

I-494/Highway 62 Congestion Relief Study

Outreach Summary: Phase One

March 2016

Prepared by:



For:



Contents

1.0	Project Background	3
2.0	Public Outreach Overview	3
3.0	Phase I Activities	4
4.0	Phase I Findings	6
5.0	Other Outreach Activities	8
6.0	Next Steps	8

Appendices

Appendix A: Public Engagement Plan

Appendix B: Phone Survey Results

Appendix C: Online Survey Results

Appendix D: One-Page Handout

1.0 Project Background

The Metropolitan Council Transportation Policy Plan and MnDOT planning documents set forth a vision for a MnPASS priced managed lane network throughout the Twin Cities Metro area. Much of the early phases of that system vision are in planning or development stages, including the I-494 corridor.

The Interstate 494 and Highway 62 Congestion Relief Study is being conducted by the Minnesota Department of Transportation (MnDOT) and focuses on I-494 and Hwy 62 between the Minneapolis-Saint Paul (MSP) International Airport on the east and the I-494/Hwy 62 interchange on the west. Both corridors are being studied because improvements to either are likely to impact the adjacent parallel corridor.

The study will identify potential managed lane improvements, spot mobility improvements, and other transit advantage improvements on the I-494 and/or Hwy 62 corridors. These improvements will be evaluated based on their ability to improve mobility, reliability, and safety along the two transportation corridors. Once feasible improvements have been identified, an implementation plan for those improvements will be developed. The implementation plan will identify specific projects for implementation considering funding needs, coordination with existing programmed projects, environmental clearance requirements, and other factors that may influence the timing of implementation.

2.0 Public Outreach Overview

An important element of the study is to obtain stakeholder and public feedback on the study process and key decisions. The Public Engagement Committee for the I-494/Hwy 62 Congestion Relief Study put together a public engagement plan to identify the project's target audiences, goals, and messages.

Target audiences and messages for outreach included:

- Legislators – Inform of study
- Local/Elected officials – Inform of study
- Chambers/Business Associations – Inform of study
- Metro Agencies – Inform of study and involve in process
- Corridor Coalitions – Inform of study and involve in process
- Transportation Advocacy Groups – Inform of study progress
- Major Employment Centers – Inform of study and collect information about I-494/Hwy 62 needs and use
- General Public/Transportation Users – Inform of study and collect information about I-494/Hwy 62 needs and use

A Technical Steering Committee was also established to coordinate and communicate with agencies throughout the study.

To manage outreach during the study as information and analyses results become available, the outreach plan has established three key phases. The relative goals and activities of each are described below:

Phase I – Fall 2015 to Winter 2016

The first phase of public outreach and engagement provided an opportunity for the public to submit feedback about their experience and needs with these two corridors and how they can be improved. The outreach activities conducted during the first phase of public outreach took place from fall 2015 through winter 2016 and included:

- Project promotion (website, handouts, stakeholder networks, and advocacy groups)
- Phone Survey
- Online Survey
- Discussions with elected officials
- Stakeholder-led events (I-494 Corridor Commission Commuter Services events)

Phase II – Spring to Fall 2016

The second phase of public outreach will focus on gathering feedback on the spot operational improvements and/or overall lane improvements determined from preliminary screening of capacity alternatives. Outreach activities during phase two will begin in fall 2016 and will include:

- An online engagement platform with interactive maps and questionnaire (MetroQuest)
- Information tabling at community events

Phase III – Winter 2016 to Spring 2017

The final phase of public outreach will aim to inform the public of the final study findings and proposed improvements. Outreach activities during the third phase will include:

- Website updates
- Email communications

The complete Public Engagement Plan is available in **Appendix A**.

3.0 Phase I Activities

The goal of Phase I outreach was to identify how the existing I-494 and Hwy 62 corridors function by engaging local audiences to gather input on their experience with both corridors and their overall needs. The public outreach team focused on three key messages that look at informing, educating, and involving the public during this phase of the project, they include:

- How do *you* use the I-494 and Hwy 62 corridors and what are *your* travel needs in these corridors?
- Messages about the needs identified as a result of technical analyses related to travel volumes, travel times, reliability, transit use, etc.
- General information about the potential timeframe for what could occur in these corridors by providing a sense of context.

The two main outreach activities were a phone and online survey which were both conducted to reach different groups. Both methods were chosen for their low-cost implementation and potential high-response rates. These activities also targeted different audiences: the phone survey targeted people who live in and around the study area; whereas, the online survey provided a wider reach to not only those living in and around the corridors, but to those who travel in and through the corridor.

Phone Survey Methodology

- Targeted calling areas and response rates were determined using GPS origin-destination data
- Goal set for 1,000 responses
- Automated survey conducted by Monarch Broadcasting December 14-15, 2015

A complete phone survey report is available in **Appendix B**

Online Survey Methodology

- Hosted on Survey Monkey
- Available from December 7, 2015 through March 1, 2016
- Goal of receiving as many responses as possible

Online Survey Promotion

- Project Technical Steering Committee (cities/counties/metro agencies) promotion through
 - Email blasts
 - Social Media
 - Websites
 - Newsletters
- Letters with project information mailed to community organizations within the corridor, specifically to areas of underrepresented communities, with a request to promote the survey within their community:
 - 33 churches
 - Five neighborhood associations
 - Eight business associations
- I-494 Corridor Commission
 - Emailed 3,000+ commuters and 500 businesses
 - Provided survey promotion at 15 outreach events.
- Media Pickup
 - TV: KARE 11, WCCO, and KSTP
 - Print/Online: Star Tribune, Pioneer Press, Prior Lake American Newspaper, Eden Prairie News, The Patch, Rick Kupchella’s Bring me the News, and Reddit

A complete online survey report is available in **Appendix C**.

4.0 Phase I Findings

Overall Feedback Received from Phone and Online Survey

- Total responses received: 3,863
- Open ended comments
 - 800 general comments
 - 600 specific locations where congestion relief is desired
 - 1,400 unique responses
- Typical response rates for phone surveys range between 0.5% and 1.0%. The response rate for the phone survey was approximately 8%. While the exact reason for the higher response rate is unknown, local interest in the study and market targeting using GPS origin-destination data¹ may have been an influencing factor.
- Majority of people arrived at the online survey via local marketing (city website/newsletter) and local news outlets.

Participant Demographics

Participants were asked to provide information about themselves so the project team could better understand if the survey results captured feedback from the diverse community living along these corridors.

Location

- Phone survey participants resided in targeted areas of the Twin Cities
- Online survey responses provide from over 100 locations in Minnesota and Wisconsin
 - Largest number of responses from Eden Prairie (about 500)

Age

- Phone survey participants were from an older population with the average respondent age of 64
- Over half of online survey participants identified themselves as being between the ages of 26 and 49 with 77% of respondents between 18 and 64
- Overall, the majority of survey responses were from users between the age of 50-65; however, the age range was 18-65 years old.
- Relative to the survey area, the average age for the study area as a whole is 35 years old.

Ethnicity and Income

- Approximately 12.5% of survey participants self-identified as part of a minority group while 7% noted they were low income

A complete summary of participant demographics is available in **Appendix B and C**. Demographic information as requested from each participant on a voluntary basis.

¹ GPS origin-destination data was obtained from INRIX for the months of February to April in 2015. Information is obtained from third party vendors that include car manufacturers, shipping companies, and smartphone application subscribers. Data is provided with trip start and end points, and intermittent waypoint data, which is provided at regular intervals in the form of a time stamp and latitude and longitude coordinates. The data can be mapped using GIS software to determine a roadway user's route through the study network.

Survey Key Findings

Results from the survey reinforced findings from the existing conditions needs assessment technical analysis, and will be used while developing solutions throughout the study area. Key examples included:

- Based on the survey results, approximately 25% of respondents use these facilities to travel to the airport
- Transit use among survey participants is low
- The majority of participants experience moderate to extreme levels of congestion
 - Areas of I-494 identified include I-35W/I-494 interchange, I-494/Hwy 212 interchange, segment of the corridor between Hwy 169 and I-35W
 - Areas of Hwy 62 identified include Hwy 62/Hwy 100 interchange, Hwy 62/Hwy 77 interchange, and segment of the corridor between I-35W and Hwy 77
- Use of parallel arterial roadways (for example, American Blvd, 66th Street, Old Shakopee Road, and Valley View Road) is commonplace as many surveyed try to avoid I-494 and Hwy 62

Comments Received

As part of the online survey, participants could provide general feedback about the project. Over 800 comments were submitted under a general feedback question and over 600 responses were submitted under a separate question asking participants about specific areas where there should be congestion relief.

Common Themes

- Frustration about unpredictable congestion
 - A number of respondents noted concern over congestion on both I-494 and Hwy 62 during not only peak hours but off times as well, including weekends.
 - Respondents identified I-494 as being congested during commuter peaks in both directions. Congestion location responses ranged from between Hwy 169 on the west at exits and the airports to the east with a majority of responses focusing on the area between Hwy 169 and I-35W.
 - Respondents identified Hwy 62 as being congested during commuter peaks in both directions. Congestion location responses ranged between Hwy 169 on the west and Hwy 55 on the east with a majority of responses focusing on the area between Hwy 169 and Hwy 77.
- A need for improved interchanges, ramps, and merging areas
 - The responses focused on a general need for improved interchanges and on-off ramps with a specific emphasis on merging lanes being too short.
 - Respondents identified I-35W/I-494 interchange as the main issue. Responses also identified France Ave and Hwy 212 interchanges as problematic locations.
 - Hwy 62 users identified the I-35W/Hwy 62 interchanges as the main issue. Responses also identified the Hwy 100/Hwy 62 and Hwy 77/Hwy 62 interchanges as problematic areas.
- A desire for improved transit options
 - Comments received about transit options noted a desire for more convenient and reliable transit options including a need for light rail in the area.

- Additional comments noted a need for more east and west transit connections and additional buses for reverse commuting.
- A desire for more lanes and MnPASS/HOV lanes
 - Responses received noted a general need to add additional lanes to increase capacity in these corridors
 - A large number of responses included a preference for adding a general purpose lane while some respondents mentioned a desire for adding a MnPASS/HOV lane
- Suggestions for travel improvements
 - Respondents noted a need for better signage, zipper merging education for motorists, adding lanes to increase capacity, separating exit lanes, improving sight distances on ramps and ramp metering operations, raising the speed limit and increasing speed enforcement.
- General comments received noted:
 - Mixed feelings about the Hwy 62/I-35W reconstruction, completed in 2011. Some respondents felt the redesign improved the Hwy 62/I-35W interchange area while others felt it did not.
 - Concerns over not shutting down multiple roadways during construction and dealing with a construction season on these corridors

A complete list of all comments received from the online survey can be found in **Appendix C**.

5.0 Other Outreach Activities

In addition to conducting the phone and online surveys, a project website was available for those interested in learning more about the I-494/Hwy 62 Congestion Relief Study. The website provided an overview of the project, goals, schedule, background and available reports. It also served as a direct link to the online survey and provided an opportunity for users to submit comments directly to MnDOT.

A one-page handout which provided an overview of the project and a link to the online survey was also available (see **Appendix D**). This handout was posted to the project website and provided to stakeholders for promoting the project and engagement opportunities.

6.0 Next Steps

From the survey results and the overwhelming number of comments received through the online survey, it is evident that there is a need for improvements along the I-494 and Hwy 62 corridors to relieve congestion and improve travel experience. The results from the surveys will be used to help develop alternatives and concepts for spot operational improvements and/or overall corridor improvements. Once these alternatives and concepts are developed, the second outreach phase will be launched for the I-494/Hwy 62 Congestion Relief Study to present these alternatives and concepts and collect public input.

Appendix A

Public Engagement Plan

Project Background

The Metropolitan Council Transportation Policy Plan and other MnDOT planning documents set forth a vision for a MnPASS priced managed lane network throughout the Twin Cities Metro area. Much of the early phases of that system vision are in planning or development stages, including the I-494 corridor. This study will focus on the I-494 and Hwy 62 corridors between the Minneapolis Saint Paul International Airport on the east and the I-494/Hwy 62 interchange on the west. Both corridors are being studied because improvements to either corridor are likely to impact the adjacent parallel corridor.

The study will identify potential managed lane improvements, spot mobility improvements, and other transit advantage improvements on the I-494 and/or Hwy 62 corridors. These improvements will be evaluated based on their ability to improve mobility, reliability, and safety along the two transportation corridors. Once feasible improvements have been identified, an implementation plan for those improvements will be developed. The implementation plan will identify specific projects for implementation considering funding needs, coordination with existing programmed projects, environmental clearance requirements, and other factors that may influence the timing of implementation.

Project Goals

The project overall will be guided by the following goals:

- Increase person throughput and travel time reliability
- Enhance economic vitality of the region
- Enhance safety and mobility by providing congestion free options
- Enhance/maintain advantages for transit, taxi cabs, airport shuttles, park and ride, ride sharing, and non-motorized connections
- Use existing infrastructure, right-of-way, and performance based principles to the maximum extent possible as well as lower cost-high return on investment strategies
- Coordinate and provide synergies with other planned and programmed investments
- Involve the general public and key stakeholders in the study

Public Engagement Goals

The project team will work to foster public engagement on the project, with several overarching objectives:

- *Educate:*
 - About MnPASS lanes and how they work
 - About the benefits of MnPASS lanes and why managed lanes are part of the Metropolitan Council's Transportation Policy Plan
 - About the purpose of the feasibility study and the need for congestion relief in the I-494 and TH 62 corridors
 - About the study process—looking at the feasibility of MnPASS and/or other improvements, and providing specific recommendations
- *Inform:*
 - About study activities and schedule
 - About how to get information about the study
 - About opportunities to be involved in study activities and provide input
 - About the decision-making process
- *Involve:*
 - Learn from people about their use and transportation needs in the I-494 and TH 62 corridors
 - Gain input on alternatives for congestion relief in the I-494 and Hwy 62 corridors
 - Obtain feedback on study outcomes and future steps
- *Adapt:*
 - Remain nimble and flexible in outreach activities to adapt to input during the study and to study outcomes.
 - Clearly communicate decisions, tradeoffs, and mitigation strategies

Audiences

Identified audiences are based on corridor proximity, and known interest and/or potential corridor use . This includes businesses with large employee bases, shopping centers, and corporate headquarters.

The specific audiences listed may change throughout the duration of the study, depending on interest level or other factors.

Legislators

- Senator Amy Klobuchar
- Senator Al Franken
- Congressman Erik Paulsen
- Congressman Keith Ellison
- Congressman John Kline
- MN Senator David Hann, 48

- MN Senator Melisa Franzen, 49
- MN Senator Melissa Wiklund, 50
- MN Senator Scott Dibble, 61
- MN Senator Patricia Torres Ray, 63
- Representative Yvonne Selcer, 48A
- Representative Jennifer Loon, 48B
- Representative Ron Erhardt, 49A
- Representative Paul Rosentahl, 49B
- Representative Linda Slocum, 50A
- Representative Ann Lenczewski, 50B
- Representative Paul Thissen, 61B
- Representative Jean Wagenius, 63B

Counties

- Hennepin County Board
- Dakota County Board
- Scott County Board

City Councils

- Edina City Council
- Eden Prairie City Council
- Richfield City Council
- Bloomington City Council
- Minnetonka City Council
- Minneapolis City Council

Chambers

- Edina Chamber of Commerce
- Minneapolis Regional Chamber of Commerce
- Richfield Chamber of Commerce
- Eden Prairie Chamber of Commerce
- Bloomington Chamber of Commerce
- Twin West Chamber of Commerce
- Building Owners & Managers Association—Greater Minneapolis

Metro Agencies

- Metropolitan Airport Commission
- Metropolitan Council
- Metro Transit
- SW Transit
- MVTA

Corridor Coalitions

- I-494 Corridor Commission
- I-494 Corridor Comm - Commuter Services
- I-35W Solutions Alliance

Advocacy Groups

- Minnesota Trucking Associations
- Taxicab Limousine & Paratransit Association

Residents/General Public

- Eden Prairie neighborhood/residents
- Minnetonka neighborhood/residents
- Edina neighborhood/residents
- Bloomington neighborhood/residents
- Richfield neighborhood/residents
- Minneapolis neighborhood/residents
 - Armatage Neighborhood Association (Minneapolis)
 - Kenny Neighborhood Association (Minneapolis)
 - Windom Community (Minneapolis)
 - Hale-Page-Diamond Lake Community Association (Minneapolis)
 - Nokomis East Neighborhood Association (Wenonah and Morris Park) (Minneapolis)

Major Employment Centers

- Mall of America
- MSP Airport
 - MAC employees
 - Vendors
 - Airline employees
 - Car rental agencies
- Best Buy
- Centennial Lakes Office Park
- Normandale Lakes Office Park
- United Health Group (two sites)
- Fairview Southdale Medical Center
- General Services Administration (GSA)
- Eden Prairie Shopping Center
- Southdale Shopping Center

Transportation Users

- Commuters (single drivers and carpoolers)
- Transit riders
- Air travelers
- Taxi Services
- Park & Ride/Park & Fly users
- Freight haulers/carriers

Underrepresented Populations

The project team will make particular efforts to identify and empower underrepresented populations to be involved throughout the study. Low-income, minority and limited English proficiency audiences within approximately a half-mile around each corridor will be identified, and individualized tactics will be developed to engage these audiences.

Key Messages

In this study, there are a few overarching messages that will be consistently stated throughout the project, as well as messages that will be used for specific phases of the study. All messages will be supported by technical data developed during the study. Key messages are identified below.

Overarching Messages

- Congestion relief is needed today during the peak periods along both the I-494 and the TH 62 corridors.
- There are very limited options for expansion of either roadway due to limited financial resources and right-of-way constraints in both corridors.
- MnDOT is looking for low cost/high benefit ways to:
 - Increase the people served in both corridors
 - Provide additional advantages for transit users
 - Improve travel time reliability for people commuting to work during the peak periods
 - Improve safety

Study Phases

Three main phases have been identified for public engagement opportunities during the study:

- *Phase 1:* Identifying how the existing corridors function
 - The goal of phase one will be to engage local audiences and gather input on their experience with I-494 and Hwy 62 and their overall needs.
- *Phase 2:* Presenting concepts and alternatives
 - The goal of phase two will be to engage local audiences and hear feedback on the proposed concept alternatives.
- *Phase 3:* Presenting the final vision
 - The goal of phase three will be to present the final project plans and the proposed implementation plan for those future improvements.

Phase 1 Messages: Travel Needs

During Phase 1 of the study, the key messages will include:

- Discussing the needs and desires of corridor users and gathering input regarding their use and travel needs
- Needs identified as a result of technical analyses related to travel volumes, travel times, reliability, transit use, etc.
- General information about the potential timeframe for what could occur in these corridors (provide a sense of context)

Phase 2 Messages: Alternatives

During Phase 2 of the study, the key messages will be crafted around the following topics:

- The benefits of MnPASS lanes in relation to transit use
- Alternatives for spot improvements (and opportunities for input on those alternatives) and the benefits and trade-offs of those alternatives

Phase 3 Messages: Outcomes and Next Steps

During Phase 3 of the study, the key messages will be crafted around the following topics:

- Feasibility outcomes (what and why/why not)
- Next steps (phasing schedule, cost, funding, timeframes)

Recommended Outreach Tactics

The proposed audiences, messages and tactics are provided in the attached matrix.

General Information on Proposed Tactics

- *One pagers*: Include a one pager about the study (to be updated during each phase as needed) and a one pager about MnPASS lanes. These can be used for all audiences and can also be utilized as a promotional tool for engagement opportunities throughout the study.
 - *Phases*: All three phases
- *Presentations*: General presentation to be developed and modified as needed depending on audience and phase.
 - *Phases*: All three phases
- *Newsletter content*: General content to be developed and modified as needed depending on audience and phase.
 - *Phases*: All three phases
- *Project website*: Website will act as a location to house project information electronically; it will be a resource for overall study information and a secondary tool to engage audiences in the process and development.
 - *Phases*: All three phases
- *Social media*: To be utilized for announcements regarding study milestones or events, both internally (via MnDOT social media platforms) and externally (such as neighborhood social media platforms).
 - *Phases*: All three phases

- *Phone Survey*: Opportunity to engage residents with a landline in the project. The automated phone survey will allow participants to provide feedback on their experience and overall needs with both corridors. The phone survey will be utilized during the first phase of the project.
 - *Phase: One*
- *Online Survey*: Opportunity to engage residents and commuters with internet access in the project. The online survey will allow participants to provide feedback on their experience and overall needs with both corridors as well as general project comments. The online survey will be utilized during the first phase of the project.
 - *Phase: One*
- *MetroQuest*: Opportunity to engage audiences and aid in the development of the study. MetroQuest will allow participants to provide feedback on proposed concept alternatives.
 - *Phase: Two*
- *Mailings*: Will be used to inform local groups about the study and promote engagement opportunities throughout the study.
 - *Phases: All three phases*
- *Intercept opportunities*: Opportunities for staff to participate in community events or other forums where audiences can be reached directly (rather than asking them to reach out to the project team by attending a public meeting) will be identified. Intercept opportunities will aid in reaching those audience members who may otherwise not seek out involvement in the study.
 - *Phases: Two (provide follow up information on project outcomes to contacts during phase 3)*
- *On-site tabling at local events*: Tabling will be proposed at identified local events including neighborhood festivals and farmer's markets with high numbers of attendance. Community events will aid in reaching those audience members who may otherwise not seek out involvement in the study or attend a public meeting.
 - *Phases: One and Two (provide follow up information on project outcomes to contacts during phase 3)*
- *Translated materials*: Project materials, such as one pagers, will be translated into Spanish, which is the most common language spoken of those with limited English proficiency in the study area. Other language translations may be made as needed.
 - *Phases: All phases, as-needed basis*

Appendix B

Phone Survey Results

1.0 Overview

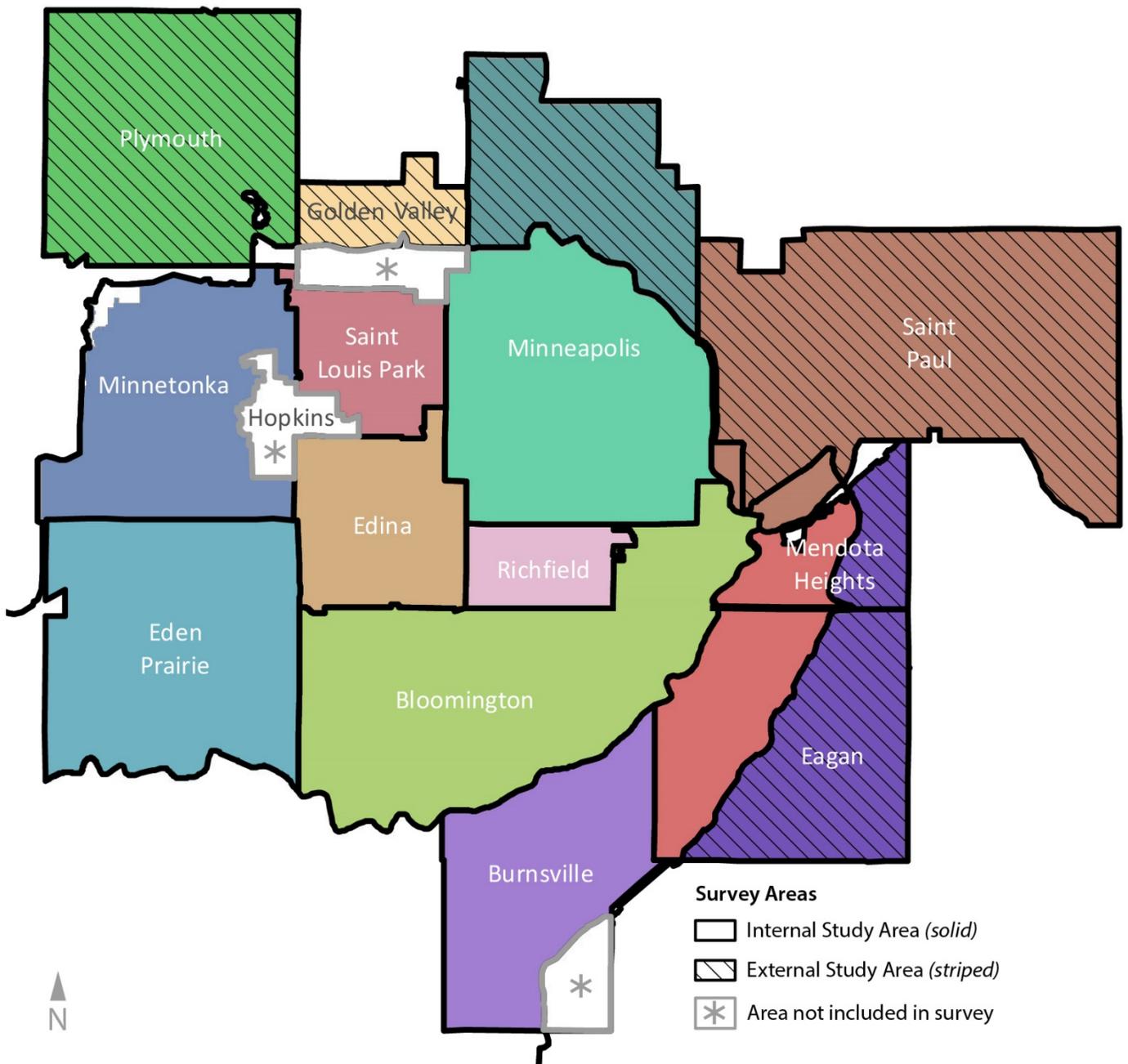
The first phase of public outreach took place in fall 2015 and provided an opportunity for the public to submit feedback about their experience and needs with these two corridors and how they can be improved. A phone and online survey were conducted as part of this outreach. Results from the Phase 1 outreach activities will be used to help the project team develop alternatives and concepts for the second phase of the I-494/Hwy 62 Congestion Relief Study. Once these spot operational improvements and/or overall lane improvements have been determined, a second phase of outreach will be conducted.

This section summarizes the phone survey which asked participants to complete a three-minute survey to provide input regarding the functionality of I-494 and Hwy 62.

1.1 Study Area

The phone survey focused on 14 potential market areas within the metro region. SRF Consulting Group analyzed GPS origin-destination data to help identify geographic target areas for the phone survey. Of the identified target areas, five were external to the study area while nine were internal. **Figure 1** shows all 14 targeted survey areas.

Figure 1: Geographic survey areas



1.2 Methodology

Landline phone numbers were compiled using a 30:1 ratio where 30 random numbers were pulled by Aristotle Inc. for each desired response. The survey was conducted by Monarch Broadcasting on Monday, December 14, and Tuesday, December 15, by sending out automated calls and monitoring completed survey responses where the survey could be cut off once the target numbers were reached. The goal of the automated phone survey was to receive 1,000 total responses from the identified areas. Each location was given a target number of responses. A total of 650 responses from the internal area and 350 responses from the external area were targeted. The split between the target number of internal and external responses was also determined utilizing the third party GPS origin-destination information. See **Section 1.5** for a copy of the survey script.

1.2.1 Question Overview

The survey requested responses to the following seven questions regarding corridor use and experience and three questions about demographic information. The first demographic question screened participants to ensure they were over 18 years of age. If participants responded no or declined to provide age information, the survey ended. The second question clarified which of the two corridors people use, if any. If a participant stated they didn't use I-494 or Hwy 62, they were taken to question three to clarify why they didn't use them. All respondents who stated they used one or both corridors skipped to question four.

1. Are you at least 18 years of age?
 - Yes
 - No
 - Decline to answer
2. Do you typically use I-494 and/or Hwy 62?
 - I-494
 - Hwy 62
 - Both I-494 and Hwy 62
 - No, I don't use them
3. Why do you not use I-494 and/or Hwy 62?
 - No need, other roads provide more direct routes
 - Don't like using freeways
 - To avoid congestion along either I-494 and/or Hwy 62
 - Other
4. For what trip purpose do/would you use I-494 and/or Hwy 62?
 - Commuting or school
 - Shopping
 - Airport access
 - Some/all of the above
 - Other

5. How do/would you typically travel along I-494 and/or Hwy 62?
 - Drive alone
 - Drive or ride with another person (including children)
 - Use public transit
 - Other
6. How would you describe the quality of your travel along I-494 and/or Hwy 62 in regards to travel time delay?
 - Little to no delay
 - Some congestion
 - Moderate congestion
 - Significant congestion
 - Extreme congestion
7. What is important to you when traveling along I-494 and/or Hwy 62?
 - Overall travel time
 - Reliable/predictable trip
 - Minimal congestion
 - Availability of reliable transit
8. Where would you like to see congestion relief?
 - I-494/I-35W interchange
 - On-off ramps
 - Interchanges
 - Other
9. What is your race/ethnicity?
 - Asian
 - Black or African-American
 - Hispanic or Latino
 - Native Hawaiian or other Pacific Islander
 - White/Caucasian
 - Other
 - Decline to answer
10. What is your annual household income?
 - Under \$20,000
 - \$20,000-\$50,000
 - \$50,000-\$100,000
 - Over \$100,000
 - Decline to answer

1.3 Survey Results

Targeted number of responses by survey area were determined using the origin-destination data. A total of 21,429 calls were made to the entire survey area. From these calls, 7,996 calls were answered (37%) and of the answered calls, a total of 1,714 people participated in the survey (21%). Overall the response rate was approximately 8%*. A summary of these results are compiled below.

Table 1: Survey responses

Survey Area	Targeted Responses	Actual Responses	Study Area Location
Bloomington	90	158	Internal
Burnsville	50	89	Internal
Eagan Mendota East	30	57	External
Eagan Mendota West	30	71	Internal
Eden Prairie	60	102	Internal
Edina	60	113	Internal
Golden Valley	50	76	External
Minneapolis North East	120	222	External
Minneapolis South West	195	267	Internal
Minnetonka	60	109	Internal
Plymouth	65	109	External
Richfield	30	69	Internal
St. Louis Park	75	131	Internal
St. Paul	85	141	External
TOTALS	1,000	1,714	Internal: 1,109 (65%) External: 605 (35%)

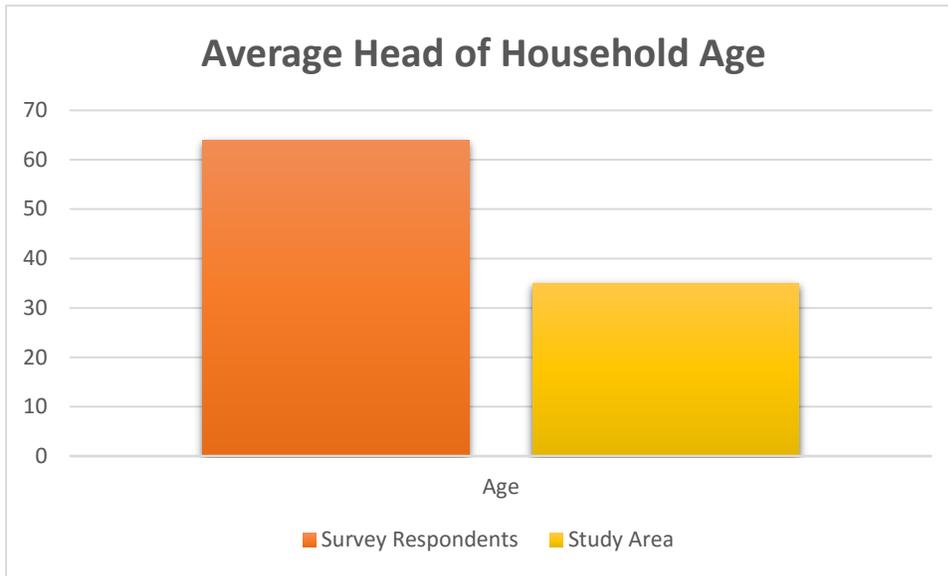
1.3.1 Participant Demographics

1.3.1.1 Age

From the phone numbers called, the average age for the head of household was able to be obtained. The average age of the head of household for the phone numbers used for the survey was 64 years old (note: there was no way to confirm if the head of household or other household member participated in the survey). In comparison, the average age is 35 years old for the study area as a whole (see **Figure 2**). The higher participant age is likely due to the fact that only landline numbers were included as part of the phone survey.

**Note: This is significantly higher than the average response rate of .05% to 1%*

Figure 2: Average Participant Age



1.3.1.2 Ethnicity and Income

A breakdown of the 1,714 participants shows that approximately eight percent of respondents self-identified as part of a minority group including Asian American, Black/African-American, Hispanic/Latino, Native Hawaiian/Other Pacific Islander, or “other” (see **Figure 3**). Five percent identified as being part of a household making less than \$20,000 a year on average (see **Figure 4**). Approximately 22% of participants declined to provide their ethnicity and 37% of participants chose to not provide income information. Demographic data from the study area indicates that 31% and 16% of residents identify as minority or low-income, respectively. This shows that a lower than average percentage of the under-represented population was engaged during the phone survey (see **Figure 5**).

