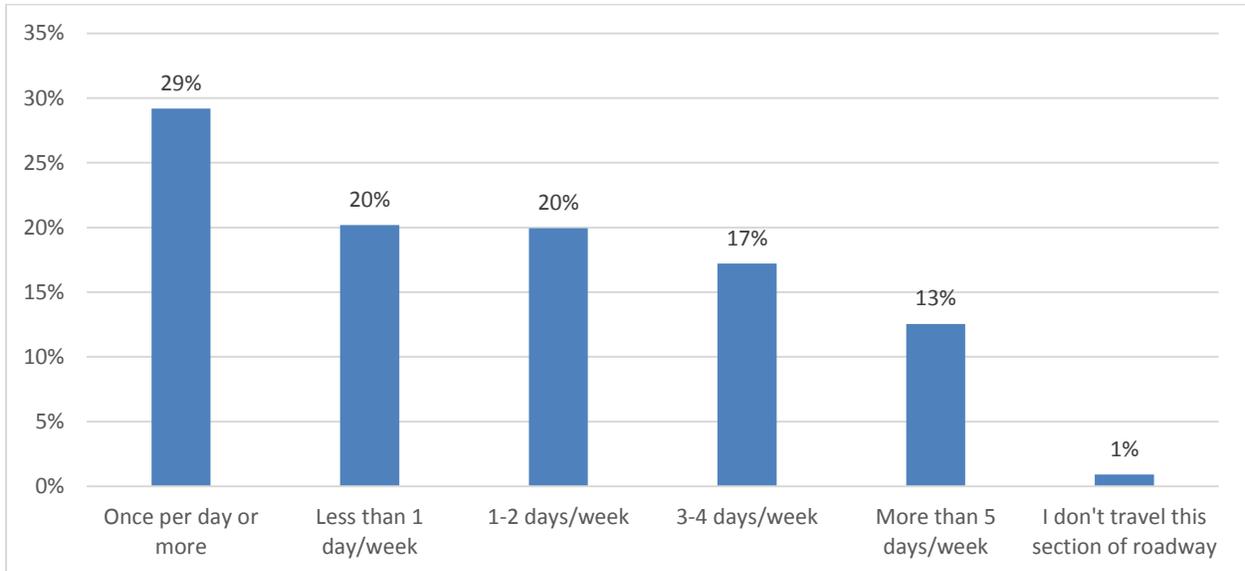


Survey Introduction

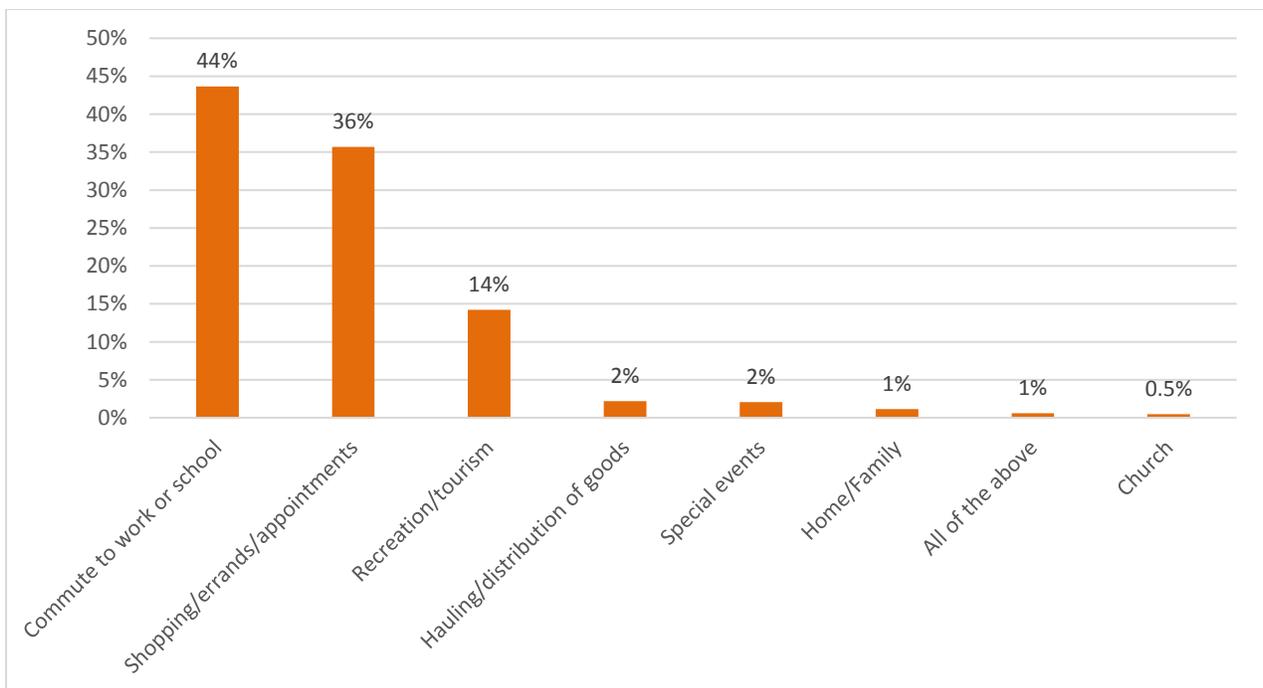
The Twin Ports Interchange Travel Survey was posted between November 13 and December 11, 2017 and received 881 responses.

