

# 2040 TRANSPORTATION POLICY PLAN AMENDMENT #1

*Public Comment Report*



METROPOLITAN  
COUNCIL

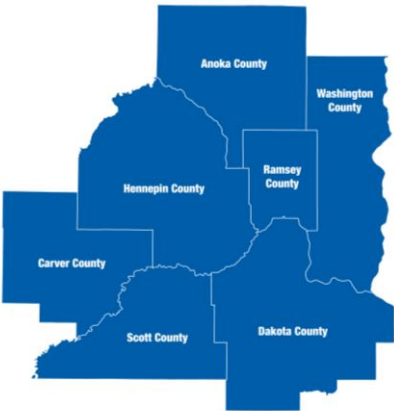
February 2022

# The Council’s mission is to foster efficient and economic growth for a prosperous metropolitan region

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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

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## Background

The Metropolitan Council accepted public comments on amending the region's long-range 2040 Transportation Policy Plan. The amendment:

- adds to or revises the current revenue scenario related to the B, E, F, and G arterial bus rapid transit (BRT) lines,
- adds to or revises the increased revenue scenario related to the H Line and seven remaining arterial BRT candidate corridors,
- removes from the increased revenue scenario three arterial BRT candidate corridors, and
- adds to the current revenue scenario six highway freight projects awarded in the Minnesota Department of Transportation's Minnesota Highway Freight Program.

## Contents

This document describes comments received during this period and is organized in the following sections:

- **Engagement Methods**: a description of how the Council advertised the comment period, comment sources, and the number of comments received.
- **Engagement Themes**: a description of key messages the Council received during the comment period.
- **Summarized Comments and Responses**: thematic summaries of comments received, the Council's response to the summarized comments, and any recommended changes resulting from the comments.
- **Individual Comments**: a listing of all comments received and reference to the Council response.

## Engagement Methods

The draft amendment was released for public comment on December 9, 2021, and comments were accepted through January 24, 2022. During that time, the plan was available on the Metropolitan Council's website and through printed copies as requested.

The Council actively promoted availability of the comment draft, including advertising it and the public meeting through social media and other means. The Council hosted a public meeting on January 10, 2022.

41 commenters participated—both individuals and representatives of organizations, including local governments and non-profit organizations. The Council logged 56 comments.

### People Engaged

- Web pages
  - 399 unique visitors
- Facebook post 1
  - 5,726 people reached
  - 230 actions
- Facebook post 2
  - 301 people reached
  - 10 actions
- Twitter engagement
  - 16 actions on tweet 1
  - 13 actions on tweet 2

### Stakeholders Involved

- 41 stakeholders involved

### Public Meeting

- 32 attendees
- 5 speakers, 8 registered

### Methods Used

- Web announcement and web page notice
- GovDelivery email announcement
- Facebook
- Twitter
- Star Tribune classified advertising
- Public meeting

### Comments Received Through

- Email
- Web form
- Public meeting
- Facebook
- Twitter

### Interest Groups and Agencies Engaged

- Bongards' Creameries
- Carver County Board of Commissioners
- Carver County Community Development Agency
- City of Bloomington
- City of Granite Falls
- City of Hamburg
- City of Hutchinson
- City of Minneapolis Public Works Department
- City of New Brighton
- City of Richfield
- City of Victoria
- City of Watertown
- East Metro Strong
- Lac qui Parle County
- Mayer Lutheran High School
- McLeod County Board of Commissioners
- Minnesota House of Representatives, District 18A & 18B
- Move Minnesota
- Renville County Board of Commissioners
- Saint Anthony Park Community Council Transportation Committee
- Saint Anthony Park Community Council Transportation Committee
- Southwest Corridor Transportation Coalition
- University of Minnesota Landscape Arboretum & Horticulture Research Center

## Engagement Themes

### Arterial Bus Rapid Transit Projects

The Council received 12 comments from 11 individuals or organizations on arterial bus rapid transit (BRT) projects.

- Four commenters requested arterial BRT route modifications.
- Three commenters noted general support for transit, including arterial BRT projects.
- Three municipalities (Minneapolis, Richfield, and New Brighton) support and provided feedback on arterial BRT projects.
- The City of Bloomington requests the American Boulevard corridor be included in the Increased Revenue Scenario.
- One commenter requested transit planning changes relating to fiscal constraint.

### Freight Projects

The Council received 24 comments from 24 individuals or organizations expressing support for the U.S. Highway 212 Rural Freight Safety project.

### Other General Topics

The Council received 20 comments from nine individuals or organizations on other general topics. This feedback will be used in development of the 2050 Transportation Policy Plan and other Council efforts.

- Three commenters indicated a funding preference for transit due to the emissions impact of highway investments.
- Three commenters stated or echoed concerns that greenhouse gas emission forecasts do not align with state, federal, and international emissions reduction goals.
- Two commenters expressed concern with valuation of congestion in benefit-cost analyses.
- One commenter shared their experience about noise, health, and safety impacts of living near freeways.
- One commenter stated preference for hauling freight on rail instead of roadway expansion.
- One commenter requested abandonment of light rail transit expansions.
- One commenter requested traffic considerations in bus stop placement.
- One commenter stated they quit riding transit due to safety concerns.
- One commenter expressed concern about transit project prioritization relative to freeway projects.
- One commenter shared several comments related to electric vehicle affordability, bicycle facility design, bus service, urban freight, project prioritization, and land use.

## Summarized Comments and Responses

This section provides a numbered summary of comment topics and respective responses. Summaries are ordered by amendment topic, then number of comments, then alphabetically. Individual commenters may refer to the numbered sections here for responses to their comments.

### Arterial Bus Rapid Transit Projects

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#### 1. E Line Alignment in Southeast Minneapolis and Westgate Station Area

The Council received three comments stating the E Line alignment would duplicate or compete with local bus, arterial bus rapid transit (BRT), and light rail service in southeast Minneapolis and the Westgate Station area. Two of these comments requested removing this segment and two comments noted limited travel time benefits.

Please view comments [4](#), [6](#), and [34](#) in the individual comments section.

##### *Council Response*

Thank you for your comments on the METRO E Line project. The alignment was developed by Metro Transit through an extensive planning process. The alignment, as adopted, fulfills Metro Transit's goals of the E Line providing faster and more reliable transit service in the corridor. Key factors considered in planning the route alignment included community feedback, connections to the broader transit network, and access to destinations in the area.

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#### 2. General Support for Transit

The Council received three comments indicating general support for transit operations and bus rapid transit projects for reasons including safety, environmental, and economic benefits. One of these comments commended staff for exemplary engagement work on the BRT map revisions.

Please view comments [7](#), [33](#), and [40](#) in the individual comments section.

##### *Council Response*

Thank you for your comments. The Council agrees with these statements.

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#### 3. Municipal Support for Bus Rapid Transit Projects

The Council received comments from three municipalities indicating support for BRT projects.

[Minneapolis Public Works](#) staff supports several arterial BRT lines in the plan, noting the network build out is important for its climate, equity, and mode shift goals. The public works department encourages the Council and Metro Transit to consider scope elements that increase ridership, trip reliability, and rider safety and access from previous arterial BRT line experience.

[The City of Richfield](#) supports bus rapid transit, especially the Johnson/Lyndale and Nicollet corridors. The City notes the opportunity to coordinate the Nicollet BRT project timeline with other construction on the corridor.

[The City of New Brighton](#) is disappointed the Johnson/Lyndale route was not selected for near-term implementation, noting planned dense housing development in the corridor will increase transit demand. The City encourages the Council to extend BRT services into areas with limited transit options.

Please view comments [16](#), [27](#), and [32](#) in the individual comments section.

### *Council Responses*

Thank you for your comments on the arterial BRT network. Planning and prioritization of the arterial BRT corridors included in this TPP amendment are a result of Metro Transit's extensive planning efforts, including Network Next. The Council and Metro Transit look forward to partnering with municipalities to advance these projects and seeking ways to coordinate implementation with other planned corridor improvements.

Arterial BRT along the Nicollet corridor was not considered for the first prioritization tier of implementation because it overlaps significantly with the City of Minneapolis' Locally Preferred Alternative for modern streetcar in the Nicollet-Central corridor. As the City's plans for transit in the Nicollet-Central corridor advance, this outcome may be reconsidered.

Though the Johnson/Lyndale corridor ranked highly in the Network Next prioritization process for arterial BRT, the plan found that the Johnson/Lyndale corridor did not expand the reach of the planned METRO network as well as other selected corridors. The Johnson/Lyndale corridor was the highest ranked arterial BRT corridor outside of the identified F, G, and H lines and will be reconsidered for near-term implementation in a future update of Metro Transit's BRT plans.

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## **4. American Boulevard Corridor in the Increased Revenue Scenario**

The City of Bloomington commented on the importance of the American Boulevard corridor as a future transitway in the Increased Revenue Scenario. The City noted several points about the importance of the corridor:

- It would connect the Blue, Red, Orange, Green, Riverview and D lines to the employment centers along I-494.
- The City implemented numerous local plans, zoning, and ordinances in support of transit-oriented development along the corridor, also noting these have been met with many multi-family development projects near or above 100 units per acre.
- The I-494 corridor is rapidly diversifying, making this corridor an important equity investment.

The City requested that the American Boulevard corridor be included in the 2040 TPP as an Increased Revenue Scenario transitway to be studied in more detail. The City of Bloomington committed to lead a study with proposed completion in 2024.

Please view comment [3](#) in the individual comments section.