Figure 3: Ethnic Identity

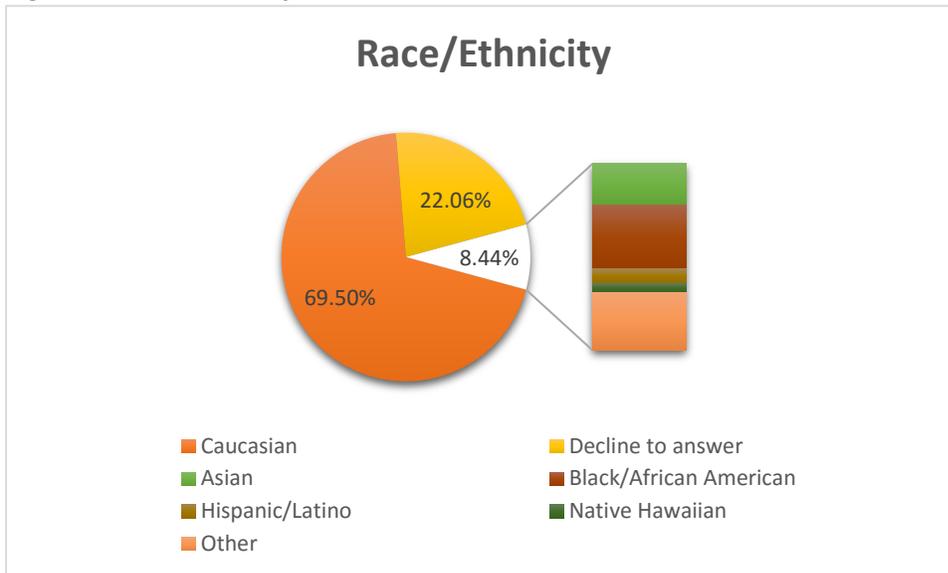


Figure 4: Average Household Income

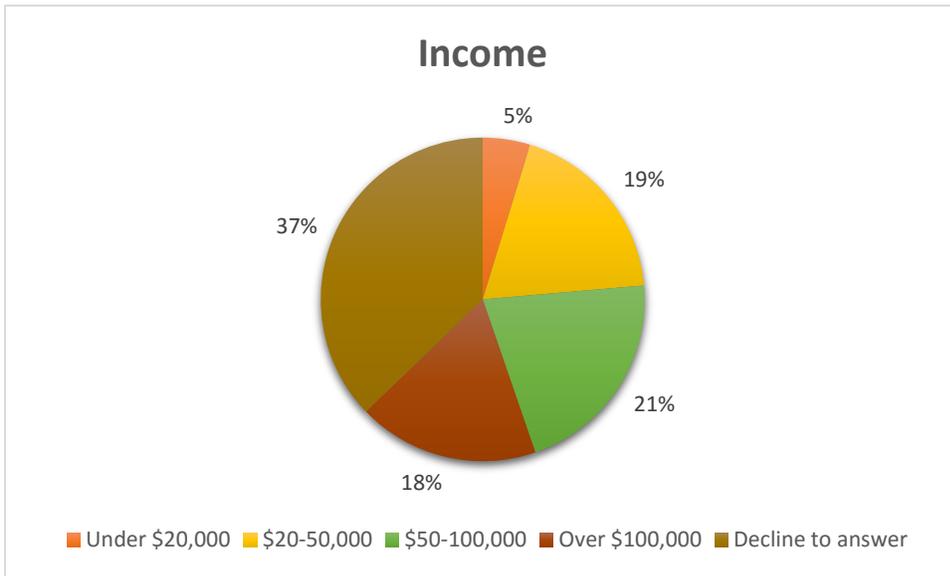
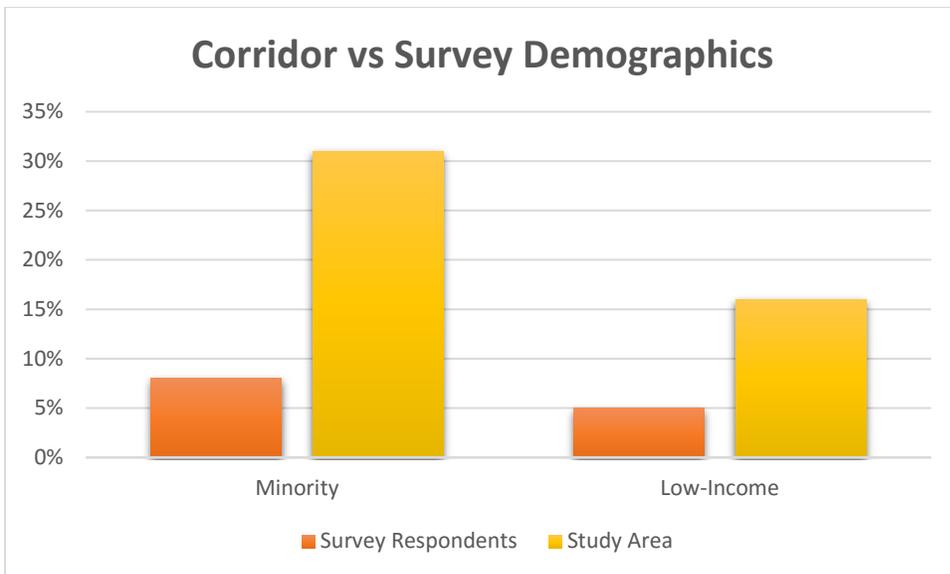


Figure 5: Corridor vs Survey Demographics



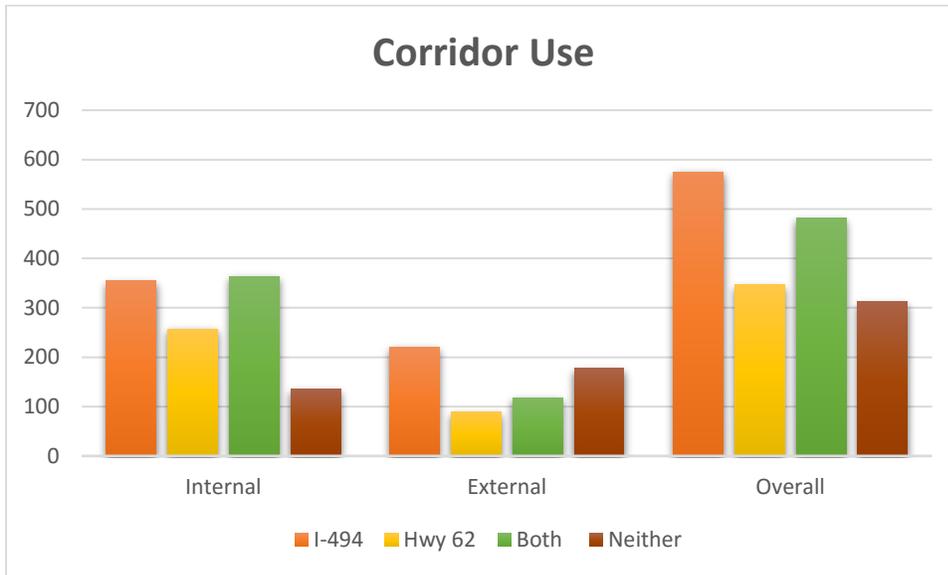
1.4 Question Results

Out of the ten questions asked as part of the phone survey, seven were specific to understanding how participants use and experience the corridor. Results have been broken out by internal versus external responses which also include the overall response numbers, as well as by corridor specific responses.

1.4.1 Internal vs External Results

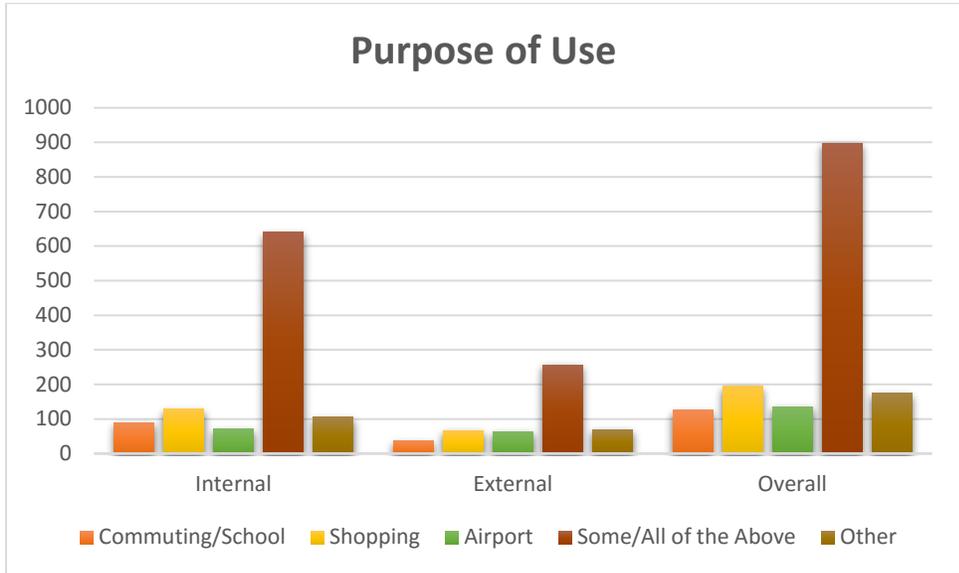
Survey results show that of the 1,714 participants, 34% use I-494; 20% use Hwy 62; 28% use both corridors; and 18% do not use either (see **Figure 6**).

Figure 6: Corridor Use



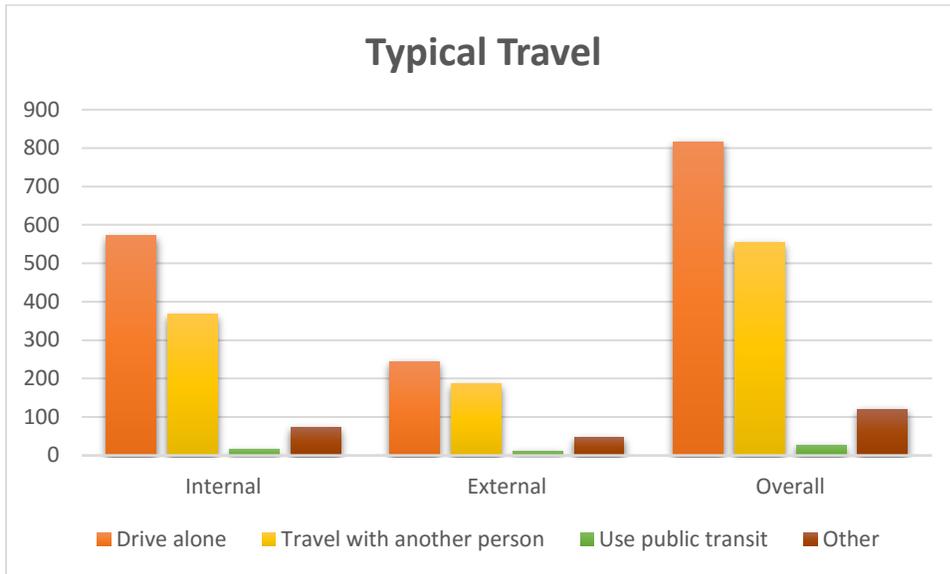
Of the 1,527 participants who stated they currently use or would use I-494/Hwy 62 in the future, 89% use the corridors to commute to work/school, shop, access the airport, or a combination of the three; while 11% use the corridors for other purposes (see **Figure 7**).

Figure 7: Purpose of Use



Of the 1,516 participants who state they typically travel along I-494/Hwy 62, 54% of users drive alone while 36% travel with another person, including children. A small number of people, just under two percent, use public transit (see **Figure 8**). In comparison, results from the 2010 Travel Behavior Inventory found that the average occupancy for the seven county metro was 1.3, which correlates to approximately 1/3 of respondents stating they typically drive with another person.

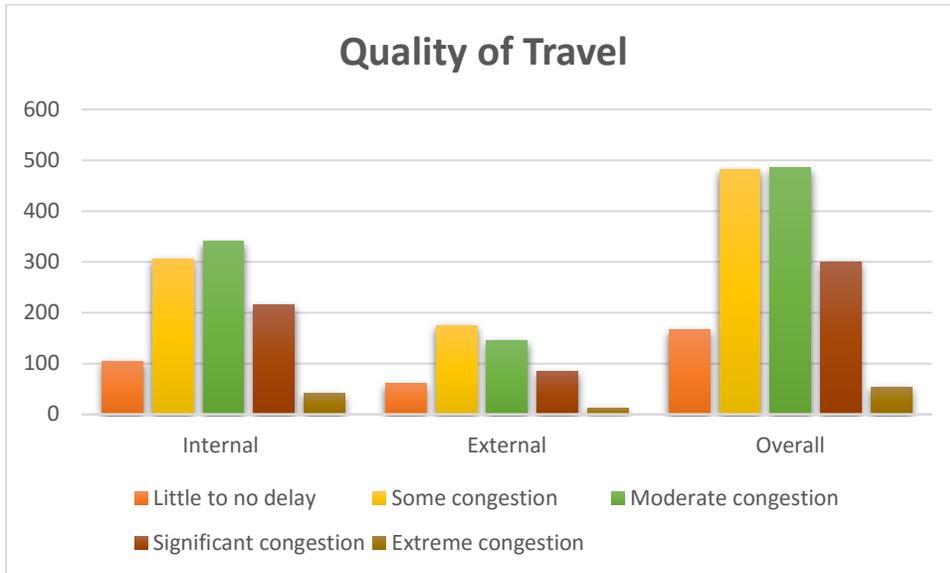
Figure 8: Typical Travel



** Note that Travel Behavior Inventory results are not necessarily specific to the I-494 and Hwy 62 corridors.*

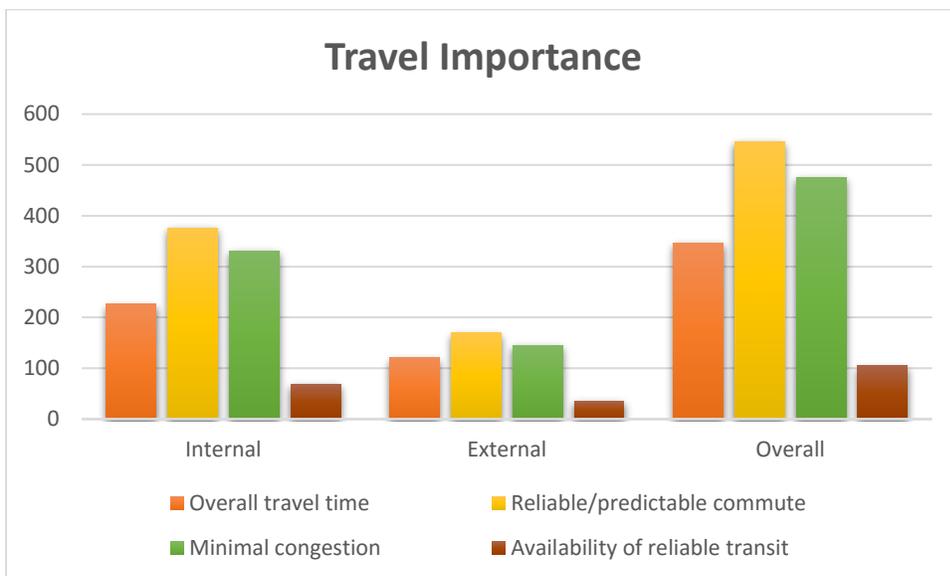
Of the 1,486 participants who described their quality of travel along I-494/Hwy 62, 89% are experiencing some to extreme congestion. Only 11% are experiencing little to no delays (see **Figure 9**).

Figure 9: Quality of Travel



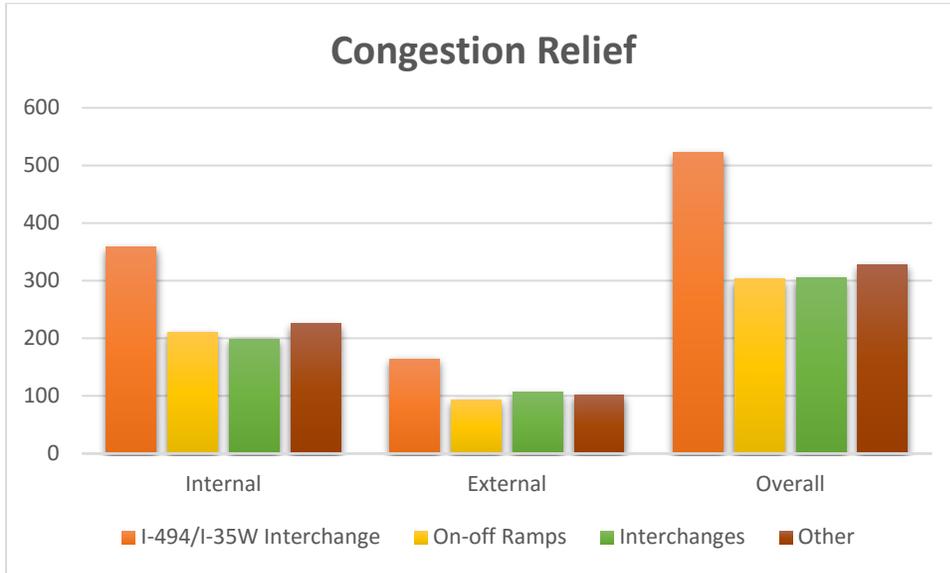
Of the 1,474 participants who responded to what is important to them when they travel on I-494/Hwy 62, 37% of users think a reliable and predictable commute is the most important. Thirty-two percent believe minimal congestion is most important while 24% care most about overall travel time (see **Figure 10**).

Figure 10: Travel Importance



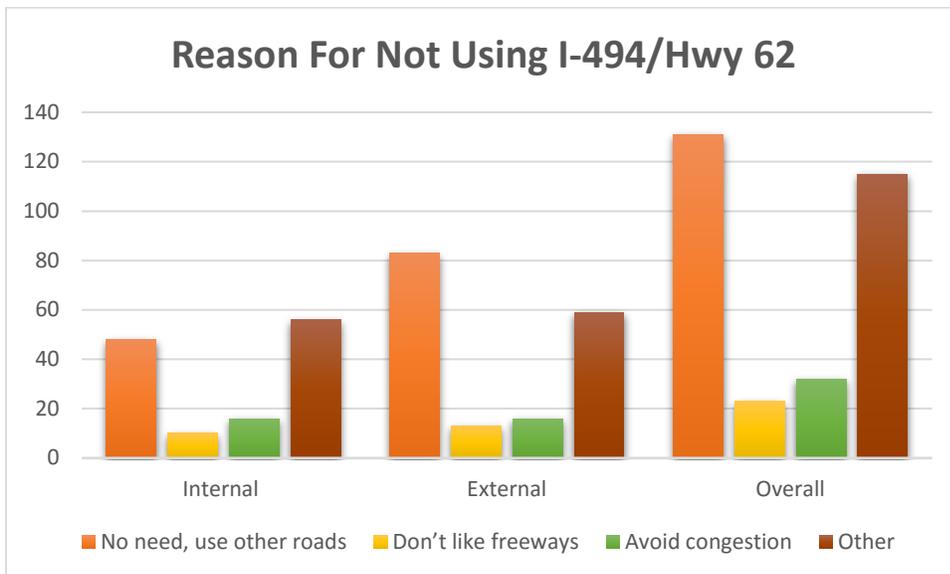
Of the 1,457 participants who would like to see congestion relief, 36% would like to see improvements at the I-494/I-35W interchange while the other 64% would like to see improvements at on-off ramps, interchanges, and other areas in the corridor (see **Figure 11**).

Figure 11: Congestion Relief



Question two identified that 301 participants do not use I-494/Hwy 62. Of these respondents, 44% use other roads instead while 38% do not use either corridor for other reasons. Eighteen percent of participants stated they do not use the corridors due to dislike of freeways or congestion (see **Figure 12**).

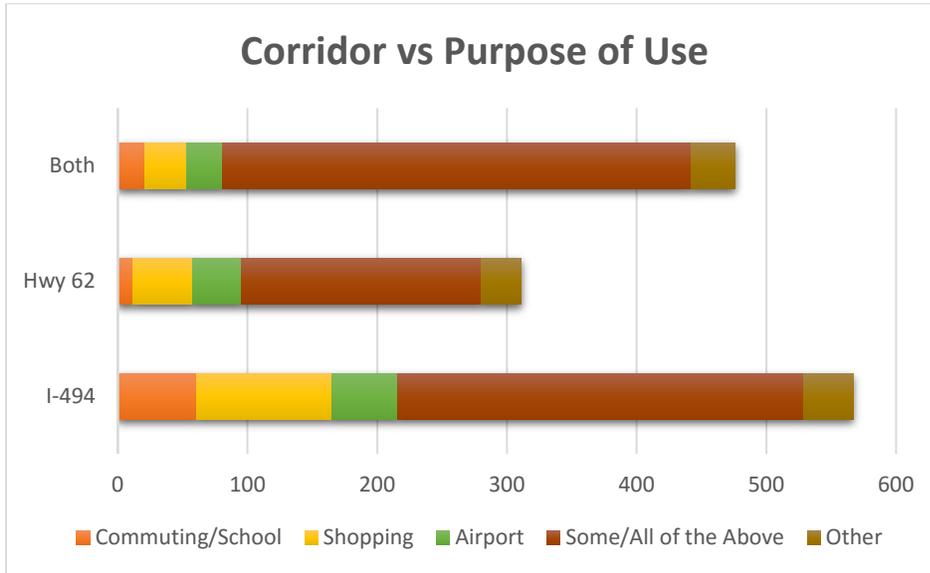
Figure 12: Reason for Not Using I-494/Hwy 62



1.4.2 Corridor Specific Results

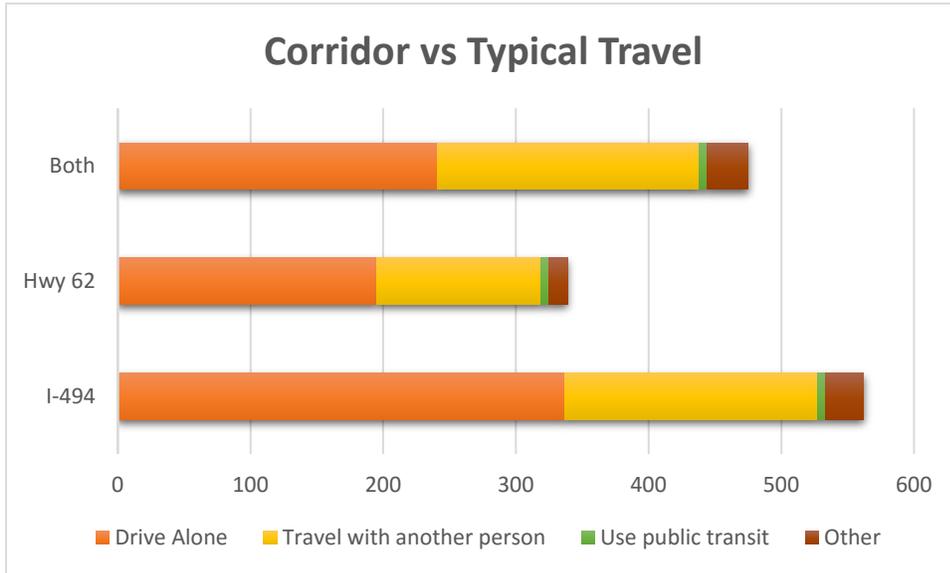
Results show that a high percentage of participants (76% who use both corridors; 55% of I-494-only users; 54% of Hwy 62-only users) use the corridors for at least two or more purposes. If participants are using the corridor for only one purpose, I-494 has the highest percentage of shoppers (18% of users) and Hwy 62 has the highest percentage of commuters (12% of users) – see **Figure 13**.

Figure 13: Corridor vs Purpose of Use



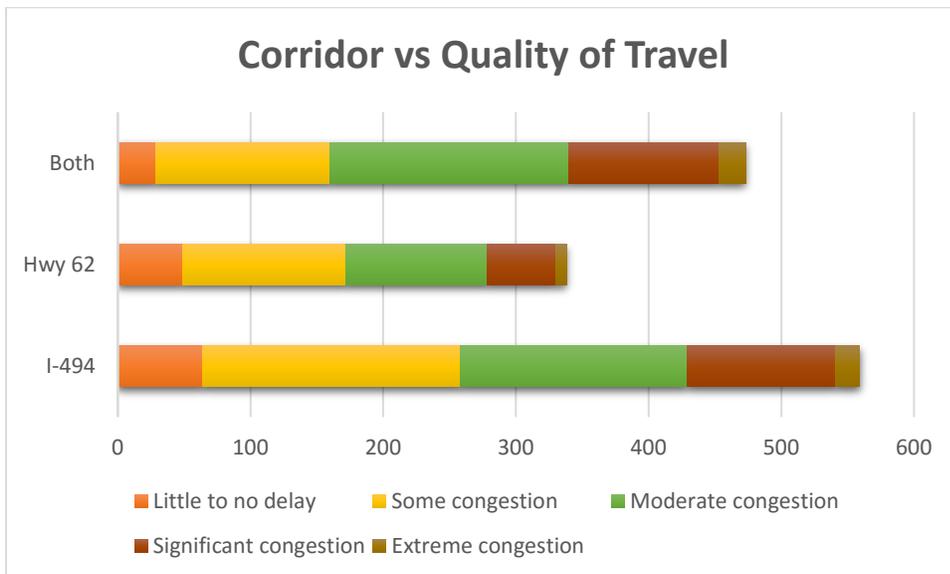
Survey data shows that the majority of users in each corridor drive alone – 61% of I-494 users; 57% of Hwy 62 users; and 51% of users for both corridors. The second highest travel group is those who typically travel with another person – 41% of both corridor users; 37% of Hwy 62; and 34% of I-494 users (see **Figure 14**).

Figure 14: Corridor vs Typical Use



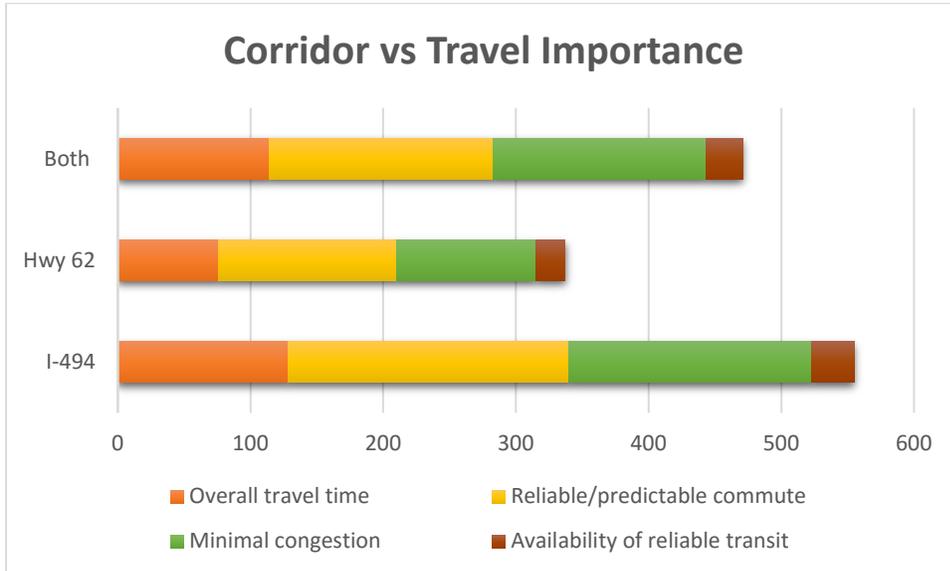
Survey data shows that participants who use both corridors have the lowest quality of travel with 94% experiencing from some to extreme congestion levels; 88% of I-494 users and 86% of Hwy 62 users state they also experience some to extreme congestion (see **Figure 15**)

Figure 15: Corridor vs Quality of Travel



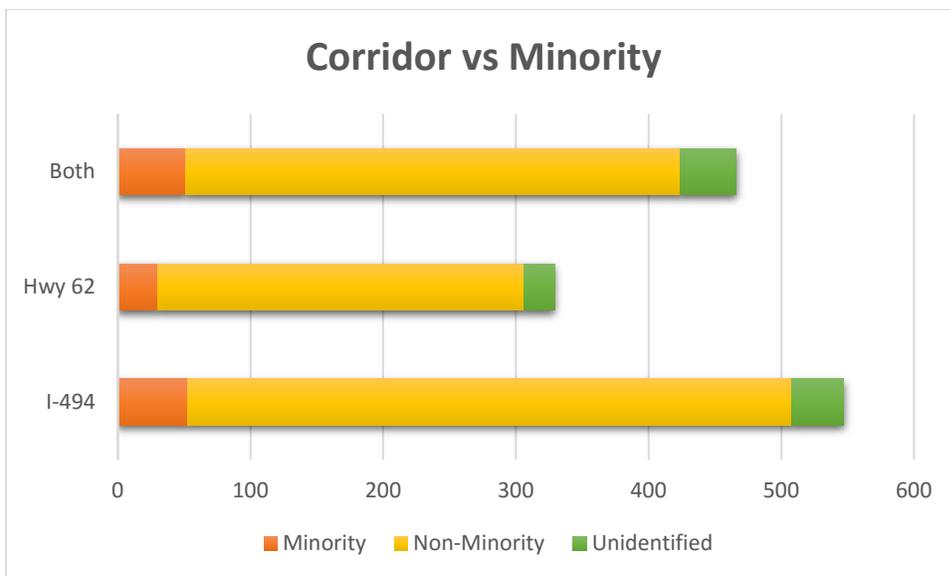
Survey data shows that the majority of participants from each corridor – 40% of Hwy 62 users; 38% of I-494 users; and 36% of both corridor users – think a reliable and predictable commute is the most important aspect of traveling followed by minimal congestion and overall travel time (see **Figure 16**).

Figure 16: Corridor vs Travel Importance



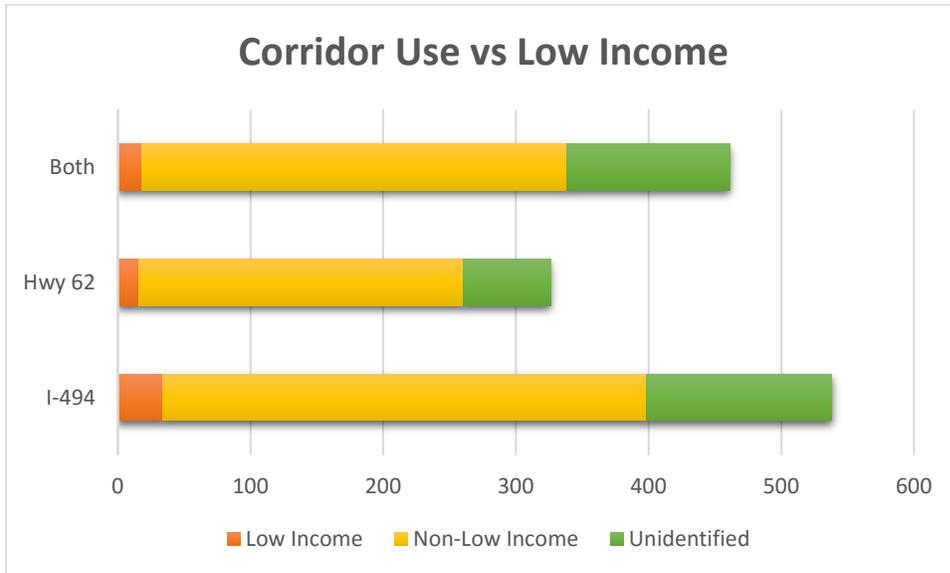
Of the 8% minority responses we received, 40% came from participants who identified as users of I-494; 38% from users of both corridors; and 22% from users of Hwy 62 (see **Figure 17**).

Figure 17: Corridor vs Minority



Of the 5% low income responses that were received, 50% came from participants who identified as users of I-494; 24% from Hwy 62 users; and 26% from users of both corridors (see **Figure 18**).

Figure 18: Corridor vs Low Income



Each corridor was also looked at to compare purpose of use to typical travel. Survey data shows that in each corridor, most commuting trips (83% overall) and shopping trips (59% overall) are made by solo drivers while the majority of airport trips (50% overall) are made by carpoolers (see **Figures 19-21**).

Figure 19: Purpose of Use vs Typical Travel on I-494

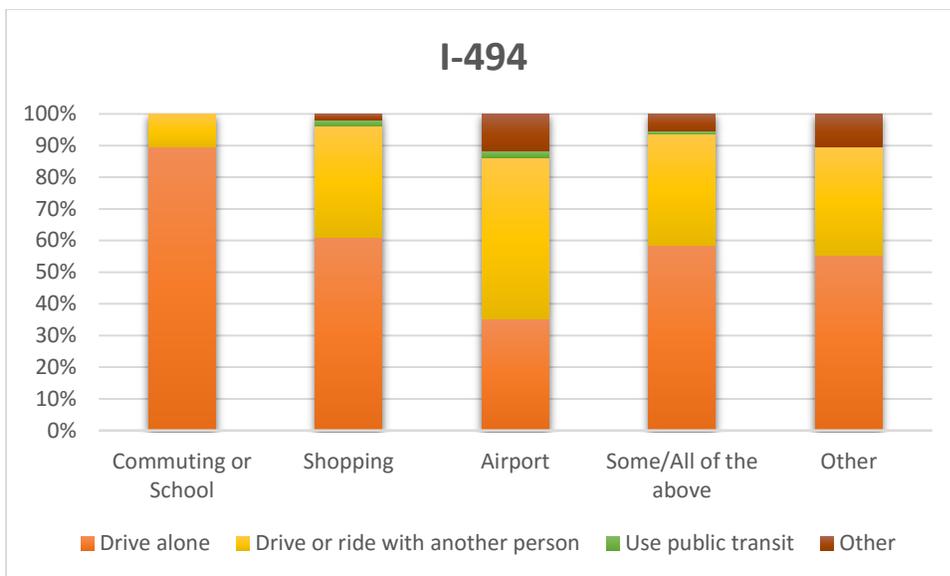


Figure 20: Purpose of Use vs Typical Travel on Hwy 62

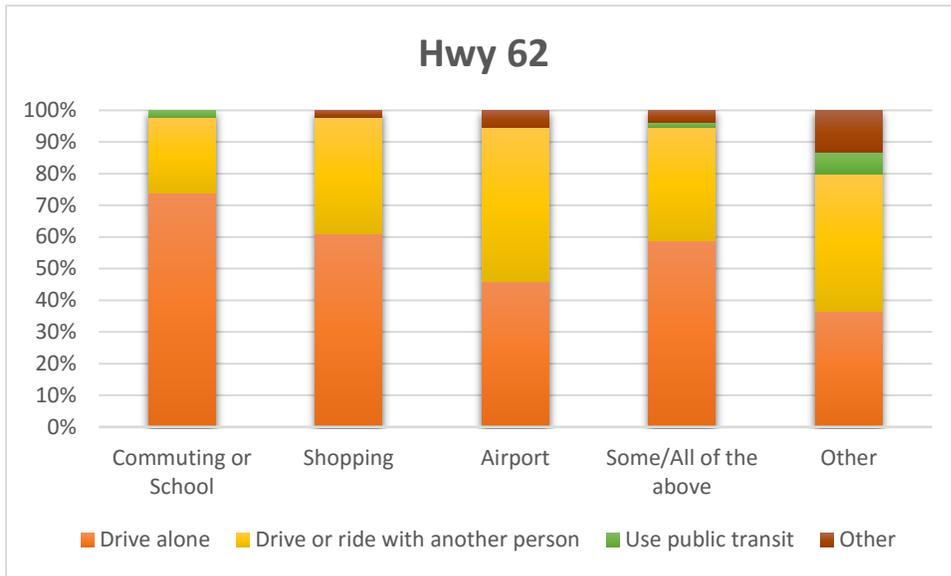
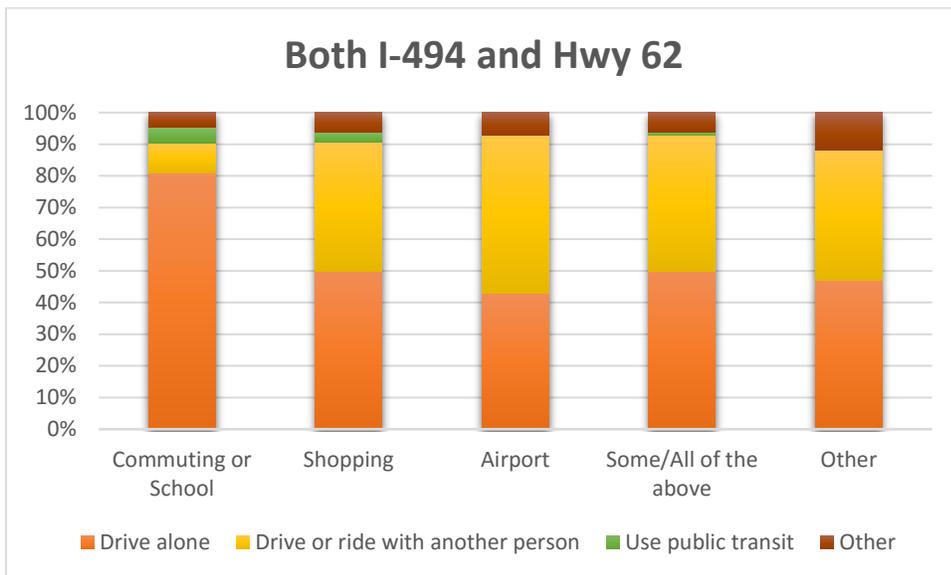


Figure 21: Purpose of Use vs Typical Travel on Both Corridors



1.5 Full Phone Survey Script

Hello, MnDOT is seeking input and thoughts about how Interstate 494 and Hwy 62 can be improved. This information will help MnDOT make decisions about the future design and operation of these roads. You have been selected to participate in a short three-minute survey to help us understand how you may use these corridors especially during weekday rush hours. All participants who complete this survey will be entered to win one of four \$50 VISA gift cards. Please listen to each question completely before responding.