Survey Results

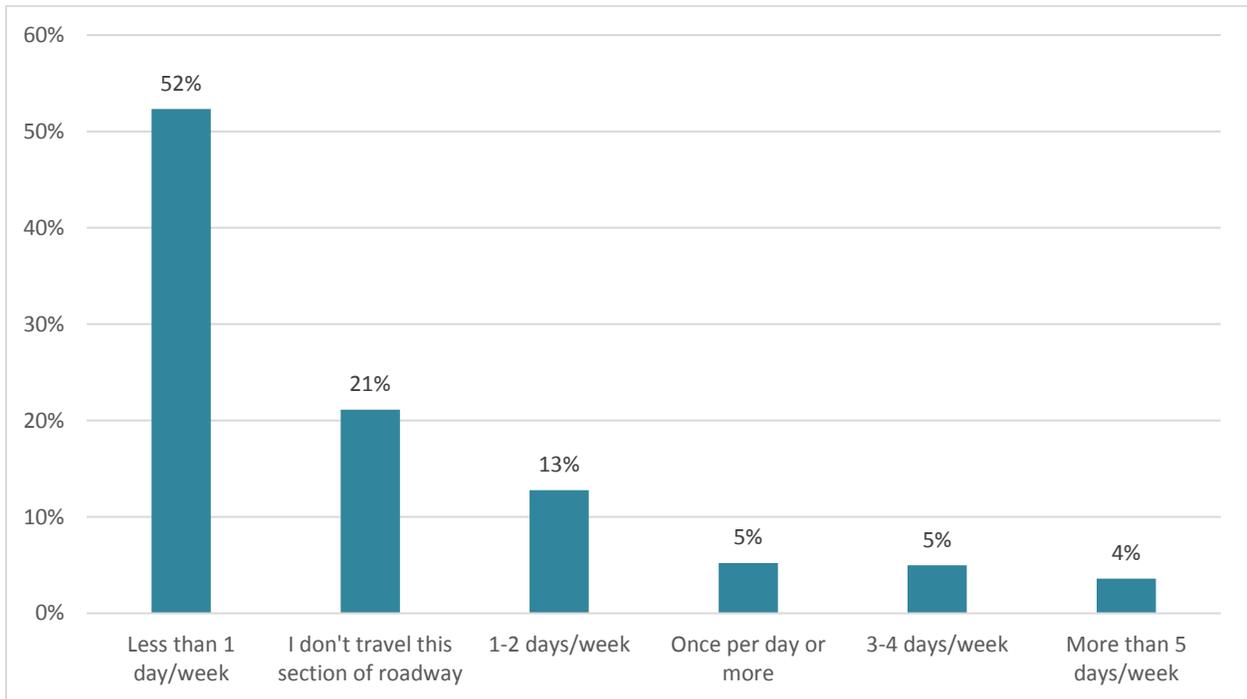
Q1. How frequently do you travel through the Twin Ports Interchange area ("Can of Worms") consisting of I-35 / I-535 / US 53?



