



# I-35W North Gateway Study

**Project Update**  
1.11.2022



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# Agenda

## 1 Project Overview

- Problems and Considerations
- What We've Heard From Community

## 2 I-35W Crossings Concept Development

- Opportunities Seeking Community Feedback

## 3 Schedule At-A-Glance

# Project Overview



# Study Area At-A-Glance



13 miles of aging pavement, 47 bridges



18 interstate crossings, 2 pedestrian bridges



7 interchanges (partial or full)



4 cities / 16 Minneapolis neighborhoods adjacent to or very near the corridor



110,000 vehicles per day

# Why Study This Stretch of I-35W

## Study Area Problems

- Pavement is wearing out, needs full replacement
- Bridges are getting old, full replacement is needed on several of the bridges within the next 10 years
- Congestion on I-35W
- Unpredictable trips/travel time for motorists and transit users
- Crashes on I-35W
- Vulnerable and uncomfortable highway crossings for people walking and bicycling



# Project Needs

## Pavement Conditions



I-35W within the study area has the original pavement that was constructed 50 years ago, which means cracks and potholes develop faster and fixes, like resurfacing the road, don't last long.

## Reliable Trips



Trip reliability within the study area is poor based on congestion levels, operations and unpredictability during the morning and afternoon rush-hours.

## Bridge Conditions



There are 45 bridges that go under or over I-35W along the study area. Some of these bridges will be replaced soon, before any further road upgrades are completed. Our vision for the study area will inform and accommodate their replacement.

## Safer Trips



This study provides opportunities to increase driver and passenger safety, and make walking and bicycling within the study area safer.

# Additional Context



Transit service  
and reliability



Current and  
future land use



Project funding and  
financial constraints



Other regional planning  
and construction  
projects



Community/  
neighborhood priorities  
and planning efforts



Pedestrian/Bicyclist  
safety and access



Sustainability over a  
long period of time

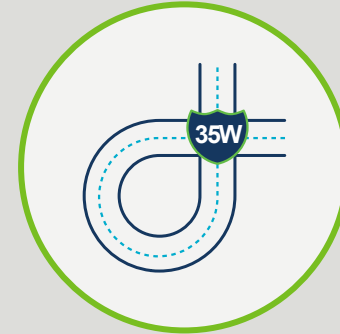
# What We've Heard



# Community Interviews and In-Person Meetings



Local neighborhood impacts from motorists avoiding interstate traffic



Interstate access contributes to prosperity



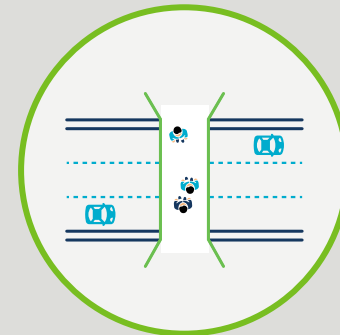
Conflict areas between motorists and people walking and bicycling



Need for agency coordination



Demand for expanded transit options and connections



More connections across the interstate create better community connections

# Community Feedback Survey

Feb. 13 - March 8, 2019

Received  
2,269 responses

Targeted residents, businesses,  
visitors and commuters along I-35W

People who LIVE, WORK & VISIT this stretch of I-35W  
agree that:

Congestion

Trip  
Reliability

Connections  
Between  
Highways

Safety On  
& Across  
I-35W

could be IMPROVED.

# Checking Purpose & Need

May 15 - June 21, 2020

Online, on-demand, and interactive public open house

Confirm that the problems we identified are in line with what the community thinks