1. Are you at least 18 years of age?
For *Yes* press 1
For *No* press 2 [End call]
For *Decline to answer* press 4 [End call]
To repeat answer choices, press star
2. Do you typically use Interstate 494 and/or Hwy 62?
For *Interstate 494* press 1 [Go to question #4]
For *Highway 62* press 2 [Go to question #4]
For *Both 494 and 62* press 3 [Go to question #4]
For *No I don't use them* press 4 [Go to question #3]
To repeat answer choices, press star
3. Why do you not use Interstate 494 and/or Hwy 62?
For *No need, other roads provide more direct routes* press 1 [End call]
For *Don't like using freeways* press 2 [End call]
For *To avoid congestion along either Interstate 494 and/or Hwy 62* press 3 [Go to question #4]
To repeat answer choices, press star
4. For what trip purpose do/would you use Interstate 494 and/or Hwy 62?
For *Commuting or School* press 1
For *Shopping* press 2
For *Airport access* press 3
For *Some/all of the above* press 4
For *Other* press 5
To repeat answer choices, press star
5. How do/would you typically travel along Interstate 494 and/or Hwy 62?
For *Drive alone* press 1
For *Drive or ride with another person (including children)* press 2
For *Use public transit* press 3
For *Other* press 4
To repeat answer choices, press star

6. How would you describe the quality of your travel along Interstate 494 and/or Hwy 62 in regards to travel time delay?
For *Little to no delay* press 1
For *Some congestion* press 2
For *Moderate congestion* press 3
For *Significant congestion* press 4
For *Extreme congestion* press 5
To repeat answer choices, press star
7. What is most important to you when traveling along Interstate 494 and/or Hwy 62?
For *Overall travel time* press 1
For *Reliable/predictable trip* press 2
For *Minimal congestion* press 3
For *Availability of reliable transit* press 4
To repeat answer choices, press star
8. Where would you like to see congestion relief?
For *I-494/I-35W interchange* press 1
For *On-off ramps* press 2
For *Interchanges* press 3
For *Other* press 4
To repeat answer choices, press star
9. What is your race/ethnicity?
For *Asian* press 1
For *Black or African-American* press 2
For *Hispanic or Latino* press 3
For *Native Hawaiian or other Pacific Islander* press 4
For *White/Caucasian* press 5
For *Other* press 6
For *Decline to answer* press 7
To repeat answer choices, press star
10. What is your annual household income?
For *Under \$20,000* press 1
For *\$20-50,000* press 2
For *\$50-100,000* press 3
For *Over \$100,000* press 4
For *Decline to answer* press 5
To repeat answer choices, press star

Thank you for participating in our survey. If you would like more information about the I-494 Hwy 62 study, or if you would like to provide additional feedback, please visit mndot.gov and search for 494 62.

Appendix C

Online Survey Results

1.0 Overview

This section summarizes the online survey which aimed to collect information from participants regarding the functionality of I-494 and Hwy 62.

1.1 Promotions/Outreach

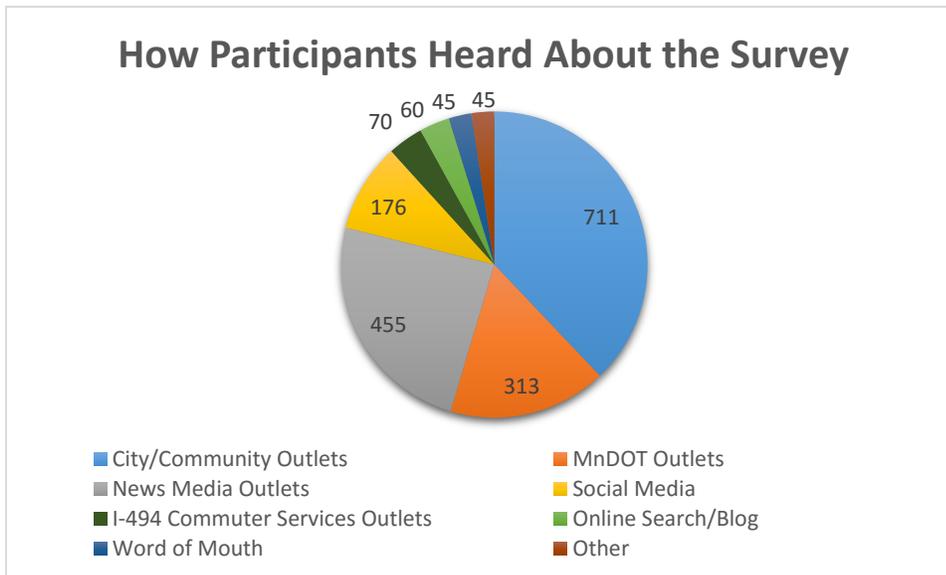
Promotion of the online survey was completed through a variety of methods. An email was sent to all members of the project's Technical Steering Committee with additional follow-up calls and emails encouraging members to promote the online survey through their websites, emails, and social media accounts. MnDOT, Metropolitan Airports Commission, and Metropolitan Council posted information about the online survey through the project website, social media accounts and email lists. A hard copy letter was sent to approximately 50 local organizations, including chambers and neighborhood associations, and churches (six of which were located within underrepresented areas) within a mile of the I-494 and Hwy 62 corridors.

The I-494 Corridor Commission also provided assistance in promoting the online survey using their resources. In addition to sending an email to 3,000+ commuters and approximately 500 businesses, they promoted the survey at over 15 outreach events.

In addition to outreach efforts put forth by the project team, there were multiple media outlets that picked up the story. Television media outlets included KARE 11, WCCO, and KSTP: print/online media outlets included the Star Tribune, Pioneer Press, Prior Lake American Newspaper, Eden Prairie News, The Patch, Rick Kupchella's Bring Me the News and Reddit.

Overall, the majority of participants (40%) found the online survey through city and community websites, emails and social media accounts. Television, print and online media sources contributed to the second largest number of participants (24%) – see **Figure 1**.

Figure 1: How Participants Heard About the Survey



1.2 Methodology

The goal of the online survey was to receive as many responses as possible from commuters and residents who use I-494 and Hwy 62. The online survey opened to the public on December 7, 2015 and closed on March 1, 2016. During this two-month time frame, a total of 2,149 responses were collected.

1.2.1 Question Overview

The survey requested responses to the following seven questions regarding corridor use and experience, two questions about promotion and general feedback, and four questions about demographic information. The second question clarified which of the two corridors people use, if any. If a participant responded that they did not use I-494 or Hwy 62, they were taken to question three to clarify why they did not use them. All respondents who stated they used one or both corridors skipped to question four.

1. What city do you live in?

- Bloomington
- Burnsville
- Eden Prairie
- Edina
- Golden Valley
- Mendota Heights
- Minneapolis
- Plymouth
- Richfield
- St. Louis Park
- St. Paul
- Other (please specify)

2. Do you typically use I-494 and/or Hwy 62?
 - Yes, I-494
 - Yes, Hwy 62
 - Both I-494 and Hwy 62
 - No, I don't use either
3. Why do you not use I-494/Hwy 62?
 - No need, other roads provide more direct routes
 - Don't like using freeways
 - To avoid congestion on I-494/Hwy 62
 - Other (please specify)
4. For what trip purpose do/would you use I-494/Hwy 62? (select all that apply)
 - Commuting or School
 - Shopping
 - Airport Access
 - Other (please specify)
5. How do you typically travel along I-494/Hwy 62?
 - Drive alone
 - Drive or ride with another person
 - Use public transit
 - Other (please specify)
6. How do/would you describe the quality of your travel along I-494/Hwy 62 in regards to travel time?
 - Little to no delay
 - Some congestion
 - Moderate congestion
 - Significant congestion
 - Extreme congestion
7. What is important to you when traveling along I-494/Hwy 62?
 - Overall travel time
 - Reliable/predictable trip
 - Minimal congestion
 - Availability of reliable transit
8. If you experience congestion, where would you like to see congestion relief?
 - I-494/I-35W Interchange
 - On-Off ramps
 - Interchanges
 - Other (please specify)

9. Please provide any additional comments you have about using I-494/Hwy 62.

10. How did you hear about the I-494/Hwy 62 Congestion Relief Survey?

- I-494 Commuter Services website or newsletter
- Commuter fair at my place of employment
- Phone Survey
- City/Community website or email
- MnDOT social media
- Other (please specify)

11. What is your race/ethnicity?

- Asian
- Black/African-American
- Hispanic or Latino
- Native Hawaiian or Pacific Islander
- White/Caucasian
- Prefer not to answer
- Other (please specify)

12. What is your annual household income?

- Under \$20,000
- \$20,000-\$50,000
- \$50,000-\$100,000
- Over \$100,000
- Prefer not to answer

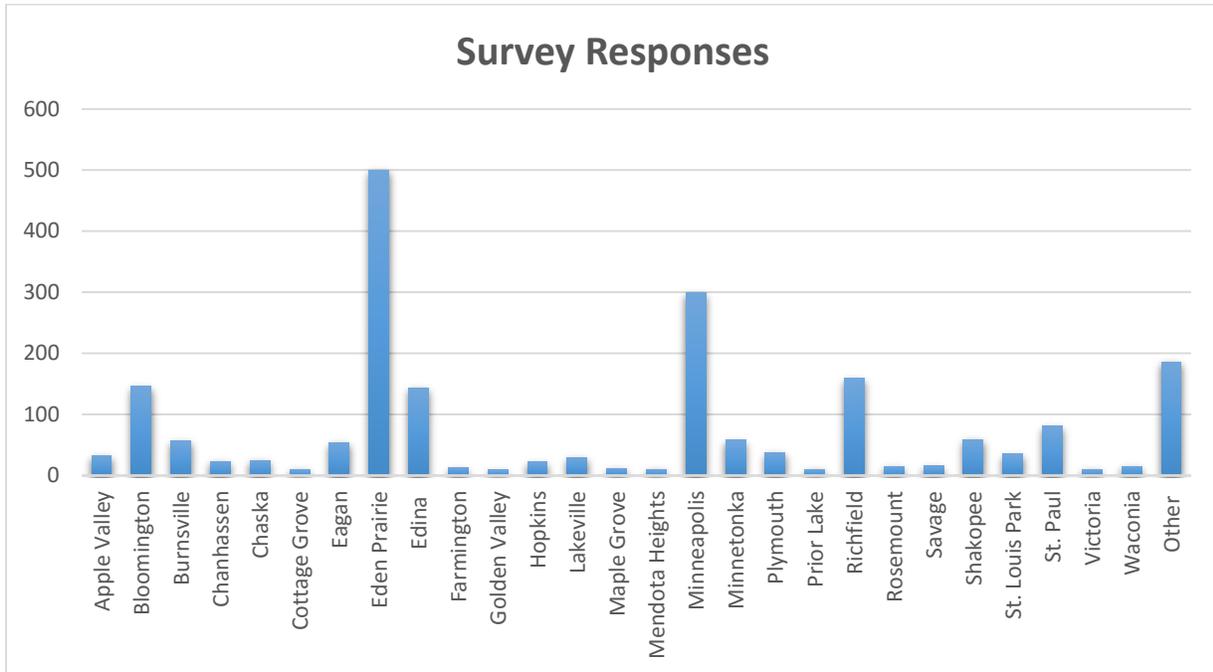
13. How old are you?

- Under 18
- 18-25
- 26-35
- 36-49
- 50-65
- Over 65
- Prefer not to answer

1.3 Survey Results

Survey responses were received from all over the Twin Cities metro area. Responses in the 'Other' category include any city that received less than 10 responses and contains participants from 85 other cities and counties in Minnesota and Wisconsin. Eden Prairie provided 500 responses which was much higher than the response rate from any other city. This was mainly due to the promotional efforts of Eden Prairie city staff and the local newspaper. Minneapolis had the second most participants at 299 (see Figure 2).

Figure 2: Survey Response Location



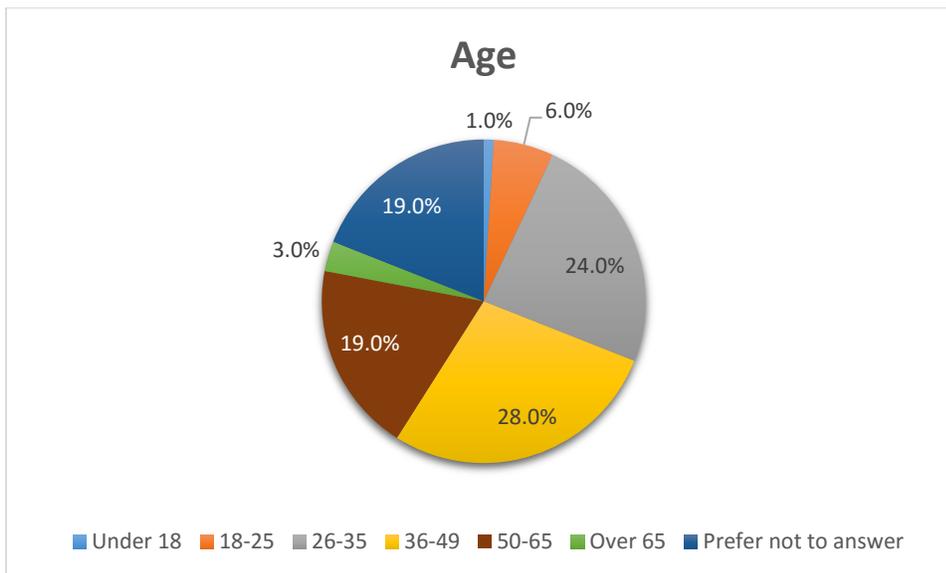
1.3.1 Participant Demographics

Demographic information was requested from each participant on a voluntary basis. Approximately 20% of online survey participants chose to skip these questions.

1.3.1.1 Age

Overall, the age information gathered from participants shows that a younger audience was reached with the online survey in comparison to the phone survey. Over half of participants identified themselves as being between the ages of 26 and 49 (see **Figure 3**) with 77% of respondents identifying themselves between 18 and 64. In comparison, approximately 55% of the Minnesota population is between the ages of 18 and 64.

Figure 3: Participant Age



1.3.1.2 Ethnicity and Income

A breakdown of the 2,149 participants shows that just under four percent of respondents self-identified as part of a minority group including Asian American, Black/African-American, Hispanic/Latino, Native Hawaiian/Other Pacific Islander (see **Figure 4**). Approximately one-and-a-half percent identified as making less than \$20,000 a year on average (see **Figure 5**). Compared to overall Minnesota demographic data, which indicates that 14% and 11% of residents identify as minority and low-income, respectively, a lower than average percentage of the under-represented population was engaged during the online survey. According to the 2014 American Community Survey under the US Census, out of 2.7 million people in the Minneapolis-St. Paul metro area, approximately 79% of minorities live in a household with access to the internet compared to 89% of Caucasians.

Figure 4: Ethnic Identity

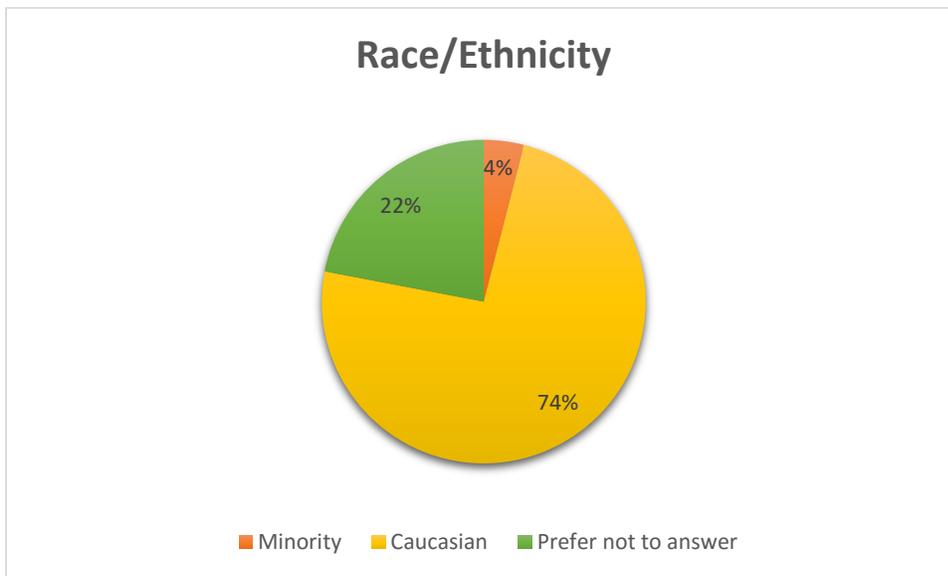
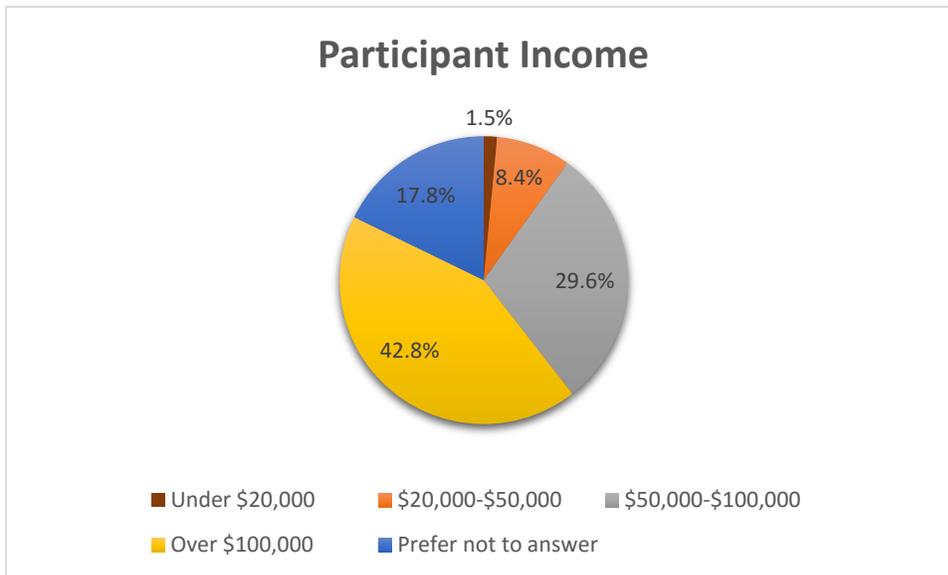


Figure 5: Average Household Income

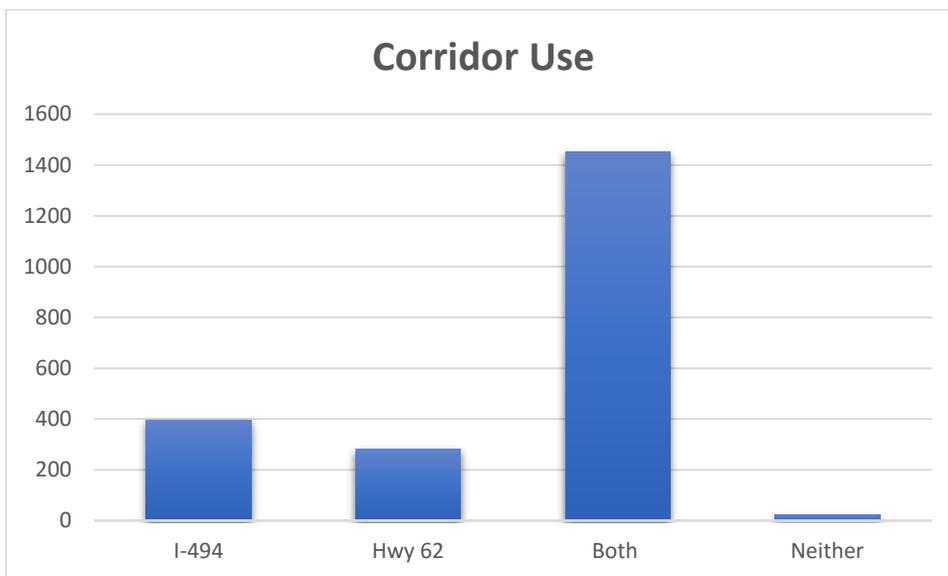


1.4 Question Results

Of the 13 questions asked as part of the online survey, seven were specific to understanding how participants use and experience the corridor. Results have been broken out by question as well as by corridor specific responses.

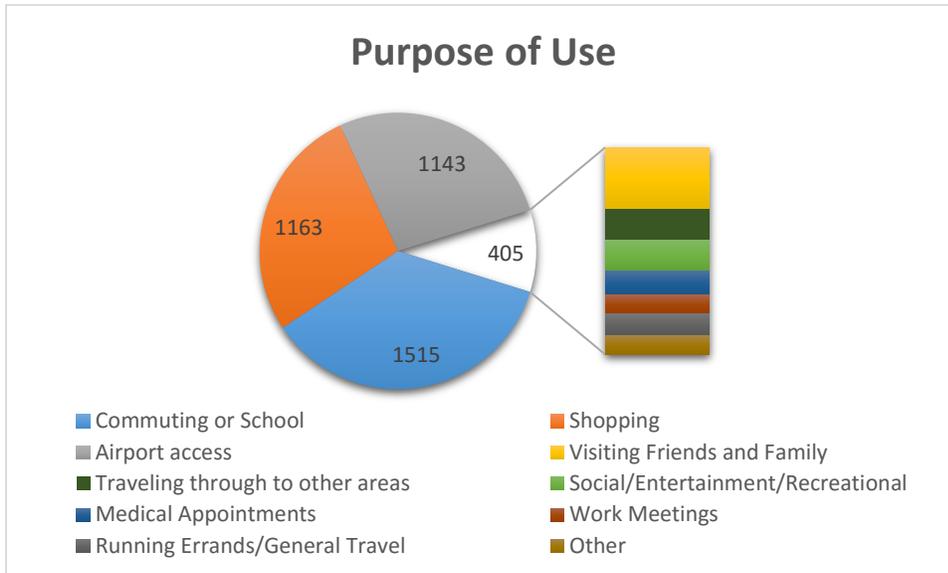
Survey results show that of the 2,149 participants, 67% use both I-494 and Hwy 62, while only 1% do not use either corridor. Approximately 18% of respondents use I-494 only, while 13% use Hwy 62 only (see **Figure 6**).

Figure 6: Corridor Use



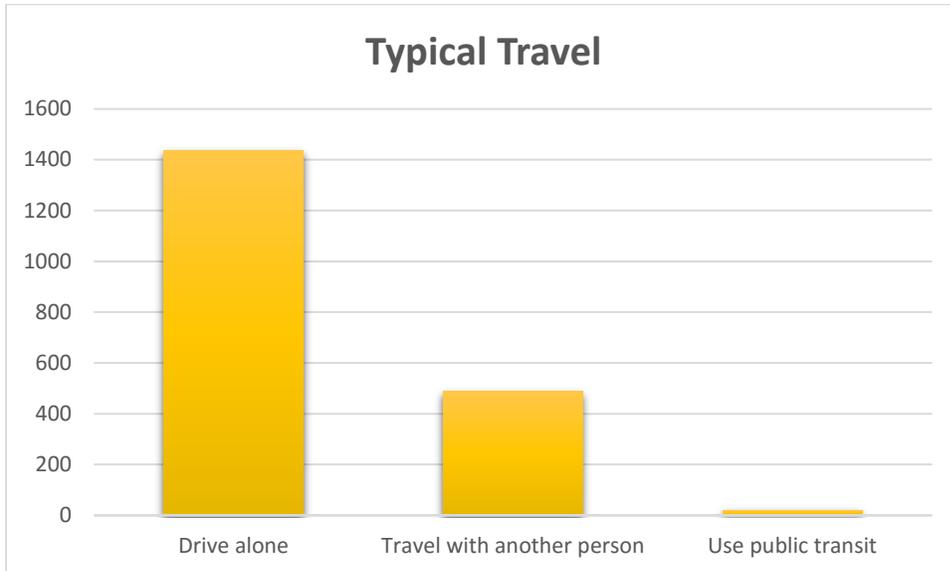
Of the 1,928 participants who stated they use either I-494, Hwy 62, or both, 36% stated they use these corridors for commuting to work or school, 28% use them for shopping, and 27% use them for access to the Minneapolis-St. Paul International Airport. This question allowed participants to select multiple responses and provide additional feedback on other corridor uses. This additional feedback revealed that travelers are also using these corridors to visit family and friends; travel through to other locations; attend social, entertainment and recreational events; get to medical appointments; travel to work meetings; and for general travel purposes and running errands (see **Figure 7**).

Figure 7: Purpose of Use



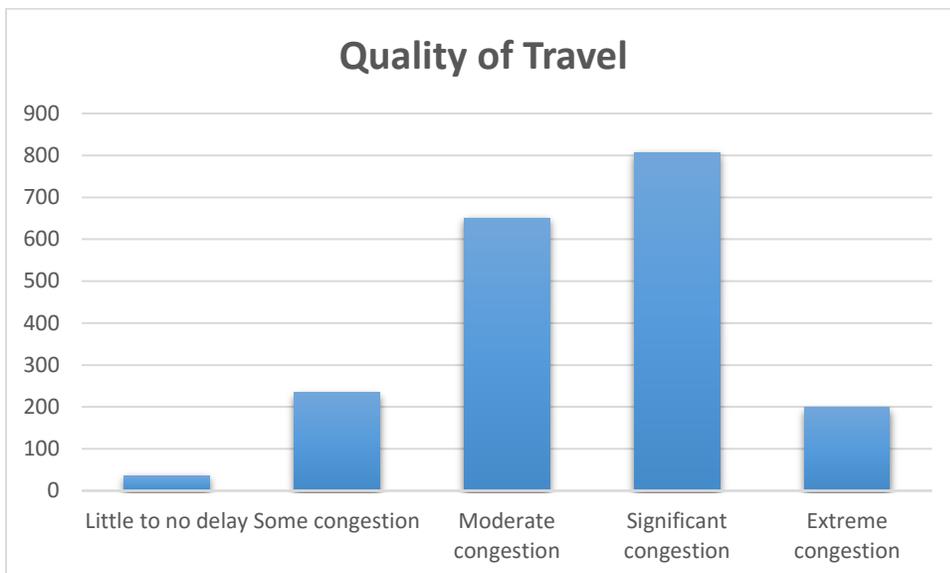
Of the 1,927 participants who state they typically travel along I-494 and Hwy 62, 73% of users drive alone, while 24% travel with another person, including children. A small number of people, under one percent, use public transit (see **Figure 8**).

Figure 8: Typical Travel



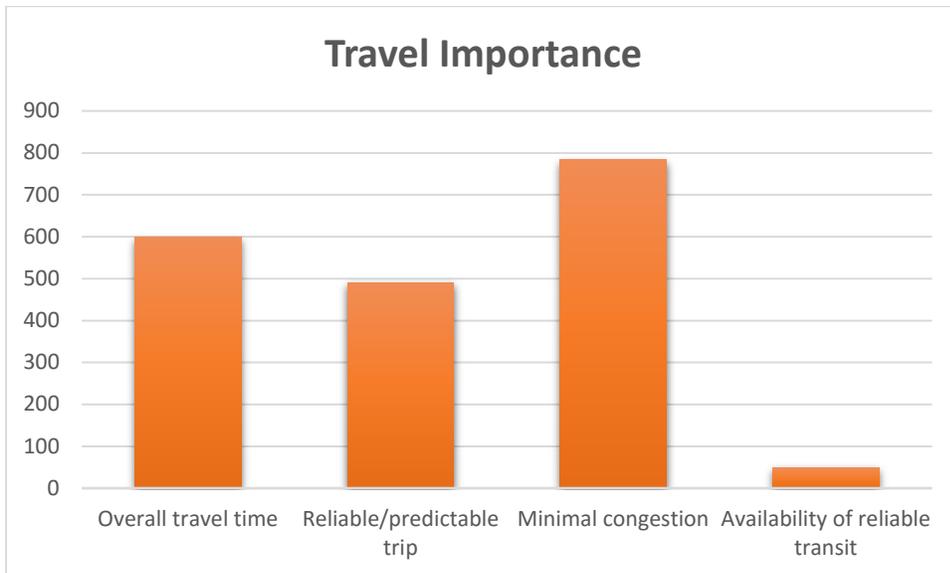
Of the 1,926 participants who described their quality of travel along I-494 and Hwy 62, 86% are experiencing moderate to extreme congestion levels. Only 14 percent are experiencing some to no delays (see **Figure 9**).

Figure 9: Quality of Travel



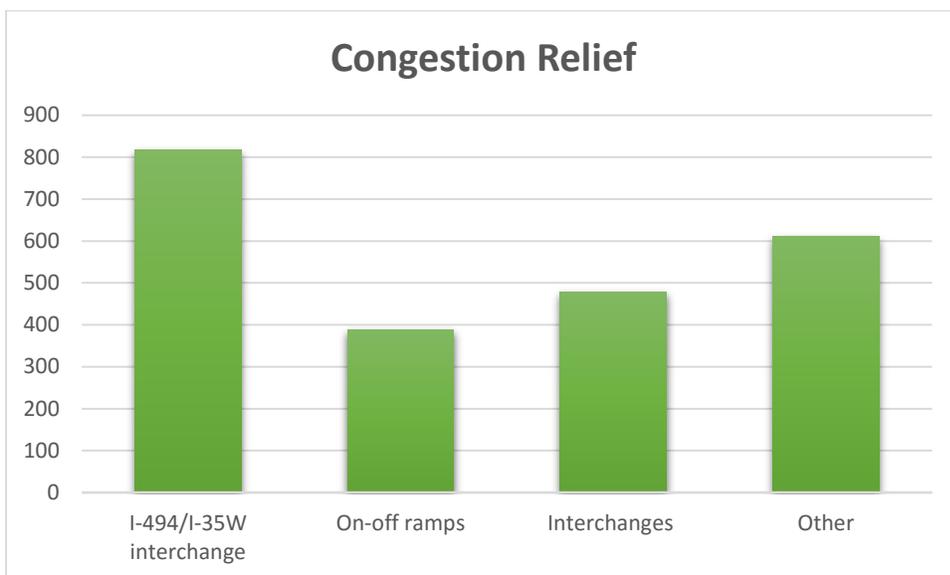
Of the 1,921 participants who responded to what is important to them when they travel on I-494/Hwy 62, 41% of users think minimal congestion is the most Important. 32% of believe overall travel time is the most important while 26% care most about a reliable and predictable trip (see **Figure 10**).

Figure 10: Travel Importance



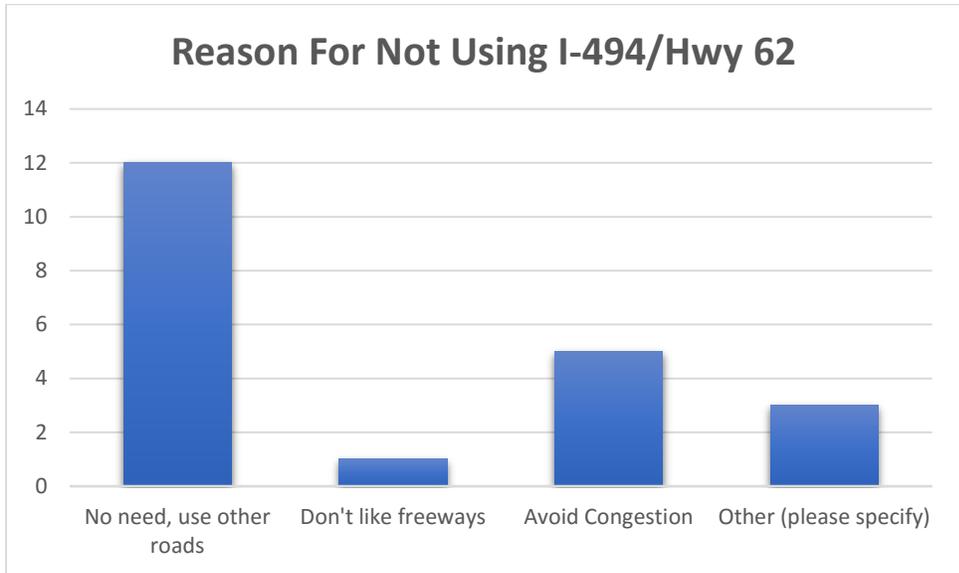
Of the 1,682 participants who would like to see congestion relief, 50% would like to see improvements at the I-494/I-35W interchange while the other 50% would like to see improvements at on-off ramps, interchanges, and other areas in the corridor (see **Figure 11**). Comments about specific locations where users would like to see improvements are included in **Section 1.5**.

Figure 11: Congestion Relief



Question two identified 22 participants who do not use I-494 or Hwy 62. Of these respondents, 58% use other roads instead, while 24% are trying to avoid congestion and 5% are trying to avoid freeways (see Figure 12).

Figure 12: Reason for Not Using I-494/Hwy 62

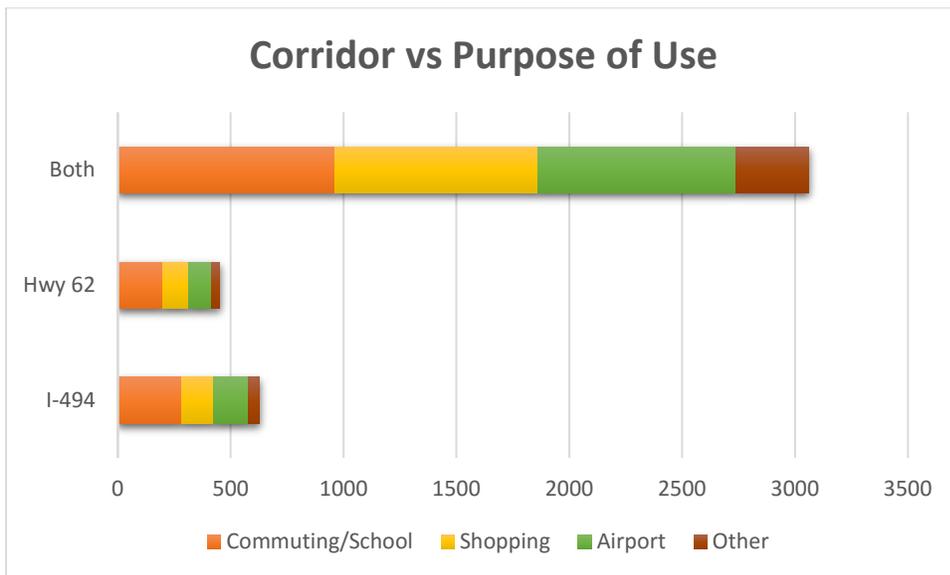


1.4.1 Corridor Specific Results

These results look at cross tabulations between questions asked and whether participants use I-494, Hwy 62, or both. One question also looks at the comparison between why people use these corridors and what level of congestion they are experiencing, if any.

In a cross tabulation between the purpose of use and each corridor, of the participants that indicated they use both corridor, 31% use these corridors for commuting to work or school; similarly, 45% of I-494 users and 44% of Hwy 62 users use the corridors for commuting to work or school. Uses for shopping and airport access are about the same percentage for I-494, Hwy 62 and both corridors (see **Figure 13**).

