

I-494/Hwy 62

Congestion Relief Study

PUBLIC OUTREACH OVERVIEW

ONLINE ENGAGEMENT SURVEY + RESULTS

FEB. 2017

The second phase of public outreach took place in winter 2017 and provided an opportunity for the public to submit feedback on the potential improvements to I-494 and Hwy 62 that were based on the Phase 1 Outreach and Needs Assessment. Engagement activities included a project webpage, an online survey called MetroQuest and targeted mailings.

Online Survey Overview

- Conducted February 1, 2017 through March 5, 2017
- 3,737 total responses; 1,918 open-ended comments
- Participants from 120 locations in Minnesota and Wisconsin
- Five percent self-identified as non-Caucasian and one percent as low income

Online Survey Summary

MnPASS on I-494

Participants commented on potential west and east endpoints for MnPASS lanes on I-494:

- 20% selected the longest possible extents (west of Valley View Road to Hwy 5)
- 17% selected shortest extents (West Bush Lake Road to Hwy 77)
- 14% selected Prairie Center Drive to Hwy 5
- 82% of the comments regarding MnPASS lanes, opposed MnPASS lanes on I-494

What's Important

- Top three priorities for participants were minimal congestion, overall travel time, and having a reliable and predictable trip, respectively.
- Public transportation ranked the least important. However, 12% of the comments received noted a need for improved public transit.
- Participants in the downtown Minneapolis and St. Paul areas and adjacent suburbs highly value minimal congestion while more rural areas highly value overall travel time.

Additional Feedback

- Respondents noted a need for better directional signs on the highway, zipper merge education, additional enforcement on MnPASS lanes and additional lanes to increase capacity on the highway.

Potential Improvements to I-494 and Hwy 62

Participants selected potential road improvements. Selecting improvements was limited to an estimated percentage of funding:

- The top three ranking improvements were all located on I-494 and ranked among the least expensive alternatives:
 - Extending the auxiliary lane on eastbound I-494 through East Bush Lake Road to southbound Hwy 100
 - Adding an auxiliary lane on eastbound I-494 beginning at the France Avenue loop entrance and extending past Xerxes Avenue and Penn Avenue ending at the I-35W southbound exit
 - Reconfiguring the eastbound I-494 to southbound Hwy 77 exit to provide a two lane exit.
- The lowest ranking improvements included combining the interchanges on I-494 at Portland Avenue and 12th Avenue; adding auxiliary lanes on westbound Hwy 62 between Hwy 100 and Gleason Road; and adding auxiliary lanes on westbound Hwy 62 between Valley View Road and France Avenue.
- Many noted difficulty in selecting all of the improvements they wanted within the limited budget which resulted in selecting lower cost options.
- I-494/I-35W interchange was referenced frequently during the first phase of outreach as an area needing extensive improvement; however, it ranked 9 out of 15 and was likely due to the high cost compared to other improvement options.
- Many noted a preference for an additional lane that was not limited by carpool/HOV restrictions.

To view the complete phase two outreach report and feedback received:
www.dot.state.mn.us/metro/projects/i494and62study

For more information about this study:

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