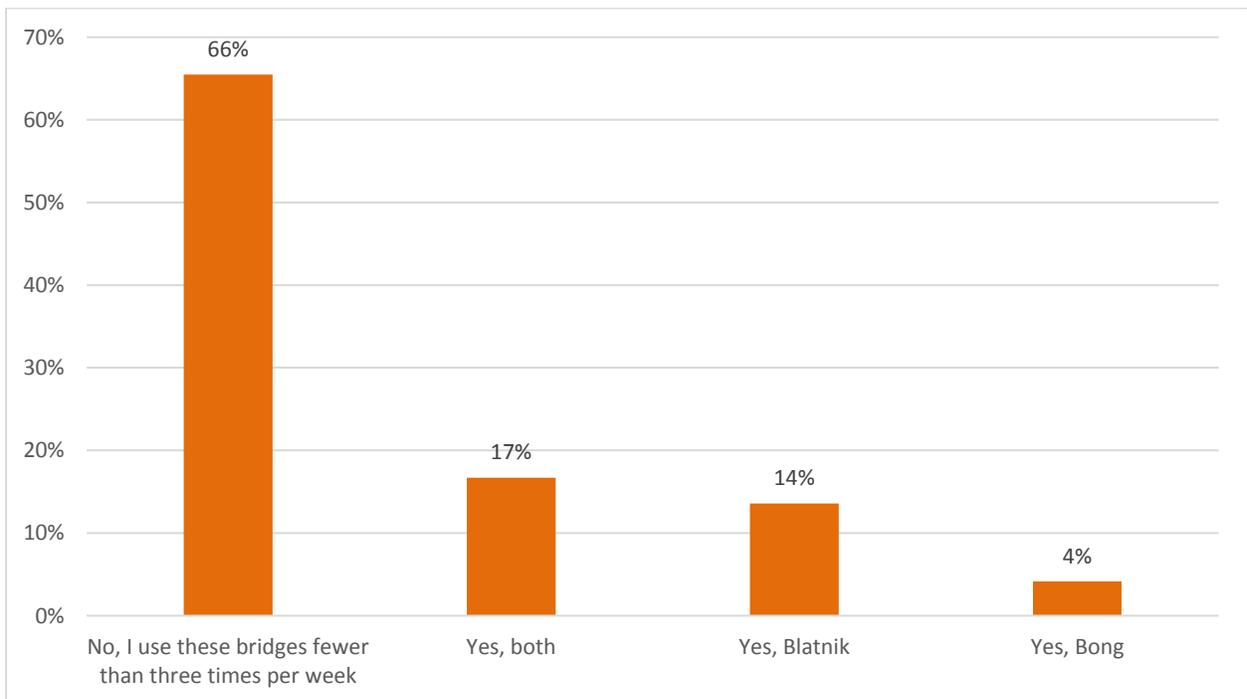
Q2. What is your primary purpose for traveling through the "Can of Worms"?



Q3. How frequently do you travel through the Garfield Ave / I-535 interchange next to the Clure Public Terminal?