### *Council Response*

Thank you for your comments on the American Boulevard corridor. The Council supports investment in transit that can build on the local planning for transit-oriented development that the City of Bloomington has clearly demonstrated over many years. While the Network Next arterial BRT planning process demonstrated some concerns about implementing arterial BRT in the American Boulevard corridor, the corridor still shows long-term promise as a potential transitway investment. The unique factors in the corridor highlighted in your comment letter and attachments, along with the City of Bloomington's commitment to lead a study in the corridor that will look at the transitway alternatives, demonstrates a clear need to continue exploring a transitway in this corridor. The previous corridor alignment will be included in the final adoption of the amendment to the 2040 TPP as an Increased Revenue Scenario

transitway to be studied. The Council and Metro Transit look forward to partnering with the City of Bloomington on this important work.

#### *Recommended Change*

The American Boulevard corridor will continue to be shown in the 2040 TPP Increased Revenue Scenario as a transitway to be studied.

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### **5. B Line Service in Saint Paul**

The Council received a comment supporting extension of the B Line to downtown Saint Paul and serving local destinations with Routes 67 and 21E.

Please view comment [6](#) in the individual comments section.

#### *Council Response*

Thank you for your comments on the METRO B Line project. The alignment was developed by Metro Transit through an extensive planning process. METRO B Line is planned to serve downtown Saint Paul.

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### **6. Future Federal Funding for Transit Projects**

The Council received a comment supportive of BRT projects and requesting that future federal funding for transit projects be assumed in the plan like freight projects.

Please view comment [39](#) in the individual comments section.

#### *Council Response*

Thank you for your comments on project finances. Federal regulations require the Transportation Policy Plan be "Fiscally Constrained", with included projects having committed or reasonably forecasted available resources. The 2040 TPP includes significant future federal funding assumptions for transitway projects based on past experience of successful grants. The Green Line Extension, Blue Line Extension, Gold Line, Purple Line, Riverview Streetcar, B Line, E Line, F Line, and G Line all assume future federal funds for implementation in the Current Revenue Scenario. As additional federal funding opportunities or projects are identified, their inclusion in the 2040 TPP is handled on an as-needed basis, looking at the entire funding picture for the transit system through 2040.

## **Freight Projects**

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### **7. U.S. Highway 212 Rural Freight Safety Project**

The Council received 24 comments in support of this project, including from individuals who represent 15 organizations. Most commenters stated they support all six freight projects in the amendment and specifically the U.S. Highway 212 project. Most commenters stated this project would improve freight movement, economic development, mobility, and safety. These comments often included statements how the improvements would benefit their organization or jurisdiction.

Please view comments [5](#), [8](#), [9](#), [10](#), [11](#), [12](#), [13](#), [14](#), [15](#), [19](#), [20](#), [21](#), [22](#), [23](#), [24](#), [25](#), [26](#), [28](#), [29](#), [30](#), [35](#), [36](#), [37](#), and [38](#) in the individual comments section.



### *Council Response*

Thank you for your comment and support for the U.S. Highway 212 rural freight and safety project. This important regional project was previously listed in the 2040 Transportation Policy Plan's Increased Revenue Scenario. Now with funding, the project will move to the Current Revenue Scenario.

## **Other General Topics**

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### **8. Emissions from Highway Investments**

Three commenters engaged with the Council on the emissions impact of highway investments and stated preference for shifting investments towards transit. One commenter expressed concern about expansion needs identified in the Twin Cities Highway Mobility Needs analysis.

Please view comments [17](#), [31](#), and [41](#) in the individual comments section.

### *Council Response*

Thank you for your comments on emissions relative to highway investments. The Transportation Policy Plan makes transportation investments that meet a wide range of policy goals, with the bulk of the funding going to preservation of existing assets. This plan forecasts external reductions in greenhouse gases over time, but does not meet state, federal, or international goals.

The Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The longer-range bus rapid transit lines are an exciting development and building momentum for these lines is a transformational opportunity for transit in our region.

Highway mobility investment is a small but important part of serving a growing region, including an anticipated growth of approximately 800,000 people by 2050, and existing parts of our region with development patterns that heavily rely on highways. Our highway mobility investment approach is to consider travel demand management strategies, traffic management technologies, spot location improvements, and managed lanes before lane expansions are an option.

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### **9. Forecasted Greenhouse Gas Emissions**

Three commenters engaged with the Council on forecasted greenhouse gas emissions. These commenters stated or echoed comments that plan forecasts do not align with state, federal, and international emissions reductions goals and called on the Council to take leadership in this area.

Please view comments [31](#), [33](#), and [41](#) in the individual comments section.

### *Council Response*

Thank you for your comments on forecasted greenhouse gas emissions. The TPP's forecasted performance outcomes indicate that greenhouse gas emissions from transportation are expected to decrease over time; however, we will not meet adopted state, federal, or international goals. The Council recognizes that we must do more to move towards achieving these adopted goals and is actively participating in state activities and discussions regarding emission reduction strategies with the Governor's Climate Action Committee and MnDOT. In preparation for the updates of the 2050 Regional Development Guide and 2050 Transportation Policy Plan, and following the potential adoption of a statewide vehicle miles traveled reduction goal in the updated Statewide Multimodal Transportation Plan anticipated by the end of 2022, the Council will also consider whether to adopt a regional vehicle miles travelled reduction goal.

The Council is working on several major work efforts to advance climate mitigation actions, including:

- a Regional Travel Demand Management Study to explore new and improved strategies for managing travel demand, with an emphasis on reducing the negative impacts of travel demand
- scenario planning to incorporate climate mitigation strategies in the development of the 2050 Regional Development Guide and Transportation Policy Plan updates where climate change mitigation is expected to be a prominent desired regional outcome
- an on-line greenhouse gas inventory and scenario planning tool to serve local agencies in developing and measuring the impact of climate mitigation actions
- Metro Transit and Metropolitan Transportation Services (for Metro Mobility and other regional transit services) are both developing Zero Emissions Bus Transition Plans for funding and implementing electrification of the regional bus fleet
- the Council is in the midst of development of an agency-focused Climate Action Plan to be adopted by the end of 2022
- a nearly completed study “Accelerating Electric Vehicle Adoption in the Twin Cities Region” to identify and develop actions the Council can undertake to support electrification of the region’s privately owned personal and business fleet
- a new 2022-2023 study which will develop evaluation methodologies for greenhouse gas impacts (positive and negative) resulting from transportation projects so that these impacts can be more directly and fully considered in project selection and decision-making.

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## 10. Value of Congestion in Benefit-Cost Analysis

The Council received two comments stating it overvalues time lost to congestion in its benefit-cost analyses.

Please view comments [39](#) and [41](#) in the individual comments section.

### *Council Response*

Thank you for your comments on congestion measures. In 2022 and 2023, the Council will develop new evaluation methodologies for greenhouse gas impacts (positive and negative) resulting from transportation projects, so these can be more directly and fully considered in decisions. The Council will continue to consider measures to improve evaluation of congestion such as accessibility measures. The Council will also seek to better consider induced demand in evaluating projects.

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## 11. Affordability of Vehicle Electrification

The Council received comments from a person stating that vehicle electrification alone will not address transportation emissions, noting the affordability challenges of any vehicle and the related demands on the utility grid.

Please view comment [41](#) in the individual comments section.

### *Council Response*

Thank you for your comments on vehicle electrification. Affordability is a key consideration in our electrification work, and grid capacity and reliability issues are fully recognized and being addressed by our utility partners.

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## **12. Bicycle Facility Design**

The Council received comments from a person requesting bicycle facility designs accommodate two passing e-bikes, accommodate future innovation, and prioritize safety for all users.

Please view comment [41](#) in the individual comments section.

### *Council Response*

Thank you for your comments relating to e-bikes. Design issues relating to bicycle lane width and other standards are led by state and national agencies and organizations such as the Minnesota Department of Transportation (MnDOT), the Federal Highway Administration (FHWA) and the National Association of City Transportation Officials (NACTO). Further research is needed to understand where and how e-bikes are being used relative to the local street system and other modes. In addition to the current and future dimensions of e-bikes, there are many factors to be considered in bike lane design which in some cases point to one-way bicycle lanes. Your comments will be shared with MnDOT for consideration in future updates to its Bicycle Facility Design Manual.

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## **13. Bus Improvements**

The Council received comments from one individual requesting improved bus connectivity, frequency, reliability, accessibility, stops, shelters, safety, and security, relative to efforts to reduce the carbon impact of transportation.

Please view comment [41](#) in the individual comments section.

### *Council Response*

Thank you for your comments on bus service and facilities. The Council understands the importance of an effective public transit network in mitigating the impacts of transportation-related greenhouse gas emissions. The Council and regional transit service providers are consistently aiming to improve the transit service in the region. Though transit operators are responsible for the service changes as you described, the Council has policies and processes, such as the Regional Solicitation, to ensure that its investments improve the bus network to make it an attractive transportation choice and reduce transportation greenhouse gas emissions.

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## **14. Freeway Impacts on Nearby Residences**

The Council received comments from a person residing near the Interstate 94 and Minnesota State Highway 280 interchange noting the noise, health, and safety impacts of living near freeways.

Please view comment [17](#) in the individual comments section.

### *Council Response*

Thank you for your feedback on some of the negative aspects of living near a freeway. The Council will forward your specific comments on I-94 to MnDOT for consideration on their Rethinking I-94 project.