Feedback opportunities:  
Brief online survey and comment form

## Top themes from open-ended comments



Proposed solutions for specific locations along this stretch of I-35W



Expand transit facilities and infrastructure



Reduce highway congestion



Prioritize pedestrian and bicycle infrastructure and expand facilities



Consider environmental impacts and reduce pollution

# Developing Long-Term Solutions

Address bridge and pavement conditions

Increase mobility

Improve travel time reliability

Improve transit advantage

Improve connectivity across 35W and interaction with community



# Study Timeline

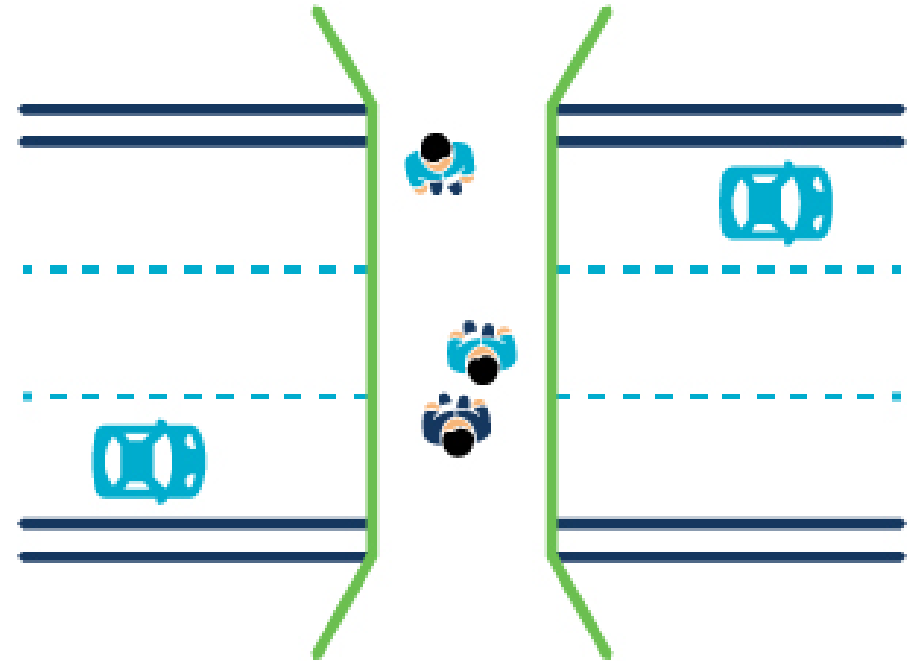
## Study Schedule



# Opportunities

# Freeway Crossing Approach

- Freeway crossings connect the community
- Opportunity to redesign crossings at key bridges as part of I-35W concept development
- This process begins with your input on existing challenges and opportunities



# Minneapolis All Ages and Abilities Categorization



**High Stress**

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Shoulder

Unprotected Bike Lane



**Low Stress**

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Protected Bike Lanes

Trails and Bike-Ped Only Facilities

Neighborhood Greenways



# All Crossings

## Existing Bike-Ped Crossing Details

### High Stress

Rosegate  
 County Rd B2  
 Johnson St NE  
 Broadway St NE  
 Hennepin Ave  
 8th St  
 4th St  
 University Ave SE  
 2nd St  
 Washington Ave S  
 11th Ave

### Low Stress

County Rd C  
 Industrial Blvd NE  
 Stinson Trail  
 Diagonal Trail  
 Summer St  
 5th St  
 W River Parkway  
 Bluff St Bikeway  
 Hiawatha LRT Trail  
 Samatar Crossing



# Opportunities to improve **high-stress** crossings



# Crossing Design Process

We are here



Community Input



Technical Analysis



Design and Policy  
Guidance



Design Options



Feedback Loop



Incorporate Crossing  
Designs into Overall  
Concept Design

# Discussion Questions

- What is your crossing experience like when you are...?
  - Walking
  - Rolling
  - Bicycling
  - Driving
  - Taking transit
- Are there specific areas at the crossing (e.g., an intersection) that are more difficult to use? Why?
- What would make it easier to use?