Figure 13: Corridor vs Purpose of Use



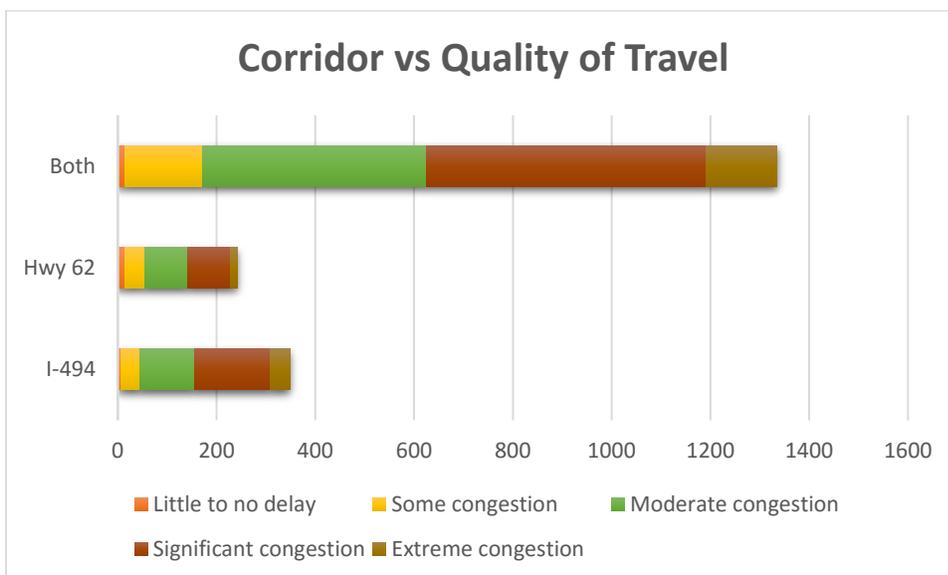
Survey data shows that the majority of users in each corridor drive alone: 82% of I-494 users; 79% of Hwy 62 users; and 70% of users for both corridors. The second highest travel group is those who typically travel with another person: 26% of both corridor users; 18% of Hwy 62; and 17% of I-494 users (see **Figure 14**). There was minimal indication of use of public transit for all survey respondents.

Figure 14: Corridor vs Typical Use



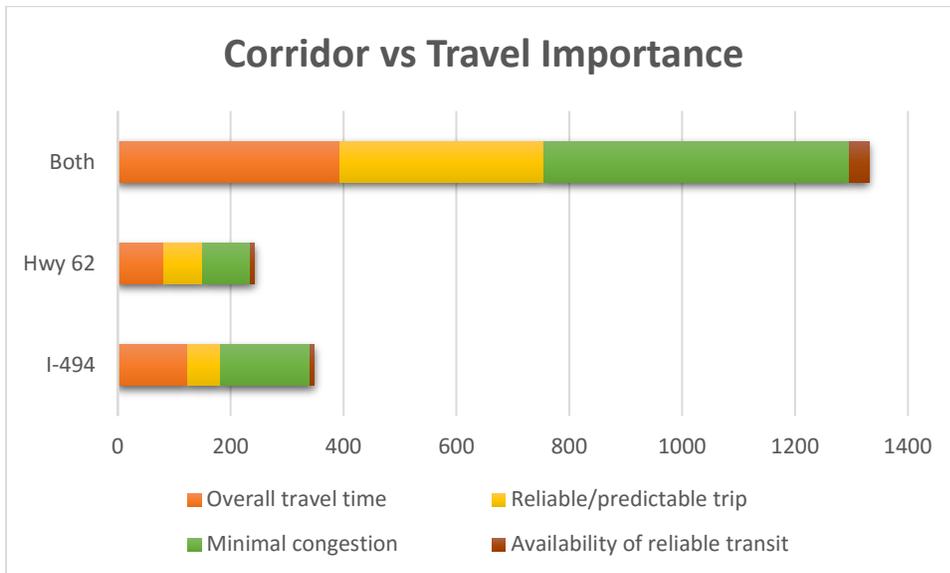
Survey data shows that participants who use both corridors and those who use only the I-494 corridor have the lowest quality of travel with 87% experiencing moderate to extreme congestion levels; 78% of Hwy 62 users state they also experience moderate to extreme congestion levels (see **Figure 15**).

Figure 15: Corridor vs Quality of Travel



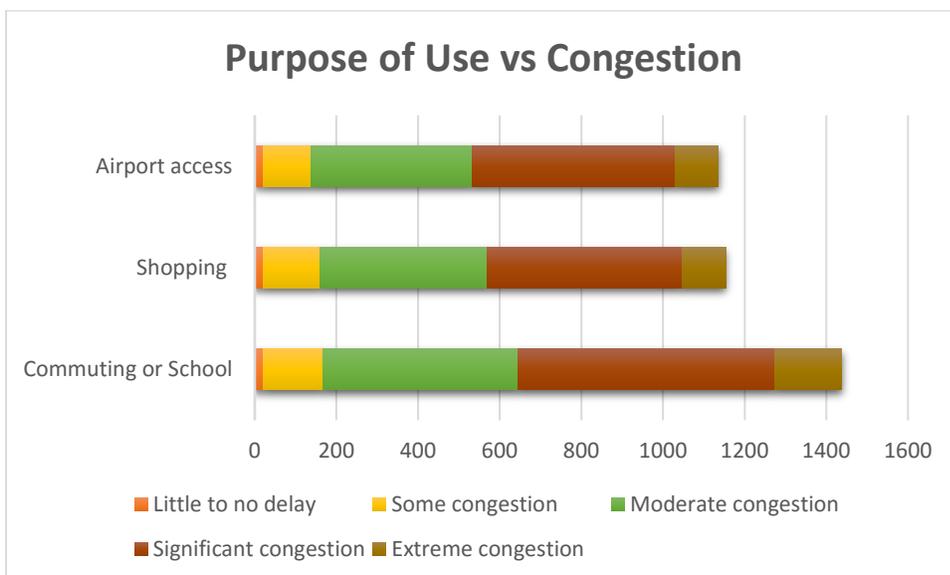
Survey data shows that the majority of participants from each corridor: 46% of I-494 users; 41% of both corridor users; and 35% of Hwy 62 users think minimal congestion is the most important aspect of traveling followed by overall travel time and a reliable and predictable commute (see **Figure 16**).

Figure 16: Corridor vs Travel Importance



Survey data shows that overall, congestion levels between different trip purposes are very comparable. However, participants who use the corridors for commuting to work or school, experience a slightly higher level of extreme congestion at 11% compared to the 9% experienced by shoppers or those accessing the airport (see **Figure 17**).

Figure 17: Purpose of Use vs Congestion



1.5 Online Comments Received

Congestion

Comments about congestion focused on frustration about unpredictable congestion. Participants noted that congestion occurs not only during peak hours but other off hours as well including weekends. The majority of comments focused on I-494 and Hwy 62 in general terms of congestion with common frustrations over eastbound I-494, I-494/France Ave area, and I-494/Bush Lake Rd area; Hwy 62 in general, Hwy 62/France Ave area, and the Hwy 62/Hwy 100 area. Please note that all comments were taken verbatim from the online survey.

I-494

- Traffic regularly slows way too much during peak times eastbound I-494 from west of Hwy 169 to east of I-35W.
- Traveling on I-494 through Eden Prairie and Bloomington is a nightmare during rush hours and I avoid it at all costs. I often have to take several alternate routes in order to get through these cities during morning and evening commutes. Traffic isn't much better on the weekends either.
- Even on a random Saturday afternoon, I-494 east is all locked up at Bush Lake Rd all the way to Lyndale Ave.
- I-494 seems to be way worse traveling eastbound than Hwy 62 eastbound during the rush hour commute. I feel like we have too many on ramps going onto our freeways and we really need to figure out which ones are worth keeping and which we can go without. People don't know how to do the zipper effect when letting people in, and no one wants to let anyone in so it makes for a tight back up on those entering the freeway. I think most definitely we need at least one more lane for each highway to make it work! For Hwy 62 there is a lane that suddenly just ends by the Gleason Rd exit, they really should've just kept it going, that adds a lot of congestion in that area.
- It appears the congestion on I-494 eastbound is always worst at France Ave/I-494 and then less bad at I-494/I-35W. I think the France Ave/I-494 needs to be looked at most - to allow a longer acceleration ramp/lane so that people don't immediately merge and clog traffic. (Minnesota drivers are not the most skilled mergers anyway and often try to get over right away, instead of waiting it out).
- The largest delay in my commute is after 4 p.m. on eastbound I-494 between Bush Lake Rd and I-35W.
- Adding barrier height between east and west I-494 from Cedar Ave to I-35W has CAUSED more congestion. At 4 p.m. that stretch was almost never congested. And after the barrier, it is most commutes.
- Would love to see a way to ease congestion on I-494 & France Ave in Bloomington. It's seems to always slow down there regardless of the time of day.
- I-494 west at France Ave needs better markings for the on ramp and Hwy 100 exit.
- (I use I-494) Too many on-off ramps lead to congestion, even at noon on a Sunday. The highway is undersized and trucks often start backups with our infamously short on ramps.

- During peak travel to and from work I-494 slows to a complete stop and a lot of gas is being used idling cars for 30-45 minutes.
- Along the I-494 eastbound, from Hwy 169-I-35W it is always congested, no matter what time of day or even day. It appears people always slow down or slam on their brakes because of the curve and incline in the road around France Ave. Also the high amount of either over-speeding or driving way under the speed limit seem to aid in the congestion issues. There is no consistency in how the traffic will go other than always congested.
- I-494 east from Hwy 169 to I-35W is ALWAYS backed up. I try to avoid that area for shopping or restaurants. It's too frustrating.
- I-494 is congested all hours of the day.
- I-494 and France Ave area is always terrible. Would be nice to see something done there as well.
- The I-494/I-35W interchange really needs improvement. To me it seems to be the cause of most problems on southern I-494. I work at the intersection of I-494 and Hwy 100 and traffic is already backed up on I-494 by 2 p.m. It seems there are maybe 3-4 daylight hours where I-494 is not congested by that interchange. When I go to Normandale Community College from the west at 5:30 p.m. traffic is backed up all the way past E Bush Lake Rd. There seems to be no congestion once you are clear of the I-35W interchange. I looked at the concept layouts for the interchange on the MnDOT page and they look like a nice start. Please don't leave it a half finished interchange like I-494/Hwy 169!!
- Traveling eastbound on I-494 backs up through all of Bloomington, even outside of commute times. There are so many on ramps with poor merging abilities. Motorists are being very aggressive and using exit lanes as zipper merges or merging too soon into traffic when they are not yet up to speed. Evening commute is very stressful.
- I don't know what causes it, but it can be as early as 2-3 p.m. and I-494 eastbound can be backed up all the way to west of Hwy 100.
- I-494 always congested between Hwy 100 to Penn Ave!
- From #7 - I-494 eastbound between Hwy 169 and I-35W in the afternoon is a complete mess and very unreliable. I know there has been considerable work done in this area but it remains a major bottleneck.
- Eastbound I-494 from Bush Lake Rd is always bad.
- Due to traffic on I-494 eastbound if I commute between 3 p.m.-7 p.m. it takes me 45+ minutes to drive the 7 miles from my work in Eden Prairie to my home in Bloomington.
- I go from Hwy 7 to Bass Lake Rd on I-494 and traffic once you hit I-394 comes to a halt. The lane opening southbound made the drive in very reasonable. I believe it's due to Hwy 55.
- The area between Bush Lake Road and the airport going east on I-494 is always significantly congested. I work in Maple Grove and commute in the morning is 35 minutes at 5:15 a.m. I can leave work early at 2 or 2:30 and it still takes me close to an hour to get home. Seems like additional airport traffic at all times of day congests I-494 east.
- I try to avoid going on I-494 because of congestion.
- Always too congested on I-494 no matter what time of day!
- I avoid I-494 if at all possible. It seems there are few times that it is not congested.

- I-494 eastbound between E Bush Lake Rd and I-35W is almost always slow, if not stopped. I-494 westbound opens up at Penn Ave during a.m. commute - I travel side streets to Penn Ave then get on I-494 to avoid westbound congestion in the mornings.
- I-494 always is congested near Eden Prairie and also at Hwy I-35W interchange.
- On I-494, the stretch from Hwy 169 to I-35W is ridiculously backed up every single weekday from 4:30 p.m. to 6 p.m. This adds about a half hour to my work commute when the trip is normally about 25 minutes without congestion.
- I-494 west of I-35W for the first two miles is terrible. Virtually always backed up for some reason in both directions.
- Always congested during weekdays, and a lot of times during the weekends. Dislike using I-494 due to the unpredictability of traffic and travel time using this road.
- Regardless of the time of day, the worst area of congestion is always around France Ave on I-494. I avoid it like the Black Plague.
- I-494 is clogged from Bush Lake Rd to Hwy 77 like clockwork every day. The side streets are overwhelmed with overflow, and Hwy 62 is worse off yet.
- I-494 is a parking lot always from I-494 and Hwy 77 to past Hwy 169. Everyday every time. Put light rail in between the highway and off ramps are a horrible design. The I-494/34th double diamond now that is nice.
- I-494 is bad any time of the day.
- I-494 is getting worse on the weekends in addition to weekday travel.
- Overall my experience with I-494 is good. The eastbound section from Bass Lake Rd to I-35W can be very congested and busy even in off peak hours. That is the section that needs consideration. Once I hit I-35W, it frees up all the way to Hwy 77.
- I-494 is always congested at I-35W.
- I-494 seems to be congested almost every time I'm using it. I wish there were more alternatives available.
- Always slow eastbound I-494 from Hwy 169 to I-35W.
- On and off ramps on I-494 and that right lane are very congested and accidents seem to happen more often lately.
- Anytime of the day I-494 is backed up.
- I-494 is the worst part of my day, every day. I often drive through neighborhoods to avoid it, especially during the evening commute home.
- The amount of times I've traveled on I-494, it's almost always heavily congested around the airport continuing going west.
- I am a realtor traveling throughout the day and evening on any given day. No matter what time of the day I-494 is always congested. I am not a fan of the South Metro because of this. Hwy 62 isn't better either. Heading east from I-494 to Hwy 62 east and merging onto Hwy 62 is horrible in the afternoon rush hour.
- I-494 seems to have rush hour congestion starting earlier and ending later than other areas of the cities. I-494 from the east turning west onto Hwy 5 at PE can have significant backups in the right turning lane, as far back as Hwy 169 exchange.

- South/eastbound I-494 is always congested from Hwy 169 to I-35W in the mornings regardless of weather. Frequently congested on southbound lanes at I-394 on ramp even after adding 3rd lane.
- I-494 is terrible all of the time. Even driving it at 9 a.m. on a Sunday, it is heavy traffic in all lanes. One of the worst freeways in the metro.
- There is a lot of congestion on I-494 east starting at E Bush Lake Rd to the MOA exits (especially at Hwy 100, France Ave and I-35W exits).
- Please do anything you can to loosen up traffic on I-494.
- I-494 eastbound is often congested near France Ave, even midday.
- My biggest concern is the congestion that starts on I-494 and France Ave (eastbound) around 2:30-3:00 p.m. I always find that traffic not only shows down here, but can come to a significant slowdown that has a great chance of causing an accident or more. The traffic can get so bad that the backlog of traffic can reach past Hwy 169.
- I-494 east backs up every evening from Hwy 169 to Cedar Ave. It's already four lanes. It's ridiculous that it's that bad every night.
- I use Hwy 13 in Savage/Burnsville often to avoid I-494.
- Usually avoid I-494 due to constant congestion.
- Why is I-494 so busy all day and night? It backs up eastbound at Hwy 100/Normandale Blvd all the way past I-35W, insane! Can't get out of town on Friday to go up north without taking Old Shakopee Rd all the way past I-35W to go east on I-494. Those side roads are not without traffic either because I-494 so obnoxious with traffic. Just keep the traffic moving, is a good goal.
- Even at 10 a.m. on a Saturday, there's congestion on I-494.
- I avoid I-494 as much as possible and often take side roads to do it. The congestion on I-494 between Hwy 100 and I-35E is unpredictable and difficult to navigate. Please fix this issue for those of us in the South Metro.
- I often get slowed down, sometimes to stop-and-go, going eastbound on I-494 between Bush Lake Rd until I get past France Ave and then traffic loosens up. I also often get slowed down going eastbound on Hwy 212 where it merges with Hwy 62. I don't usually have trouble going westbound on either freeway. Doesn't seem to matter what time of day.
- Interstate 494 is a complete joke. I frequently travel on that road in the late morning/early afternoon and there is always stop-and-go traffic. I literally had to stop on the freeway during the work week at 11 a.m. because of traffic. Ridiculous.
- I-494 east is backed up every day, both morning and afternoon. It gets blocked up early afternoon, even before rush hour.
- I-494 is deadly.
- I would never approach east I-494 after 7:15 a.m. and I would never approach I-494 west until after 6 p.m. I use Hwy 169 south to Hwy 13 to avoid I-494.
- I-494 is the worst. The congestion on it at all hours of the day and all days of the week is ridiculous. Hwy 62 is also frequently congested, but not to the level of I-494.
- Going south on I-494 it seems to always slow down/stop at Bush Lake Rd. No apparent reason why there, but I can always count on traffic coming almost to a stop there.
- I-494 is a parking lot during rush hour. I try to avoid it at all costs.
- I-494 eastbound ALWAYS slows at France Ave. It's a nightmare.

- I-494 is so frustrating because it can be middle of the day at random times and be stop-and-go as far back as Bush Lake Rd past the Mall of America!
- I generally avoid I-494 due to high traffic volume.
- I know from 2:45-6:30 p.m., I don't want to be anywhere near I-494.
- The I-494 lanes are always congested forcing us to take the Hwy 62 and even that is getting congested these days.
- I would use I-494 more than I do but far too often there is bumper-to-bumper traffic on it. It is so crowded that I often don't even feel safe and fear getting rear-ended. Hwy 62 isn't much better.
- Though congestion on I-494/Hwy 62 varies per time of day and direction of travel, I-494 eastbound is ALWAYS backed up from France Ave!!!! Even on the weekend!!!
- Just glad I do not have to travel eastbound I-494 in the afternoon, I am usually headed west/north on I-494.
- There is always congestion around Penn Ave on I-494 going eastbound and westbound. No matter the time of day.
- I-494 suffers from too much congestion at interchanges, even during non-rush-hour trips.
- Clearly, interchanges and on ramps are a significant contribution to traffic on I-494. The merges are so short that few motorists want to drive in the right-hand lane, which not only results in more congested left/fast lanes, but also more abrupt lane-change activity overall.
- I-494 gets too congested eastbound from Hwy 100 to I-35W. Every day!
- I don't use I-494 as much anymore, but having only one lane to get onto Hwy 62 west makes congestion much worse than necessary.
- I-494 seems to be congested at all hours of the day. I have regular doctor's appointments in Edina (France Ave) and we usually get off I-494 at Hwy 100 and take the streets from there because the congestion is usually greater from there to the France Ave exit.
- I-494 is more often congested than not. The congestion always picks up at Normandale Blvd or France Ave when traveling east. I also run into it when traveling north on I-35W and want to get onto I-494 west. Scary.
- I actually try to avoid I-494 via back roads, it is predictable in that traffic is stopped between Bush Lake Rd and I-35W and incredibly frustrating.
- I-494 seems much worse than Hwy 62.
- I-494 eastbound from Hwy 169 to Cedar Ave is terrible. I believe the bulk of this congestion is caused by the large influx of traffic added at France Ave ramps. This causes congestion before and after that area. It is interesting to see how the congestion forms during times of low/normal traffic (weekends).
- FIX the slowdown that seems to always take place on eastbound I-494 at France Ave. Don't know if the two are related, but I suspect they are.
- Every single weekday the "Bloomington strip" comes to a 10 mph crawl during rush hour (often with stop-and-go traffic). Sometimes, even when it's not rush hour, that portion of I-494 is only flowing at about 35 mph, which is unacceptable for a major freeway.
- The number of consistent lanes on I-494 in both directions is lacking and this attributes to the congestion. You lose a lane as you approach France Ave from I-494 eastbound; coming from the

airport on I-494 westbound, it's congested at time all the way until you pass the exit to Hwy 100 northbound.

- It gets congested on I-494 starting in the Eden Prairie area to Hwy 100 both in the morning and evening rush hours.
- I-494 is not a good alternative for congestion because it means going further south and the interchange at I-494 and I-35W is not great, either.
- Both roadways seem busy at all times of day, especially I-494. Even weekends experience congestion from Hwy 100 to I-35W.
- Eastbound I-494 is always slowed down by both ramps from France Ave onto eastbound I-494.
- I-494 is an alternative to congestion on Hwy 62, but still congested especially between Penn Ave and Hwy 169.
- Westbound I-494 at Hwy 212 is a mess in rush hour due to the volume of traffic exiting for Chanhassen. Even the left lane is stop-and-go until after the merge.
- Traffic between Bush Lake Rd and York Ave is always slow in the morning. But once past York Ave, traffic speeds up. There is nothing actually slowing people down, yet traffic is slow in that stretch.
- I-494 experiences a lot of congestion throughout the entire day, especially between Hwy 169 & I-35W. It would be great to find a way to alleviate that.
- The number of cars traveling on I-494 is insane, it doesn't appear we're handling this much traffic very well.
- I-494 east of Hwy 77 is great.
- Why is eastbound I-494 always more congested than westbound, both in morning and afternoon. Weird. It's a mess. I take back roads when I can.
- Eastbound on I-494 in Bloomington area is always congested even after typical rush hour time.
- I drive to Chaska at 7 a.m., then back to Richfield for work. It can be a nightmare. I-494 to I-35W south is awful.
- I avoid I-494 between Hwy 169 and Cedar Ave whenever I can.
- I-494 tends to be better traffic wise. I find congestion on Hwy 62 to be dreadful.
- I-494 is randomly congested - morning/evening commute is to be expected, more so, but weekday days and weekends. Random, and I can never figure out why (accident).
- I-494 is always backed up between Hwy 169 and I-35W. Doesn't make much difference whether it's a weekend or weekday. It is always slow through there.
- Hwy 62 is actually not bad, but I-494 is terrible.
- I avoid I-494 whenever possible as it is usually worse congestion than Hwy 62 anytime of the day even off-hours.
- I-494 is mostly bad during rush, but could certainly use more speed enforcement as the speed differentials are pretty dangerous when traffic is flowing.
- I drive to the airport on I-494 every Friday at rush hour, knowing it will be bumper-to-bumper, but it flows, however slowly.
- It's amazing that I-494 can stay so busy throughout the day.
- I always use Hwy 62 to commute and never I-494 because I-494 is always extremely congested and very unpredictable. I find Hwy 62 slows in predictable spots and at predictable times.
- I-494 eastbound is awful between Hwy 169 & I-35W most of the time.

- With the new Optum corporate campus built, there is a tremendous increase in traffic at that intersection adding another choke point to traveling on I-494 north during rush hour.
- I-494 always seems to be busy, no matter the day of the week or time of day.
- And I-494 east from Hwy 169 to Cedar Ave during afternoon rush is undrivable. I take surface streets through Edina neighborhoods to get home at a reasonable time.
- I am retired, so have "learned" to stay off I-494 eastbound before 8:30 a.m. and after 2:30 p.m. on weekdays.
- Almost anytime I travel on I-494 east there is always congestion beginning at West Bush Lake Rd to I-35W. Even worse during rush hours backed up eastbound to Hwy 169 and westbound to 34th by the airport.
- There is ALWAYS congestion on I-494 east even on the weekends.
- Please fix the congestion. It's horrible especially during rush hour! Takes 45 minutes to go from Bush Lake Rd to the airport during rush hour. I-494 needs MORE LANES!
- I-494 from Hwy 169 to Cedar Ave at the minimum needs one possible two more lanes each direction and the I-35W/I-494 northbound exit to I-494 is just dangerous the way it is currently configured, certainly the whole thing needs an upgrade.
- I-494 eastbound is backed up from Hwy 169 to I-35W. I get off of Hwy 169 to go on I-494 and get off on Bush Lake Rd and this is ridiculous the amount of time it takes.
- The stretch of I-494 east between France Ave and I-35W is predictably congested several hours earlier and several hours later than typical rush hour. Something should be done to increase the fluidity on this stretch of the freeway.
- I travel I-494 eastbound in the morning and traffic typically slows after the I-494/Hwy 169 interchange. In the afternoon I enter at westbound I-494/France Ave which is always slow thru the I-494/Hwy 100 interchange. These spots are begging for congestion relief.
- I avoid I-494 now because it is always heavily congested from Hwy 169 to I-35W.
- Traffic backs up every night on northbound I-494 at Hwy 55. Give a longer merge area for those getting on I-494 at Hwy 55 because they can't get up to speed with the metered lights located where they are now.
- I-494 from Bush Lake Rd to I-35W is always congested from as early on as 2 p.m. to as late as 7 p.m., going east. This makes a usual 30-minute drive last as long as an hour and a half.
- The congestion on I-494 between Hwy 169 and I-35W is consistent and extremely frustrating! This has been an issue for many years. Thank you for fixing the problem.
- Traffic from Hwy 169 going east on I-494 starting at about 2:30 p.m. weekdays, some weekends
- Traffic backups starting in Bloomington by I-494/I-35W going all the way to Eden Prairie.
- I-494 eastbound and westbound from Hwy 169 to I-35W (general traffic).
- There is too much congestion on I-494 between Hwy 100 and the MOA.
- Short entrance ramps from France Ave to eastbound I-494 backs up eastbound I-494 traffic for miles.
- Congestion on I-494 from W Bush Lake Rd to Nicollet Ave.
- I-494 eastbound in the evening (pretty much the worst possible traffic I know of in the metro).
- I-494 congestion between Hwy 100 & Cedar Ave both directions.
- I-494 during rush hour, mainly in Bloomington.

- There's congestion 95% of the time on I-494, especially traveling east between Hwy 169 & Hwy 77.
- I-94 during rush hour (south in the a.m./north in the p.m.) and Hwy 62 between Tracy Ave & Penn Ave during p.m. rush hour.
- Congestion at France Ave on I-494 east during the p.m. commute.
- I-494 traveling through Bloomington (a.m./p.m.).
- From Hwy 169 past I-35W where I drive most days. Bottleneck from W Bush Lake Rd past France Ave is usually the worst. Also too bad you took out I-494 east to Hwy 169 north interchange. I would use that if I-494 was backed up there, but there is no option but to get off on Hwy 100 to go north, and this keeps extra vehicles in this part of the road contributing to the backups there just about every a.m. workday.
- Between Hwy 100 and I-35W on I-494 east is ALWAYS terrible, doesn't matter the time of day or what day it is.
- I-494 approaching I-35W from either direction is always a hot mess for about a mile.
- I-494 from Hwy 169 to the airport is terrible takes almost an hour some days.
- The I-494 stretch through Bloomington is the most congested.
- Major congestion on I-494 eastbound from Hwy 169 to I-35W interchange.
- I-494 eastbound always congested starting at Bush Lake Rd!
- I-494 between Hwy 169 and I-35W is always congested, even with the added lanes.
- I-494 & Prairie Center Dr through I-494 & Penn Ave is always slow both east and westbound.
- All of I-494. (4)
- I-494 eastbound.
- I-494 between Hwy 169 and I-35W. (2)
- I-494 between Hwy 169 and Cedar Ave.
- I-494 between Hwy 169 and Hwy 100.
- I-494 between Hwy 100 and I-35W. (2)
- I-494 between Hwy 100 & Penn Ave.
- Eastbound I-494 from Hwy 169 to I-35W. (7)
- I-494 and France Ave to about I-35W going east. (2)
- I-494 westbound between Hwy 169 and I-35W.
- I-494 eastbound between Hwy 169 and Hwy 100 - Traffic tends to bottleneck here.
- I-494 at France Ave. (7)
- I-494 west of France Ave.
- I-494 east and France Ave through I-35W.
- I-494 and France Ave to I-35W.
- I-494 eastbound from Hwy 169 to Cedar Ave.
- I-494 between Hwy 169 and France Ave. (2)
- I-494 have equal number of lanes in both direction and better spacing of interchanges & on-off ramps.
- I-494 east, Hwy 169 to Penn Ave.
- Equal number of lanes; I-494 eastbound lane count decreases at France Ave yet backup is around Hwy 169/I-494.

- I-494 from Bush Lake to Cedar Ave.
- I-494 and Bush Lake Rd.
- I-494 from Bush Lake Rd to airport exits.
- All of I-494 between Hwy 77 & Hwy 169.
- France Ave to Penn Ave and westbound I-494 into Eden Prairie.
- I-494 east, from Bush Lake Rd to the airport.
- Eastbound I-494 between France Ave and Penn Ave always a slowdown.
- On I-494 from the airport to Bush Lake Rd.
- Penn Ave/France Ave on I-494.
- All along I-494 from airport to Hwy 100.
- I-494 between MOA and Hwy 100.
- I-494 eastbound at France Ave.
- I-494 and Bush Lake Rd.
- Eastbound I-494 and W Bush Lake Rd.
- I-494 between Hwy 100 and Cedar Ave going eastbound, Nicollet Ave to France Ave going westbound.
- Entire southern length of I-494.
- I-494 From MOA to I-35W.
- Eastbound on I-494 from Eden Prairie to the airport .
- France Ave always backs up on eastbound I-494.
- From I-494 and Hwy 169 to just past I-494 and I-35W.
- West Bloomington stretch of I-494 east in the a.m. and west p.m.
- I-494 from Eden Prairie curve to Lyndale Ave in Bloomington.
- I-494 east from Prairie Center Dr to France Ave.
- On I-494 the I-35W-France Ave area.
- Eastbound I-494 between Eden Prairie and Richfield.
- Hwy 100-Normandale Ave/I-494.
- I-494 eastbound from France Ave to I-35W and I-494 westbound from Cedar Ave to Penn Ave.
- I-494 south of I-394.
- I-494 & France Ave/Penn Ave.
- I-494 is becoming a parking lot now, and not just during rush hour. On and off ramps often contribute to backups too.
- Heading north on I-494 north of Hwy 62.
- Back roads south of I-494 going east only.
- Northbound I-494 locks up at I-394 all the way to Bass Lake Rd where I get off.
- I-494 at Hwy 55.

Hwy 62

- I think that there are predictable spots that have congestion on both of these roads.
- It doesn't matter the time of day, Hwy 62 is always jammed with traffic. No good back road routes exist.
- On Hwy 62, reduction of lanes to two creates constant bottleneck as does the interchange of Hwy 62 going through I-35W. Backed up all the time. Same problem between E Bush Lake Rd and Cedar Ave not enough lanes for existing traffic with no room for growth. Just like restricted blood vessel in body - causes "traffic clots." Surgery to widen channel is needed! MnDOT always underbuilds major roads.
- For eastbound Hwy 62 there is often traffic backed up all the way to or past the split for Hwy 62 east and I-35W north traffic. There is a lot of traffic that tries to pass in the right lane (which exits to Portland Ave only) and to get "ahead" of the traffic already backed up to continue on Hwy 62 east. This causes a lot of frustration and accidents. The big slowdown here (at least in the evening) is I-35W south traffic that is merging on to Hwy 62 east.
- Many of my eastbound trips would benefit from using Hwy 62 out of sheer directness, but I usually opt for I-494 since Hwy 62 eastbound is generally really bad.
- People need to learn to carpool. Hwy 62 is awful when you exit to Hwy 5 north into St. Paul. That ramp is too tight.
- Hwy 62 seems to be always backed up going into Minneapolis.
- The westbound lanes on Hwy 62 at Hwy 169 interchange have to deal with merging traffic to Hwy 212 ramp that crosses over two lanes in a short area. I am constantly on the lookout for accidents in this area.
- There are odd spots of slow traffic. Eastbound Hwy 62 at France Ave and just before Valley View Rd. The same on westbound Hwy 62 at those same spots, plus the Hwy 100 northbound ramp. I-494 eastbound at France Ave - slow too.
- I-35W south to Hwy 62 to Hwy 62 and Clearwater is my drive. Always backed up.
- Hwy 62 east has always been a mess as everything bottlenecks down from Hwy 212, Hwy 169 and Hwy 100. The other stretch is Hwy 62 west just after I-35W south in the mornings. You can consistently rely on that being a stop-and-go nightmare. This can add at least 15 minutes on to my commute.
- It always seems for no simple reason there is a backup on Hwy 62. Especially around Hwy 100 - for zero reason.
- Hwy 62 is most often congested east and west of I-35W.
- I work at the airport and take Hwy 62 east every morning around 8:15-8:30 a.m. It is usually great until it meets up with Portland Ave/Cedar Ave.
- I experience backups along Hwy 62 near France Ave and I-494 near I-35W almost all the time.
- Hwy 62 east from I-35W to Hwy 77 is always congested, not a great plan for how it was constructed for it to be funneled to one lane.
- Due to the congestion on I-494 between Hwy 100 and the MOA, I avoid travel there as much as possible.
- I avoid Hwy 62 during rush hours - hopelessly congested.

- Traffic tends to backup on Hwy 77 north toward the westbound cloverleaf to Hwy 62. Much of this due to the almost immediate entrance/merge on Hwy 62 that requires both sets of drivers to slow to allow each other to safely merge/zipper.
- The section of Hwy 62 eastbound directly after the break off for I-35W is terribly congested due to poor traffic management as the road goes to one lane. On a really bad day this can add 20-30 minutes to an otherwise normal commute.
- I would use Hwy 62 more, but there is no convenient on ramp westbound from Richfield. Also, super heavy congestion between Cedar Ave and I-35W in both directions is a major hindrance to me using Hwy 62 more frequently.
- If one or the other could be improved that would be great, but traffic is awful on both Hwy 62 and I-494 right now, especially eastbound Hwy 62 from Hwy 169 to Hwy 100 and from E Bush Lake Rd to Penn Ave.
- Consistently, the biggest congestion I experience is on Hwy 62, between Cedar Ave and I-35W. In the afternoon, the exit from I-35W south to Hwy 62 east can back up onto I-35W, creating a situation that I feel is dangerous, not to mention frustrating.
- Something needs to be done about the congestion on Hwy 62 eastbound from Hwy 169-Hwy 100. The traffic merging on to Hwy 62 from Hwy 100 seems to really back everything up as well as the traffic from Hwy 212 merging with Hwy 169 and Hwy 212.
- Hwy 62 has been congested for decades, when the commons area was reconstructed this was known, and should have been a part of that project. At minimum, one additional lane should have been added then.
- It's always bumper to bumper on Hwy 62 from 7-9 a.m.
- Hwy 62 needs significant relief between Hwy 169 & Hwy 100.
- Currently I avoid Hwy 62 like the plague. If I don't need to go that way I don't. I would rather use city streets than I-494 and Hwy 62.
- In particular, Hwy 62 seems to have a lot of on-off ramp issues. The area around Valley View Rd/Hwy 100/Hwy 62. Eastbound Hwy 62 east of I-35W is another area.
- Hwy 62 east from Shady Oak Rd to Hwy 169 is awful.
- Hwy 62 is almost always congested at I-35W.
- Things have improved since the I-35W/Hwy 62 interchange was rebuilt, but Hwy 62 in particular is still very congested.
- Hwy 62 westbound backs up with the traffic merging from Cedar Ave.
- Hwy 62 is extremely congested at almost all times of day. Congestion is particularly bad at the interchanges and at the bottlenecks at Hwy 62/I-35W/Portland Ave and Hwy 62/Hwy 212/Hwy 169. Hwy 62 is ALWAYS backed up going east after I-35W split/Portland Ave exit. Hwy 62 needs additional travel lanes!!
- Hwy 62 west approaching Hwy 77 also seems to get congested frequently, yet not when getting on I-35W north, because there are two lanes getting on I-35W north, whereas Hwy 77 has the similar loop on ramp as I-35W at I-494.
- I do love my Hwy 62 - there just are not many alternatives to get to work in Edina.
- Congestion also near Hwy 100 on Hwy 62.
- It's frustrating that Hwy 62 goes down to one lane and you need to basically exit and re-enter when traveling eastbound over I-35W.