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## 15. Freight in Urban Areas

The Council received comments from a St. Paul resident requesting prohibition of semi-trailer trucks from residential roads to improve road safety, air quality, and congestion. The commenter requested truck hubs be located on the urban edge around interstates and railroads, with workers connected via transit.

Please view comment [41](#) in the individual comments section.

### *Council Response*

Thank you for your comments about trucks and their negative impact on livability. The Council will pass your specific comments on to the City of Saint Paul and Ramsey County. The Council has several efforts planned in 2022 to further examine urban freight deliveries, safety, and emissions. The Council looks forward to future conversations on these topics as we prepare the 2050 Transportation Policy Plan.

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## 16. Freight Modality

The Council received one comment stating preference for hauling freight on less-than-carload rail rather than roadway expansion.

Please view comment [40](#) in the individual comments section.

### *Council Response*

Thank you for your comment on freight transportation. As a general statement this may be true relative to fuel efficiency and environmental impact; however, nearly all freight accepted at rail terminals require last-mile truck deliveries on local roads.

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## 17. Light Rail Transit Expansion

The Council received one comment requesting abandonment of plans for light rail transit expansion due to wastefulness.

Please view comment [18](#) in the individual comments section.

### *Council Response*

Thank you for your comment on light rail transit. The Council supports the planned light rail network. The planned expansions were selected through extensive planning processes led by local governments with thorough opportunity for public engagement. The two existing light rail lines carry almost 30% of the region's transit passengers and are well suited for serving the densest population and employment centers of the region.

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## 18. Prioritization of Transit Investments

The Council received comments from one commenter noting transit investments feel like an afterthought to highways. The commenter stated that urban freeways were a mistake and damaging to communities during construction and through air quality impacts today, requesting eventual freeway removal. The commenter stated the Council should lead on VMT reduction and transit investment, which is not happening fast enough and service is being reduced.

Please view comment [17](#) in the individual comments section.

### *Council Response*

Thank you for your comments on transit service and investments. The Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit projects. Even more immediate than the current Transportation Policy Plan amendment projects, the current Transportation Improvement Program includes a robust investment in transit that will support building the Green Line Extension, Blue Line Extension, Gold Line, Purple Line, and B, E, and F lines. Additionally, there is a substantial investment in transit bus replacements, modernization, and service expansion projects. The Council is also just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing modes like transit, biking, and walking. The Council and Transportation Advisory Board encourage you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.

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## **19. Substitution of Highway Mobility Projects**

The Council received one comment calling for substitution of roadway expansions with money prioritized for transit improvements and electrification, safe and protected bike lanes, roundabouts, sidewalk infill, and other livability and environmental quality improvements.

Please view comment [41](#) in the individual comments section.

### *Council Response*

Thank you for your comments on funding priorities. The Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. Even more immediate than the current Transportation Policy Plan Amendment projects, the current Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Purple Line, and B, E, and F lines. Additionally, there is a substantial investment in transit bus replacements, modernization, and service expansion projects. The TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, the TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. However, the needs for these types of projects outweighs the funding, especially given the increases in the number of people biking and walking in recent decades.

Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. The Council is also just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing modes like transit, biking, and walking. These studies and investment needs analyses will inform the 2050 Regional Development Guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourage you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.

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## **20. Transit Operations**

The Council received one comment requesting bus stops be limited in busy, high-traffic areas.

Please view comment [2](#) in the individual comments section.

#### *Council Response*

Thank you for your comment on bus stop spacing. Service design, including bus stop spacing, is under the control of regional transit service providers. The Transportation Policy Plan provides guidelines for stop spacing to help ensure that there is a balance between access and faster travel speeds. Transit service providers work with cities and counties in placing their bus stops and mitigating the impacts that transit services have on traffic.

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### **21. Transit Safety**

The Council received one comment indicating the commenter quit using public transit due to safety concerns.

Please view comment [1](#) in the individual comments section.

#### *Council Response*

Thank you for your comment on public safety. The TPP considers safety and security as essential elements of the transit system. It is the Council's goal that safety is integrated with all investments that it makes. The Council is always seeking to improve the safety of all users in the transit network.

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### **22. Urban Sprawl and Infrastructure Costs**

The Council received comments from a person calling for the council to lead on reduce urban sprawl due to cost of infrastructure maintenance.

Please view comment [41](#) in the individual comments section.

#### *Council Response*

Thank you for your comments on land use and infrastructure. The Council recognizes the important link between land use and transportation. The plan places an emphasis on linking regional transportation investments to providing and improving access to efficient land use patterns, including concentrations of employment in the region. The Council also supports regional cities in developing in an efficient way that makes our transportation investments more effective.

## Individual Comments

This section provides comments as received, less contact information, sorted alphabetically by commenter last name. Individual commenters may refer the previous section for responses to their comments.

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### 1. Annette Bleed

#### Comments Received by Web Form

I realize this is about the "system" but many don't ride because of feeling unsafe. I don't see anything in this about riders safety, at terminals, on buses, and on light rail. I pretty much quit using public transport because of this issue. Good to have a system but with no riders it is a waste of money.

#### Council Response

Please view response to topic [21](#) in the summary section.

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### 2. Jennifer Brenny

#### Comments Received by Email

Hello,

Thank you for listening to my comment. I'll admit I'm not completely familiar with the full plan. I would like to ask for a Decrease in bus stop quantities around the hub areas. It seems senseless to have the traffic of the buses every block around a transportation hub. It ties up regular traffic when the bus is going into a hub less than a block away, especially on the busiest roads. Several areas tie up traffic lights due to the stop being at the light, when a hub is accross the street. If there are special needs for riders don't you have the metro mobility to help those in need of special transportation? Again thank you for you time.

Jennifer Brenny

#### Council Response

Please view response to topic [20](#) in the summary section.

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### 3. Tim Busse, Mayor, City of Bloomington

#### Comments Received by Email

Dear Chair Zelle and Metropolitan Council Members,

Thank you for your response letter dated November 23, 2021, and for you willingness to consider Bloomington's desire to maintain the American Boulevard Corridor as a future transitway within the Transportation Policy Plan (TPP).

As we stated in our October 8th letter (copy attached), Bloomington has worked closely with the Metropolitan Council, Metro Transit, MnDOT, Hennepin County, land owners and developers to implement the region's transit oriented development vision along American Boulevard as set forward in the TPP. We greatly appreciate these partnerships and the progress that has been made to date.

Bloomington is committed to doing our part to keep this important corridor part of the TPP on the Increased Revenue Scenario map as a potential transitway investment. Bloomington agrees to lead a

study that looks more broadly at the unique conditions in the American Boulevard corridor. Bloomington will work with MTS and Metro Transit staff to develop a specific scope of services for this study, which could include review of established transit modes, existing and planned land use, connections to other transit facilities, potential transit modes and projections of future transit use. The study would be used to help prioritize future transit investments in this corridor relative to other future regional transit needs.

This study will build upon recent Metro Transit investments in the corridor – notably, the launch of the Metro Orange Line, serving Knox and American and the restoration of east-west bus service along American Boulevard. Bloomington proposes to complete the study by 2024. It is our intention to involve and seek funding from other interested stakeholders as the study proceeds.

Bloomington values the long and strong partnership we enjoy with the Metropolitan Council and looks forward to working with you on the ongoing transformation of the American Boulevard corridor.

Sincerely,

Tim Busse  
Mayor

#### **Council Response**

Please view response to topic [4](#) in the summary section.

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#### **4. Angela Chase**

##### **Comments Received by Facebook**

E line in SE will not save any time, beside the F and H lines will also serve SE the GreenLine is also available also why have 3 BRT and a LRT in SE ?SO 3 BRT and a LRT will be competing for riders

##### **Council Response**

Please view response to topic [1](#) in the summary section.

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#### **5. Gayle Degler, Chair, Carver County Board of Commissioners**

##### **Comments Received by Email**

Dear Chair Hovland and TAB Members,

Thank you for the opportunity to review and comment on the 2040 Transportation Policy Plan 2020 Update (Plan) Amendment under consideration by the Metropolitan Council, which identifies policies and plans to guide the development of the region's transportation system.

The proposed Plan Amendment includes the recommendation to add six highway freight projects to the Current Revenue Scenario. These freight projects were selected for federal transportation funding awards as the result of MnDOT's Minnesota Highway Freight Program, a competitive statewide program that allocates federal transportation funding to construction projects on public roads that provide measurable freight transportation benefits.

The Highway 212 Rural Freight Mobility and Safety Project in Carver County is one of the six freight projects selected in MnDOT's Minnesota Highway Freight Program for federal transportation funding with an award of \$7.5 million. The project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and



include overdue intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities at key locations, preserve existing infrastructure, and improve the corridor's mobility and safety for all users.

Carver County fully supports the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan amendment.

Sincerely,

Commissioner Gayle Degler  
Carver County Board Chair

### **Council Response**

Please view response to topic [7](#) in the summary section.

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## **6. Daniel Dillon**

### **Comments Received by Web Form**

B-Line should extend to downtown. Us the exsiting #67 to provide local services on portion of Selby Rt67 can run via Dale to Hamline to serve Target/Cub Foods On Lake ST the 21E can continue to operate for local services.

E -line does need to operate in SE Mpls because the F and H line will serve this area and the segment is too short to be useful with duplication with the GREENLINE The 6U and E line will have comprable travel time. Extent the E-line to serve th OrangeLine near hwy494 On Central F and H on 15th Ave are less than a mile from each other The GreenLine is within the service area. Many other routes serve this area #2 3 4 6 10 11 17 61 25

### **Council Response**

Please view responses to topics [1](#) and [5](#) in the summary section.