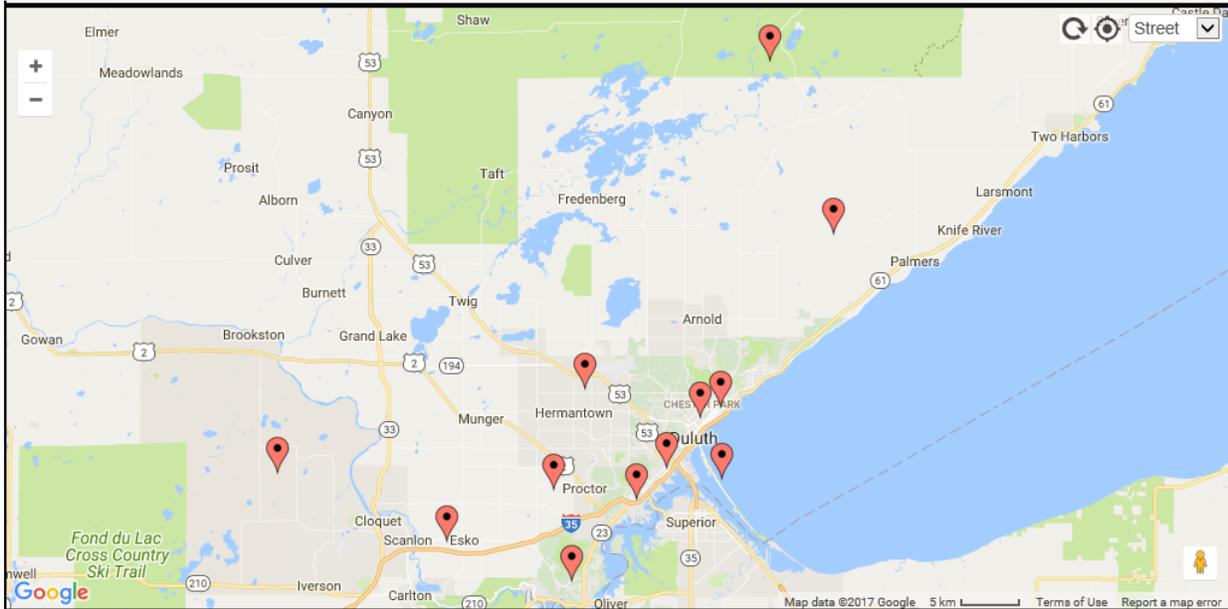
Q4. Do you use the Blatnik or Bong Bridges three times per week or more?



Q5. What is your most frequent starting zip code and destination zip code when you travel through either of these areas? *