- On Hwy 62 there is a big backup when Hwy 212 and Hwy 62 merge together and again at Hwy 100 until I-35W. On low traffic days I can commute from Minnetonka to Nicollet Ave in 20-25 minutes. In high traffic in can take an hour plus.
- Hwy 62 seems to always be backed up, at Hwy 100 always bad.
- Hwy 62 is only bad when there is an accident (maybe needs a wider shoulder?)
- I don't have anything to say on Hwy 62 except the fact that I stay away from it as much as possible.
- Neither are horrible, but I typically travel at off-peak times. The daily congestion on Hwy 62 westbound is frustrating, but at least it typically clears up in a short distance (right after the Hwy 100 north exit).
- Entrance front Baker Rd to Hwy 62 going east is treacherous!
- Crosstown is also a pain going east in the a.m. until you pass Hwy 100.
- I travel between France Ave & Hwy 62 and Hwy 55 in Inver Grove Heights almost daily, typically eastbound after morning rush and westbound just as the evening rush begins or as it's tapering off. Most notable congestion for me seems to be afternoon westbound and grows from I-35W eastbound to about Hwy 55 at the worst point. A second area of congestion grows from Hwy 100 in both directions but at a little different pace.
- Hwy 62 in either direction is ridiculous during rush hour.
- Hwy 62 issues tend to be around on-off ramps, where traffic can suddenly stop. The metered ramps help somewhat.
- The potholes on Hwy 62 are terrible in the spring. There are far too many sections on east Hwy 62 where it goes down to one lane. This results in dangerously late merges, lane militants, driving far too close to the vehicles in front of you, etc. Cars frequently drive on the shoulder on east Hwy 62 right after I-35W where there is a very wide shoulder. This results in dangerous merges when the cars in the actual lane are not expecting it.
- Hwy 62 is not worth driving on during rush hour times. Traffic is typically bumper-to-bumper and does not matter where.
- Hwy 62 is simply insufficient to handle the volume of traffic - especially between I-35W and Hwy 77.
- Hwy 62 is awful right in Richfield! So many people try to bypass the traffic just east of I-35W by taking the Portland Ave exit and then it gets more backed up from three lanes of traffic funneling together with the traffic from I-35W southbound and stays congested through the interchange with Hwy 77.
- I use Hwy 62 daily in the morning and find the commute congested but predictable. However I try to avoid both Hwy 62 and I-494 during the evening commute due to the significant/extreme congestion and unpredictable travel times.
- I used to live in southwest Minneapolis - Penn Ave and Hwy 62- and it would be backed throughout the day! Even the middle of the day! Insane! Need more lanes or something! I hated adding an extra 10 min to a short commute.
- Hwy 62 is typically used on weekends and times when traffic is lighter.
- Never use Hwy 62 as an alternate because always bogs down when you have three converging lanes coming from the east going down to one lane.

- It seems like there is always congestion westbound from the 34th Ave - Cedar Ave stretch on Hwy 62.
- In the morning I use Hwy 62 westbound, and it's relatively clear. In the afternoon I have to avoid it almost entirely because of how congested it is. Therefore, I take side streets, etc. In general, my morning commute is 30 minutes, commute home is 50-60 because there is no quick way to travel eastbound at that time.
- When Hwy 62 backs up going eastbound it impacts the Hwy 62/Hwy 169 interchange as well as all the way back to Hwy 212 into Eden Prairie.
- I think that Hwy 62 is more of a concern than I-494. At least I-494 frees up at times. However, I-494 is congested for a longer stretch (Hwy 212 to I-35W).
- With only two lanes, any small issue on Hwy 62 can really slow things down.
- Hwy 62 near Hwy 100 is awful.
- Hwy 62 has terrible congestion during the morning and afternoon commutes. This highway desperately needs additional lanes.
- There have been great improvements to segments of Hwy 62, but there are still some curves and inclines, in particular by Hwy 100 and France Ave that cause major issues.
- I-35W and Hwy 77 Interchanges are also of concern. Hwy 62 should not be expanded, it will create two bottle necks on I-35W if it is expanded more. Shifting congestion, not solving it.
- The worst congestion on Hwy 62 east appears to be after Hwy 169 where four lanes merge into two and between Hwy 100 and France Ave.
- Hwy 62 eastbound at afternoon rush hour is awful. Hwy 62 westbound at 2:30/3:00 p.m. is awful.
- I routinely drive to the airport for work. During peak rush our times, eastbound Hwy 62 from the Hwy 62/Hwy 169/Hwy 212 intersection to about Penn Ave is congested.
- Hwy 62 from Hwy 212 to France Ave (east) is far worse than traveling on I-494, & it starts at 3 p.m., lasts until 6 p.m.
- I dread taking Hwy 62 at pretty much any day/time.
- Where Hwy 212/Hwy 5 merges to Hwy 62 and Hwy 169 has got to change. Its bottlenecks and the exit/on ramps are dangerous and congested.
- Hwy 62 eastbound from Gleason Rd to I-35W... also eastbound Hwy 62 from I-35W is a joke all that money and time and it is one lane - terrible decision on MnDOT.
- I-35W south to both Hwy 62 west and east are particularly congested. There needs to be more than one lane on the interchange from I-35W south to Hwy 62 east and it is confusing to have a lane that can go both east and west. Traffic really gets dangerous as people try and merge. The second lane when merging from I-35W south going west needs to go further on to Hwy 62.
- Significant eastbound Hwy 62 congestion 4-6 p.m. between Hwy 169 & Hwy 100. It is backed up all the way to Hwy 169 but seems to be backed up all that way due to congestion at the cloverleaf on-off ramps at Hwy 100.
- Hwy 62 eastbound from Hwy 169 to Hwy 100 is slow.
- Never try to go west on Hwy 62 between 4 p.m. and 6:30 p.m. Will often take I-494 but exit on Hwy 77 and drive north to 65th street to get to Academy of Holy Angels.
- I stay on Hwy 62 to Hwy 100. From the Hwy 169/Gleason Rd interchange traffic often moves at a crawl. I believe it is because of the congestion further east.

- Eastbound Hwy 62 in Edina is congested due to two bottlenecks between Hwy 169 & Gleason Rd.
- Hwy 62 between Hwy 100 and I-35W is very slow during rush hours. Lanes are too narrow, not enough lanes and the exchanges don't flow well (i.e. Hwy 100, Portland Ave/I-35W)
- To get to work, I take Hwy 169 south to Hwy 62 west to Hwy 212 west. The interchange from Hwy 169 south to Hwy 212 west is very awkward. It would be much better to have an overpass that connects Hwy 169 south directly to Hwy 212 west.
- Crosstown is a nightmare of a road. Its narrow, has barely any shoulder in most places and is typically congested.
- Hwy 62 is better than I-494, but I get off at Tracy Ave to avoid traffic, use 66th to travel often
- Going eastbound Hwy 62 with southbound Hwy 100 coming on is dangerous. There is not much room for Hwy 100 to get on and there is always congestion there. Also, the on ramps in Edina going westbound do not give much room or time for entering the freeway.
- Hwy 62 has a parallel backup when I-494/I-35W traffic is backed up from Bloomington to Eden Prairie. It is awful since there are no other parallel options to go eastbound!
- The I-35W and crosstown interchange is still horrible. How did anyone think that new mess was a good idea.
- Hwy 62 east of Hwy 169 typically backs up morning and evening all the way to Hwy 100.
- Crosstown Hwy 62 eastbound is very congested, often at a standstill, at both morning and evening rush times.
- Tracy Ave/Hwy 62 traffic backups on Hwy 62 west exit ramp due to Tracy Ave traffic. Significant delays often extending well beyond Gleason Rd on Hwy 62 leading up to Hwy 62/I-35W split.
- Crosstown backs-up outside of the new construction, traffic congestion just has been moved.
- I'm deeply frustrated about the existence of the Cedar Ave bridge, which is an outlet for traffic from Hwy 62. It dumps directly into a residential neighborhood, and it pollutes the surrounding waterways.
- I generally avoid Hwy 62 east between Hwy 100 and France Ave.
- Eastbound Hwy 62 really backs up where it meets Hwy 169 through Hwy 100.
- Hwy 62 east in the morning between Hwy 169/I-35W is slow for commute.
- Getting across I-35W on Hwy 62 is almost always crappy, time of day doesn't seem to matter.
- On ramp from I-35W south to Hwy 62 is always backed up and congested. Need two lanes with option of going right onto Portland Ave.
- Eastbound Hwy 62 at I-35W at rush hour is as bad as ever. From southbound I-35W it backs up and congests the right hand I-35W through lane. From northbound I-35W, it can back up the entire ramp. When this interchange was redone, why wasn't there an additional eastbound Hwy 62 lane added? A total waste of money!
- I find I-494 ok due to a majority of my commute on Hwy 62 going east before Portland Ave is awful and Hwy 62 west from Penn Ave to Hwy 100 is ridiculous all the time.
- I tend to need to use back roads if the ramps and traffic flow at I-394 are congested to get to Hwy 62 area.
- I can't believe that it has taken so long for the government to deal with the traffic situation on Hwy 62.

- It's unfortunate Hwy 62 is only two lanes in either direction. I take Hwy 62 to Hwy 100 to then go north, my 2nd choice is Hwy 62 to Hwy 169 to then go north. If Hwy 169 is under construction in 2016, then Hwy 62 will be worse as people work their way over to Hwy 100 to go north.
- Crosstown congestion negatively impacts Richfield and Edina.
- Hwy 62 gets very backed up around interchanges to I-494, Hwy 169 and Hwy 100.
- The congestion on Hwy 62 at Hwy 100 has really grown since the Hwy 62/I-35W corridor was completed. Hwy 62 really needs three lanes in both directions between I-35W and I-494.
- Hwy 62 is horrible everywhere but the commons. The road isn't wide enough to accommodate the number of cars traveling that way each day and the road conditions in South Minneapolis are abhorrent.
- The merging of 62E and I-35W ruins my commute every day. I am considering leaving Minneapolis because of how much time it costs me.
- Since I live in Richfield, I am always aware of the number of cars who simply leave the crosstown (whenever it is congested) and drive through Richfield on 66th St. If there was less congestion on Hwy 62, there would be fewer cars using 66th St as their alternative. Perhaps better design of the on-off ramps on Hwy 62 would help relieve congestion, as would more and better public transit.
- Hwy 62 going east: transition from three lanes down to two is too long, allowing aggressive drivers to stay in left lane as long as possible and increasing congestion when they finally merge.
- Hwy 62 is quite slow during peak commute hours and merging traffic from "on" ramps is slow and dangerous.
- Hwy 62 typically slows down around Cedar Ave going westbound - poor merging abilities from Cedar Ave onto Hwy 62 westbound. Bad almost daily.
- Crosstown backs up outside of the new construction. The bottlenecks have moved.
- The level of congestion is greatly affected by the time of day I commute to work. If I don't leave my house by 6:30 a.m., traffic congestion on Hwy 62 is extremely congested. In the afternoon, traffic heading west is heavy starting at 4:15 p.m.
- I avoid Hwy 62 at rush hour.
- Hwy 62 has too many exit and entrance ramps that people don't utilize properly causing back-ups.
- When heading east on Hwy 62 where it splits onto Hwy 62 and I-35W - when staying on Hwy 62 - open up part of the second lane that was built (on the right) and then zipper merge the vehicles.
- You just updated Hwy 62 a few years ago, and the commons and Hwy 62 between I-35W and Hwy 100 are still disasters at rush hour.
- Hwy 62 westbound is a complete cluster from 7:30-8:30. I often have to take I-35W south to I-494, which is out of my way. There I try to merge while traffic from 66th(?) is also trying to merge at the same time. Two lanes both trying to get to the same spot. Dangerous.
- Hwy 62 between France Ave and Hwy 169 is a terrible bottleneck. Need more lanes.
- The Hwy 100/eastbound Hwy 62 interchange is one of the biggest problems with the crosstown during rush hour. Also, the Xerxes Ave to eastbound Hwy 62 on ramp is extremely short and narrow -- very dangerous.

- France Ave exit to go east on Hwy 62 does not provide enough time to merge and is fairly dangerous. Penn Ave to go east on Hwy 62 has longer merge lane and provides a greater feel of safety.
- I often travel I-494 and Hwy 62 to commute back and forth to work. I find that Hwy 62 eastbound is heavily congested until Hwy 100. Trying to get onto Hwy 100 northbound from Hwy 62 is almost impossible at 5:00 p.m. The amount of people trying to get onto Hwy 62 while you are trying to exit is ridiculous. No one uses the meters anymore.
- I experience congestion all along Hwy 62, especially at Cedar Ave and Hwy 100. I-494 & France Ave is also bad.
- Valley View westbound entrance to Hwy 62 is consistently awful, slows Hwy 62 a long distance to the east. Cedar Ave northbound to Hwy 62 westbound is also terrible. There has to be a better way.
- On Hwy 62 between I-35W and Hwy 100 is still very congested.
- Specifically, when travelling east on Hwy 62 and you get past the split where traffic for I-35W goes north toward downtown, it necks down from two lanes to one lane before you get to Portland Ave, and then you get traffic from south I-35W joining it. That is always MAJORLY congested, even during non-rush hours times of the day.
- Crosstown commons still stack up eastbound into St. Paul on weekday p.m. rush.
- I find I-494 ok due to a majority of my commute on Hwy 62 going east before Portland Ave is awful and Hwy 62 west from Penn Ave to Hwy 100 is ridiculous all the time.
- Hwy 62 east of I-35W and Hwy 62 Interchange. Worst congestion ever.
- Hwy 62 eastbound during p.m. hours.
- The worst congestion by far. Hwy 62: from Hwy 169 to I-35W rush hour delays consistently
- Hwy 62 is always so congested and hard to get through. It's very frustrating.
- Hwy 62 westbound always slows and backs up prior to reaching Hwy 100. Not sure why (except the exit ramp to Hwy 100 leaves little room) but this congestion would seem completely avoidable if there were an extended exit to Hwy 100.
- Congestion between Hwy 100 and Penn Ave on Hwy 62.
- Going east on Hwy 62 from 3:00 to 7:00 p.m.
- Hwy 62 in general.
- Congestion in Edina, between I-35W and Hwy 100.
- Hwy 62 going east from Hwy 212 until France Ave/Xerxes Ave in the evening rush hour is very problematic.
- Westbound on Hwy 62 suffers congestion from traffic merging to Hwy 62 from Cedar Ave
- Hwy 62 east in the p.m. before France Ave.
- Hwy 62 east during the afternoon commute starting at Hwy 169.
- Hwy 62 east between I-494 and airport is terrible during rush hour!
- On Hwy 62 traveling east as it merges with traffic right outside of Eden Prairie before Hwy 169.
- Traveling east on Hwy 62 during rush hour in the evening is always backed up at one Hwy 169 and Hwy 100.
- Hwy 62 west of I-35W, specifically near Southdale and Hwy 100, seems to always be slow.
- All of Hwy 62/Crosstown. (7)
- Hwy 62 between I-35W and Hwy 100. (4)

- Hwy 62 between Hwy 169 and I-35W. (4)
- Hwy 62 between Hwy 169 and France Ave. (4)
- Hwy 62 east of the I-35W interchange. (4)
- Hwy 62 east between Hwy 169 and I-35W. (2)
- Hwy 62 between Hwy 77 and Hwy 100. (2)
- Hwy 62 between Hwy 77 and I-35W. (3)
- Eastbound Hwy 62 Tracy Ave to I-35W. (2)
- Hwy 62 east between I-35W and Hwy 77.
- Hwy 62 between Hwy 77 and Portland Ave.
- Hwy 62 and France Ave. (5)
- Hwy 62 eastbound near Hwy 169 and Tracy Ave.
- Hwy 62 between I-494 and I-35W.
- West Hwy 62 and Lyndale Ave, east Hwy 62 and Portland Ave.
- Eastbound Hwy 62 at Portland Ave exit.
- Eastbound on Hwy 62 from the Hwy 62/Hwy 212 interchange all the way to I-35W and beyond.
- Hwy 62 & Portland Ave. (2)
- Hwy 62 from 28th street to I-35W interchange.
- Hwy 62 eastbound east of Hwy 169.
- Hwy 62 in Edina between Gleason Rd and Hwy 100.
- Hwy 62 going east in the area of the I-35W split and Lyndale Ave exit.
- Multiple interchanges along I-494.
- Hwy 62 west between airport and Hwy 100.
- Hwy 62 between France Ave and Tracy Ave.
- Hwy 62 westbound between I-35W and Hwy 100.
- Hwy 62 between I-35W and Hwy 100.
- Hwy 62 west of Hwy 100.
- Eastbound Hwy 62 west of Hwy 100.
- Eastbound Hwy 62 at Portland Ave - exit lanes at light, unable to make right turn.
- Hwy 62 needs to be three lanes from I-35W west to Hwy 169.
- Extra lanes on Hwy 62, metered ramps are not working.
- Crosstown from 34th to Portland Ave, and again past the commons.
- Hwy 62 Shady Oak Rd to France Ave.
- Hwy 62 between Hwy 77/Cedar Ave and I-35W.
- Hwy 62 west from Lyndale Ave to Hwy 100.
- Hwy 62 eastbound through Richfield.
- From Gleason Rd east to Lyndale Ave on Hwy 62.
- From I-35W and Hwy 62, add a third lane eastbound till Cedar Ave.
- More driving lanes on Hwy 62.
- Hwy 62, right at the split (both directions), Hwy 62 west approaching France Ave.
- Add lanes to Hwy 62 between Hwy 169 and I-35W.
- Hwy 62 (both directions) within Edina city limits & approaching Edina from west.
- Westbound Hwy 62 between Penn Ave and Hwy 100.

- The I-494/I-35W interchange is awful, but the entire length of Hwy 62 is almost always at least somewhat congested, even at non-peak travel times. PLEASE add a lane between I-35W and Hwy 100!
- Hwy 62 & France Ave/Penn Ave.
- Eastbound Hwy 62 Gleason Rd to Hwy 100.
- Hwy 62 between Hwy 212 and I-35W
- Eastbound Hwy 62 Crosstown Commons
- Crosstown Hwy 62 from Hwy 169 past Portland Ave.
- Hwy 62 and Xavier Ave (area)
- Hwy 62, both directions, Hwy 100 to Lyndale Ave/Penn Ave
- Hwy 62 through Richfield/Edina
- Hwy 62 - Cedar Ave to Hiawatha Ave
- Hwy 62 near France Ave, and between Eden Prairie and airport
- crosstown between Penn Ave and Hwy 100
- 3rd lane on Hwy 62
- Hwy 62 east of Portland Ave and I-35W/494
- On Hwy 62 west of Hwy 77/Cedar Ave
- Hwy 62 east where 4 lanes go down to 2 right after Hwy 169
- Crosstown Hwy 62 between Xerxes Ave and Hwy 169
- Hwy 62 between Penn Ave and Hwy 77 in both directions.
- Hwy 62 west from Xerxes Ave to Hwy 100
- On Hwy 62 eastbound, near Hwy 100 exits
- The Hwy 62/I-35W interchange is so much better than it used to be. The problems now are between Hwy 100 and Xerxes Ave, and everything east of I-35W. It's often a parking lot between I-35W and Cedar Ave - needs widening. And eastbound east of Cedar Ave needs repairs badly.
- Hwy 62 from Shakopee to I-494
- the merge of the two lanes one collapsing one merging in on Hwy 62
- Hwy 62 during peak periods - Hwy 100 to Portland Ave
- The entire length of Hwy 62. Take a hard look at making it a 6-lane highway.
- All along Hwy 62 - west in a.m., east in p.m.
- Hwy 62 - both directions from I-35W to Portland Ave and I-35W to Hwy 169
- Hwy 62 in particular does not give enough room for merging/accelerating to posted speed limit (especially on the Hwy 62/Hwy 100 exchange)
- On Hwy 62 through the Edina area & I-35W
- Need better flow on Hwy 62 ramps at Hwy 100 , on ramps in Edina. And tell the Edina cops they're not helping matters any.
- Hwy 169/Hwy 62-Penn Ave/Hwy 62
- Hwy 62 eastbound at I-35W should be two through lanes, not one
- On Hwy 62 between France Ave and Hwy 169 that seems to be the most congested area during both rush hours. 2nd worse is between Hwy 77 and I-35W
- Expand Hwy 55 ramps into interchange.

- Hwy 62 should be 3 lanes in each direction between I-35W and Cedar Ave/Hwy 77. Also, they should shut down that entrance ramp from Bloomington Ave.
- The bottle neck on Hwy 62 right before Hwy 100 where Hwy 212 merges into Hwy 62

General

- It seems that at the curves in the road is where congestion is greatest. Curve at 62E & Hwy 100 and curve at I-494 east before Hwy 169 south. Hwy 62 & Hwy 100 interchange is tight people slow down contributing to congestion slowdowns. I-494 & Hwy 169 interchange has been improved, which is great, but overall when lanes decrease on I-494, congestion is present. Congestion times can vary... ranging from a few minutes (reasonable during high traffic hours) to many minutes, adding 15-20+ minutes to a commute. These 2 highways are undersized for the number of people traveling on them.
- Generally, once I get past I-35W (going east in the a.m.), traffic eases; get on I-494 at east Bush Lake Rd. Generally, I use I-494 rather than Hwy 62 for commuting. Traffic seems to be heavy regardless of the time of day or day of the week.
- I-494 can be very congested at almost any time. Crosstown isn't as bad except during peak rush hour.
- Many times there is significant congestion on both; however, Hwy 62 and I-494 can be very different in terms of congestion and travel time based on the direction and time of day. I live in Richfield between I-494 and Hwy 62 off Penn Ave, and I drive daily from home to my office in Eden Prairie. I typically only use Hwy 62 both directions. My office is on the north side of Eden Prairie, closer to Hwy 62. The morning commute really isn't an issue. 20 min tops with decent weather, which is only 5-10 min added. Some congestion, mainly around on-off ramps for Penn Ave, Xerxes Ave, France Ave until Hwy 100, and then traffic flows pretty freely. I try to avoid high travel times in the evenings- after 5:45-6 p.m. Eastbound Hwy 62 in the evenings is VERY painful - 40min travel time. Traffic backs up as far west as Hwy 169. I often exit on Gleason Rd and take side roads. I avoid I-494 as much as possible, both directions, any time of day or day of the week. There is usually some level of congestion. This is unfortunate as I-494 is very convenient for me.
- Cloverleaf interchanges slow down traffic and cause congestion. Traffic shouldn't have to come to a crawl to merge. Also, I-494/Hwy 62 should have fewer exits and more frontage roads. This would ease congestion as well due to less people entering and exiting the interstate every few hundred feet.
- I would use it more if there wasn't so much congestion. Even on weekends it is stop-and-go. It sucks.
- Anything that can be done would be great. The congestion on these roads seems to be getting worse every day, month, year.
- This is a VERY congested freeway. Average speed during rush hour, at least for me, is 5-10 miles an hour and I just have to go to Cedar Ave which takes over 25 minutes to just go 10 miles or so. It is even worse if there is a drop of rain or 1 snow flake and it doesn't get any better when other drivers are forced to use I-494 during other freeway remodeling. What this freeway really needs is 6 or 7 lanes to accommodate all the traffic.
- You added lanes, yet traffic is still congested, why?

- Once stuck in congestion, there are only a few options to exit and take an alternate, efficient non-freeway route.
- Drivers coming from Baker Rd (going north) that need to turn right onto Hwy 62 east and then quickly merge over to use the left turn lanes for I-494 are NOT following road signs. Drivers heading eastbound on Hwy 62 that need to turn right for I-494 are NOT following road signs. Drivers are merging when they need to yield, yielding when they have right of way... they are causing all the congestion in this area.
- It is clearly that the condition is terrible during the rush hours. Simply because the road is not broad enough.
- On ramp from Hwy 5 east to I-494 east ALWAYS backed up/Hwy 62 east narrows on around Gleason Rd ALWAYS backed up.
- The narrowing of lanes especially east of Hwy 169 (traveling east) is a major cause of congestion. I feel that the Valley View entrance ramp with its short lane entrance contributes to the slowdown in that area (clears up after Hwy 100).
- No matter what time of day you travel these two roads, it's congested.
- They always are incredibly backed up during rush hours. It's so predictable at JUST the spot where all the congestion starts.
- Unexplained delays at between Hwy 100 and Penn Ave on both I-494 and Hwy 62 eastbound. Westbound Hwy 62 at Penn Ave/France Ave and I-494 at Lyndale Ave always seem congested.
- Hwy 212 and Hwy 62 merges at Hwy 169 in Eden Prairie is a nightmare! Eastbound traffic is stopped up often to Hwy 100 during rush hour. Westbound drivers take their life in their hands trying to get into the lane they need!! I avoid I-494 at all costs because it is worse. All of the work done at I-35W Crosstown area of Hwy 62 in 2008/2009 made things worse. It is a struggle to get out of Eden Prairie any time of day-- I hate it. I have used mass transit for commuting but I am almost 60 years old and having to lug my computer bag on wheels on and off the bus is not worth it.
- Hwy 62 is always backed up along Hwy 100 both directions, maybe a third lane might help in those areas. As far as eastbound I-494 goes it doesn't matter what time of day but from Hwy 100 to I-35W it is always backed up and I don't know why that is or what the solution might be.
- 7 days a week it seems I-494 has traffic. And random days it's very smooth. Not specifically weekend does the traffic die down.
- Both I-494 and Hwy 62 have to be the most undersized highways in the metro. I-494 is consistently a disaster, even on weekends. Hwy 62 is way too small to be carrying traffic across town. There is a noticeable difference in flow for a brief period of time when things open up near I-35W.
- During the height of rush hour traffic, my travel time increases by at least 45 min.
- Hwy 62 and Hwy 100 seems to be a huge bottleneck ever since 7 has been closed.
- Very slow, bumper to bumper.
- Hwy 62 from the Hwy 212 split eastbound through Edina is a really frustrating stretch. Even when traffic is free flowing it slows near the grade at the train bridge/Wyman Ave area. The Gleason Rd exit gets heavily abused by people trying to circumvent the slow downs. Of course I-494 eastbound in the Bush Lake Rd to I-35W stretch is always slow as well and has been for

years. Even in non-rush times it backs up excessively making getting to Bloomington/MOA/airport a problem.

- I have to choose between Hwy 62 and I-494 on my way home. Both are the pits. I entered just east of Hwy 169, and I feel like I-494 is a black hole of time. Hwy 62 is a little better but can you imagine if Hwy 62 wasn't just one lane right there between Hwy 169 and Hwy 100.
- I completely avoid Hwy 62 eastbound from I-494 and I avoid I-494 eastbound because of the congestion during rush hour.
- It is always congested heading east between Normandale Blvd. and I-35W. Always. Can't you do something?
- Always backed up from Gleason Rd to France Ave/Xerxes Ave on Hwy 62, and west of Hwy 169 to I-35W on I-494. Traffic is BAD!
- Hwy 62 is always backed up. I can see the highway from my office and I avoid it like the plague. I use I-494 less frequently but when I do, even on weekends, there is always some sort of congestion. The biggest issues tend to be near on-off ramps.
- I will begin working on the corner of I-494 and Crosstown in 2 weeks, and am very nervous about merging with northbound Hwy 169 during rush hour.
- I find traffic is heavy, not only during rush hour, but on weekends and off-hours. This makes it very difficult to plan for travel time, especially when going to the airport, which I do quite frequently.
- Both are an absolute nightmare. Not only are they nearly impassible but they bring I-35W and Hwy 169 to a stop at the interchanges.
- Congestion on Hwy 62 east from Hwy 169 to I-35W is pretty much constant all day. I-494 from Hwy 169 to I-35W both directions has some periods during the day that traffic flows smoothly but rush hours are usually bad.
- The biggest congestion issue is when you get to Edina/France Ave area.
- New I-35W/Crosstown interchange helped. However, you went overboard with roundabouts at the Hwy 169/I-494 interchange -- what a circus! Try to go west on I-494 if you are west of Hwy 100 on the north side of I-494: must take west 78th, Viking Dr, Prairie Ctr Dr, & finally Valley View Rd before you can access I-494 north. There should be access at Bush Lake Rd or Hwy 169 at least. There ought to be better access to Eden Prairie off southbound I-494 -- getting off at Valley View Rd is 'nowheresville.'
- Why is there even so much congestion in the first place? There are already 12 travel lanes among the two highways already.
- I avoid I-494 thru Bloomington as often as possible... It's always congested. Hwy 62 is rarely better. The commons of Hwy 62/Hwy 169/Hwy 212 is a nightmare during rush hour as is the Hwy 62/Hwy 100 area.
- I get on I-494 at Penn Ave and travel to I-35E daily. Generally, the traffic is moving pretty well.
- Both are congested especially at I-35W & Hwy 77 on Hwy 62. A lot of money was spent on Hwy 62 but it does not seem like it helped at all.
- Generally speaking, we avoid it unless it is off time. We usually take side roads.
- In the past year, it feels as though I-494 has less traffic than past year. I try and avoid Hwy 62 whenever possible... there's ALWAYS congestion, particularly at the Hwy 62/Hwy 77 connection and around Hwy 100.

- Most of my driving along both is taking my child to therapy four times a week at 8 a.m. I have given up on both and take 76th Ave all the way.
- I use Hwy 62 more than I-494 and try to avoid rush hour times for both of them as much as possible.
- No matter what time of day, there are always delays!
- I use I-494 westbound in the a.m., and Hwy 62 eastbound in the p.m.
- Southbound is by far the worst.
- From Hwy 169 until I-35W is the worst stretch of road both in Mornings and early evenings. It can be an easy 25 min to get through that area.
- Where Hwy 62 drops down to two lanes, it's just a stop-and-go anytime there is any bit of traffic. Same with I-494 when it drops down after Hwy 169. I-494 and I-35W is horrible, I-494 and Hwy Hwy 212 is just as bad as the I-94 and I-694 entrance/exit, you feel like you're taking your life in your hands each time because people don't know if they should go over.
- Rush hour congestion is to be expected but I-494 & Hwy 62 seem to have congestion outside of peak hours often.
- They are the bane of my existence to get anywhere. Unfortunately, during rush hour, anywhere along the Bloomington corridor (American Blvd/77th/66th, etc.) is a royal mess. There is no good choice of route. But, let's be honest... this is a big metro, and if we don't want to be around people or be willing to deal with traffic, we should probably move out of the city.
- West-end congestion is almost always a factor in the p.m.
- Evening commute usually worse than morning. I typically try to take side roads to avoid congestion.
- Because I live between these two freeways and they are integral to my travel, I have to consider delays when making appointments and often will choose times with less traffic/congestion.
- The Hwy 212 exit heading west is usually backed up for 1/2 mile or more.
- I try to plan my day between 10-2 because other times it is congested.
- Always eastbound on both seems to be the biggest problem, westbound flows nicely. Mostly I-494 eastbound from Hwy 100 to I-35W is a disaster at ALL times of the day, not just rush hour.
- I purposely avoid traveling the highways if at all possible at any time.
- It varies greatly depending time of day.
- I end up taking Bloomington/Edina residential streets during rush hours because of the congestion.
- Both Hwy 62 west and I-494 are quite awful around 5 p.m. during rush hour. A normal 20-minute trip takes triple the time. Hwy 62 doesn't have enough lanes or proper exits (such as the mile-long exit on Portland Ave - ridiculous). Hwy 62 east has no nearby entrance from Portland Ave like it used to, so my trip is extremely lengthened as I often drive in the area back home.
- I would first challenge the notion that congestion on I-494 and Hwy 62 is particularly bad. It's slow exactly when I'd expect it to be slow. I'm not sympathetic to the idea that just because the speed limit is 75mph you should expect traffic to always move at that speed, which is my interpretation of why many people perceive congestion to be a problem. That said, I think we're long overdue for congestion pricing on these corridors. We need better feedback regarding the cost of driving, and I say that knowing my own costs could very well increase. Also, my experience suggests that almost all of the congestion that does exist is caused by funneling at

interchanges and some back up on off ramps. There is plenty of capacity on I-494 and Hwy 62, but it's not structured to be used as well as it could.

- I am retired and as much as possible I try to schedule my use of these freeways to avoid both rush hours.
- No matter what time of day I-494 in the Bloomington area and the Hwy 62 on ramp and around Hwy 77 is ALWAYS congested PLEASE FIX IT.
- Both roads as consistently congested from Hwy 100 past I-35W. The time of day rarely changes this either. On Hwy 62, the exits to Edina and the crossroads going over/under Hwy 62 aren't able to handle the traffic which isn't helping.
- Driving either road is horrible more so heading eastbound during the afternoon rush hour.
- Always congestion build up between Hwy 169 and MOA. Better interchanges could help back up to airport tremendously.
- It's pretty consistent in the morning (travel time), but in the afternoon/evening, it varies SO MUCH and it can be really frustrating.
- I take I-494 in the morning and Hwy 62 in the afternoon for my commute. I leave early enough that congestion is nonexistent in the morning but just starting to slow in the afternoon on Hwy 62. I avoid I-494 in the afternoon because eastbound I-494 is always backed up seemingly no matter what time of the afternoon.
- I normally drive these routes between 10:00 a.m. and 5:00 p.m.
- TOO CONGESTED.
- I don't have to work "prime" hours so my congestion is not bad but it's always backed up at the highways mentioned above for no reason.
- Not everyone has the option of using mass transit or carpooling. Congestion relief is needed for all of us.
- The Metro cities should not try to pave their way out of congestion. Congestion is the system's way of saying that you need to get people to use mass transit and/or to live closer to their work. I am a Republican and I approved of this message.
- Many times we diverge from Hwy 62/I-494 to use local streets because the trip times are more reliable.
- Due to the predictable congestion, I have avoided visiting businesses or events in the city.
- Traffic is usually backed up along Hwy 212 well before I get to I-494/Hwy 62 in Eden Prairie, the whole area is a mess in the morning.
- Eastbound congestion needs to be addressed.
- Dread both.
- I avoid using it if at all possible.
- Going east always seems to be worse.
- It's outrageously bad.
- The congestion seems very unpredictable, I travel these roads every morning and some mornings are way worse than others, for no apparent reason it seems. Additionally, if ever a car or two is stopped in the shoulder that seems to add delays for no reason. Additionally, the return commute specifically on Friday's is the worst, beginning at 4 p.m. It gets so backed up with cars getting on the on ramps.
- Seems to always have congestion.