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## **7. Lily Dunk**

### **Comments Received by Web Form**

I strongly support the amendment! If the Twin Cities are serious about the environment and Vision Zero, we NEED more investment in public transit, and FAST. I love the A line and C line! And I am looking forward to the F Line - I take the 10 bus frequently, so the F Line will be a game-changer for me. Thank you!

### **Council Response**

Please view response to topic [2](#) in the summary section.

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## **8. Angelica Fernholz, University of Minnesota Landscape Arboretum**

### **Comments Received by Email**

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from

a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

I live near a HWY 212 exit and see value in the upgrade as well as an upgrade to Hwy 5 which is widely used as a route by residents from Waconia and surrounding areas heading into the cities. There are many traffic issues occurring that could be eliminated by these upgrades.

Angelica Fernholz  
Gift Administration and Donor Services Lead  
U of MN Landscape Arboretum

### **Council Response**

Please view response to topic [7](#) in the summary section.

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## **9. Gary T Forcier, Mayor, City of Hutchinson**

### **Comments Received by Email**

Dear Chair Hovland and TAB Members,

Thank you for the opportunity to review and comment on the 2040 Transportation Policy Plan 2020 Update (Plan) Amendment under consideration by the Metropolitan Council, which identifies policies and plans to guide the development of the region's transportation system.

The proposed Plan Amendment includes the recommendation to add six highway freight projects to the Current Revenue Scenario. These freight projects were selected for funding as the result of MnDOT's Minnesota Highway Freight Program, a competitive statewide program that allocates federal transportation funding to construction projects on public roads that provide measurable freight transportation benefits.

The Highway 212 Rural Freight Mobility and Safety Project in Carver County is one of the six freight projects selected in MnDOT's Minnesota Highway Freight Program for federal transportation funding with an award of \$7.5 million. The project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include overdue intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities at key locations, preserve existing infrastructure, and improve the corridor's mobility and safety for all users.

The City of Hutchinson adamantly supports the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment.

Sincerely,

Gary T Forcier  
City of Hutchinson  
Mayor

### **Council Response**

Please view response to topic [7](#) in the summary section.

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## 10. Jake Foster, City of Watertown

### Comments Received by Email

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

Take care,

Jake Foster  
City Administrator  
City of Watertown

### Council Response

Please view response to topic [7](#) in the summary section.

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## 11. Julie M. Frick, Carver County Community Development Agency

### Comments Received by Email

Dear Chair Hovland and TAB Members,

Thank you for the opportunity to review and comment on the 2040 Transportation Policy Plan 2020 Update (Plan) Amendment under consideration by the Metropolitan Council, which identifies policies and plans to guide the development of the region's transportation system.

The proposed Plan Amendment includes the recommendation to add six highway freight projects to the Current Revenue Scenario. These freight projects were selected for funding as the result of MnDOT's Minnesota Highway Freight Program, a competitive statewide program that allocates federal transportation funding to construction projects on public roads that provide measurable freight transportation benefits.

The Highway 212 Rural Freight Mobility and Safety Project in Carver County is one of the six freight projects selected in MnDOT's Minnesota Highway Freight Program for federal transportation funding with an award of \$7.5 million. The project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include overdue intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities at key locations, preserve existing infrastructure, and improve the corridor's mobility and safety for all users.

Carver County Community Development Agency (CDA) supports the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment.

Sincerely,

Julie M. Frick  
Executive Director Carver County CDA

### Council Response

Please view response to topic [7](#) in the summary section.

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## 12. Glenn Gruenhagen, Representative, Minnesota House District 18B

### Comments Received by Email

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

State rep Glenn Gruenhagen

### Council Response

Please view response to topic [7](#) in the summary section.

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## 13. Stephanie Hodges

### Comments Received by Email

Hello,

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

Thank you,

Stephanie Hodges

### Council Response

Please view response to topic [7](#) in the summary section.

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## 14. Laurie Hokkanen

### Comments Received by Email

Met Council:

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety

Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

Laurie Hokkanen

### **Council Response**

Please view response to topic [7](#) in the summary section.

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## **15. Drew Horton, University of Minnesota Horticulture Research Center**

### **Comments Received by Email**

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

Drew Horton  
Enology Specialist  
University of Minnesota  
Grape Breeding & Enology Project  
at the Horticulture Research Center

### **Council Response**

Please view response to topic [7](#) in the summary section.

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## **16. Jenifer Hager, City of Minneapolis Public Works Department**

### **Comments Received by Email**

The City of Minneapolis Public Works Department appreciates the opportunity to comment on Metropolitan Council's Draft 2040 Transportation Policy Plan Amendment #1. We acknowledge and appreciate the ongoing collaboration with the City of Minneapolis and other regional partners that have brought to light the need to add the proposed amendment.

The City of Minneapolis strongly supports the extension of the B Line to downtown St Paul, the inclusion of the E Line in the TPP, and the addition of the F and G lines into the Transportation Policy Plan. We also support the addition of the increased revenue scenario to include the H Line and the seven remaining arterial bus rapid transit candidate corridors. As we work collaboratively to implement the B, E, F, and H Lines, we will also work to support and ensure progress of the additional candidate corridors in Minneapolis, including the Johnson/Lyndale (Route 4), Nicollet (Route 18), and West Broadway/Cedar for mid-term transit improvements (2030-2035) and Lowry (Route 32) for longer term implementation (2035-2040). Building out this network, including the planned corridors outside the city of Minneapolis, is a critical component for the City and region

to reach our climate, equity, and mode shift goals.

In the City of Minneapolis Transportation Action Plan, there are several key actions that support the work included in this amendment, including:

- Transit Strategy 1: Increase transit coverage so that 75% of city residents are located within a quarter mile and 90% of residents are located within a half mile to high frequency transit corridors.
  - Transit Action 1.1: Coordinate with Metro Transit’s Network Next plan to reflect the strategies and actions in this plan.
  - Transit Action 1.3: Expand the high frequency network.
  - Transit Action 1.5: Improve the quality and expand the high frequency network of local crosstown service, specifically from north to northeast Minneapolis and from south to southwest Minneapolis.
  - Transit Action 1.6: Expand coverage to new or growing markets and improve transit service to areas that are currently underserved based on potential demand from population or development increases.
  - Transit Action 1.8: Support reverse commute service connecting Minneapolis residents to suburban employment centers.
- Transit Strategy 4: Partner with Metro Transit and other agencies to pursue new transit projects of high impact.
  - Transit Action 4.1: Plan, design and construct high capacity, neighborhood-based transit along the Nicollet-Central corridor.
  - Transit Action 4.3: Plan, design and construct high capacity, neighborhood-based transit along the West Broadway corridor from downtown Minneapolis to the northwest suburbs.
  - Transit Action 4.4: Advocate and provide continued support for METRO B, D, and E Bus Rapid Transit lines, and work with Metro Transit to identify and pursue additional Bus Rapid Transit Lines in Minneapolis.

As we continue to collaborate with the Metropolitan Council and Metro Transit on these essential transit projects, we encourage both agencies to reconsider the scope of what it means to implement an arterial bus rapid transit line based on what has been learned as a result of the A, C and D Lines. In order to achieve the most benefit with this planned network, we think it essential to consider scope elements along each corridor that will increase ridership, provide a more reliable trip, and ensure safer and easier access for those walking, rolling and biking to transit stops.

We look forward to continuing to collaborate with you on these essential transit projects which will significantly improve mobility in the region.

Sincerely,

Jenifer Hager  
Transportation Planning and Programming Director  
City of Minneapolis, Public Works Department

### **Council Response**

Please view response to topic [3](#) in the summary section.

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## 17. Joseph Kendrick

### Transcript of Public Hearing Comments

Hi, my name's Joe Kendrick. I am a resident of St Anthony Park in St Paul. I live within a block of both the 94 and the 280 Corridor, so I can see the interchange between those two highways from my kitchen window, hear traffic noise, and smell the fumes every day. And I agree with the previous speakers that, while some of the transit investments in this plan are steps in the right direction, it feels like the transit is an afterthought and the highways and car travel are the real thrust of this plan and all of the transportation planning that happens at every level of government in this region. I think that's disappointing.

I think that we need to at some point, and I hope it is this year and I wish it had been decades ago, say enough is enough these urban freeways were a mistake. They've been terrible for communities. They've destroyed especially black and brown neighborhoods when they were built, and they continue to poison the air that we all breathe every day and contribute to early mortality and increase risk from diseases like asthma and COVID-19 today. And we need to be pushing back to not expand the highways and get more traffic flowing more freely and more quickly, but reduce the highways reduce vehicle miles traveled until one day in the near future, we can all do almost all of our travel by foot or by wheelchair or by bicycle or by transit.

And I appreciate that there are a number of levels of government involved in this question, and it's not just a decision that any individual body like the Met Council can make, but as previous speakers have said, I want the Met Council to be a leader on this on pushing for an aggressive as vehicle miles traveled reduction as we can possibly hope for and as aggressive a transit investment as we can possibly hope for.

As previous speakers have said, I appreciate the bus rapid transit investments that are being made, but I think it's too little and too slow. And even just in the few years I've lived in this neighborhood, overnight service on the green line and frequent service on the green line has been considerably reduced. So, let's get the train we've got now moving more quickly, let's get these bus rapid transit lines up and running as quickly as possible, and let's under no circumstances expand the urban freeways and eventually try to reduce and get rid of them. Thank you very much.