**300 out of 573 total respondents for this question selected "N/A, my destinations vary widely"*

a) Top 15 Starting Zip Codes

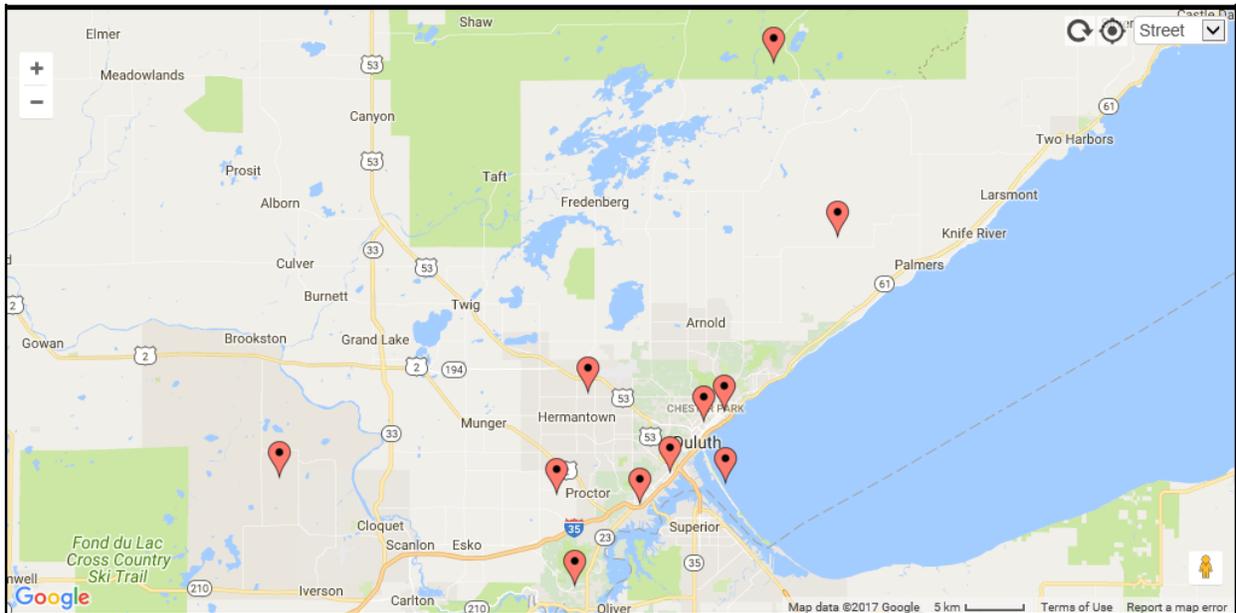


Zip Code	% of Respondents
55811	15%
54880	9%
55804	8%
55806	7%
55807	7%
55720	6%
55812	6%
55810	5%
55803	5%
55805	4%
55802	3%
55808	3%
55616	2%
55733	2%
54874	1%

b) Nearest intersection or landmark to starting location (top 5 answers)

Nearest Intersection/Location	Number of Responses
Minnesota	13
Home	6
UMD	6
Denfeld High School	4
Miller Hill Mall	4

c) Top 15 Destination Zip Codes

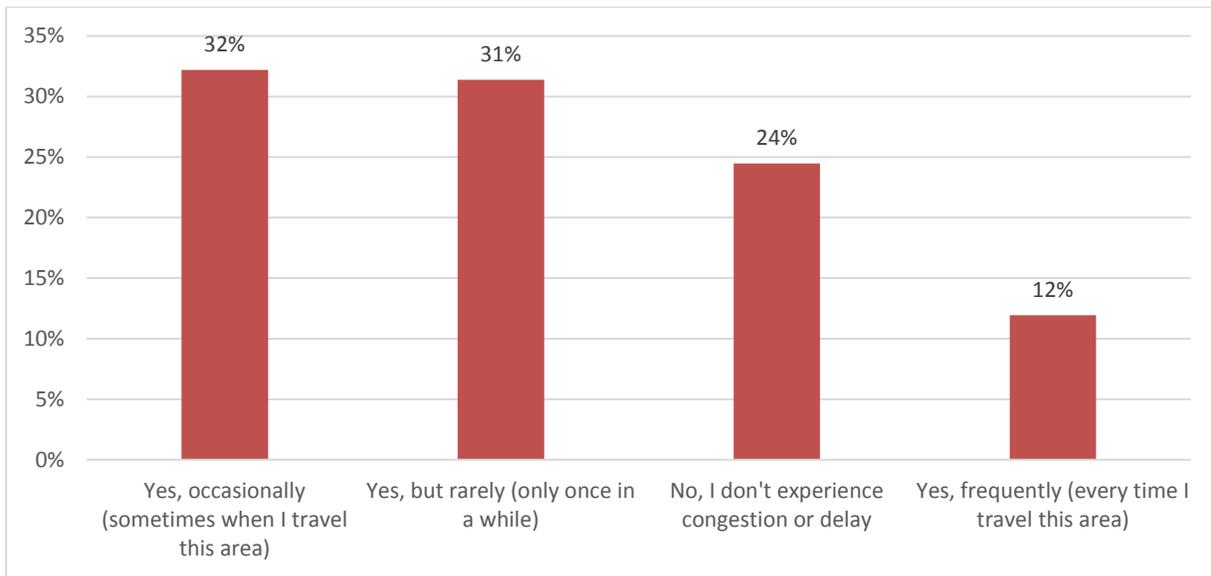


Zip Code	% of Respondents
55802	24%
55811	19%
54880	14%
55806	9%
55807	7%
55805	5%
55812	4%
55720	2%
55804	2%
55803	2%
55808	1%
55810	1%
55616	1%
55604	1%
55614	1%