- Horrible traffic at peak hours.
- 7 a.m. to 7 p.m. is constant heavy traffic.
- Traffic is unpredictable any day of the week (not just during rush hour).
- I avoid it like the plague but it's a somewhat unavoidable corridor which, I'm sure, is part of the congestion.
- Very unpredictable commute times, even when I leave at the same time in the morning.
- I drove the Capital Beltway in Maryland to my home in West Virginia for 7 years and NEVER had a 4-hour commute home like I did here last year during a snowstorm.
- We use these freeways daily and eastbound is typically very congested for us.
- I-35E, the airport/MOA area, and I-35W are the trouble spots.
- Always congested during rush hour.
- I drive Hwy 212 from Cologne to Bloomington everyday. The majority of the congestion is along Hwy 212 in Eden Prairie where Hwy 212/Hwy 5 meet up, most of the time it's backed up to starting at Eden Prairie Rd or sooner... very frustrating. You either have to leave the house at the crack of dawn... or wait until 10 a.m.
- I avoid rush hour so I find them only moderately congested.
- I travel from Edina to St. Paul and back for work each day. I use Hwy 62 on my way to St. Paul and I-494 on my return trip because of traffic congestion on Hwy 62 on the return, especially around Hwy 77.
- Going west on both I-494 & Hwy 62 in the evening rush hour is very frustrating do to constant congestion.
- I have been driving on them for over 20 years and even with the improvements over the years all they have done is make traffic worse.
- Getting to and from the airport in reasonable travel time is very important to me and our company in Eden Prairie. Due to the I-494/Hwy 62 congestion, our Eden Prairie company avoids entertainment activity along I-494 and in Minneapolis proper.
- I try not to get on I-494/Hwy 62 after 3:30 or so. A lot of other people seem to follow that as well and 76th street and 66th street in Richfield backs up too.
- There never, ever really seems to be a good time of afternoon when there isn't significant traffic.
- Congestion is so predictable, every day at the same times the roads are busy.
- Side roads that run parallel to both roads are extremely jammed with traffic and are becoming a hazard.
- I dread my morning and evening commutes. I have even adjusted my work schedule so I miss the majority of the backup. But that messes with family time and now I can't guarantee that I won't get stuck in traffic at 9 a.m. and 6 p.m. I even go as far as taking side roads some days just so I can keep moving, it might take me just as long but at least I'm moving!
- I can't figure out why it gets so congested; sometimes there seems to be no reason for it.
- Some of the worst congestion in the many states we visit!
- Congestion affects me most during the late afternoon, on both eastbound Hwy 62 and eastbound I-494 from Hwy 169 to I-35W.
- TOO MANY SLOW DRIVERS IN THE LEFT LANE TO START. START ENFORCING SLOW TRAFFIC, MOVE RIGHT-- TOO MANY PEOPLE WEAVING IN AND OUT OF TRAFFIC TO BY PASS SLOW

DRIVERS. SLOW DRIVERS CAUSE SO MUCH CONGESTION. LET FASTER DRIVERS PASS TO REDUCE CONGESTION. START WITH FIXING THE SOURCE OF THE PROBLEM.

- I see the biggest congestion during rush hour (in order): I-494/I-35W, I-494/France Ave, and Hwy 62/Hwy 212.
- Seems like a lot of traffic for only 2 lanes each way.
- Poor design of 'on' and 'off' ramps at interchanges causes merging vehicles to force flowing traffic to slow down or change lanes resulting in a domino effect that slows down traffic and as this delay propagates it causes vehicles far behind to stop/crawl.
- It seems that Hwy 62 and I-494 (from Eden Prairie thorough I-35W) is busy most of the time causing me to waste my valuable productive time.
- The utter unpredictability is frustrating. There don't even have to be accidents for it to be a mess particularly in the afternoon rush.
- Backups are predictable throughout the day and make relying on either as a method of transit difficult pushing me often to use slower less efficient city streets.
- Being that Richfield is right in the middle of these two roads our commute is often difficult during high traffic times.
- Both are crazy during rush hour!!!
- Absolutely dread having to take either one other than from 9-3 p.m. and after 7 p.m.
- Backups always start by France Ave, always slows down.
- Traffic bottlenecks at I-35W going east. Going west from I-35W isn't as bad, but is now worse since Hwy 169 was redone.
- It's not too bad during off hours, but rush hour can make a trip take 5 times longer than normal.
- Unpredictable travel time is the worst. One day you fly through and the next day you crawl for 30 minutes. It seems a couple of spots at Hwy 100 and Hwy 77 would work better with an extra lane if even for relatively short distances. Hwy 77 to Hwy 62 west is horrible too.
- Needs to be fixed but fixing it means longer delays until it is fixed. Don't delay it and make it worse. Don't work during rush hour.
- It's difficult to predict travel time; "rush hour" seems to be all day long and no one is able to rush.
- It's already better than it used to be, but of course I'd like less congestion.
- Afternoon rush hour is terrible going eastbound.
- Due to the congestion at all times of the day along the corridor, I try to avoid traveling at peak times.
- Peak hours commute is very slow & heavy congestion. Even during off-peak hours, it is slow moving traffic. Drive to/from the airport too unpredictable.
- Both I-494 and Hwy 62 are parking lots for most of the day due to heavy congestion. Neither is wide enough to handle the traffic going through them. I try to avoid them at all cost by taking side streets.
- Traffic is so frustrating. You never know how long it will take.
- Going to work in Bloomington and back to Maple Grove every day is terrible!!! Some days it will take over an hour to get home, maybe should think about what other roads around the effective area are also closed. Makes for a horrible horrible drive.

- It's ridiculous how slow moving the traffic is when this is a major highway with many local businesses including the airport.
- Minnesota drivers have an inability to merge or use lanes effectively, creating unnecessary congestion and back-ups.
- Very congested near airport.
- I try to avoid these areas at all costs. There's no reason traffic should be stop-and-go on a Saturday afternoon.
- I hate driving on these two highways during rush hour. Need more lanes or a sane lane or something.
- It is hard to plan for congestion, especially when it matters more, such as airport trips.
- Traffic seems to back up for no reason - midday, early afternoon, after rush hour. You can be driving the speed limit one minute and the next you're down to 15 mph with no warning. Then suddenly, you're getting back up to speed again. Then slow again.
- I avoid both roads during rush hour and take back roads.
- The congestion is absolutely horrible. I take side roads as much as possible.
- Delays can be overbearingly long!
- Congestion at the interchange is variable by time of day.
- Cannot travel after work for hours because I lose several hours sitting in traffic – so quality of my life compromised because highway is useless during those hours.
- Commuting hours are especially bad, but jams can occur nearly any time of day... the zone from Xerxes Ave to Lyndale Ave is the worst highway segment in the Twin Cities... I'd be interested in knowing if any other single segment handled the traffic level that one does.
- It's occasionally pretty backed up, but I'd rather deal with that than an increase in lanes.
- In the mornings something is bunching up traffic around Xerxes Ave.
- Both highways are extremely congested, are typically poorly plowed/salted in winter. Both have gotten worse in the past few years, easily doubling/tripling my commute to Minneapolis.
- I said I experience minimal congestion, but that's because I go out of my way to avoid I-494/Hwy 62 during rush hour.
- Usually my morning commute isn't too terrible unless there is snow. I'm usually on the road between 6:45 and 7:15 a.m. My evening commute is generally pretty bad. Hwy 62 westbound has a lot of congestion around the entrance ramps for Hwy 100 and Hwy 169. Cars don't have enough room to get up to speed before merging onto Hwy 62, which causes everybody in the right lane to slow down significantly. Also, even though they have done construction on I-494 northbound north of I-394, that area causes traffic to be backed up usually before Minnetonka Blvd and sometimes as far back as Hwy 7. It is very hard to judge when things will be backed up: signs are not always accurate, it would be nice to know ahead of time so I could get off and take another route.
- It congests at each interchange.
- In the morning, going from NE Minneapolis to Eden Prairie is not too bad, congestion occurs at the I-35W/I-494 interchange the most. However, returning in the p.m., both I-494 and Hwy 62 are ridiculously congested. I normally take Hwy 62 and the interchange where Hwy 62 and Hwy 212 meet is a huge issue. Additionally, eastbound Hwy 62 is stop-and-go the whole way due to poor interchanges, like Hwy 62/Hwy 169, Hwy 62/Hwy 100 as well as the spacing of exits along

Hwy 62 (France Ave - Xerxes Ave - Penn Ave). I would say, in my experience, the greatest pain points are the Hwy 62/Hwy 212/Hwy 169 meeting up in Eden Prairie, Hwy 100/Hwy 62 interchange in Edina and the I-35W/I-494 interchange in Bloomington.

- Very slow, bumper to bumper.
- Morning rush hour congestion on eastbound I-494 and Hwy 62 approaching Edina and p.m. rush on northbound I-494 and westbound Hwy 62 is typical. Relief is needed.
- Interchanges are often congested.
- Living in Richfield means using both of these roads every day. Unfortunately, it also means *avoiding* these roads every day, often by adding traffic to 66th St and other roads that are used as bypass options when Hwy 62 and I-494 are useless.
- I-494 seems to be stopped going east at any time of day. Hwy 62 and the Hwy 212/Hwy 169 & Hwy 100 interchanges seem terrible for the amount of traffic coming together.
- I travel from Chaska to Mendota Heights daily and I work 7:00 a.m. to 3:00 p.m. Eastbound Hwy 62 backs up by Hwy 100 and again by France Ave. I won't use it westbound in the evening. I-494 eastbound backs up around Hwy 100 and France Ave, westbound near 24th, then again by I-35W up to France Ave. Then the exit to Hwy 212 gets really backed up and causes quite the mess.
- Traveling east/west in the south metro is always hard. If the traffic predictor apps indicate anything bad on I-494/Hwy 62, we take Hwy 13 west (from Eagan/Burnsville) to Hwy 169 if we have to cross the river. That is not meant to serve that purpose!
- One lane interchange constantly backed up. Commute is worse than before they redesigned it.
- This short stretch can turn a 17-mile drive into a 45-minute drive, all due to a few miles.
- The whole corridor is congested from Hwy 169 to I-35W.
- I-494 and Hwy 62 have congestion because we are not properly pricing the highways themselves. More than any other urban interstate or highway in MSP, these two see consistent, all-day and weekend traffic flow owing to the relatively high density of jobs, shopping, destinations, and other amenities along them (particularly I-494). There are many people who use I-494 to travel short distances, often less than three miles, rather than local streets or using other modes as a result. MnDOT needs to question the primary purpose of 494/Hwy 62: are they to serve more regional and state-wide trips (ex. freight) or should they exist to shorten the drive time for local residents by a couple minutes? I understand MnDOT operates within many constraints set by budget, federal dollar requirements, and state statutes for how the roadway can be designed and priced. The reality is that continuing to expand these roads without any pricing first sends signals to drivers, both in the area and beyond. It tells people in Chanhassen that commuting long distances to Minneapolis by I-494 or Hwy 62 or that moving to Shakopee to commute to Bloomington will come at no time/cost penalty. It tells residents it's okay to hop on the freeway to hit up Don Pablo's, even if it means cabs, freight vehicles, and other professional services are slowed down. It tells people that driving is the better mode to take given marginal trip costs (basically, gas) compared to taking transit or riding a bike - and this in turn prevents broad support for improved cycling and transit infrastructure in the area. As we've seen time and again in this region following additional unpriced road capacity, the result is more fringe regional development (residential, commercial, and industrial), more driving/pollution, and, ultimately, a more segregated region by income and race. Finally, I'd like to add that the

Minneapolis-St Paul region has among the lowest congestion figures of major metropolitan areas in this country. MSP residents, on average, have access to the 5th most jobs in a 30-minute commute window, despite us being the 16th largest metro by population. Simply put, congestion in MSP is much, much lower than what we perceive. If MnDOT truly cared about improving mobility options - for people of all ages, incomes, and physical abilities - you would pursue a strategy that prices these roads to mitigate congestion for the people willing to pay, and plow that revenue into 1) improved local transit service on existing routes, 2) new transit investments, such as the American Blvd ABRT route planned by the Metropolitan Council, and 3) accelerated roadway reconstruction via CSAH and MSAS funding with strong improvements to better accommodate walking and biking around these areas. Start by turning one lane in each direction on I-494 into a MnPASS lane. Do NOT add additional capacity for this as was done with I-35W and I-35E corridors.

- I-494/Hwy 62 eastbound in the afternoon/evening.
- Starting at Carlos Pkwy going north in the evening.
- Too many drivers entering from Shady Oak Rd.
- Reduce congestion through Edina.
- It always gets congested at I-694, Hwy 100 and Penn Ave.
- Daily slowdown just before 24th Ave when heading westbound in the morning.
- Traffic usually very congested from Flying Cloud Dr to I-35.
- During rush hour the whole highway is stopped.
- Heading west from I-35W between 2:30 p.m. - 6:00 p.m.
- I experience congestion from Hwy 169 to I-35W.
- From Eden Prairie to I-35W is almost always very slow during rush hour.
- Traffic leading up to the on-off ramp by Cedar Ave (Hwy 77) is particularly congested, as well as the I-35W/Hwy 62 Interchange.
- Hwy 5 to Hwy 62 is an uncomfortable experience, especially in summer during construction season.
- It blocks up going west before Hwy 100.
- Between Hwy 100/France Ave and I-35W.
- Actually the congestion is from Hwy 169 to Hwy 77.
- Congestion between Hwy 5 and the airport.
- Congestion between Hwy 169 & I-35W. (2)
- Hwy 169 to I-35W in morning commute, airport to Hwy 169 in evening commute.
- The stretch between Hwy 169 and I-35W is the WORST! Especially Hwy 169 through France Ave.
- When the entire road is backed up.
- All of I-494 and Hwy 62. (6)
- Penn Ave.
- Specifically, from Hwy 100, east to Penn Ave.
- Eastbound I-494 and Hwy 62 during afternoon rush hour.
- Cedar Ave.
- France Ave. (6)
- Whole stretch between Hwy 77 and Hwy 169, or at least between I-35W and Hwy 100.
- Entire corridor.

- West of I-35W.
- From Hwy 169 to the airport.
- The "Bloomington strip." (2)
- Open up the Bloomington strip so more traffic can flow smoother.
- Bottlenecks with lanes being eliminated.
- Hwy 55 and 495.
- Everything, it's total [expletive].
- (Driving lanes) are clearly inadequate.
- Another lane north/south.
- Getting close to Lyndale Ave is sometimes challenging.
- The bend between Xerxes Ave and France Ave.
- Mainline and the freeway to freeway interchanges. How about some collector-distributor lanes to separate thru traffic from merging traffic?
- By Hwy 77.
- Your problem is France Ave in both ways. For some reason people don't know how to merge.
- Road surface, not interchanges.
- Bush Lake Rd to I-35W eastbound.
- Between Bush Lake Rd and I-35W.
- Hwy 62 & I-494 between Hwy 169 & Hwy 100.
- Hwy 62 and I-494 east of Hwy 169/west of I-35W slow to a crawl during peak hours.
- Remove bottlenecks.
- Both Hwy 62 and I-494 eastbound from Hwy 169 to I-35W (p.m.)
- Everywhere on I-494/Hwy 62 in the study area during rush hour.
- Eastbound prior to I-35W interchange.
- West of I-35W.
- Hwy 77 Interchange should be looked at as well since that spot seems to be getting worse.
- Between Hwy 169 and I-35W.
- Between Penn Ave & Hwy 100.
- Hwy 100. (3)
- I-35W bridge over the Minnesota River.
- Both highways near Hwy 100.
- Highway speed once on I-494/Hwy 62.
- Between Hwy 169 & I-35W.
- From Hwy 169 to France Ave.
- E Bush Lake Rd until at least I-35W.
- Whole stretch from Hwy 169 to Hwy 77 needs congestion relief in all aspects.
- Traffic always seems to back up between Bush Lake Rd and I-35W.
- Everything between Hwy 169 and the airport.
- Between Hwy 169 and Hwy 100 (eastbound).
- Between Hwy 169 and France Ave.
- They both get backed up between Hwy 169 and France Ave, which is a pretty long stretch.
- From Hwy 212 to Penn Ave east and westbound.

- Hwy 212 to I-35W.
- Traffic always slams at Bush Lake Rd going east. It's terrible. Something about the France Ave interchange screws everything up.
- 62E to I-494 east.
- Entire stretch from I-35W to Hwy 5.
- There is a merge lane but it isn't used because people need to cross all lanes of traffic to be able to go north on I-494, the stop lights on Hwy 62 can congest traffic tremendously.
- It's typically eastbound between Hwy 169 and I-35W during the afternoons.
- Between Hwy 62 and I-94.
- Between Flying Cloud, I-494/I-35W.
- Near the airport and MOA, it starts to back up there for the I-35W exits.
- Don't put at the same spot--people can't do the zipper merge. Have auxiliary lanes long enough for traffic and merging to have time to adjust.
- Eastbound near Hwy 100, going to airport.
- Pretty much the entire stretch from Bush Lake Rd to the airport.
- Both highways between Hwy 169 and Hwy 77.

Improvements

Comments about improvements focused on a need for improved interchanges, ramps, and merging areas, a desire for improved transit options, more lanes to increase capacity and utilizing MnPASS/HOV lanes. The majority of responses focused on a general need for improved interchanges and on-off ramps with a specific emphasis on merging lanes being too short. Other suggestions for travel improvements included better signage, zipper merging education for motorists, adding lanes to increase capacity, separating exit lanes, improving sight distances on ramps and ramp metering operations, raising the speed limit and increasing speed enforcement.

Interstate 494

- As for I-494 east, not sure how to fix that- It seems like it should be faster but it just isn't. Then when I-35W comes up it's all fine. Maybe make the merge lane from Hwy 100 south/onto Hwy 100 north longer?
- A quick change to help things on westbound I-494 would be to extend the Lyndale Ave on ramp beyond its current limit (northbound I-35W) to connect with the new lane from the on ramp from northbound I-35W.
- Typically, I find I-494 better than Hwy 62. However, I-494 could use a little longer on ramps to help zipper merge.
- Traffic seems to come to a stop after Hwy 5 enters I-494. Maybe a MnPass lane or 2. More lanes in general.
- Hwy 55 and I-494 eliminate stoplights - make it a proper interchange to alleviate traffic coming from the west. Hwy 55 needs to be faster.
- Need more traffic enforcement Hwy 100.

- I-494 should have a dedicated lane for traffic exiting on I-35W exits in both directions, and/or a dedicated lane for people traveling through the whole way.
- I-494 east of Hwy 169 interchange - instead of a shoulder on the right side, make that the lane to exit to Bush Lake Rd.
- I have a preference to I-494 because that is my typical commute. I would ask for relief in the form of more lanes or choice of MnPASS.
- I'd like to see an entrance ramp from E Bush Lake Rd onto I-494 west.
- Widening I-494 would help.
- Add E Bush Lake Rd on-off ramp westbound, better lane control/markings Hwy 169-E Bush Lake Rd.
- Add a fourth lane on both sides of I-494.
- Mostly need improvement on eastbound I-494 between Hwy 169 and France Ave. Usually will start easing up after France Ave.
- Between each interchange, I-494 loses that lane. Just add the lanes between these interchanges and voila! Four lanes, effectively.
- Additional signage on I-494 designating "I-494 ONLY" lanes to discourage last-minute and frequent lane changing causing congestion.
- Traffic on I-494 west would improve greatly in the afternoon with a better exit ramp, or possibly a fly-over to Hwy 5 west. The bottleneck where Hwy 5 and Hwy 212 east merge is crazy, too.
- Focus more on I-494, which has higher ADT. The turbine interchange at I-494/I-35W should be a big improvement, but also additional lane eastbound between E Bush Lake Rd and Hwy 100 would be an improvement, since it chokes down at that point.
- Make the Bush Lake Rd exit lane a divided lane (barriers) earlier to prevent dangerous merging at the point where the lane starts to turn south.
- An extra lane needs to be added on I-494 westbound between Hwy 100, France Ave and I-35W.
- I take I-494 east from Hwy 169 to E Bush Lake Rd on my commute home from work. Traffic always backs up in that area - an additional lane through Bloomington would do wonders to alleviate some of that congestion.
- I-494 from Hwy 169 to airport needs to be four lanes... no exceptions! Also, Hwy 169 needs to be three lanes south of I-494, one of the worst spots in the metro that gets dismissed.
- Great improvement would be the lane space/distance on the on ramp from Penn Ave to I-494 westbound.
- There should be a longer exit lane to get off on Bush Lake Rd (when traveling east in I-494).
- The transitions of the exits onto Hwy 169 seem to be most ideal. Would like to see similar changes in other areas on I-494 such as the I-494/Hwy 100 & I-494/I-35W interchanges.
- There needs to be a dedicated lane on I-494 from the France Ave on ramps all the way to I-35W. (This isn't just a rush hour problem - it exists most of the day on Saturdays and Sundays.)
- I-494 has way too many choke points, out of date interchanges and poorly designed interchanges (France Ave to eastbound I-494).
- I was surprised the eastbound Hwy 62 after Lyndale Ave was only one lane after all those years of construction... There is quite a bit of traffic here. I am also wondering if there are any plans to add a third lane to east and westbound Hwy 62 in Edina, and the potential for noise walls here as well.

- Can another lane exist on I-494 starting and Hwy 169 that goes straight into Hwy 212? Both directions through the Bloomington Strip are a constant bottleneck. Extra lanes needed between Hwy 100 and I-35W.
- From I-35W and Hwy 62 add a third lane westbound to at least France Ave
- Would love to see duplicative ramps removed NOW! Like Nicollet Ave/I-494.
- I-494 is terribly inadequate for the volume of traffic and absolutely needs more lanes. Hwy 62 also is inadequate anytime except maybe 10 a.m.- 2 p.m.
- Widen the road to eight lanes in each direction and redo the I-35W/I-494 interchange by adding flyovers and ten lanes in each direction.

Hwy 62

- I think Hwy 62 eastbound really needs to be wider through Edina to I-35W. It's always bad, no matter what, every day. Especially when Hwy 169 is going to be closed.
- Hwy 62 needs widening before more work on I-494.
- The interchanges do cause a significant bottleneck, however, there are other areas that see extreme congestion. One relief solution would be to expand Hwy 62 to three lanes from I-494 eastward. There is significant congestion from Hwy 169 to past Hwy 100.
- It would be great to get on to westbound Hwy 62 around Bloomington Ave more easily than hoping on at Lyndale Ave.
- Hwy 62 needs to be wider.
- The entrance ramp on east Hwy 62 right before Cedar Ave south exit should be closed.
- Hwy 62 has very poor road surface (pot holes) along the 28th Ave westbound entrance as well as from 28th Ave to Hwy 77.
- On Hwy 62 three lanes with separate exit/entry lanes merging into the three lanes.
- Hwy 62 needs to be expanded to three lanes in each direction between Hwy 169 and Hwy 5. Especially with Hwy 169 being closed for one year it is going to put tremendous strain on I-494/Hwy 62/Hwy 100. The I-35W/I-494 interchange should be reworked into a stack or turbine interchange to help improve traffic flow. However, I believe reworking Hwy 62 by adding in a third lane would benefit the congestion along I-494 considerably.
- Hwy 62 should be at least three lanes. It is congested at all hours of the day!
- Another lane needs to be added to where Hwy 62 meets with the traffic coming from south I-35W. Two lanes become one and then you have all this other traffic flying in from I-35W.
- On Hwy 62 the bottleneck seems to happen right at Penn Ave heading west, if there can be an extra lane added in any way, it would do wonders for the traffic.
- Hwy 62 could use a third lane or at least longer merging lanes.
- I-494 has been "fixed" enough, Hwy 62 needs work, one more lane in each direction in the west metro and better on-off ramps.
- I cannot understand why MnDOT designed Hwy 62 east with four lanes merging into two lanes-- this is guarantees traffic jams. Also, ramps on and off Hwy 62 by Southdale I feel are very dangerous--especially merging on to Hwy 62. Short ramps and high speeds are dangerous. Please find the money to add lane capacity to both roads. We need real lanes thru lanes to take us into the future--not gimmicks like auxiliary lanes or shoulders, etc. Hwy 62 is a 60+ year old road that has been neglected for decades--time to add real capacity.

- If Hwy 62 were three lanes, it would take some load off of I-494 and I think do it cheaper than what it would take to fix I-494-I-35W.
- Fix that 'left lane ends' on Hwy 62 eastbound right past Hwy 169. No one knows how to use it and merge properly! Or let people merge. Ugh!
- Hwy 62 needs to be 3-4 lanes wide. Also Cedar Ave between I-494 and Hwy 62 would help.
- Expanding Hwy 62 to more than two lanes could be helpful if possible.
- Hwy 62 desperately needs to be widened to at least three lanes in each direction.
- Hwy 62 looks like it was built to expand to three lanes.
- Hwy 62 needs extra lanes in both directions.
- Can entering traffic on Hwy 62 from the Edina city streets be diverted? For example, encouraging traffic to take 66th St to I-35W or 50th St to Hwy 100?
- Need to widen 62 west of I-35W.
- My suggestion is to add a lane starting at Tracy Ave all the way to the southbound exit to Hwy 100. With the long hill, this is the stretch of road with the greatest slowdown that creates backups on Hwy 62 eastbound.
- Hwy 62 should be widened and Bloomington should stop any more high-rises and development until I-494 is widened.
- Hwy 62 was designed for fewer vehicles and population centers.
- Hwy 62 needs to be expanded with more lanes, as does Hwy 169. I can't believe that Hwy 169 will be closed for a year and it will still be only two lanes in either direction. This is a major deterrent to business expansion.
- Hwy 62 westbound from the airport needs to have its third lane start earlier to mitigate traffic issues.
- Hwy 62 needs to have more lanes. It's awful during the rush hours. It doubles my commute.
- It's disturbing how little the most recent changes to Hwy 62 have worked.
- In my opinion Hwy 62 should be improved first as the backups during rush hour are absolutely terrible!
- Need more lanes on Hwy 62.
- There should be a third lane on both directions of Hwy 62 between Hwy 100 and France Ave if not further east.
- The two lanes for this freeway (Hwy 62) are clearly insufficient for the traffic levels carried, and any future freeway improvements must add at least one general-purpose lane, in addition to any transit-friendly improvements, in order to have value.
- The crosstown freeway is in ridiculously bad shape. MnDOT & the Met Council should be ashamed of the job they've done maintaining Hwy 62 & I-494! The state takes in more than enough money to add lanes to Hwy 62 & relieve congestion but they choose to pursue this fantasy that people want to ride trains.
- Hwy 62 should be three lanes between Hwy 169 and I-35W and I-494 should be four to five lanes between Hwy 100 and Hwy 77. Funding this should be a top priority.
- MnDOT changed the Xerxes Ave bridge to westbound Hwy 62 as a turn only lane and people use the left lane and cut into the right lane at the last minute which is dangerous and unfair to those of us who stay in the right lane as intended. I suggest you make a right turn lane for eastbound Hwy 62 to eliminate this problem.

- Better frontage road system along Hwy 62 near the airport (Minnehaha Ave to Cedar Ave) would provide better options during times of congestion. Once there is a backup, your options to negotiate around it are limited or require extreme detours.
- PLEASE consider adding westbound access to Hwy 62 somewhere in between Cedar Ave and Lyndale Ave. Ideally at Bloomington Ave or Portland Ave. Also consider making Hwy 62 three lanes from I-494 in Eden Prairie all the way to Hwy 55 - it is needed. Also a direct dedicated lane from I-35W southbound to Cedar Ave southbound would help alleviate A TON of afternoon congestion.
- I generally use both quiet frequently, but of the two, Hwy 62 is in need of repair, some of the ramps are crumbling or just too short for easy merges.
- Require Hwy 169/Hwy 62 Shady Oak Rd property owners/tenants to add additional lanes on Hwy 62. Their growth has caused the congestion.
- Need more lanes on Hwy 62 and better interchanges similar to the I-494/Prairie Center Dr interchange. Another decent intersection is I-35E & Hwy 36. The ramps with longer merge lanes.
- Crosstown needs to be fixed in several places. Hwy 169 for example goes from four lanes to two, causing major tie-ups during rush hour. I-494 almost every interchange, I-494/Hwy 169 interchange might be the worst in the world. Can only seamlessly go three of eight possible directions without getting off and using series of roundabouts, that have poor markings, lanes ending. This is the third attempt to fix this interchange in the last 20 years. It's worse than ever.
- If I don't get on the road before 6:45 a.m. or 3:30 p.m., I avoid Hwy 62 altogether.
- Hwy 62 needs to be six lanes in each direction from the airport to I-494.
- Add sound barrier walls along Hwy 62 near residential areas.
- Would love to see improvements to reduce congestion on Hwy 62 particularly between Hwy 169 and Hwy 100.
- Additional capacity is needed on Hwy 62 both directions to/from Hwy 100; the westbound commute from Hwy 169 to I-35W is among the most painful anywhere in the metro region.
- The interchanges need to be improved for merging. Hwy 62 should be expanded.
- Please get rid of the light on Hwy 62 near I-494 - makes it so congested.
- The stop lights at Hwy 62/I-494 interchange should be removed to either Fly-over lanes, or the current cloverleaf design.
- Adding an additional lane between I-35W and Hwy 77 would greatly reduce congestion on Hwy 62.
- Correcting bottleneck merge at Hwy 62 eastbound from Hwy 169 eastbound would also reduce misery.
- Hwy 62 between the France Ave & Cedar Ave needs to be brought up to the level that was done with the I-35W Crosstown Commons work.
- Lanes need to be added to Hwy 62 between I-35W and Hwy 100... in particular, Hwy 62 westbound is always backed up by people trying to get onto Hwy 100 northbound.
- Hwy 62 needs additional lanes. At least I-494 has three lanes of traffic. Hwy 62 only has two.
- Hwy 62 is a 1960's designed road. Replace France Ave and Valley View Rd interchange.
- Straighten the roads out, especially crosstown Hwy 62.
- Resurface Hwy 62 between I-35W and Hiawatha Ave.

- We need more than one lane transitioning from I-35W to Hwy 62 eastbound-we need at least three lanes to reduce congestion.
- Would love to see duplicative ramps removed NOW! Like Xerxes Ave/Crosstown.
- Need three lanes on Hwy 62.
- Hwy 62 east through the Portland Ave has more than enough room for two lanes. Why is it crammed into one?
- Hwy 62 needs to be resurfaced between Cedar Ave and 28th Ave. It has been terrible for several years.
- Please do not put a sane lane on Hwy 62 to pay for the I-494/I-35W interchange!! Please leave Hwy 62 alone and find another way to pay for Dayton's "agenda" I actually already use the sane lane on my way to work, but I don't want to pay basically from when I leave my driveway until I arrive at work which is what happen if you guys do this dumb idea!!!
- Hwy 62 between Hwy 169 and I-35W needs to be two lanes wider.
- Coming from St. Paul dangerous ramp/merge (limited visibility and acceleration) from Hwy 5 west to Hwy 62 west when using Hwy 62 west as an alternative to I-494 west in the morning. Could be fixed by re-stripping ramp from Hwy 5 eastbound to Hwy 62 west to one lane and not delay traffic for either ramp.
- Add lane to Hwy 62 at Hwy 169 east to Penn Ave. Fewer lights, or better timing of lights on American Blvd to facilitate east-west traffic flow.
- Add a third lane on both sides of Hwy 62.
- Hwy 62 should be three lanes both ways.
- Hwy 62 doesn't have enough lanes. It needs to be widened to at least three lanes. It gets congested when going down to two lanes.
- Hwy 62 as a two lane highway causes the most ridiculous congestion. Please add a third lane!
- Hwy 62 should widen to three lanes. Or add a side lane at ramps for commuters with at least two people.
- Roundabouts in Eden Prairie help relieve some congestion.
- I stopped using Hwy 62 because of the congestion. Separate lanes need to be added for traffic going on to I-35W.
- Raise speed limits to at least 60 mph. Additional exit only lane for eastbound Hwy 62 from Valley View Rd to Hwy 100, both directions.
- Hwy 62 corridor is too narrow.
- Add more lanes to Hwy 62.
- Another lane along Hwy 62 between Hwy 169 and Hwy 100.
- Hwy 62 really needs three lanes.
- Lane widening on Hwy 62.
- Better signage.

General

- Better signage: Hwy 169 south to I-494 west very vague, west Hwy 55 to Hwy 62 non-existent... unless you know you can get from Mendota Bridge to Hwy 62, it's difficult to figure out. Speaking of "Hwy 62", most long-timers still call it Crosstown. Would be nice to see on some signage as newcomers get confused as to which road is being discussed.

- Metered ramps are responsive to line levels and usually move pretty well.
- Many ramps and merge areas seem inadequate.
- Too many dangerous (short on-off ramps, over-congested interchanges). These roads were designed for 1960s traffic and population. There is no substitute for MnDOT to plan a significant number of new driving lanes and safer interchanges.
- Tractor trailer traffic is a huge factor. The uphill climb between Eden Prairie & Wayzata can cause major backups if a driver is not prepared. Also, Minnesotan drivers are NOT TAUGHT how to merge efficiently.
- Poor lighting, poor road conditions—potholes.
- I don't mind using the zipper merge when the lane ends but when people do that in an exit-only lane then it backs up traffic that should be free-flowing. The on-off ramps onto I-35W are crazy. People trying to get onto a major highway at the same place as people are trying to get off that major highway is a joke.
- Posting drive times causes cars to slow down and read the message.
- At exits, the right lane is used for right turns and straight-ahead traffic. This holds up traffic that wants to turn right but has to wait for the one or two cars that want to proceed straight through the light. Maybe the left lane should be used for left turns and straight ahead traffic, since they both would have to wait for the light to turn green.
- I don't like the new road on Hwy 62 and I-35W because you can't get on I-35W from Portland Ave.
- The on and off ramps are horrible. There is not enough room to safely merge into traffic and they cause unnecessary back-ups.
- Seems to be a lot of issues caused by too much weaving and merging in a tight space, particularly between Hwy 100 and I-35W going eastbound
- Retarded drivers don't know how to merge especially during short ramps. Why are they so short? They create driving hazards and bottlenecks.
- Failure to zipper merge and leave space seems to cause a lot of stop-and-go.
- Constant distracted driving, I.e. texting, phoning.
- Don't work on both at the same time. That makes no sense. Do more overnight work and keep closures very very brief.
- Remove the stoplights at the on ramps.
- Develop a work around to eliminate the traffic lights.
- Hwy 62 has a 55 mph speed limit. Nobody is aware of that.
- Metering is inconsistent from northbound Hwy 169 to eastbound Hwy 62. Much better when in operation.
- I bet if the entrance ramp lights ("One car per green") were enabled 4-6 p.m. for the eastbound Hwy 212 entrance ramp on to north/westbound I-494 it would clear up a LOT of the stop-and-go traffic for north/westbound I-494 exiting to westbound Hwy 212. Presently it is flashing yellow a lot at these hours. It makes no sense to do that since it's the "bursts" of cars that cause the stop-and-go.
- Cloverleafs result in 20-30 mph traffic merging with 50-60 mph traffic. It's dangerous and causes congestion, especially if there's not a long exit or entrance lane going into or out of a cloverleaf.