### Comments Received by Web Form

I live within a block of the I94/MN280 interchange in St Paul. I can hear freeway traffic from my house and have to cross the freeway corridors, entrances, and exits on bike and foot daily, as well as driving on the freeways regularly. My daily life, health, safety, and community is deeply influenced by the decisions made about these freeways.

I am deeply disturbed that the "TWIN CITIES HIGHWAY MOBILITY NEEDS ANALYSIS" document in the Met Council's transportation planning calls for a widening of the freeways. Widening the freeways will induce additional traffic to pass through my neighborhood, resulting in an increase in air, noise, and carbon pollution. The report claims that freeway expansion will reduce pollution by reducing congestion; this is a laughable claim that hasn't been taken seriously in decades. Instead of investing in freeway expansion, we should be investing in Transit, Pedestrian, and Bicycle infrastructure, with the eventual goal of being able to reduce freeway lanes and eventually eliminate these unsustainable and dangerous corridors from our neighborhoods altogether. A good first step towards this goal would be converting travel lanes on I94 to bus-only lanes.

I hope the Met Council will seriously rethink its transportation philosophy and advocacy on this issue.

### **Council Response**

Please view responses to topics [8](#), [14](#), and [18](#) in the summary section.

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## **18. Jeff Kolb**

### **Comments Received by Twitter**

My comment is that Light Rail is a huge waste of resources and we should abandon expansion plans in favor of smarter and future proof methods of transportation. Thanks for listening.

### **Council Response**

Please view response to topic [17](#) in the summary section.

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## **19. Randy Kramer, Chair, Renville County Board of Commissioners**

### **Comments Received by Email**

Dear Chair Hovland and TAB Members,

Thank you for the opportunity to review and comment on the 2040 Transportation Policy Plan 2020 Update (Plan) Amendment under consideration by the Metropolitan Council, which identifies policies and plans to guide the development of the region's transportation system.

The proposed Plan Amendment includes the recommendation to add six highway freight projects to the Current Revenue Scenario. These freight projects were selected for funding as the result of MnDOT's Minnesota Highway Freight Program, a competitive statewide program that allocates federal transportation funding to construction projects on public roads that provide measurable freight transportation benefits.

The Highway 212 Rural Freight Mobility and Safety Project in Carver County is one of the six freight projects selected in MnDOT's Minnesota Highway Freight Program for federal transportation funding with an award of \$7.5 million. The project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include overdue intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities at key locations, preserve existing infrastructure, and improve the corridor's mobility and safety for all users.

Renville County supports the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment.

Sincerely,

Chair Randy Kramer  
Renville County Board Chair

### **Council Response**

Please view response to topic [7](#) in the summary section.



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## 20. Leah Krenz

### Comments Received by Email

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

I drive from Carver to Fairfax often, and the hwy definitely needs these improvements for public safety.

Thank you!

Leah Krenz  
Carver, MN

### Council Response

Please view response to topic [7](#) in the summary section.

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## 21. Doug Kreuger, Chair, McLeod County Board of Commissioners

### Comments Received by Email

Dear Chair Hovland and TAB Members,

McLeod County thanks you for the opportunity to review and comment on the 2040 Transportation Policy Plan 2020 Update (Plan) Amendment under consideration by the Metropolitan Council. The proposed Plan Amendment includes the recommendation to add six highway freight projects to the Current Revenue Scenario. These freight projects were selected for funding as the result of MnDOT's Minnesota Highway Freight Program.

We are excited that the Highway 212 Rural Freight Mobility and Safety Project in Carver County is one of the six freight projects selected in MnDOT's Minnesota Highway Freight Program for federal transportation funding with an award of \$7.5 million. This important project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include overdue intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities at key locations, preserve existing infrastructure, and improve the corridor's mobility and safety for all users. It is a much welcomed improvement for our McLeod County residents.

McLeod County supports the inclusion and adoption of the Highway 212 Rural Freight Mobility and Safety Project in MnDOT's Minnesota Highway Freight Program, as presented in the Metropolitan Council's proposed Plan Amendment.

Sincerely,

Doug Krueger  
McLeod County Board Chairperson

### Council Response

Please view response to topic [7](#) in the summary section.

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## 22. Joel Landskroener, Mayer Lutheran High School

### Comments Received by Email

To Whom It May Concern,

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight and Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

Thank you for your time and effort in considering my comments.

Joel Landskroener, Executive Director  
Mayer Lutheran High School

### Council Response

Please view response to topic [7](#) in the summary section.

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## 23. Daryl Larson, Bongards' Creameries

### Comments Received by Email

Dear Mayor Hovland,

Bongards' Creameries is pleased to support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

For over 113 years, Bongards has represented a significant business and community presence in the unincorporated town of Bongards, MN - just south of Highway 212 on County Road 51. To this day, this location is the primary place of work for many of our employees, the destination or departure point for substantial volumes of manufactured products and inbound raw materials, and a favorite stop for many of our frequent retail customers and visiting guests.

Highway 212 represents the primary artery for nearly 100% of this traffic, including:

- 50,000 trips to and from work per year, made by our over 225 employees at that location
- 20,000 annual shipments to or from the plant, carrying raw materials or finished goods
- 60,000 retail guests per year, representing approximately 40,000 trips

As demonstrated by the magnitude of these numbers, Highway 212 is vital to Bongards. Making the necessary improvements to the highway is critical to our organization - ensuring the safety of our customers, suppliers, and employees, while also ensuring continuous, efficient operation of our business.

Bongards' Creameries supports the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment.

I would welcome the opportunity to discuss this matter further.

Sincerely,

Daryl Larson  
President and CEO

### **Council Response**

Please view response to topic [7](#) in the summary section.

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## **24. Robert Lindall**

### **Comments Received by Email**

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

Thank you.

Robert Lindall

### **Council Response**

Please view response to topic [7](#) in the summary section.

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## **25. Chris Lund, Mayor, City of Hamburg**

### **Comments Received by Email**

Dear Chair Hovland and TAB Members,

Thank you for the opportunity to review and comment on the 2040 Transportation Policy Plan 2020 Update (Plan) Amendment under consideration by the Metropolitan Council, which identifies policies and plans to guide the development of the region's transportation system.

The proposed Plan Amendment includes the recommendation to add six highway freight projects to the Current Revenue Scenario. These freight projects were selected for funding as the result of MnDOT's Minnesota Highway Freight Program, a competitive statewide program that allocates federal transportation funding to construction projects on public roads that provide measurable freight transportation benefits.

The Highway 212 Rural Freight Mobility and Safety Project in Carver County is one of the six freight projects selected in MnDOT's Minnesota Highway Freight Program for federal transportation funding with an award of \$7.5 million. The project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include overdue intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities at key locations, preserve existing infrastructure, and improve the corridor's mobility and safety for all users.

The City of Hamburg supports the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment.

Sincerely,

Chris Lund, Mayor

### **Council Response**

Please view response to topic [7](#) in the summary section.

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## **26. Randy Maluchnik, Southwest Corridor Transportation Coalition**

### **Comments Received by Email**

Dear Chair Hovland and TAB Members:

On behalf of the members of the Southwest Corridor Transportation Coalition, thank you for the opportunity to review and comment on the 2040 Transportation Policy Plan 2020 Update Plan Amendment under consideration by the Metropolitan Council.

The proposed Plan Amendment includes the recommendation to add six highway freight projects to the Current Revenue Scenario. These freight projects were selected for funding as the result of MnDOT's Minnesota Highway Freight Program, a competitive statewide program that allocates federal transportation funding to construction projects on public roads that provide measurable freight transportation benefits.

US Highway 212 is the major connection for 65 major freight generators, serving travelers from 74 of 87 counties and is recognized as an important lifeline by local governments and businesses all along the corridor - out to the South Dakota border. Officials in Renville County and McLeod County and even officials in the City of Marshall are all supportive of making needed improvements to Highway 212 in Carver County. This major freight corridor is used to ship agricultural commodities and many products into the Twin Cities region. Investing in US Highway 212 will benefit regional mobility as well as the state's economy.

The Southwest Corridor Transportation Coalition strongly supports the inclusion in the TPP of the Highway 212 Rural Freight Mobility and Safety Project in Carver County with an award of \$7.5 million. The project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include overdue intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities at key locations, preserve existing infrastructure, and improve the corridor's mobility and safety for all users.

Sincerely,

Randy Maluchnik, President

### Council Response

Please view response to topic [7](#) in the summary section.

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## 27. Ben Manibog, City of Richfield

### Comments Received by Web Form

Richfield is supportive of any implementation of bus rapid transit. We are especially happy to see both the Johnson/Lyndale and Nicollet Ave corridors on the TPP draft amendment. We are also supportive of any ways to get these implemented sooner than 2030 - 2035.

In Hennepin County's proposed capital improvement plan, they will reconstruct Nicollet Ave from 66th St to 77th St in 2026/2027. Hennepin County also plans to reconstruct Nicollet Ave from American Blvd to 89th St in Bloomington in that same time frame. MnDOT will reconstruct the Nicollet Ave bridge by the end of 2026 as a part of Project 1 of the I-494 vision.

Based on the Network Next plan, the above mentioned projects will cover 5 of the BRT stations prior to 2030. This is a great opportunity to reconsider the Nicollet Ave BRT timeline because much of the southern corridor's infrastructure will be reconstructed and new prior to 2030. Incorporating the stations in already planned construction will also be a cost saving to all levels of government for implementation.

