card Feedback:

Comment #1

Steven N.

Eastbound Hwy 10 to southbound 35W south should have more and better signage. Like a large overhead sign, yellow with Dangerous 40mph curve at 1000' – 500' – 100' – 25'

Comment #2

Carl & Rita S.

We live in Colonial Village MHC in Mounds View. There is much noise now due to freeway. Faster traffic, more lanes will make it worse. A noise-abating wall is crucial by Colonial Village. Rita uses express buses now and the trip to work will be faster. But if there is no wall, we don't like the idea. This wall has been approved for 25 years. TIME TO BUILD THE WALL!!



I-35W North Preliminary Design Community Social **Mounds View Manufactured Home Community**

Event Overview

Date/time: October 22, 2015: 6:30 PM – 8:00 PM

Location: Mounds View Manufactured Homes Community
1046 Montclair Ave. Mounds View MN

Persons engaged: 15 signed in

Event Format

The event was planned with the help of community management staff to help encourage a fun, family friendly event to help encourage attendance by those who may have trouble finding child care or deterred by the dinner hour. The atmosphere was casual and a light dinner was provided. Residents were able to learn about both I-35W North Preliminary Design and the MnPASS program, as well as encouraged to ask questions and provide feedback through conversation, survey questions and interactive mapping exercises with Mn/DOT staff. Staff was informed that this group of individuals may benefit from materials in Hmong.

Promotion

The community social was promoted with assistance from community management. Flyers inviting residents were provided and included in the monthly community newsletter that is distributed to each household. The flyers were double sided and included one version in English and another in Hmong.

Activities Conducted

A written survey, also available to complete on a tablet, was administered regarding resident's use of I-35W and a comment card was available for additional feedback. An enlarged map of the corridor was laid out on a table for viewing and Mn/DOT officials were present to explain I-35W North Preliminary Design and MnPASS, as well as receive comments and answer questions. Feedback was also collected through conversation with residents. Activities were available for children including board games and coloring.

MnDOT also had staff available to discuss a separate issue of importance to this particular location. MnDOT and community members have met in the past regarding a proposal to increase the height of a noise wall near the property of some of the residents resulting in certain land acquisition. Knowing the importance of this issue to this community, MnDOT had staff present that was able to discuss this issue in much more detail. People were that they were able to express their frustrations to MnDOT and a few people said that they learned new information at the meeting that made them feel a bit better about the issue.

Feedback Collected

Feedback was collected from residents in various forms and is provided below.

Verbal Feedback and Comment Card Feedback

Verbal Feedback:

- I feel better about the noise wall process after this event
- County Road I is unsafe and there is support for its closure as an entrance to 35W North

I-35W North Preliminary Design Survey Door Knocking **Towns Edge Terrace Manufactured Home Community**

Overview

Date: November 14, 2015

Location: Towns Edge Terrace Manufactured Home Community
5001 Old Highway 8, Mounds View, MN