- Lots of people drive on the bush lake exit lane and then merge over at the last second, congesting I-494.
- There are too many ramps with too little room to merge to highway speeds. Also, reminder signs posted for commuters to accelerate before entering the freeways, and to decelerate after leaving the freeway would be helpful.
- Need improvements to areas of merging traffic joining present traffic.
- All interchanges lead to issues with traffic merging in and out.
- On ramps are extremely short and drivers can't or don't accelerate to match traffic.
- Longer merging lanes at some interchanges.
- The biggest congestion issues tend to be near the on-off ramps. People slow down to get off or slow down to let others in or try to merge and it creates a huge mess and congestion.
- Traffic meter lights need to more closely reflect traffic flow on the main line, green lights are not close enough together, causing long waits to freeway entrance, especially when traffic is lighter and could absorb on ramp traffic. Exit lanes either need to be longer or add a lane to keep exiting drivers from backing up thoroughfare traffic and/or accommodating last minute lane change exiters driving to the front of the "line."
- Too short on-off ramps/interchanges.
- Work on merging lanes for France Ave and Hwy 62 as well as I-494. Neither highway nearly as bad as congestion on Hwy 100 or Hwy 169.
- Please for the love of GOD, put up those arrows over the lanes with speeds that correspond to current lane speeds... i.e. green for fast, yellow slow, red caution. WHERE? Just before the curve on Hwy 62 east, just east of Portland Ave. Since the new concrete dividers were placed, people can't see the traffic conditions ahead and you have all kinds of shitheads doing 40-45 in a 55 zone.
- The problems are caused by not having enough lanes and MN drivers being clueless as to how to properly merge. Adding three more lanes in each direction would help with the congestion around the on-off ramps also raising the speed limit to 70 would also help keep things moving
- Signage is misleading for exits in the commons.
- So annoying around Hwy 77, Hwy 100 & I-35W things slow to a crawl then magically open up once we are passed those areas. Adding lanes to accommodate incoming traffic would make it much easier.
- I think if there were more lanes on Hwy 62, fewer entrances/exits west of I-35W, and more conducive entrance/exit ramps to ease the merging so you don't have to go from 30 mph on a cloverleaf to 60 mph on the highway, could ease the congestion. By making entrance ramps that are separated from the highway long enough to build speed, you can avoid this, similar to how it is done on I-394 west at the I-494 intersection.
- Expanding highways to relieve congestion never works, it just encourages people to move farther away and drive longer. The long term solution to solve highway congestion is to build more housing/offices in the central cities so people don't have to live so far from their place of employment.
- Please add more lanes to both I-494 and Hwy 62. And do it fast.
- Hwy 62 and Hwy 77 is always backed up. I travel on I-35W going south and it is always backed up at I-494 west. There needs to be a dedicated lane for travelers going west on I-494.

- Start by putting a bridge in at Hwy 5 and Cty Rd 4.
- The France Ave westbound exit ramp could have a third lane leading up to it, as with the third lane to the Xerxes Ave westbound exit ramp. Lots of cars get off at France Ave, but we patiently wait in traffic until we approach the off ramp. Please consider this in your evaluation. Thank you.
- Seems like some lanes end, where they could instead be "exit only" for the next exit (westbound I-494 forces a lane merge right before southbound Hwy 77. Keep a lane available for exiting).
- Whatever improvements are made, just don't do it like I-494/Hwy 169 south interchange. Five lanes converge to two. Brilliant! That's sarcasm.
- Dudes, fix the bottlenecks right, or do nothing. The constant half-assed upgrade approach isn't working. Here's some design advice: If a semi can't go more than 10 mph on an entrance, then at full capacity the entire system can only go 10 mph. Fix the outdated cloverleaves. Problem areas: Hwy 62/Hwy 100 interchange, I-35W/I-494 and I-494/Hwy 100/France Ave (eastbound), and I-494/Hwy 169 westbound because you dumbasses screwed up the Hwy 169 southbound merge (five lanes to two? really?) At Hwy 100/I-494, oncoming eastbound traffic can't leave enough gap for exiting traffic, and France Ave exiters are moving into the same space. So again, a design with three lanes moving into one. That kind of design just doesn't work.
- Plain and simple. MORE LANES!
- Provide options and don't forget to accommodate bike facilities at crossings.
- Add lanes please!
- You have been doing a great job we just need to make Hwy 62 across town better and more open. The ramps that you have for I-494 and I-35E are a joke. Fix that please. Also look to eliminate some of the close on and off exits to all for better flow. Hwy 62 at Cedar Ave is another bad design. Widen the roads and make getting on and off as well as through easier. But up homes and businesses as needed to expand. Put an elevated train running from the airport all the way out Hwy 62 west and the go across the Mendota bridge. That would be awesome. More elevated or underground trains or subways.
- You should put up "Slow Traffic Move to the Right" signs every 100 feet or so. And start ticketing people who go significantly slower than the speed limit in the passing lane. This disrupts the flow of traffic and causes congestion.
- More lanes are needed.
- Add extra lanes on off ramps at Hwy 55, don't allow state patrol to park and watch during rush hour.
- Add a lane between I-35W and Cedar Ave eastbound. Change the through lane on Portland Ave ramp (east) to left lane so right turns can proceed.
- I have lived in other places that had similar congestion issues, and their solution worked very well: continue the entire on ramp lane all the way to the next exit, and eliminate the short jog of that lane the extends a few hundred yards past that next exit. So you would have three full through lanes, and the entire stretch of the right hand lane is big merging area. It gives more vehicles more maneuvering space and time to get up to speed or to slow down. And you can then eliminate the metered ramps, because traffic has more time to merge and get up to the same speed as the rest of traffic.

- These two corridors are operationally linked. In most cases I can use one or the other depending on congestion and expected travel time. A tangible improvement to one corridor will help the other.
- Need more lanes, on-off ramps, less stop and stopping. A five-mile drive should NOT take 30-45 minutes.
- I-494 has been much improved thanks to better access from interchanges. Hwy 62 is sometimes problematic with only one-two through lanes, especially near I-35W.
- Please add lanes in both directions on both I-494 & Hwy 62. Do NOT add dedicated bus, car pool or pay lanes. The roadways should be free and open to ALL drivers without restrictions.
- I-494 is a nightmare of a road. An LRT corridor along American Blvd between the Mall of America and the end of the SWLRT should be studied. No matter how many lanes you build I-494 out to, there will always only be one left lane to enter/exit from, and that's why congestion relief through expanding freeways will never be a permanent solution.
- More enforcement against motorists cutting across 2 to 3 lanes of traffic to make there exit ramp. Causing all lanes to stop for them.
- Expanding two more lanes would benefit both freeways immensely.
- I commute Hwy 212 to I-494 to downtown St. Paul and would love to see a route that would travel directly to St. Paul without having to transfer in downtown Minneapolis.
- Always backed up; either add another route parallel to I-494/Hwy 62 and/or add several lanes to the existing routes.
- Please do not make either roadway larger. That is the problem. The roads are too big already and become worse to drive on with each expansion. The more 'easy and convenient' it is to drive, the more people do drive, and then there is even more congestion. Please please please stop making these roadways larger.
- I'd like to see something to prevent drivers from using exit only lanes as passing lanes.
- Seem like there should be another lane eastbound between Portland Ave and Hwy 77.
- Add a third lane in both directions between Hwy 100 and Cedar Ave/Hwy 77.
- Need to make the I-94 east/west on I-694/I-494 have more lanes. Traffic bottle Necks there
- 1) The exit from I-494 to Hwy 5/Hwy 212 westbound is often vary dangerous due to people not getting in the queue but driving in the middle lane to the exit and cutting off cars to get to the exit. This causes cars to slam on the brakes which causes near collisions. 2) An unrelated irritation is the metered ramps onto Hwy 212 - many bypass the metered lanes and go on the lanes for more than one person. The police should sit at the bottom of the ramp and stop those cars from time to time.
- Exit only lanes are frequently used by "idiot" drivers who want to cut traffic off by cutting over last minute; if these lanes were somehow "separate" or divided so you actually had to exit that may be helpful?
- When I-494 was built it was built as a highway to get around the city. Now it is used to get from point A to B within the city. We need a NEW highway from south of Lakeville to get around the city to the north side again.
- Teach people to drive! Allow people to merge, merge after getting up to speed. Longer merge lanes would be helpful at Hwy 100 and crosstown.
- Clear trees and grass from on ramp merge line of sight.

- Hwy 62 east Hwy 212 merge and Hwy 62/Hwy 100 interchange are always heavily congested. Hwy 62 east in afternoon is slower than using parallel surface roads from Eden Prairie to the airport. Seems like there are too many ramps/merges that slow down traffic.
- More lanes are needed for sure. Hate when one lane ends and everyone has to squish together to let other vehicles merge in. Longer merging lanes are needed, and don't end them if they can be used for exiting and entering in a short distance.
- Legalize lane splitting for motorcycles. No reason to have a full size car taking up space when they could ride motorcycles and be taken out of the equation by sliding through.
- I am from a different state (Ohio) and I find generally that older highway systems (including I-494 and Hwy 62) need upgrading in one crucial area. That is a remedy for inadequate on and off ramps. Many of these simply don't provide enough room for cars to exit and merge without causing consequences.
- They need four lanes like in Phoenix, AZ where the merging is a mile long with clear roads the whole way.
- Add additional lane, double decker highway, don't put so many business/apartments next to the main freeways, better signage, designated off and on ramps, not ramps that are combined.
- Remove meter maids. Do not seem to help and causes gawking. I really a lot of this is some people is people who don't actually drive the roads enough. More lanes marked like the new Hwy 100 lanes are nice and allow a merge lane/I don't get it lane and other.
- Need to widen both freeways!
- Better turn lanes and signage will help congestion on both.
- Increase capacity on both.
- The work that was done west of I-35W has helped but we really need to figure out something between 24th MOA Ramp and I-35W I travel this six days a week and it is awful.
- The reconfiguration of the Crosstown/Portland Ave exit split did nothing to help alleviate congestion in that area. Still goes down to one lane for crosstown. I have no suggestion for I-494. The reader boards seem to impact traffic getting on to the two from feeder highways because everyone slows down to read them and all they tell me is how long you estimate it will take to get to Hwy 100 and I-35W.
- Any improvements need to anticipate future needs. Often by the time these projects are done, there is already a need for even more expansion.
- Fix the signage at I-35W going south to east Hwy 62. It's complete [expletive] to mislead drivers which lane to use (third lane from the right) for Hwy 62 and causes lots of issues based on the lie.
- DOUBLE STACK ALL FREEWAYS INSIDE THE METRO AREA TO DOUBLE FREEWAYS.
- Also, whomever designs/paints the lines needs to provide the exit and entrance ramps with much more runway - this will allow vehicles more time to merge. Hwy 100 and I-494 is an example of this being very poorly done.
- The speed limit needs to be raised. No reason for I-494 to be 60 mph.
- Both highways need more capacity. Hwy 77 coming up from Dakota County also needs more capacity. Add a third lane from 140th St in Apple Valley to Diffley Rd in Eagan.

- Has anyone given any thought to having Hwy 62 be a one-way one direction and I-494 a one-way the other direction? You would have the added benefit of adding one or more lanes in the medium between the highways.
- Crosstown really needs to be three lanes each way, and I-494 needs to be four lanes each way. The volume of traffic during rush hour shows that they are both inadequate.
- Educate people on how to properly use acceleration and deceleration lanes and show the ripple effect it has on traffic behind them when they do it wrong so they can realize when THEY are the problem by not doing it correctly.
- There needs to be an anti-tailgating campaign and some enforcement of speed.
- Please fix BOTH Hwy 62 & I-494. They have both become so bad with drive times being unpredictable during bad weather.
- Should be five-six lanes.
- Both corridors are in need of desperate help to improve capacity and safety. We are the 12th largest metro area in the country and it's really unbelievable, for example, that we still have the I-494/I-35W interchange that we have, which was built for 1960s needs. My parents live in Bloomington and are retired. They avoid this interchange because they are afraid of it. That is not acceptable and needs to be a priority to upgrade.
- Hwy 62 drastically needs additional lanes to reduce congestion along Hwy 62.
- Possibly look at putting in Texas turn-around/loop-arounds!
- More lanes are needed on both I-494 and Hwy 62.
- More lanes! The recent repaving and extra lanes near I-494 west/I-35W helped a little.
- Not enough lanes.
- It is clear... more lanes are needed.
- Auxiliary lanes should be standard on every freeway between every interchange. If there was an auxiliary lane on eastbound I-494 from France Ave to Penn Ave it would eliminate a lot of congestion. Much of our congestion is due to traffic entering freeways having to merge the second they hit the bottom of the ramp. If traffic in the mainline is already heavy something has to give, and mainline traffic is forced to stop to let in mergers. This carries over to other lanes in a domino effect as people change lanes to get out of the affected lane. Auxiliary lanes allow exiting traffic to vacate the mainline, freeing up space for entering traffic, and they also allow entering traffic time and space to get up to freeway speed and pick a good spot to merge into the mainline. It's win-win.
- More lanes are needed on both I-494 and Hwy 62.
- Possibly adding an extra lane to accommodate more commuters.
- Need additional merging lane between France Ave and Penn Ave eastbound.
- Both highways need to be redone. The roads are (expletive) terrible. Filled with potholes.
- The highway needs more lanes, it's only going to get worse, has been for the past 40 years since it was built.
- Time to build an express platform highway. Double the lane miles, limited access, and little new property to acquire.
- Do not provide additional access without congestion relief!
- An additional lane between Xerxes Ave and north Hwy 100.
- Mainline. (8)

- Minimize the overall travel time on both corridors.
- General travel along I-494 & Hwy 62
- More lanes between Hwy 169 and France Ave.
- Speed up the metering.
- Improve the exchanges on both I-494 and Hwy 62.
- More lanes. (7)
- Adding a small bridge in Inver Grove Heights where the old toll bridge used to be would help give another option in travel.

Interchanges/Exits

Comments were also received about specific areas where congestion is experienced and improvements are needed. The majority of comments focused on issues at the I-494 and I-35W interchange, the I-494/Hwy 100 interchange, the I-494/Hwy 212 interchange; and issues at the Hwy 62/Hwy 100 and Hwy 62/Hwy 77 interchanges.

Hwy 62/I-35W

- The design of the current Hwy 62/I-35W area is AWFUL! I work in Eden Prairie off Shady Oak Rd and Hwy 62. I live in Richfield off Bloomington Ave. I frequently take 66th St to Valley View Rd to Tracy Ave to Hwy 62 to work and the same home. The congestion is terrible. Putting everyone into one lane to continue east into Hwy 62 after the Lyndale Ave exit is scary. I stopped taking that because I constantly worry about getting rear-ended at a high speed.
- At the Hwy 62 and I-35W interchange going to Hwy 62 from I-35W - you should be ashamed of yourselves for designing ONE lane.
- The Hwy 62/I-35W interchange is always a tough spot. Southbound I-35W to Hwy 62 you have two lanes, but one of which ends abruptly at an exit which is still a pretty popular exit for people to take. There is quite a bit of lane merging that goes on here, even from people already on westbound Hwy 62 who have to cross over the merging traffic to get to the exist, slowing things down for everyone.
- Question 6 does not address what I am concerned about, which is safety. The entrance to Hwy 62 east or west from southbound I-35W is a fiasco. The queue to get onto Hwy 62 east (to head to airport) backs up in the center of the highway and makes it impossible to take Hwy 62 west at speed limit because of people cutting across lanes to get to the center lanes, or speeding towards Portland Ave exit, then cutting off cars to get onto Hwy 62 east. This exchange is a huge design flaw.
- The I-35W/Hwy 62 interchange is awesome now.
- The interchange between Hwy 62 and I-35W is consistently terrible, making it borderline unusable.
- The Hwy 62/I-35W interchange is ALWAYS backed up on my commute home - try to avoid I-494 during high drive times at all cost.

- Eastbound Hwy 62 & I-35W interchange (Stevens Ave) has this huge striped-off section which causes lots of merging congestion in the evening. Get rid of the stripes and make both lanes continue through to Hwy 62 eastbound.
- Changes made to Hwy 62 at I-35W did not improve congestion for on Hwy 62.
- The Hwy 62 and I-35W interchange also has considerable congestion that should be addressed.
- Eastbound Hwy 62/I-35W near east of Lyndale Ave near Portland Ave has been upgraded in recent years, but is still a bottleneck at certain times of the day.
- The Hwy 62/I-35W interchange must have been designed by a blind dyslexic. That is the only logical explanation as to why traffic in the southern metro is so bad.
- The new interchange at I-35W and Hwy 62 is nice but there needs to be two lanes that flow from I-35W onto Hwy 62 east, it gets absolutely ridiculous sometimes.
- On Hwy 62 the I-35W commons has significantly become more congested when staying on Hwy 62 but merging to I-35W has improved during rush hour. It would be more ideal to have two lanes dedicated to staying on Hwy 62.
- Northbound I-35W to eastbound Hwy 62 interchange is awful. Poor transition into Hwy 62. Always backed up.
- The Hwy 62-I-35W interchange is still a huge mess heading south and the lane for Portland Ave causes extreme problems for folks attempting to reach Hwy 62 east from I-35W south.
- I like the new interchange from westbound Hwy 62 to northbound I-35W.
- The I-35W south to east Hwy 62 exchange is dangerous. Traffic stops in the middle lane while outer four lanes at 60 mph. Single lane exit should be two lanes to Hwy 77 to alleviate that issue and move traffic blockage through the entire east/west interchange at I-35W and Hwy 62.
- Concerning Hwy 62, with the Hwy 62/I-35W improvements (thanks!) there is not really one spot that appears to cause issue. However, I believe restricting eastbound Hwy 62 to one lane from I-35W to Portland Ave happens too soon--it appears there is room for two lanes until closer to the southbound I-35W to Hwy 62 merge. I have seen traffic heading east on Hwy 62 stacking up into the I-35W northbound lanes, which appears a bit dangerous.
- The second place is on eastbound Hwy 62 near the I-35W interchange where Hwy 62 is reduced to one lane. It is ridiculous that a highway as busy as Hwy 62 is reduced to one lane and it always causes traffic to get backed up.
- During the I-35W/Hwy 62 commons rebuild, my daily commute was on Hwy 62, through it all. It was painful but worth it! The results were awesome!
- Exit to Hwy 62 from I-35WS is horrible - why only one lane to merge to another interstate?
- Hwy 62/I-35W interchange. (17)
- I-35W/Hwy 62 merging going east.
- Hwy 62 through the I-35W intersection.
- People changing lanes, especially around Hwy 62/I-35W interchange.
- Eastbound exit to Hwy 62 from I-35W southbound during rush hour - the eastbound traffic backs up into I-35W.
- Hwy 62 east where it merges with I-35W and goes to one lane.
- Where Hwy 62 eastbound had to go down to one lane at the I-35W interchange.
- Eastbound Hwy 62/I-35W north split (staying on Hwy 62 is a bottleneck).
- Hwy 62/I-35W interchange. Now that it's one lane it's frequently backed up.

- I-35W south onto Hwy 62 west. (2)
- The transition from I-35 southbound to Hwy 62 east or Hwy 62 west is HORRIBLE and dangerous. Backup in center lane is dangerous to all.
- Interchange from I-35W south to Hwy 62 east.

Hwy 62/Hwy 77

- The Hwy 62/Hwy 77 interchange is very congested.
- Getting onto Hwy 62 from Hwy 77 is ridiculous.
- The Hwy 77/Cedar Ave and Hwy 62 west exchange is unnecessarily congested.
- Cedar Ave at Hwy 62 is where most of the congestion happens.
- I often sit in traffic at Hwy 62 west/Hwy 77. I feel with a longer lead-in lane from north Cedar Ave to Hwy 62 west this congestion would be minimized.
- The congestion at Hwy 62 & Cedar Ave/Hwy 77 is atrocious. I think significant improvements could be made by lengthening the merge lanes.
- The Hwy 62/Hwy 77 interchange causes significant backup. I believe an additional lane on the Hwy 62 bridge would help but I know that's a tall order. Anyway, this is a trouble spot for me.
- Hwy 62 tends to move better during non-rush hour periods with the exception of Hwy 62/Hwy 77 intersection and where Hwy 62 east narrows to one lane so I-35W can merge in.
- Hwy 62 and Hwy 77 interchange always congested.
- The Hwy 62/Hwy 77 interchange is the cause of the delay. Anything that can be one to improve that interchange would be great.
- The on-off ramp and Hwy 62 and Hwy 77 would work so much better if traffic wasn't getting on and off in less than a quarter mile. Suggest a better way for people getting onto Hwy 62 from Hwy 77 and off Hwy 62 to Hwy 77 south.
- As for Hwy 62; the Cedar Ave/Hwy 77 and Hwy 62 interchange needs to be updated as it's the other main choke point that is amplified by the narrow, curving stretch west of there. Seems like traffic would flow smoother if the road was straightened to improve visibility as well as upgrade some of the old, short on-off ramps both on the west side of Hwy 62 (between Xerxes Ave and Gleason Rd), as well as on the east side (between Portland Ave and 34th).
- Hwy 62 and Cedar Ave/Hwy 77 could definitely use improvement. Hwy 62 intersects so many interchanges that your entire drive is slow. At least I-494 is predictable traffic patterns with minimal interruptions.
- The congestion is worse at rush hour. Going from the Hwy 77 northbound and attempting to get onto the Hwy 62 going westbound is horrible. The amount of space given to get onto the Hwy 62 is barely enough because of the amount of cars attempting to exit onto the Hwy 77 over takes that space.
- The slow-down at Hwy 62 and Hwy 77 is crazy every day at rush hour. The interchange here needs to be improved.
- Hwy 62 at Hwy 77 westbound always backs up in the evening causing significant backups, I-494 at I-35W westbound as well.
- The Hwy 77/Hwy 62 interchange need to be completely redone such that the merges are better and drivers have more ability to accelerate to merge with traffic.
- Getting onto Cedar Ave from Hwy 62 is also challenging during rush hour.

- I drive Hwy 62 mainly between Hwy 77 and I-35W. I would like to see improvement to the Hwy 77/Hwy 62 interchange.
- There are a couple of places on Hwy 62 where there are consistently delays and traffic jams. The first is at the interchange of Hwy 62 and Hwy 77. Traffic always slows down as traffic from Hwy 77 merges onto Hwy 62.
- Hwy 62/Hwy 77, basically all of crosstown is a mess.
- Hwy 62/Hwy 77. (15)
- Cedar Ave and Hwy 62. Cedar Ave to Hwy 62 west is horrible!
- Hwy 62 and Hwy 100 seems to be a huge bottleneck ever since 7 has been closed.
- Hwy 77/Cedar Ave and Hwy 62 is in poor shape, constantly have to wait at 66th street or beyond just to get onto Hwy 62.
- Cedar Ave off ramp on Hwy 62 west.

Hwy 62/Hwy 100

- Also, the Hwy 62/Hwy 100 interchange is bad - traffic backs up in all directions at all hours of the day.
- Hwy 100/Hwy 62 interchange is where things slow down due to the exit and on ramps.
- The Hwy 62/Hwy 100 interchange needs to be reworked.
- Hwy 62/Hwy 100 definitely needs to be redesigned (the cloverleaf is too tight for smooth traffic flow through the interchange). Hwy 62/France Ave needs a look as well. Hwy 62/Hwy 212 merge should be a more gradual reduction of lanes, but is definitely not as high of a priority as Hwy 62/Hwy 100 and Hwy 62/France Ave. Give Hwy 62 full width shoulders on both the inside and outside for the entire length and convert the inside shoulders into temporary lanes when work on I-494 is being done.
- Exit ramp for Hwy 100 to Hwy 62 east is way too short.
- The congestion on Hwy 62 at Hwy 100 causes me to take back roads just to be able to keep moving.
- Changes needed at Hwy 62 and Hwy 100 interchange. Hwy 62 -areas around Fairview Southdale hospital, improve for safe and efficient emergency vehicle access.
- Make the interchange from Hwy 62 east to Hwy 100 north easier. Having southbound Hwy 100 merging onto Hwy 62 and getting onto northbound Hwy 100 within Hwy 100 feet is insanity. More lanes or increase the distance between the entrance and exit ramps.
- Hwy 62 and Hwy 100 is awful and Hwy 62 and France Ave is just as bad if not worse.
- At Hwy 100 and merging of Hwy 212 onto Hwy 62.
- Hwy 62 from Hwy 212 to Hwy 100.
- The interchange from Hwy 62 and Hwy 100 is always congested in the morning. I take Hwy 62 east to France Ave and generally, have a slow commute secondary to people trying to merge onto Hwy 62 from Hwy 100 and those from Hwy 62 attempting to get off to Hwy 100 north.
- Hwy 100 off ramp on Hwy 62 west. The congestion at Hwy 62 & Hwy 100 is atrocious. I think significant improvements could be made by lengthening the merge lanes.
- The area where Hwy 100 and Hwy 62 come together causes a lot of congestion.
- Hwy 62 & Hwy 100 interchange is terrible in afternoon rush hour.

- Hwy 62 to Hwy 100 north is bad.
- Hwy 62 and Hwy 100 interchange heading east and trying to go north is terrible with Hwy 62 south traffic merging to head east.
- The Hwy 100/Hwy 62 interchanges are so short that even with cars going really slow - there are near misses every day.
- Add another lane for getting off and on Hwy 100 from Hwy 62.
- Hwy 62/Hwy 100. (36)
- Hwy 62 eastbound at Hwy 100 interchange.

Hwy 62/Hwy 169

- The Hwy 169/Hwy 62 intersection is a joke starting at 330/4 each day going east. Can't take four lanes and make them two.
- You take your life in your hands exiting Hwy 169 south at Crosstown if you need to go west on Hwy 212. Try taking Hwy 169 exit and cross two lanes of Crosstown traffic to a left exit to Hwy 212 in only about a block. Construction on I-494 will increase the Crosstown traffic and make this route impossible. PLUS there will probably be light rail construction in that area soon.
- Hwy 62 gets confusing when merging on from Hwy 169. Also the right lane ends with not enough warning early enough on signs.
- Improve the Hwy 169 to Hwy 62 east merge area, another terrible bottleneck.
- Hwy 62 & Hwy 169 near Gleason Rd is a complete nightmare.
- Horrible highway design at Hwy 62 and Hwy 169 - coming south on Hwy 169 it's awful to cross over lanes and get on Hwy 212.
- The eastbound Hwy 62/Hwy 169 area needs some work too, four lanes to two is kind of a joke.
- Dangerous on ramp from Hwy 169 south onto Hwy 62 west for those needing to cut across two lanes to get on Hwy 212 west.
- Seems like the entrance to eastbound Hwy 62 from northbound Hwy 169 needs to more than one lane.
- Getting off of Hwy 169 onto Hwy 62 and then trying to get onto Hwy 212 is horrible and feels like taking your life into your own hands during rush hour. Very dangerous sometimes.
- Hwy 169 exit to Hwy 62 eastbound and between Penn Ave and Hwy 100 both east and westbound.
- Hwy 62 at Hwy 169. (16)
- Hwy 169/Hwy 62 interchange (when going to Minneapolis).
- From Hwy 169 thru France Ave on Hwy 62.
- Hwy 62 & Hwy 169 to Tracy Ave.
- Hwy 62/Hwy 212/Hwy 169 interchange.

Hwy 62/Hwy 212

- Eastbound Hwy 62 meets up with Hwy 212. This is a standstill every evening/morning and the interchange could be greatly improved with little intervention.
- Zip merging is a problem where Hwy 212 merges with Hwy 62.
- Driving east on Hwy 212 to merge onto Hwy 62 it's always bad between Hwy 169 and Gleason Rd/Tracy Ave for morning and afternoon rush hours.
- Eastbound traffic on Hwy 62 at the Hwy 212 merge should be given an option to merge with the Hwy 212 traffic (left side) and avoid the Hwy 169 on-off ramps. This would require another flyover lane or two.
- The westbound Hwy 62/Hwy 212 interchange combined with Hwy 169 entrance/exit: You have existing traffic from Hwy 62, with an entrance ramp from Hwy 169 losing the right lane. In the same location you have traffic from Hwy 212 merging in a losing the left lane. It becomes all becomes bottlenecked as lanes are merging as well as highway. I'd actually suggest merging the Hwy 212 traffic down to one lane before the Hwy 169 merge so there is less chaos - people are often becoming less patient and jumping into the lane that is ending only for the lane to end shortly ahead. There are also a lot of accidents that occur here because people get impatient and try to get into the Hwy 212 lanes from the Hwy 62 lanes before the road markers say they should. A barrier to prevent this until the actual merge could be a better way to funnel traffic. Finally people coming from Hwy 212 west to get off on Tracy Ave exit have to cross two lanes of heavily congested traffic to get to the exit at the same time people are merging. The exit to Tracy Ave is heavily used due to the congestion along Hwy 62 at this point.
- There is often congestion where Hwy 212 and Hwy 62 meet when I travel in the late afternoons. I try avoid I-494 as much as possible because it always seems congested.
- Where Hwy 62 and Hwy 212 merge, that design is terrible. This needs to be changed!
- The area where Hwy 212 and Hwy 62 come together causes a lot of congestion.
- I have seen eastbound Hwy 212/Hwy 62 backed up to Eden Prairie Rd due to people trying to get onto I-494.
- Eastbound Hwy 62 meets up with Hwy 212.
- Hwy 212 to Hwy 62 east merge. (2)
- Hwy 212/Hwy 62 merger. (10)
- Hwy 62/Hwy 212 eastbound following Hwy 62 to I-35W. It's always backed up and starts early afternoon.
- Westbound Hwy 212 becomes Hwy 62 and merges with traffic coming westbound from Hwy 169.
- Hwy 62 and Hwy 212 is a mess, Hwy 212 merging with Hwy 62 is terrible design.
- Exit Hwy 169 south to Hwy 212 west -- must cross two lanes of Crosstown traffic.
- Hwy 62 heading east where Hwy 212 intersects & traffic from Hwy 169 merges, making access to Hwy 62 a parking lot

I-494/I-35W

- Something has to be done about the I-494 - I-35W interchange!
- I-494 is generally fast moving except where the I-35W interchange causes a bad back up.
- The intersection of northbound Hwy 100 to westbound I-394 has an acceleration lane to allow the traffic to speed up before being merged with I-394 traffic. Would like to see the same setup for northbound I-35W traffic as it is allowed to merge onto westbound I-494. Might have to make a separate exit for I-494 westbound to Penn Ave?
- Fix I-35W/I-494 interchange!!!
- The road feels very unsafe and scary to drive. Even LA freeways are more calm. There also needs to be some changes to the I-35W/I-494 interchange in regards to merging.
- Interchange at I-494 & I-35W is horrible. Especially west on I-494 going to I-35W north.
- I-494/I-35W interchange congestion needs to be improved but the real bottlenecks are Hwy 62/Hwy 100 interchange during evening rush hour and Hwy 62 east dropping from three lanes to two after Hwy 169. Also really dislike the amount of cut-through commuter traffic in west Edina due to Hwy 62 congestion in the afternoon rush.
- I often exit I-494 before the I-35W exchange - It's always backed up! I love what they did with the I-35W/Hwy 62 exchange! Do more of that! (then I-35W & I-94 downtown too!) =)
- The best traffic I had was when the ramps at I-494/I-35W were closed. The entrance/exit system brings traffic to a stop for miles.
- Need a full flyover mixmaster at I-35W and I-494, similar to what exists at I-494 and Hwy 169.
- Get rid of those dumb cloverleaf designs especially at I-494 and I-35W. There should be flyovers like the MOA and Hwy 169 interchanges.
- Fix the on-off ramps from I-35W onto I-494 and vice versa which I believe significantly slows the flow of traffic at that interchange.
- A I-35W/I-494 interchange "remodel" would make a significant and positive impact as it seems to be the major chokepoint for both east and westbound traffic on I-494.
- I-35W-I-494 is almost always busy, even on weekends, the interchange always had potholes.
- This is the main blockage point on east & west I-494.
- I really liked what the fix was for the Hwy 62/I-35W area to get in and out of uptown/Minneapolis. That was genius. I wish that same fix could work for I-494/I-35W if it could be done at all.
- I-494 definitely improved with the Penn Ave interchange. The whole ramp from I-35W north to I-494 west that enters I-494 in its own lane, didn't seem to work. People still feel like they need to merge and people in the right lane going westbound still move over to the middle lane even though they don't have to.
- Repeated slowdown on I-494 traveling east before I-35W--for no apparent reason, rework of intersection from I-35W north to I-494 either direction greatly reduced traffic flow.
- I-494 west to I-35W south intersection is dangerous.
- The impacts from the congestion caused by the I-494/I-35W interchange can be felt on Hwy 212 going east as far back as Dell Rd some days. Once you get past the line of cars going on I-494 east the traffic on Hwy 212 east significantly improves.

- The I-35W cloverleaf is the biggest cause of congestion during my commute. There is simply too much traffic for this outdated type of interchange.
- I hope I live long enough to see a new I-494/I-35W interchange... I am 53 years old... stop building two lane freeways... new Hwy 212 already outdated... it's okay to build more than three lanes too... no more cloverleaf interchanges... act like a major city!!!!
- The turbine interchange system, or at least the eastbound I-494 to northbound to I-35W design and the eastbound I-494 to southbound I-35W design, should be funded and implemented as soon as possible. Let's get this funded NOW while there is still a budget surplus at the State!
- Merging onto westbound I-494 from southbound I-35W is terrifying.
- I-494 and I-35W traffic has so many close accidents with people merging on and off switching lanes back forth, weaving in and out of traffic.
- I commute up I-35W in the morning and the backup causes traffic delays at I-494. That cloverleaf needs to go from I-35W north to I-494 west. That should be a two-lane bridge to I-494.
- I have been commuting from SE Minneapolis to Eden Prairie for seven years. From my perspective, improvement to the I-494/I-35W interchange would significantly improve traffic flow on I-494--congestion starts at the interchange and traffic stacks up from the interchange in both directions on I-494.
- The suicide exit/entrance ramp at I-35W/I-494 is a joke. That needs to be completely redesigned so there is a fight to speed up and slowdown in the same lane.
- Congestion at I-494/I-35W Interchange also needs improvement. Add a lane to Hwy 62.
- I-494/I-35W interchange improvements will help, but the backup on I-494 eastbound starting around Normandale/France Ave at rush hour makes me try to avoid it on a daily basis.
- The fact that the interchange at I-494/I-35W is still essentially the same cloverleaf it has been since its inception is a travesty. Traffic has increased by leaps and bounds since it was built 50 or so years ago and other than adding a lane to both I-494 and I-35W, nothing has been done to improve traffic flow through that intersection. The worst place on the I-494 circuit is continually from Hwy 100 in the west to Hwy 77 in the east along I-494. Put in the turbine interchange already! It has been on the books for maybe 15 years! When will we get some relief?
- I-494/I-35W is always bad! No matter what time of day there is congestion there.
- I have lived and grew up in Bloomington. The I-494/I-35W interchange has not changed since 1970. I believe it to be the most dangerous highway interchange in this state. I am to the point where I try to avoid the I-494 strip in Bloomington.
- Fixing the I-494/I-35W interchange would go a long way. If you could separate that merge point somehow from the flow of traffic, that would help.
- The I-494/I-35W interchange has been a real success!
- I avoid I-494 at all costs because of the I-494/I-35W interchange. It is always backed up.
- I-494/I-35W absolutely needs to be redesigned, as does the distance between it and the interchanges with Lyndale Ave and Nicollet Ave on either side that are far too close to the interchange. The less traffic there is merging across other traffic at those three interchanges, the better. The Hwy 77 north to I-494 east and I-494 west to Hwy 77 north ramps passing under the 24th Ave interchange was a fantastic design decision that should be emulated at the I-494/I-

35W interchange. France Ave/I-494 needs to be looked at again. Hwy 100/I-494's cloverleaf still can cause some merging-induced issues at rush hour, too.