### Council Response

Please view response to topic [3](#) in the summary section.

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## 28. Debra McMillan, Mayor, City of Victoria

### Comments Received by Email

Dear Chair Hovland and TAB Members,

Thank you for the opportunity to review and comment on the 2040 Transportation Policy Plan 2020 Update (Plan) Amendment under consideration by the Metropolitan Council, which identifies policies and plans to guide the development of the region's transportation system.

The proposed Plan Amendment includes the recommendation to add six highway freight projects to the Current Revenue Scenario. These freight projects were selected for funding as the result of MnDOT's Minnesota Highway Freight Program, a competitive statewide program that allocates federal transportation funding to construction projects on public roads that provide measurable freight transportation benefits.

The Highway 212 Rural Freight Mobility and Safety Project in Carver County is one of the six freight projects selected in MnDOT's Minnesota Highway Freight Program for federal transportation funding with an award of \$7.5 million. The project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include overdue intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities at key locations, preserve existing infrastructure, and improve the corridor's mobility and safety for all users.

The City of Victoria supports the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment.

Sincerely,

Debra McMillan, Mayor  
City of Victoria

### **Council Response**

Please view response to topic [7](#) in the summary section.

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## **29. Peter C. Moe, University of Minnesota Landscape Arboretum**

### **Comments Received by Email**

The University of Minnesota Landscape Arboretum in Chanhassen, Carver County, MN, supports the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

The Minnesota Landscape Arboretum welcomes over 500,000 visitors from all regions of Minnesota each year and highway mobility and safety are extremely important.

Sincerely,

Peter C. Moe  
Arboretum Director

### **Council Response**

Please view response to topic [7](#) in the summary section.

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## **30. Samuel A. Muntean, Lac qui Parle County**

### **Comments Received by Email**

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

Samuel A. Muntean  
County Highway Engineer

## Council Response

Please view response to topic [7](#) in the summary section.

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### 31. Sam Rockwell, Move Minnesota

#### Transcript of Public Hearing Comments

Thank you so much, my name is Sam Rockwell, I am at [removed] in Minneapolis. I am the executive director of Move Minnesota, which is a transit advocacy and policy organization. I am also a lecturer at the Humphrey School in the urban planning program and at the University of Minnesota's urban studies program. I appreciate, like the last speaker, the transit investments in this plan and this amendment, and I wish there were more and I think there is room for more.

But the transportation policy plan amendment ultimately fails in some really fundamental ways, and we need only to look at the plan itself to see that failure, and so I want to take the opportunity to walk through that. So, on page 31 of the plan there's a chart, and that chart summarizes how the plan impacts transportation emissions in the metro. And the chart reveals that the no-build scenario gives us an emissions reduction of about 31% against the 2005 baseline by 2040. Now, this is significantly less than being on track for Minnesota's statutory Next Generation Energy Act, which asks us to achieve an 80% reduction by 2050. And so the TPP fails in placing us on that path, and in particular fails in placing us on recently established national targets. The President has established a 50 to 52% reduction target by 2030, as has the United Nations, that's 8 years from now.

But the plan goes in the wrong direction from the no-build scenario. Once we get into the revenue scenarios, the current revenue scenario, the emissions increase from the no-build scenario. And then in the increased revenue scenario, the emissions increase further yet. So, this means that we have a system where the more money the Metropolitan Council is receiving for this plan, despite all of the fabulous and critical transit investments in this plan, the worse our long-term future becomes with our rising emissions. And this is just unacceptable as a 2022 plan, and I hope that you agree and that this is in the process of reviewing this.

President Biden has described climate change as the number one issue facing humanity. The United Nations Secretary General António Guterres describes climate change as pushing humanity to the brink. Governor Tim Walz, who appointed all of you, declared that climate change threatens the very things that make Minnesota a great place to live. And I'm sure that you as Met Council board members know this too, but knowing is not enough. We collectively have to act, and ultimately on this plan, you have to act. You have to act for you, and you have to act for me, your children, nephews, nieces, for my kids. I have a seven-year-old, [unclear], who loves to read. I have six year old twins, Francis, who sings all of her communications, and one [unclear], who is incredibly imaginative. None of them will be old enough to vote by 2030 when we are supposed to have halved our emissions. So, the decisions made here today, and by other bodies, like every other body in this country and around the world, are determining their future long before they have a voice, and they are determining all of our own futures as well.

So, action means rejecting this plan and rebuilding a plan that calls for dramatic and comprehensive expansion of our transit system, as I talked about [interruption]. And we have federal dollars to add to that, which is really exciting, right? We need a plan that explicitly sets targets around the need to reduce driving consistent with MnDOT's provisional target, and with the established policies in Hennepin County, St Paul, Minneapolis, St Louis Park, any other of your jurisdictions, and just find a way to less carbon materials. So this is an incredible moment of obligation and opportunity that we are at, and that you have. And it is my fervent hope that you take Secretary Buttigieg's words to heart, that

inevitably every transportation decision is a climate decision, whether we acknowledge it or not. If we succeed at this, we are part of a solution here about one of the greatest challenges our species have faced, but if we underperform, someone else has to pick up our part. And that's not the Minnesota I want to live in, and that's not the metropolitan area I want to live in. I know that we can do better, and I'm asking you to take this plan back to the drawing board. Thank you.

### Comments Received by Twitter

Folks, a proposed @MetCouncilNews Transportation Policy Plan update show that the more money the Met Council gets, the worse our carbon emissions will be. @charleszelle @GovTimWalz @LtGovFlanagan @ScottDibble @PattyAcomb. Source: [Screenshot of Table 12 in the amendment]

@MetCouncilNews's best case scenario is "no build," which delivers a 25% emissions reduction, 10 years \*after\* the @IPCC\_CH 's 50% reduction target date. But if we spend hundreds of millions more \$\$ on transportation our emissions go up and our collective future prospects dim.

Here is why our climate worsens as we resource @MetCouncilNews: hwy expansion projects. It is as simple as that. What is incredible is that climate outcomes worsen \*even through more \$ = more transit (7-10 more lines)\*. Hwy expansion more than cancels out big transit investments!

My hope is that @GovTimWalz @MetCouncilNews @LtGovFlanagan @melissahortman @MelisaFranzen @charleszelle take climate chg seriously, that they will look at the Met Council TPP chart above, and know that the same logic applies to @MnDOT and counties and cities and towns.

I hope that @GovTimWalz @MetCouncilNews @LtGovFlanagan @melissahortman @MelisaFranzen @charleszelle @MnDOT fundamentally chg how MN does transportation, acknowledging that MN can provide access to opportunity through other strategies & modes of travel. Our future depends on it

[additional discussion with other users in thread not included]

### Council Response

Please view responses to topics [8](#) and [9](#) in the summary section.

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## 32. Craig Schlichting, City of New Brighton

### Comments Received by Web Form

The City of New Brighton would like to thank you for providing the opportunity to comment on the 2040 Transportation Policy Plan Amendment #1. New Brighton was disappointed that the Johnson/Lyndale route was not selected for advancement with the F, G, H BRT lines. Unlike several of the other proposed BRT corridors, the Johnson/ Lyndale route would serve as the only rapid transit in the area. St. Anthony and New Brighton alike have often been overlooked, as evidence by the BRT corridors on the map, and with no future light rail or commuter train in our area we would consider this a major missed opportunity if it continues to be the selected path.

Currently the city of St. Anthony is in the process of building a 400+ unit luxury apartment complex along the Johnson/ Lyndale/ Penn route. Similarly, the city of New Brighton is adding over 350 affordable rental units (with completion in 2022), and a new 132 unit market rate apartment (to be completed in 2023) . As St. Anthony and New Brighton continue to rapidly expand their housing density in the following years, better public transit will become a more pressing demand. We strongly urge Met council to expand the BRT line to the neighborhoods such as St. Anthony and New Brighton that have limited to no other public transportation options in the area.



## Council Response

Please view response to topic [3](#) in the summary section.

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### 33. William Schroeer, East Metro Strong

#### Transcript of Public Hearing Comments

Thank you chair and thank you council members. And I want to thank Sam for that passionate and very well informed and argued set of comments. I'd like to share three thoughts with the council today.

The first is I want to thank and congratulate the Council and Metro Transit for your work in developing and implementing the arterial bus rapid transit lines that we have today. They have really proven themselves. And while we're not the only region in the country that is doing great work with bus rapid transit. We were very, very early and first on a lot of measures of bus rapid transit and you and your staff are to be commended for that. No one would have wished it, but the COVID pandemic has really proven the wisdom behind some of the BRT investments. We see really positive ridership especially on BRT lines and I hope we learn from that going forward, and I think the amendment in front of you today is demonstration of the fact that you have learned from that, so thank you for that.

Second, we want to thank you for running an exemplary process around redoing the first BRT map that Metro Transit came up with. You ran a really great public process asking for input both on the criteria that would be used to develop that new map and then how those criteria would be applied. And we participated in that process and not all of our recommendations were taken, but that's fine. And we just want to thank you for running again an exemplary process, both on the criteria side and then applying those criteria in a transparent way that, in the end, really made a difference. Metro Transit changed its original set of recommendations in accordance with really thoughtful input from the public and we applaud you for doing that. So, we hope you take those recommendations.