Number of homes: 224

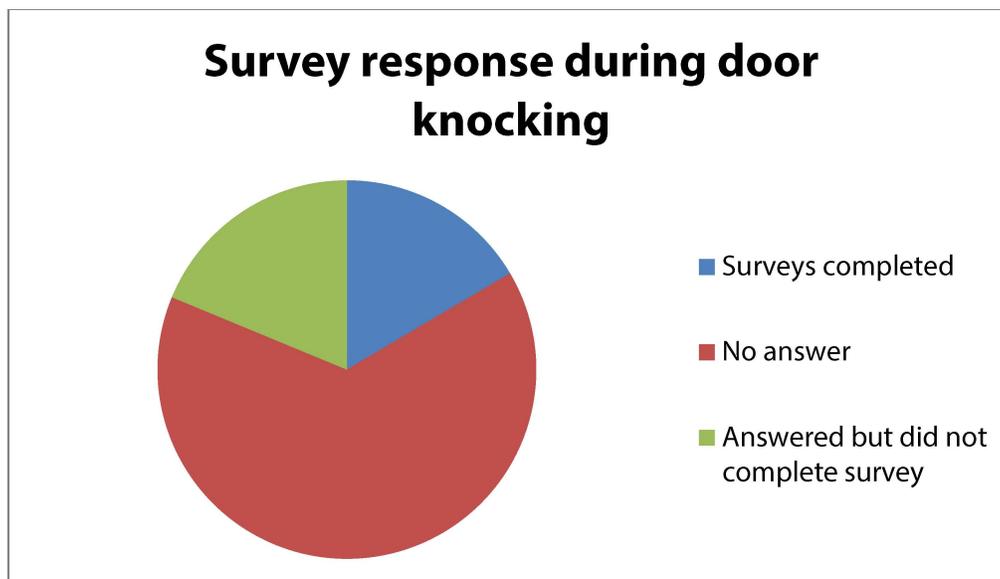
Door Knocking Format

Door knocking was proposed in order to distribute project information to residents and collect survey responses and feedback at Towns Edge Terrace, a location where a community event was not feasible due to community management preferences. Community management staff approved door-to-door information dissemination, and staff from Zan Associates visited each unit on site to provide project information packets and collect feedback. The door knocking was done on a Saturday morning, to try to reach residents at a time when they were most likely to be home.

The project information packets included details about the I-35W North Preliminary Design, information about MnPASS lanes, a comment card that could be mailed in to MnDOT (along with contact information if the resident preferred to call or email project representatives), and information about how to access the survey online. Hard copies of the survey were also available for any residents who were able to complete the survey on-the-spot. Project fact sheets and surveys were available in English, Spanish and Hmong. Entrance to a drawing for a \$50 gift card to Cub Foods for any who participated in the survey was provided as an incentive for survey completion.

Door Knocking Response

A total of 37 residents completed the survey on-the-spot (four surveys were completed in Spanish; no Hmong-translated surveys were requested). Approximately 145, or about two-thirds, of residents did not answer (information packets were left for those residents on their doors). Approximately 42 residents did not want to participate in the survey on-the-spot, though a few indicated that they were interested in completing it online later, and most took the project information packets.



Feedback Collected

A few residents provided additional written and/or verbal feedback.

Verbal Feedback and Comment Card Feedback

Verbal Feedback:

- I avoid using I-35W when possible
- I don't commute on I-35W
- Why is there no exit from northbound Hwy 10 to eastbound Hwy 96? Drivers need to go out of their way to access Hwy 96 using local roads, which is time-consuming

Written Comment Card Feedback:

Comment #1

The [proposed] corridor would help busses avoid shoulders and angry drivers that don't understand the rules of the road.

I-35W North Preliminary Design Survey Door Knocking **Restwood Terrace Mobile Homes**

Overview

Dates: November 7, 2015
10:00 AM-1:00 PM
November 23, 2015
1:30-4:00 PM

Location: Restwood Terrace Mobile Homes
3631 91st Drive NE, Circle Pines, MN

Number of homes: 238

Door Knocking Format

Door knocking was proposed in order to distribute project information to residents and collect survey responses and feedback at Restwood Terrace Mobile Homes, a location where a community event was not feasible due to community management preferences. Community management staff approved door-to-door information dissemination, and staff from Zan Associates visited each unit on-site to provide project information packets and collect feedback. The door knocking was conducted on two dates at different times to try to reach the most residents possible.

The project information packets included details about the I-35W North Preliminary Design, information about MnPASS lanes, a comment card that could be mailed in to MnDOT (along with contact information if the resident preferred to call or email project representatives), and information about how to access the survey online. Paper copies of the survey were also available for any residents who were able to complete the survey on-the-spot. Project fact sheets and surveys were available in English, Spanish and Hmong. Entrance to a drawing for a \$50 gift card to Cub Foods for those who participated in the survey was provided as an incentive for survey completion.

Door Knocking Response

A total of 31 residents completed the survey on-the-spot. Approximately 200 residents did not answer the door and informational packets were left for those residents on their doors. A few residents did not want to participate in engagement efforts, but indicated that they may consider completing it online later and took informational packets. Two residents declined entirely and would not accept any project information.

Feedback Collected

A few residents provided additional written and/or verbal feedback.

Verbal Feedback:

- I can see the backups on I-35W from my house
- I avoid using I-35W when possible
- There used to be a bus stop right outside of the mobile home park that I used to use often. Now I would have to walk a few blocks and I don't have the physical ability to walk that far anymore
- Buses don't run late enough into the evening or I might use transit to get to work
- There used to be a local shuttle that doesn't run any longer
- This project is needed badly
- Will LRT ever come out to this area?