- The current I-494/I-35W interchange is unsafe. Leaving Bloomington to go north on I-35W my closest access is 82nd St. On a weekday I would NEVER attempt that access because it is impossible to safely move into the traffic with all of the traffic tied up for the ramp to westbound I-494. I take Penn Ave to 76th St to enter northbound I-35W. I feel any other route is a safety risk. It is frightening as a driver.
- I-494 westbound exit coming off of I-35W north, an extra lane was added but it's not clear to drivers that this lane can be used when entering the highway. Drivers immediately slow down when coming onto I-494 west and it causes a backup.
- Also, the I-35W northbound area to merge onto I-494 west could use work, with the incoming traffic off the I-494 east to I-35W.
- If I want an accident, I'll head north on I-35W from I-494, especially in any sort of weather.
- It feels unsafe at I-494/I-35W.
- To get from I-35W to I-494 is very difficult. It is always backed up. Cars dart in and out. I've seen way too many close calls.
- The interchange at I-494/I-35W is awful no matter what time of day it is always backed up both ways on I-494 and is very dangerous.
- I-494/I-35W is one of the worst areas for congestion I've ever seen. I hope MnDOT makes it a top priority. Truly, truly awful.
- I-35W north merging onto I-494 west don't seem to understand that they have their own lane. Things just get really backed up. If there were double white lines to just let them know to stay in this lane. That might help. I'm not really sure???
- I-494 west to I-35W north is the worst interchange in the Twin Cities. Please change something!
- I-35W and I-494 interchange is a real bottleneck at the entrance ramp merge.
- The I-494/I-35W interchange needs to be replaced with the turbine design ASAP. This cloverleaf design is too small and dinky for the amount of traffic that uses it. I worry about crashing because the weaving is dangerous.
- Please get rid of old-fashioned cloverleaves on I-494/I-35W. And all the time and money spent adding an additional lane to I-494 between Hwy 100 and Hwy 5 just a few years ago and still the bottleneck/slowdown at Hwy 100 & I-494 back up cars for miles in either direction. And spending so much time and money upgrading Lyndale Ave and Penn Ave intersections with I-494 and (almost) nothing at I-494/I-35W (thanks for the extra lane, though.) And what ever happened to the signs saying No Littering and Slower Traffic Keep Right? Bring them back!
Thanks!
- Fixing I-494/I-35W interchange will go a long way toward resolving congestion.
- The ramp from I-35W south to I-494 west is always a mess. Nobody forms two lanes when the signal is on causing backups. People incorrectly pull over to the shoulder of I-35W causing further confusion. No other metered ramps that I use have this problem.
- Whoever designed the I-35W/I-494 interchange should be shot.
- The I-494/I-35W interchange is a disaster and is the sole reason for delays starting west of Hwy 100. I would like to see more capacity and I would favor narrowing the width of lanes to add in

one more lane where feasible or do away with shoulders as well. Narrowing lanes to add in another lane has helped I-94 around the Mississippi river.

- The I-494/I-35W interchange need to be completely redone such that the merges are better and drivers have more ability to accelerate to merge w/traffic.
- I think that the I-494/I-35W interchange needs improvements. I've heard that it's the busiest intersection in the state, and it's hard to believe that it still utilizes a cloverleaf for this busy of an intersection. While the improvements made over the last ten years or so have made marginal improvements, it's time for a major upgrade to this interchange.
- Hwy 100 to Lyndale Ave on I-494 is embarrassingly slow during rush hour in both directions, but especially eastbound. The I-35W intersection needs re-design/re-configuration. That one stinks...
- I-494/I-35W interchange needs improvement.
- Very difficult to travel from I-494 east to I-35W north.
- I'm embarrassed that a metro this size has a six lane loop highway. Other Midwest metros have 8, 10, and occasionally larger loop highways. The I-35W/I-494 interchange is terrible. Traffic slows on I-494 at the interchange even during off peak traffic periods. Moreover, can't believe you have a 60-year old cloverleaf intersection at the busiest interchanges in the cities. You've done traffic studies; the data doesn't lie. I would just like to also point out; I can't believe the I-35E/36 interchange that has recently been done was replaced with another cloverleaf intersection. FDR is no longer president; stop using them. They're unsafe in any climate, but extremely unsafe in winter conditions. You've created a CONFLICT POINT of vehicles entering and exiting at the same place. Obviously this is the same issue at I-35W/I-494 that I deal with twice a day, every day. I'd like to offer this... I constantly see roundabouts being installed to reduce conflict points and collision angles alike-- MnDOT needs to use this same principle at interchanges. Let's make the roadways safer for all driving conditions.
- I-35W & I-494 interchange. (82)
- Merging onto I-494 westbound from I-35W north is horrid when there's only a small lane space for people getting off of I-494 westbound to go I-35W southbound. Same thing for I-494 eastbound/Hwy 100 off and cars merging onto I-494 eastbound from Hwy 100 northbound.
- The I-494/I-35W interchange cloverleaf can't handle the amount of traffic.
- The I-494/I-35W interchange causes congestion miles back in both directions.
- I-35W/I-494 interchange is a major junction with tiny on-off ramps. No room to accelerate to merge at speed.

I-494/Hwy 77

- On the ramp from Cedar Ave going north to I-494 west put a freakjng sign up to tell people to use the right entire lane to merge before the lane ends (when they are entering onto I-494 west). People sit right at the exit where the ramp meets I-494 backing up traffic onto the ramp and holding up I-494. MN merging morons! If they used the far right lane like they should until it ends, traffic would move even a tiny bit faster. It's bad you have to actually remind people to do this but people are idiots and clearly don't know how to use a lane to merge, but instead will stop with tons of people behind them and wait for someone to let them in. ARG!!!
- The ramp on Hwy 77 northbound onto I-494 west is troubling.
- Hwy 77 and I-494 interchange. (6)
- I-494/Hwy 77 westbound

I-494/Hwy 100

- West I-494 to north Hwy 100 must merge to exit. Should be dividers to keep that away from main lanes of traffic.
- I-494 and Hwy 100. (14)
- I-494 and Hwy 100 eastbound.

I-494/Hwy 169

- The I-494 west/Hwy 169 south signage is awful.
- The I-494/Hwy 169 interchange is a joke and was a waste of money particularly the transition to south Hwy 169. It is apparent that these designers don't drive.
- I come from Hwy 169 to I-494 and it's significantly congested at 7:40 a.m.
- I-494 & Hwy 169 interchange is terrible. I-494 is a mess from Hwy 169 to Hwy 77. How is that possible?
- Southbound Hwy 169 from westbound I-494 evenings.
- I-494/Hwy 169. (5)
- I-494 and Hwy 169 and beyond (going east).

I-494/Hwy 212

- The exit from I-494 west to Hwy 212 west needs to be improved or changed.
- Please look at I-494 and Hwy 5/Hwy 212. Quite the mess at 5 p.m.
- Backups on I-494 west approaching Hwy 212 during evening rush NEED to be addressed! Exiting from I-494 west to Hwy 212 west routinely becomes so congested that traffic backs up on I-494 west for a mile or more. As a result, I-494 west near Hwy 169 and flying cloud has a mix of 60 mph traffic in the left lanes and 10 mph traffic in the right lanes. As you probably already know, this results in lots of accidents. And if there haven't been fatalities yet, there will be soon.
- Don't make one change that moved a bottleneck. See I-494/Hwy 212 over the past couple years.
- The backup on I-494 westbound to exit to Hwy 212 during the evening commute is horrendous.
- I-494 congestion could be reduced in the evenings by redesigning how traffic gets from I-494 west to Hwy 212 west, too. Quite a large amount of traffic filters down to that single cloverleaf ramp and that can cause backups further east on I-494 west.

- Every merge lane is so short that it causes congestion even in the middle of the day. And the exit from I-494 to Hwy 212 going west at rush hour is sometimes jammed all the way back to the Flying Cloud exit.
- The on-off ramps from I-494 to Hwy 212/Hwy 5 are terrible and create significant congestion because people can't merge.
- It is usually congested almost daily on the interchange of Hwy 212 on ramp/off I-494 during rush hour. The congestion at times makes me scratch my head because there is not a real cause. Once you pass a certain point (pass Hwy 100 or Penn Ave) everything clears up. It is so bizarre.
- The exit from I-494 west/north to get onto Hwy 5/Hwy 212 west is absolutely ridiculous. The right lane backs up for a mile, but if you drive in the middle lane and wait to merge its tough to merge in. And then you have the people who literally merge at the end and hold up the rest of the traffic and almost cause accidents.
- The cloverleaf at I-494/Hwy 5/Hwy 212 is a mess. Flyover ramps would be great.
- The horrible I-494 to Hwy 212 west interchange that might be the worst design in America between two major highways. The design forces cars to exit at low speed (or stop (during congestion) to make the loop while mixing with east Hwy 212 to northbound I-494 traffic. It is so dangerous--I'm terrified every time I drive it. Many times during rush hour I have had to come to a complete stop and nearly rear-ended.
- I-494 and Hwy 212 is always backed up, and a struggle to get on and off.
- Westbound I-494 exit ramp to westbound Hwy 212.
- I-494 and Hwy 5/Hwy 212 at rush hour is a mess on the merge to Hwy 5/Hwy 212 off of I-494.
- I-494 north and Hwy 5.
- Hwy 5 through I-35W on I-494. It sucks most of the time.
- I-494/Hwy 212.

General

- I-494/Hwy 100, I-494/France Ave, I-494/I-35W is the worst congestion on the stretch. I understand the Hwy 100 and I-35W interchange congestion. But why is there always a slow up at France? If that was improved the travel time would be great.
- The I-94/I-494 interchange requires a significant decrease in speed with makes it difficult to merge with other vehicles.
- The Hwy 62/Hwy 212/Hwy 169 Interchange is one of the worst especially with the interaction between Hwy 169 and westbound Hwy 62 as traffic is crossing Hwy 62 from Hwy 169 to get to Hwy 212!
- There are too many on-off ramps!
- There is too much slow down at the interchanges and it takes too much time for traffic to speed up after each slow down.
- There is often congestion around I-494/Hwy 100 as well. It's very difficult to drive through the I-494/Hwy 100/France Ave area.
- An entrance/exit lane should be extended around cloverleaf interchanges to allow more space to decelerate into exits and accelerate onto the roadway. At Cedar Ave between cloverleaf and ramp entries for acceleration lanes and between Bloomington Ave and Cedar Ave and 28th and Cedar Ave would be logical additions for deceleration lanes. This highly contributes to the slow-

down from I-35W onto eastbound Hwy 62, and the additional lane would not require property allocation from Minneapolis residents.

- Avoid it like the plague in the afternoons. Need to remove some of the exits on I-494 between Hwy 100 and the airport. It slows everything down. Cloverleaf entrances and exits are a terrible idea.
- Exit to crosstown east cars driving on medium instead of going to Portland Ave only. Backs up with sudden stops.
- My observation is that the I-494/France Ave ramps seem to be exceptionally bad going eastbound, causing deep backups.
- The ability for south metro commuters to get from Hwy 77 (Cedar Ave) to I-35W causes so many headaches. Whether they connect via I-494 or Hwy 62 (or go all the way to Hwy 100), that flow of traffic is the worst.
- Reduce the number of interchanges and on-off ramps. Each one individually contributes to slowing down and building up traffic. Eventually slowed traffic backs up into another interchange and causes further backups on connected roadways.
- After spending time living in New Jersey having the turnpike that runs through the state is great. Taking it from where it starts at the very southwest part of the state it's just over 100 miles to where it splits up serving the NYC metro area. It has only 14 places to exit or enter from during this stretch each with very long accessible run up areas for people to get up to speed, and time to subsequently merge.
- I-494 is pretty good in terms of congestion. Please fix the I-35W north => I-94 west ramp, it makes traffic a standstill for thousands of people daily. Also the road quality on I-94 by north Minneapolis is horrible.
- Hwy 62/Hwy 169, Hwy 62/Hwy 100, I-494/I-35W, are all in desperate need of evaluation, as all three interchanges are often dangerous and/or congested.
- Ramp/lane from Lyndale Ave onto I-494 is too short.
- Need to fix the westbound Hwy 5 exit from I-494. Backs up terribly all the way to Hwy 169, needs a primary tributary not a single lane off ramp.
- Hey I-494 poorly handles too many large interchanges with too many vehicles.
- Do something about eastbound Hwy 62 Portland Ave exit. I think there needs to be two lanes continuing onto Hwy 62 and one exiting to Portland Ave. I have seen sooooo many near accidents and poor decisions (like driving on the shoulder or stopping on the middle of the highway to get over to Hwy 62) on this stretch of road.
- I travel on Hwy 62 daily into my work. The Hwy 62/Hwy 169/Hwy 212 interchange is a disaster. It regularly backs up on Hwy 62 eastbound (my morning commute). I travel westbound on Hwy 62 into Eden Prairie every day and the ramp off of Hwy 169 is incredibly dangerous, I've been nearly hit by people flying off of there trying to go across three lanes onto Hwy 212, this need to change.
- The eastbound ramp to Hwy 62 at I-494 DESPERATELY NEEDS TO BE TWO LANES. There is room on the ramp for two lanes of traffic, forcing it down to one lane causes extremely unnecessary congestion from northbound I-35W AND from eastbound Hwy 62.
- At every entrance/exit ramp there is a slowdown. I take Hwy 62 most every day and I can guarantee that when Hwy 62 merges with Hwy 212 there will be a 5-15 min delay. Then at Hwy

100, another ridiculous delay. People hang in the left lane on Hwy 62 because there are so many delays at the exit ramps.

- Trying to merge vehicles on and off I-494 in 100 yards is nearly impossible while maintaining any speed.
- This isn't that bad. Not like the Hwy 62/Hwy 212/Hwy 169 area.
- I wish there was on ramp at E Bush Lake Rd and I-494 west. Also to get to I-35W north, I get on I-494 at EBL Rd, then go north on Hwy 100 and take Hwy 100 east to I-35W north. I do this because I hate the exit at I-494 and I-35W north... too difficult to take ramp and then merge into traffic at end of exit ramp.
- The merging on-off ramps cause significant delays. Commuters can't seem to deal with these very well. I anticipate this being worse when Hwy 169 construction begins.
- The distance from I-494 entrance lane to Hwy 62 exit lane is very short. It can be difficult change lanes when cars are entering I-494 and exiting onto Hwy 62.
- The Valley View Rd entrance on westbound Hwy 62 is also poorly laid out, and also causes major slowdowns.
- I-494 at France is pretty bad all of the time.
- France Ave interchange always slows traffic both ways, even during non-peak hours.
- Hwy 62 from Hwy 212 to Hwy 100 and I-35W is very congested, starting at 3 p.m. daily. It is frustrating, especially at Hwy 100, trying to just get to the ramp from east Hwy 62 to Hwy 100 north.
- While cloverleaf interchanges are good in theory stupid humans can't manage. Therefore, you have to build the interchange to meet people's capabilities. The interchange through Eden Prairie is almost always clogged to get to Hwy 212. More lanes is really the only solution.
- Keep the third lane on Hwy 62 east so there are no merging issues.
- The on-off ramps and interchanges are sort of scary, so I opt to take Nicollet Ave or Lyndale Ave to avoid being on that highway.
- Ramps from France Ave to I-494. Too many entrances. Need a bridge like the one on Penn Ave and Lyndale Ave. That would avoid a lot of congestion. Also better timing with the lights. All the vehicles are coming on I-494 too close together.
- Congestion increases near I-35W interchange and every on-off ramp.
- The on ramps between I-35W and the airport on Hwy 62 generally aren't long enough to get cars up to speed to merge safely in moderately dense traffic. This creates cascading braking that is not particularly safe.
- Quality of road is horrible. On ramp to Hwy 62 from Hwy 169 is horrible, always icy. I-494 from Hwy 169 is always congested, there has to be another way.
- The exit from Hwy 62 to Shady Oak Rd has very unrealistic striping and expansion to four lanes that are entirely too narrow with angles that are too sharp.
- I take Valley View Rd east home every day from work and take a left onto I-494 north. This light changed in the last year and it is way more confusing for drivers - no one seems to understand who has the right of way with the flashing yellow arrow, drivers coming west on Valley View Rd have a yield sign if they are turning on to the highway and the ones going straight do not. I've been meaning to call and report this as a safety concern. It was much better before with the red or green light. Please investigate - thanks!!

- France and I-494 interchange needs to be redesigned as it is majorly congested at nearly all times.
- Going from Hwy 62 onto I-494 in the morning is awful, thankfully I don't use that one much anymore but when I did it was impossible to get from Lifetime Fitness across all those lanes of traffic to get to the northbound exit without getting in the way of those going east on Hwy 62 or exiting south on I-494. Especially with the "continuous" lane so sometimes I had to just keep going on Hwy 62 and then take a different exit. Going from I-494 to Hwy 62 is easier, no real concerns with those.
- Interchanges cause the most congestion.
- The cloverleaf design of nearly all interchanges is brutal in traffic or bad weather.
- Cloverleaves are not the solution going forward and need to stop being used. Minnesota drivers are not good at merging.
- The "unweave" project has helped a bit... but there are still spots that complicate travel. Basically anywhere people have to merge. I-494/I-35W, I-494/Hwy 100, I-494/France probably causes the daily backup past Bush Lake Rd even though I-494 is three lanes wide there... it's close to another main merge point... and most people have no clue how to merge efficiently.
- I-494 and France Ave. (7)
- On-off ramps. (80)
- Interchanges. (84)
- Hwy 62 & France, Hwy 62 & Tracy Ave.
- Every interchange should be re-evaluated for either removal or a redesign.
- Improvements in order of priority (after I-494/I-35W): Hwy 62 east and west of Hwy 100; I-494 westbound between Hwy 100 and I-35W; eastbound Hwy 62 from south I-35W.
- The France on ramp onto I-494 east.
- The Eden Prairie I-494 ramps were at or above capacity before they were complete.
- On/off ramps at I-35W and other intersections.
- Specifically, all on/off-ramps between 24th and I-35W.
- France Ave entrances eastbound.
- Hwy 100 and France avenue ramps are bad.
- Wayzata area ramps and traffic flow.
- France Ave on both I-494 & Hwy 62.
- France Ave, Hwy 100. (2)
- Where I-494 intersects with I-394.
- Congestion at Penn Ave and I-35W.
- Traffic is backed up at I-35W, Hwy 100 and Hwy 169 those on off ramps need to be improved.
- From Hwy 212 to Hwy 100.
- Interchanges on both Hwy 62 & I-494 slow traffic.
- At interchanges, on-off ramps and bottlenecks at Hwy 62/I-35W and Hwy 62/Hwy 212/Hwy 169)
- Hwy 55 and I-494 eliminate stop lights.
- Hwy 62/Hwy 212/Hwy 169/Gleason Rd connection of ramps funneling into two lanes.
- Crosstown -Gleason Rd and Tracy Ave exits - eve rush hour.
- France Ave westbound exit.

- On/off ramps on I-494.
- Hwy 100 to I-35W.
- Need longer on-off ramps.
- Hwy 100 on-off ramps.
- Hwy 62/France interchange & I-494/France Ave interchange.
- Penn Ave and I-494.
- Reduce the number of on-off ramps will force local commuters to consider using non-freeway routes, improving freeway travel time.
- The teeny tiny exit/entrance ramp lanes!
- Hwy 212 to I-35W.
- I-494 and I-694 interchange.
- Hwy 62 and France Ave, I-494 and France Ave.
- Eastbound I-494 & France Ave.
- Eastbound Hwy 62 from Hwy 169 to France Ave.
- Hwy 5/Hwy 212 east and Prairie Center Dr and I-494 west and the exit to Hwy 5 west
- I-494/I-394/Hwy 12.
- Ramps and interchanges have no delay just the highway.
- Cedar Ave, Portland Ave/Lyndale Ave interchanges.
- Hwy 62/I-494 light.
- I-494/Hwy 62 intersection (especially south to west during rush, right turn should be fast).
- I-494/Hwy 62. (2)

MnPASS/HOV

Overall, comments noted a desire for more general purpose lanes and/or MnPASS/HOV lanes. A large number of responses received noted a general need to add additional lanes to increase capacity in these corridors. The majority of responses were in favor of adding a MnPASS/HOV lane while a small number of comments noted a preference for a general purpose lane as opposed to a MnPASS/HOV lane

- Needs HOV/faster transit options.
- No new MnPASS Lanes!!! Give us another general-purpose lane on the crosstown for the \$150 million between Hwy 169 and Hwy 77! Make sure to point out to the SWLRT or transit folks that added lane will carry MORE trips per day than SWLRT for a tenth of the cost!
- There should be a carpool lane on all major Hwys and interstate roads - construction should be limited (as much as possible) to 10 p.m. - 5 a.m. & weekends.
- Make a bypass lane on I-494.
- It would be nice to have HOV lanes on these highways.
- If there's congestion, the rational response is to increase the cost to use it with congestion pricing. Please make Hwy 62 a toll facility, and make at least one lane of I-494 a MnPASS facility.
- Overall, just not enough lanes to handle the volume of cars/traffic during peak times. More carpool lanes would help significantly.

- Picking the time of your trip or planning ahead are important tools for avoiding congestion. Engineering will only cause minimal improvements. Do not increase lane capacity unless it is a bus only/HOV lane.
- Add a commuter lane that one person can drive in.
- Adding a car pool/MnPASS lane to Hwy 62 would be great.
- There needs to be additional lanes added for longer distances to relieve congestion. HOV or adding an inner 'thru' lane might aid in this effort.
- An express lane from Eden Prairie to Eagan would relieve congestion.
- Provide HOV lanes.
- HOV lane on I-494 would be nice through the Bloomington strip.
- Carpool lane would be great, but only if it's an extra lane and not one taken from existing lanes (like on I-35W).
- I-494 needs a carpool lane going east big time from about Eden Prairie to the airport or anywhere in between.
- The only true way to reduce congestion is to use tolling/pricing that increases the cost for drivers to use the roadway when demand is highest. In the absence of tolling all lanes, a general-purpose lane on I-494 should be converted to a MnPASS lane. Adding new lanes/capacity to the highway will not reduce congestion in the medium to long-term; rather it will only induce more driving and create new congestion. Adding more lanes to these highways would be a waste of scarce transportation dollars.
- Time of day matters-- maybe a pay lane?
- We should not have any more "sane lanes" - it increases the congestion on the remaining lanes and is not a good use of taxpayer funds to set these up/enforce these.
- DO NOT implement MnPASS lanes!!! They only serve to create additional congestion and provide a way for the wealthy to have exclusive access to roads that all taxpayers have funded.
- DO NOT take away a lane to make a MnPass lane! All lanes are already stopped!
- I personally do not like or use MnPASS lanes. All it does is take a usable lane out of service unless you pay. Widen the freeway and add extra lanes, adding MnPASS lanes on I-35W south of the river has caused even more congestion.
- Would love to see a carpool lane on one of them.
- Carpool lane on I-494 would be well utilized since we start carpooling on I-35W.
- Commuting from the south metro on Hwy 77, I use Hwy 62 to I-35W for regular commuting to the office, but rely on I-494 several weeks out of the year to reach clients in the south and west metro along I-494. I am aware of the Hwy 77 study that has been on hold pending the results of this study due to the interconnection between the two corridors. In my mind, the most advantageous full-build solution would be to have two MnPASS lanes (one in each direction) on I-494 from Hwy 62 to the airport, with exit ramps from the MnPASS lanes to the intersecting highways (i.e., Hwy 212, Hwy 169, Hwy 100, I-35W, Hwy 77). I am not a current MnPASS account holder but would sign up under this full-build solution to avoid the unpredictable backups at the Hwy 77/Hwy 62
- Intersection and for traveling the I-494 corridor from Bloomington to Eden Prairie (and back in the evening).
- Need more lanes not rails or toll roads!!!

- We need to put more HOV lanes in on I-494/Hwy 62/Hwy 169/Hwy 100/Hwy 77 etc. HOV lanes can be used for buses and helps with predictable times for mass transit. We need this added to all major freeways. People driving by themselves can still use these lanes if they need to get somewhere fast by purchasing a MnPass. I believe this should be our top priority.
- Would love to have a paid lane similar to I-394/I-35W for I-494 and/or Hwy 62.
- I-494 should definitely have an HOV lane. Too many one-person vehicles. I travel alone, or with a ride sharer but take Hwy 62. Would consider I-494 if HOV available. Sometimes take I-394 HOV thru tunnel to I-35W to avoid the other routes.
- It would be great if there was a MnPASS on I-494.
- Carpool lanes on both Hwy 62 and I-494.
- Congestion pricing of all lanes.

Transit

Comments noted a desire for improved transit options in particular a desire for more convenient and reliable transit options with a large majority commenting about the need for light rail in the area. Additional comments noted a need for more east and west transit connections and additional buses for reverse commuting.

- Convenient and reliable public transit should be implemented along these corridors.
- Frustrating congestion, would prefer to use transit if available options were more suitable - better reverse commute bus routes. If the Green Line extension ever gets built, I will be a regular user.
- There is no way to take public transportation from Eden Prairie to the airport, MOA, or to the light rail without going north and all the way through Minneapolis. This takes hours. A bus or light rail extension along I-494 would be terrific.
- I wish there was a bus/train that travels east/west from Eden Prairie to airport. It is too difficult to get across town. I would use public if available and efficient.
- I do not like that I drive alone. I would much prefer to take public transportation to see my friends in the suburbs or to shop. In fact, I am not able to go to the southern suburbs as much as I would like to because I'm in a one-car family and the public transportation options are limited. Please consider people who do not always want to or have the ability to drive in your designs.
- I sometimes take the bus to work, 444 to MOA -> 540 to Hwy 100. It is a little bit longer than I would like. Orange Line will speed this up. I am hope for good east-west connections at the Orange Line I-494 stop. Perhaps some pedestrian crossings across I-494 would inspire more bus usage after Orange Line is completed, allowing 540 riders to access businesses south of I-494 or 542 riders to access businesses north of I-494.
- Maybe a I-494 BRT from Woodbury to Minnetonka with center lane connections at A Line, Blue Line, Orange Line and center lane stops at 55, Hwy 77, I-35W, France Ave... wishful thinking perhaps.
- We can't keep expanding freeways. Better to put that money into more efficient systems like transit.

- Would be improved if there were designated bus lanes, especially along Hwy 62 and I-35W.
- There are no good options to commute from Eagan to Eden Prairie with public transit. A 2-hour one-way trip via downtown Minneapolis is not a realistic option.
- More public transit options on these routes would be great. If public transit was an option, my answer to question 6 would change to "availability of reliable transit."
- Evaluate putting in more mass transit in both corridors, too.
- Please try to provide some sort of transit advantages. Buses take up a small number of vehicles on the road but move lots of people who would otherwise be in single-occupancy vehicles.
- There needs to be LRT or BRT along I-494/American Ave from Eden Prairie to the airport to reduce congestion along I-494.
- Eliminate the buses and light rail. But that's not what you want to hear.
- If public transportation via light rail was available, I would use this mode of transportation over driving daily.
- I access both I-494 and Hwy 62 from Hwy 77/Cedar Ave. The south metro red line has done nothing to reduce congestion along Cedar Ave. Ease of access to stops and light rail would have to significantly improve for public transit to be a primary choice on I-494/Hwy 62 to make it attractive over current South Loop light rail access.
- I drive this route at least five days a week. I'd give up driving in favor of light rail ON THE SAME ROUTE as I-494 in a heartbeat! St Paul to I-494/Hwy 100 every workday.
- I'd love to see light rail travel from Eden Prairie to the airport!!
- There's a distinct lack of transit options for people work in the southwest suburbs, making it difficult to avoid driving even if one desires to.
- Public transportation on these roads is too few and unreliable. I want to use public transit, but it is not available.
- Please add more buses for reverse commuting and for commuting from MOA or Southdale to locations in Eden Prairie and beyond.
- Additional transit options.
- Add east/west suburb to suburb transit options.
- A train system with park & ride similar to all other cities in world would improve the traffic and environmental situation.
- Better and more options for transit would be preferable, notably the Southwest LRT.
- The Southwest light rail project should lighten traffic in those areas mentioned above.
- Provide express bus between Southdale and downtown St. Paul.
- Less cars by adding more buses.
- Trains instead of buses so I cannot drive this. Buses add to congestion.
- We don't need congestion relief for cars. We need alternatives like transit.
- Lightrail.
- I'd also love to see more trains going both between suburbs and into Minneapolis/St. Paul.
- Put pressure on Met Council to provide express service from Southdale and Ridgedale to St. Paul. Current bus route is three hrs/day because all buses go to downtown Minneapolis. Not feasible to waste three hours/day commuting. Even just a couple direct express buses during rush hours would reduce congestion on the I-494/Hwy 62/I-394 corridors by the thousands!!

General Comments

General comments received noted mixed feelings about Hwy 62 being better before the redesign while others felt the redesign improved the area. Additional concerns over not shutting down multiple roadways during construction and dealing with a construction season on these corridors were also noted.

- I try to use the highways off peak hours.
- Why does Hwy 62 east go down to one lane at I-35W?
- The potholes on Hwy 62 need to be repaired by Hwy 77.
- I think if the 76th/77th street is completed over or under Hwy 77/Cedar Ave freeway it greatly help relieve.
- It feels very dangerous during rush hours. I wish you could run more adds to shame people for their stupid reckless behaviors (the TV ad I only saw once showing a jerk butting in line at the store - with the gist of the ad being why do the same rude behavior in your car).
- Please no more construction on Hwy 62!!
- You need to think in terms of impact of trips coming to/from Dakota county which use Hwy 169, I-35W or Hwy 77 or I-35W from downtown and then use I-494 or Hwy 62 to complete journey
- DO NOT CLOSE EITHER OF THEM FOR CONSTRUCTION. LIVING IN MN, SEEING ROADS SHUTDOWN COMPLETELY IS RIDICULOUS.
- Hwy 62 is much better since the redesign.
- Hwy 62 was better before the Hwy 62/I-35W redesign.
- A fast and reliable trip to/from the airport is most important.
- Why is a solution taking so long? The cost to commuters is extremely high. Someone needs to take leadership to procure a long-term solution. It is obviously not easy, but good people make difficult problems easier.
- FRUSTRATION.
- MnPass on I-494!
- Prioritize fixing Hwy 212 east between Mitchell Rd and the I-494 exit. This is far worse daily that Hwy 62.
- Hwy 62 between Hwy 77 and 34th Ave is a badly torn up road with many potholes.
- Too many trucks including smaller Contractors pulling trailers.
- The experiences are very different. Should have asked separately.
- We need MnDOT regional Representatives to actually meet with people in the flesh!!
- The ridiculous amount of continuous road construction on I-494 has to stop.
- Why did you let Best Buy and others build so close to the highway. Now you have nowhere to expand. Literally crazy.
- The short-term pain of construction for the long-term relief from all the congestion... just do it right. Plan long-term.
- It's disturbing how often we have construction on I-494 and how little it improves things.
- Not the biggest issue, but lots of drivers ignore the red/green lights on entrance ramps. It's annoying.
- I often use American Blvd instead. Please don't mess that up.

- Most of these questions should allow multiple (ranked) answers. I drive alone about 80% of the time; with my wife about 20% of the time. I care about both predictability (#1) and average elapsed time (#2). Congestion.
- Generally, very good and very well maintained from the snow and ice during the winter months.
- You better not do anything until Hwy 100 and Hwy 169 are done. As you have screwed up those roads for the last two years going on three... Whoever is in charge of your planning needs to be fired for lack of alternative route planning.
- Way too much closing of multiple roads at the same time in this area. Used Hwy 169 north of I-494 the majority of last year to avoid congestion.
- I-494 north of I-394 is better now.
- It would be easier to do this with the two roads separated. Different issues with them.
- Please plan for 50 years out, not five years like MnDOT loves to do.
- Please don't do roadwork on highways going the same direction at the same time.
- A flyover ramp from Hwy 169 south to Hwy 212 west is desperately needed. Cars navigating this area have a dangerous crossover to a left exit.
- Building the Best Buy Headquarters made a bad situation worse. I don't know how you fix that.
- Hwy 169 needs to be expanded to three lanes in both directions.
- Not too bad in that area.
- DON'T close it down when Hwy 169 is also closed (Fall 2016 - ???).
- Please consider renaming MN-110 to Hwy 62. It is incredibly complicated to give people directions heading east on effectively the same roadway eastbound Hwy 62 to eastbound Hwy 55 to eastbound 110, etc. What's the point of having a MN-110 at all, since it is just a few miles long? It would seem to make a lot of sense to simply rename that stretch of road to Hwy 62. If you think there is merit to that idea, I have another concept that would go even further: rename both highways (Hwy 62 and MN-110) to Hwy 212, continuing that roadway designation even further. Again, it is effectively all the same roadway and direction, just with three separate names. If that is going too far, please do consider my first suggestion of simply merging Hwy 62 and MN-110. The current scheme is very overly complicated and makes it difficult to give directions, even in the era of Google Maps. GPS directions, etc.
- Keep traffic off 66th St. Bad design many years ago constructing I-494/Hwy 62 means terrible traffic on 66th St.
- I wish there were better ways to cross I-494 and Hwy 62 by bike -- the only pedestrian bridge (over I-494 by Nicollet) has stairs, and the main roads over I-494 are very difficult to cross on bike. I often go well out of my way to cross I-494 via Nicollet, because Lyndale Ave and Penn Ave are terrible for biking. I use Penn Ave to cross Hwy 62 but this is also not good for biking.
- Please plow the roads when there is snow.
- It's been much better as of late (minus the construction last summer) and the congestion seems to follow the sun since everyone drives into it from the west metro. Not sure I could suggest any specifics for improvement.
- I can't stand when people are hanging in the passing lane holding up traffic when there is a gap in front of them so they can hang on their phone or text.
- Do not decrease number of lanes through this corridor.

- Drivers refuse to allow a safe space between them and the vehicle in front and especially on the entrance ramps.
- You can't force people to go faster or match speeds when merging onto I-494-if you could, THAT would do it.

Appendix D

One Page Handout

I-494/Hwy 62 Congestion Relief Study

YOUR FEEDBACK IS NEEDED

Participate in an online survey to help MnDOT understand how I-494 and Hwy 62 can be improved. This feedback will help MnDOT make decisions about the future design and operation of these roads!*

www.surveymonkey.com/r/i494and62study

*Survey will remain open through Feb. 29, 2016

About the Study

The study is analyzing I-494 and Highway 62 between the Minneapolis-Saint Paul (MSP) International Airport on the east and the I-494/Highway 62 interchange on the west.

The analysis includes adding MnPASS Express Lanes, auxiliary lanes, turn lanes, dynamic shoulders, modifying interchanges, transit accessibility and improving travel options for transit.

Both highways are being studied because improvements to either stretch of highway are likely to impact the parallel highway.

This study is anticipated to be completed in late 2016.

Study Goals

- Increase the number of people (not vehicles) that move through each highway corridor and provide reliable trip times
- Enhance economic vitality for the public and private businesses in the Twin Cities region
- Enhance safety and mobility by providing congestion free travel options
- Enhance and maintain advantages for transit, taxi cabs, airport shuttles, carpools, and non-motorized connections (pedestrian, bicycle, and light rail)
- Use existing roads, right-of-way, and performance based principles and improvements that are lower-cost and provide a high-return on investment
- Coordinate timing with other scheduled and funded projects
- Involve the public and stakeholders in the study



For more information about this study:

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www.dot.state.mn.us/metro/projects/i494and62study