And that brings me to my third point that East Metro Strong and our members didn't introduce ourselves at the very beginning. You've heard from me before. A number of cities, two counties—Ramsey and Washington County—in the East Metro, and many large employers in the East Metro coming together, not just for transit to serve their employees and customers, but in support of economic vitality in the whole East Metro and really in the region. And we fully support these amendments or this amendment as it relates to bus rapid transit and again congratulate the work that went into that, and hope that you adopt that part of the of the transportation policy plan. It's really produced a map and an investment plan that will support both the East Metro and the whole region and, may I say by extension, the whole state. So kudos to your staff and everyone that has brought that forward.

This being a genuine conversation, I have to end by saying I'm moved by Sam's comments and there's a lot of room for improvement in the rest of the amendment, honestly, and it doesn't quite get us where we need to go.

So, I hope that these lines and this proposal around the ABRT map will be the foundation for additional work going forward. The President and Congress have provided a lot of money to us to build on this foundation, and I look forward to working with you to use that money to get us to where we need to go. Thank you very much.

## Council Response

Please view responses to topics [2](#) and [9](#) in the summary section.

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## 34. Julian Serrano

### Comments Received by Web Form

Univ Ave Se segment was added to the E line which is disturbing since this segment will not save an time vs the existing #6U Extending it to WestGate Station only duplicate the services with the GreenLine between EastBank and WestGate. From downtown the E line will be competing with F and H lines this poses a problem when segments will be duplicated between downtown and Se so the will be a small segment not duplicated. I suggested drop the SE segment so the other line F line can speed up

### Council Response

Please view response to topic [1](#) in the summary section.

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## 35. Dave Smiglewski, Mayor, City of Granite Falls

### Comments Received by Email

Dear Metropolitan Council members:

We want to express our support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment.

The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements.

The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

With my best regards,

Dave Smiglewski  
Mayor, City of Granite Falls

### Council Response

Please view response to topic [7](#) in the summary section.

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## 36. Roger Storms

### Comments Received by Email

Dear Sirs:

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

Roger Storms

### Council Response

Please view response to topic [7](#) in the summary section.

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## 37. Jeff Stuewe, University of Minnesota Landscape Arboretum

### Comments Received by Email

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

Thank you,

Jeff Stuewe  
General Maintenance Supervisor  
University of Minnesota Landscape Arboretum

### Council Response

Please view response to topic [7](#) in the summary section.

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## 38. Dean Urdahl, Representative, Minnesota House District 18A

### Comments Received by Email

I support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment. The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

Dean Urdahl  
State Representative 18A

### Council Response

Please view response to topic [7](#) in the summary section.

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## 39. Bailey Waters, Saint Anthony Park Community Council Transportation Committee

### Transcript of Public Hearing Comments

Hi, I'm Bailey Waters and I am representing the transportation committee of the St. Anthony Park Community Council. I am a resident in St. Anthony Park and just wanted to comment on specifically the freight side of the plan. I'm really a proponent of the BRT additions and appreciate that.

On the freight and highway projects that are being added. I know they've gone through a selection process that analyzes the costs and the benefits of each, but I believe this process overvalues the time that is spent in congestion and undervalues the amount of emissions that are produced during construction. I don't think that the citizens' commute changing by just minutes a year and what is saved in emissions through these lane expansion projects outweighs the environmental impacts of how roads are constructed and will be maintained in the future. Additionally, studies have been done that show that congestion is only relieved for a short time when these projects are passed, and that congestion returns shortly after opening a new lane. I'd like to see the studies performed for the benefit cost analysis of these freight projects and lane additions that exclude the benefit of saved time, since it's shown that congestion is not actually relieved in the long term and that is not proven as a long-term benefit. It's not in the best interest of our metropolitan area to continue to support sprawl as this continues to contribute to greater emissions.

I encourage the BRT and other transit funding to be assumed in future budgets like freight was according to page 21 of the amendment, where it was stated that the freight project additions do not reflect a change in overall regional revenues since the TPP already assumed federal freight funding would continue in the future. I just want to encourage that the transit funding would be assumed as well.

Thanks for letting me speak today.

#### **Council Response**

Please view responses to topics [6](#) and [10](#) in the summary section.

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### **40. Riley Westby**

#### **Comments Received by Web Form**

Less than carload rail is better than roadway expansion.

Buses are good.

#### **Council Response**

Please view responses to topics [2](#) and [16](#) in the summary section.

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### **41. Betty Wheeler, Saint Anthony Park Community Council Transportation Committee**

#### **Transcript of Public Hearing Comments**

Hello, thank you very much. I appreciate the opportunity to speak. My name is Betty Wheeler. I live in St. Anthony Park in St. Paul, and I've been a member of the Transportation Committee of the St. Anthony Park Community Council for 9 or 10 years. Again, I appreciate all of you board members being willing to have an open discussion with the citizens. My comments address certain parts of this plan but are also addressing a lot of the Met Council's long-term planning.

I agree with Bailey Waters that the Met Council has been overvaluing congestion. I agree with, well, sure about the rapid transit lines and how much improvement they're making already and will make in the future, and with Sam Rockwell about the lack of other transit aspects, and that we have to act now about climate change.

First of all, please remove all goals for road or lane expansions to existing roads. Stop following 1950s designs and thinking. When the Met Council plans now, what will be put in place for infrastructure will last another 50 years. We do not have the luxury to wait another 50 years to make serious

transportation changes for reducing climate impacts. Scientific data says the last seven years was the hottest on record. Scientists used to project it would be at least 30 to 50 years before we reach a tipping point. Now the data from near the pole suggests we may already be reaching that tipping point in this or the next few years, or at least this decade. Literally, now. There's no time to waste. This is urgent.

You, the Met Council, must have a different vision and provide the leadership. The individual cities and counties can't do what needs to be done without you. There is no way we'll get many people biking or walking for daily errands, or using transit for daily errands or work, in the rural areas anytime soon. That means people in the urban Twin Cities, especially Hennepin and Ramsey counties, are at the tip of the spear. We Twin Cities urbanites must overwhelmingly adopt transit biking and walking for most of our transportation in only the very next few years. You know the statistics that emissions from transportation are now the largest sector. We cannot expect everyone to buy an e-vehicle. Many people can't even afford their first vehicle, and our utility grid is not ready to have that much expansion over only a very few years. Every additional lane makes livability worse, and the illusion that it decreases congestion is rapidly shown false because it induces additional traffic.

What we need to have you think about it is substituting road expansions by prioritizing at the very top money for the following items, including pass through money to counties and cities and/or design coordination, etc.: A lot more convenient aspects for transit. Possibly free transit fares, the psychology of free versus even a dollar, or at least only a dollar a nominal amount. A price that doesn't rise every few years. Better bus, connect connectivity on time, reliability, frequency of departures and demand that drivers do not exceed the city street limits speeds. Better or and more and warmer shelters for buses and light rail stations in the winter. Better and more consistent snow removal around bus shelters for accessibility. 100% electric buses and all buses wheelchair accessible. Better biking and pedestrian safety with all bike lanes barrier protected. All urban roads that have bike lanes be speed limited to no more than 25 miles an hour. Make a goal for ultimately non arterial city streets to have roundabouts at every corner. They are proven much safer by for bicyclists and pedestrians and actually more efficient for a high traffic flow throughput, at the same time reducing pollution and fuel consumption from idling vehicles. More bike lane connectivity throughout the Twin Cities urban areas. Sidewalk infill throughout. Livability improvements, better air, quality, less congestion, etc. everywhere. Storm water quality improvements.

Prohibit semi-trailer freight trucks from driving on residential roads. The only road building should be truck only corridors through industrial areas such as that corridor proposed in the Northwest area study from about 15 to 20 years ago. Minnesotans have been asking for more livable cities. Anyone has traveled to older European cities know they enjoy much more livable cities. Why? In large parts of their cities. There are no semi-trailer trucks at all. Their streets are too narrow. Also, it is so much safer to bike and walk those streets because they are narrow; the cars that are there drive the streets much slower too. We could have much more peace and quiet, better air quality, less congestion and vibration, more bike lane and sidewalk connectivity etc., if we prohibit long-haul freight semi-trucks, running through our Twin Cities urban area. Build truck hubs and warehouses out beyond the outer ring interstate system, and along the railroad lines at the urban edges, and bring good transit to those hubs for the warehouse workers, the local long-haul drivers, and other drivers who are staying overnight to sleep. All ocean-going railroad and similar freight containers should be diverted around the city completely. Possibly explore the idea of an underground electric powered freight system convenience.

More livable cities will also attract new residents bringing increased density and reduced sprawl. Reducing sprawl should be one of Met Council's highest priorities because every additional road built and sewer and water and utility system all have to then be maintained in perpetuity in the future, and

they only increase driving. The urban sprawl and infrastructure maintenance is costing us way more than homeowner property taxes will ever pay.

I realize some of this is beyond the specific purview of the Met Council but you have the ability to lead the cities and the counties transportation in the urban area. So, it is really important and incumbent upon you to have that different vision and be providing the leadership. I thank you for the time you've allowed me.

### **Comments Received by Email**

My name is Betty Wheeler, I live in St. Anthony Park (SAP) in St. Paul. I have been a member of the Transportation Committee of the SAP Community Council for about 9 years.

My comments address certain parts of this plan, but also addresses all of the Metropolitan Council's long-term planning.

From the testimony provided on January 10, I agree with Bailey Waters that the Met Council has been overvaluing congestion, with Will Schroeer about the Rapid (Express) Bus lines, and with Sam Rockwell about lack of other transit aspects in this draft, and that we have to ACT NOW about climate change!!

In all of your planning, please remove ALL goals for road or lane expansions to existing roads that could be used by single-occupancy vehicles. Stop following 1950s designs and thinking!