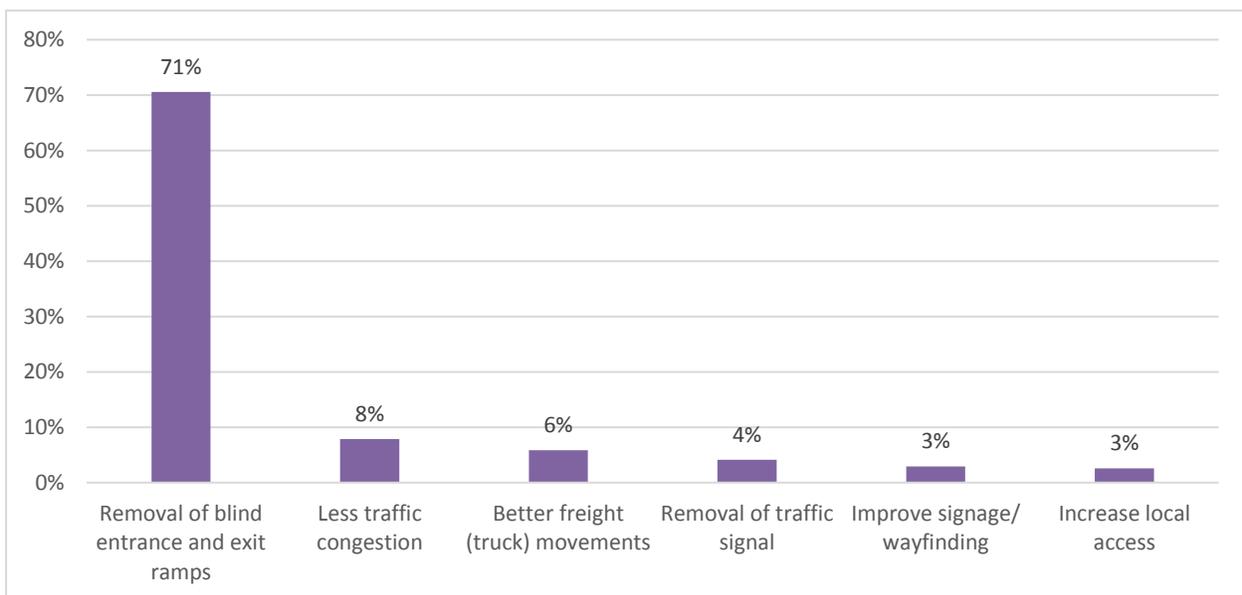
d) Nearest intersection or landmark to destination location (top 5 answers)

Nearest Intersection/Location	Number of Responses
Miller Hill Mall	14
Canal Park	11
DECC	8
Lake Superior College	5
40th Ave W	4

Q6. Do you typically experience congestion or delay in these areas?



Q7. In your opinion, what is the highest priority or greatest need for MnDOT to address when reconstructing these interchanges?



Q8. Please share any additional thoughts for MnDOT to consider about the challenges you experience in this area, or your ideas for improvements.

A total of 339 commenters responded to this final survey question. A summary of common comments is provided below by topic. Note that since some respondents commented on more than one topic, there were 371 total comments from the 339 commenters. The percentages given below are out of the 371 comments.

The most common issues mentioned included difficult/blind merges, excessive or short entrance/exit ramps and issues with left exit ramps; neighborhood access; signage and lighting; the traffic signal; freight movement; pedestrian/bicycle connectivity/access; and some that indicated that no improvements were needed. There were also a number of widely varied comments that did not fit in any of the above categories. A few quotes are listed under these categories to give a flavor of the comments provided.

Eliminate the blind merges, left exits, and short weaving sections (211 comments; 57%)

The overwhelming majority of comments were related to the need to fix the existing geometric deficiencies of the interchange, specifically eliminating the blind merges (of which many examples were provided) and left exits. Several complaints were provided regarding the congestion and crashes resulting from the weaving/merging throughout the interchange, and noted how fixing this should be a high priority. There were other comments in this category that were less specific but very much in favor of correcting the existing problems and improving safety.