What the Met Council plans now and with every future plan will put into place infrastructure for another 50 years. We do not have the luxury to wait another 50 years to make serious transportation infrastructural changes for reducing climate impacts!

The scientific data says the last 7 years was the hottest on record. In the past, scientists projected it would be at least another 30-50 years before we reach a tipping point. Now, the data from near the poles suggest we may already be reaching that tipping point in this/next year or at least in this decade—which is literally NOW!

There is truly no time to waste! The situation is URGENT!

YOU (the Met Council) MUST have a different vision and provide the leadership. The individual cities and counties can't do what needs to be done without YOU!

The planners and designers of infrastructure at the Met Council cannot continue with half measures and baby steps!

There is NO way we will get many people biking or walking for daily errands or work commuting in the rural areas any time soon. Distances are too far, there are too few bus routes, bus service is too infrequent, there are far too few protected bike lanes, and many rural areas are without any sidewalks. That means people in the urban Twin Cities (esp. Hennepin and Ramsey Counties) are at 'the tip of the spear': we, the Twin Cities Urbanites, must overwhelmingly adopt transit, biking, and walking for most of our transportation in only the next few years!

You KNOW the statistics: emissions from transportation are now the largest U.S. carbon sector. We cannot expect everyone to buy an e-vehicle; many people can't even afford a first vehicle. And our utility grid is not ready to have that much expansion over only a few years.

Every additional road lane makes livability worse. Also the illusion that it decreases congestion is rapidly shown to be false, because it INDUCES additional traffic!

Please substitute road expansions with prioritizing at the top (first priority) money for the following items (including pass-through money to counties and cities, design coordination, etc.):

1. Prioritize a lot more convenient aspects for Transit, such as:
  - a. Free transit fare (it is in the psychology of 'free' vs even a dollar), or at least a nominal amount—say, limit it to a dollar for every 2-3 hour of riding, and pledge that price won't rise for at least 5 years;
  - b. For buses: better network connectivity, on-time reliability, frequency of departures and require bus drivers (and enforce it) that they do not exceed the city street speed limits;
  - c. Better, and more and warmer shelters for buses and light rail stations in the winter;
  - d. Better and more consistent snow removal around every bus shelter for accessibility;
  - e. Replace all ICE buses with 100% Electric buses, and require ALL buses be wheelchair-accessible, accessible to the elderly, and capable of carrying bikes;
2. Better biking and pedestrian safety, especially, that ALL bike lanes be designed (or redesigned) to be barrier-protected with vertical (concrete) curbs;
3. Ensure all urban roads which have bike lanes be speed limited to no more than 20-25 mph (they should be no more than 20 mph at least until there is a permanent vertical barrier—i.e., with a concrete curb; and vertical bollards should be only a temporary solution until the curb is added);
4. Make a near-term goal to ultimately build out all non-arterial city streets to have roundabouts at every corner (they are proven to be much safer for bicyclists and pedestrians, and actually more efficient for a higher traffic flow through-put, while at the same time reducing pollution and fuel consumption from idling vehicles—even though many drivers don't think so);
5. Add more bike lane connectivity throughout the Twin Cities urban area with traffic at no more than 20 mph unless the bike lane is separated from the vehicle lanes;
6. Complete all sidewalk infill throughout the Twin Cities urban area;
7. Make livability improvements (better air quality, less congestion, etc.) everywhere—and eliminate 'sacrifice' zones (the way I-94 exists now) that run through communities;
8. Improve stormwater quality designs with high-infiltration basins alongside every major road (so that all stormwater piping can be removed from directing street-polluted water into natural waterbodies—which disrupts and destroys native aquatic ecosystems);
9. PROHIBIT semi-trailer freight trucks from driving on any residential roads (defined as, say, having 25% or more abutting residential properties along that street/road);
10. Make a near-term goal that the only new urban road building should be truck-only corridors through industrial areas (such as the corridor proposed in the Northwest Area Study from about 15-20 years ago), to get the majority of trucks out of residential areas; then prohibit trucks from other streets except where they are legitimately driving that last mile.

Minnesotans have been asking for more livable cities for years. Anyone who has traveled to older European cities know they enjoy much more livable cities. Why? In large parts of their cities, there are no semi-trailer trucks at all nor any large or wide trucks. Their streets are too narrow. Also, it is SO much safer to bike and walk their streets, because they are narrow. The cars that drive their streets travel much more slowly because of the narrow roads and the bikes and pedestrians. Those conditions make European cities SO VERY MUCH more livable.

We could have much more peace and quiet, better air quality, less vehicle congestion, more bike lane and sidewalk connectivity, and many of the other enhancements which residents are requesting, if we prohibit long-haul freight semi-trucks running through our Twin Cities urban area. Build truck hubs and warehouses out beyond the outer ring interstate system, and along the railroad lines at the urban edges. Bring good transit to those hubs for the warehouse workers, the local long-haul drivers and other drivers who are staying overnight, so they can reach their homes or motels. Such truck hubs will provide hundreds of jobs, as well.

All oceangoing, railroad, and similar, large freight containers should be opened and their loads reduced to smaller parcels, as destination-point defined freight loaded onto electric trucks for last-mile transportation within the Twin Cities, or else diverted completely around the city. (Another potential to explore is the idea of an underground electric-powered freight conveyance system, such as below a rebuilt I-94 and similar highways. Then cover these corridors to reconnect the communities on either side at ground level.)

More livable cities will also attract new residents, bringing increased density and reduced sprawl. Reducing sprawl should be one of the Met Council's highest priorities because every new and additional road built (and sewer, water, utility, etc. systems) has to then be maintained in perpetuity—and it only increases driving! The urban sprawl road and infrastructure maintenance is costing us far more than homeowner property taxes will ever pay. Sprawl creates a permanent and ever-increasing deficit in our state economy, as well as permanently increases driving. This is simply unsustainable.

As has been said, we can never 'grow' our infrastructure out of our climate change dilemma by increasing road lanes for single-occupancy vehicles. The Met Council MUST lead on all the transportation issues. In order to get a lot of people out of gas-guzzling vehicles, all of the Met Council's planning must re-think every one of the old paradigms.

When any planning is done, you must be creatively planning for opportunities to introduce new transportation infrastructural options. There will continue to be many new innovations, as we have seen in more than the last decade. So all of these new types of low- or zero-carbon designs must have corridor options in our transportation network.

As an example, take a look at the design of the Pebl: <https://www.better.bike/pebl-info>

There are many advantages to an e-bike designed like this (especially for elderly persons who nevertheless are still mobile) and they are much more cost effective than a new car. Note that the specs indicate the width is 48 inches. We must immediately be redesigning our bike lanes so the lanes are wide enough to accommodate two passing e-bikes of this width.

Another example might be based on a new electric Moonbike style, where the tracks and front ski can be changed out with two wheels, for the spring/summer/fall seasons: <https://moonbikes.com/#>

Even if some aspect(s) of such new designs are not yet deemed road-worthy or in compliance according with State law, the Met Council must not be complacent. State laws can quickly change to



make such innovations legal on our roads and bike lanes. It is your responsibility to provide the infrastructure that can accommodate such future innovations, so you need to be planning for these NOW.

A recent example shows us how fast this can occur. Remember the year when suddenly drivers were seeing the new Lymes and Birds and other motor-enhanced skateboards and scooters. Drivers had no idea where they should travel: in the vehicle lane? In the bike lane? On the sidewalk? There was extreme confusion initially among drivers, bicyclists, pedestrians and even the new scooter riders. New innovations similar to those scooters will rapidly be adopted in the future.

Such innovations will provide people with lots more opportunities to reduce their transportation carbon, and be far more cost-effective than internal combustion engine vehicles. Huge numbers of Twin Cities dwellers will adopt such innovations when they come on the market.

The Met Council must be planning, designing, and building out corridors for such innovations. Many new innovations may not be able to travel fast enough or be well enough protected to drive in the vehicle lanes. So our bike lanes must be made much wider, more connected and much, much safer, especially at intersections and wherever they travel close to cars!

Finally but really as a first priority, safety must be at the top of your list. We have had automobile safety standards for decades, but not nearly enough attention has been paid to the safety of bicyclists and pedestrians. Livability requires that every transportation corridor (driving lanes, bike lanes, sidewalks, etc.) must be designed to appropriately protect ALL users of the corridors.

We have had some of the highest numbers of injuries and deaths of pedestrians and bicyclists in Minnesota in the last couple of years. These numbers underscore the necessity for dramatically improving safety throughout our transportation infrastructure.

I appreciate the Metropolitan Council's willingness to accept comments on this draft plan. But every plan MUST include designs for our transportation corridors to accommodate these types of new innovations and much more use of low- and no-carbon options.

The Met Council must also greatly improve the bus system connectivity; the frequency of departures; reliability; accessibility of the buses, bus stops and bus shelters (particularly in the winter); safety and security for riders; etc.

There is no way Minnesota can dramatically reduce its transportation carbon footprint unless the Met Council takes primary leadership for such changes within the Twin Cities. But, because approximately half of the state's population resides within the Metro area, the good news is that the Met Council really has the ability to facilitate the needed changes to significantly reduce our carbon footprint, IF YOU HAVE THE WILL TO DO SO. Minnesota is literally relying on YOU!

Sincerely,

Betty Wheeler

### **Council Response**

Please view responses to topics [8](#), [9](#), [10](#), [11](#), [12](#), [13](#), [15](#), [19](#), and [22](#) in the summary section.



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