- “535 to 53N and 35S to 53 N merging is blind and tight with no wiggle room”
- “The merge from southbound I-35 to northbound Hwy 53 is particularly hairy - I've had more than one close-call due to lack of visibility at that merge”
- “Sight lines are terrible... cannot determine if traffic is backed up on the freeway until you are already on the entrance ramp”
- “Better merge lanes with more room / longer ramps to allow for safer merges on and off I-35”
- “Eliminating cross over traffic (i.e. from Mesaba to Blatnik Bridge) and reducing/consolidating entrances and exits should improve safety and the congestion issues”

Access to Lincoln Park neighborhood and to the water (St. Louis Bay) (25 comments; 7%)

This group predominantly wants to improve access to the Lincoln Park neighborhood and businesses. Several want the “barriers/impacts” of past placement of I-35 through the neighborhood corrected, others want more traffic to have direct access to businesses with direct access from I-35, while others want to maintain the mobility under the US 53 bridges. Access from the neighborhood to the waterfront was also a common theme.

- “it's important to provide access to West Duluth/Lincoln Park businesses”
- “Don't destroy the Lincoln Park neighborhood to make your improvements”
- “I-35 divides the neighborhood and creates barriers for people to access the waterfront”

Improve signage, wayfinding and/or lighting (24 comments; 6%)

Two related themes here included better signage to help drivers find their way, as well as enhanced lighting for trail users and roadways but doing so with warm light. Given the complexity of the interchange, wayfinding through this area was frequently noted. Some of the last-minute merging is blamed on poor signage. The other aspect of wayfinding that was noted relates to places – where is Lincoln Park, downtown, the Port, airport, and how do you get there? As for the lighting, LED lighting was a concern for being too bright/harsh and needs to be toned down. Areas under bridges were a top concern for better lighting to reduce blighted activities.

- “The lighting needs updating”
- “MnDOT should not install LED streetlights over 2700K”
- “improved signage indicating the lane split... the signage should start sooner”
- “we need better signage to direct traffic and tourists to the Lincoln Park District”

Do nothing – do not have issues with this interchange (19 comments; 5%)

Two themes made up this group as well. Several stated that they had not observed or experienced any problems or congestion through the interchange. Others commented that money should be spent elsewhere. Comparing the number of comments in this group with those that expressed needs for improvement, this group is a small percentage.

- “This is not near the highest concern for MnDOT”
- “Never had a problem... normal traffic flow at almost all times”
- “it’s fine the way it is”

Improve mobility for freight traffic (14 comments; 4%)

Freight comments were less specific but overwhelmingly supportive of enhanced freight mobility.

- “BETTER FREIGHT MOVEMENTS”
- “improved freight movements for the port seems like an important improvement”
- “need to accommodate the transportation of oversize cargo from the port”

Remove the traffic signal (13 comments; 4%)

There seems to be a strong dislike for the existing traffic signal within the interchange. Some do not want any more stops than necessary, while others note that it is the unexpected location of this signal that makes it unpopular.

- “There should be ramps with no stops to allow more continuous access to/from each highway to reduce congestion and improve safety”
- “Construct full I-35/I-535 interchange (no stoplights)”
- “encountering the traffic signal in this is always unexpected”

Improve pedestrian and bicycle connectivity/access (10 comments; 3%)

These comments noted the importance of maintaining connectivity of the Cross City Trail, improving access for pedestrian/bicycle users, and enhancing the trail space for safety and aesthetics.

- “Better bike access under the interchange to and through West Duluth”
- “people need sidewalks to get from place to place”

Other – no clear category (55 comments; 15%)

This catch-all category includes the remaining comments that were either very specific or did not fit well into a previously identified category. A few reference speed (too high) as an issue, others note icy conditions are common and a safety problem. Nearly half of these comments provided specific suggestions for what needs to be improved or how the interchange should be designed. A few noted driver education was needed, and yet others commented on needs in other parts of the city.

- “[It is vital] to Arrowhead communities that the North Shore remain easily accessible during the summer... local economies could suffer significantly if construction leads to detours, backups or delays”
- “consider combining the 24th Avenue West off ramp and the 35 south ramps”
- “eliminate all bridges and go ground level...”
- “don’t go to surface if it means intersections vs overpasses”