# Northeast Area



## LEGEND

### Existing Bike-Ped Conditions

High Stress

Low Stress

### All Ages and Abilities Network

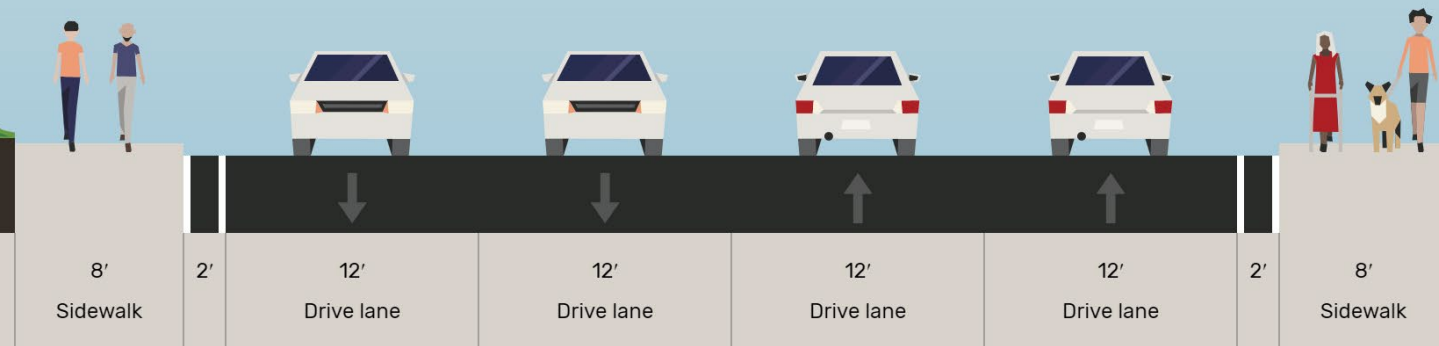
Existing: Low Stress Bikeway

Existing: Connector Bikeway

Future: Low Stress Bikeway

Future: Connector Bikeway

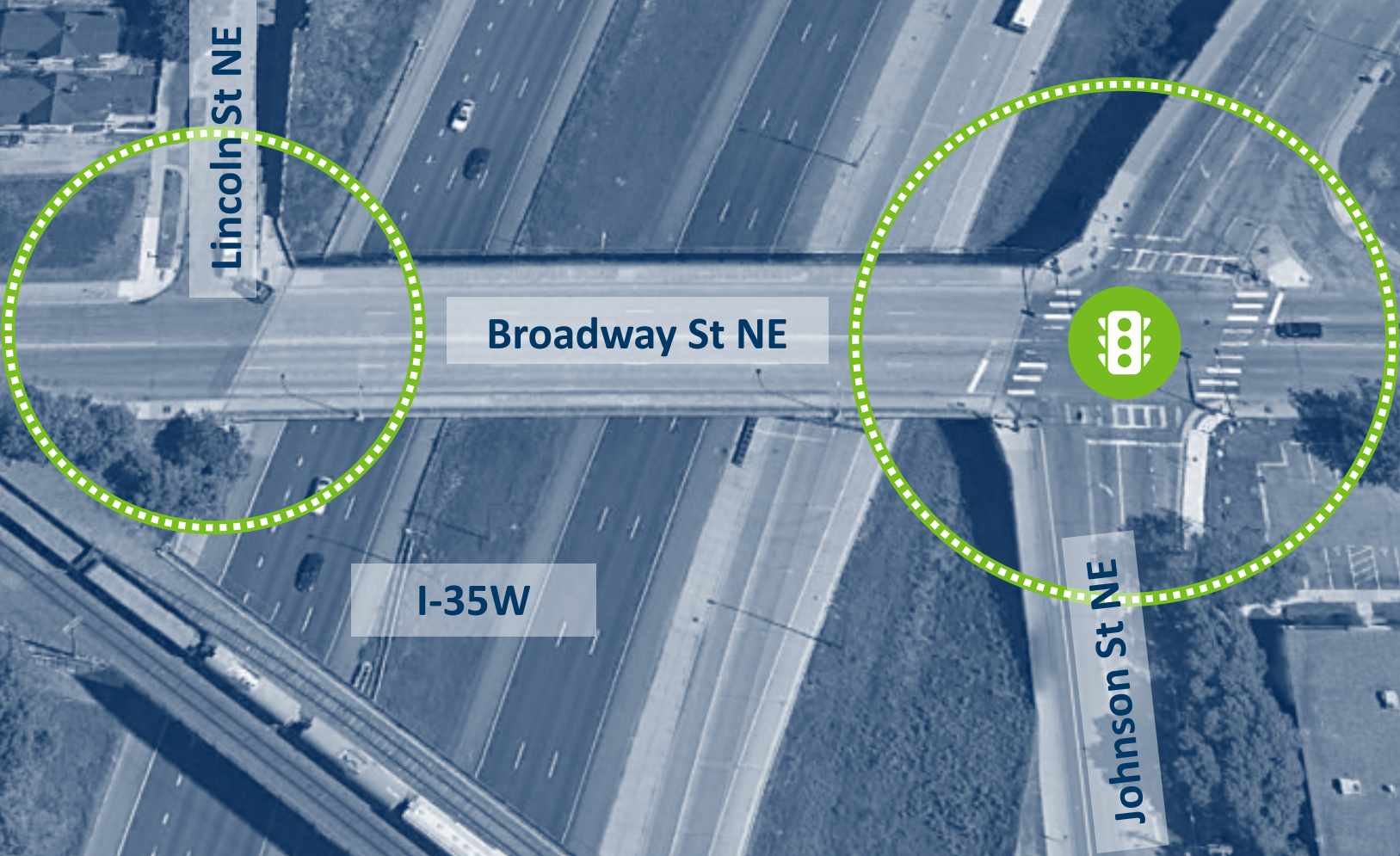
# Broadway Street NE



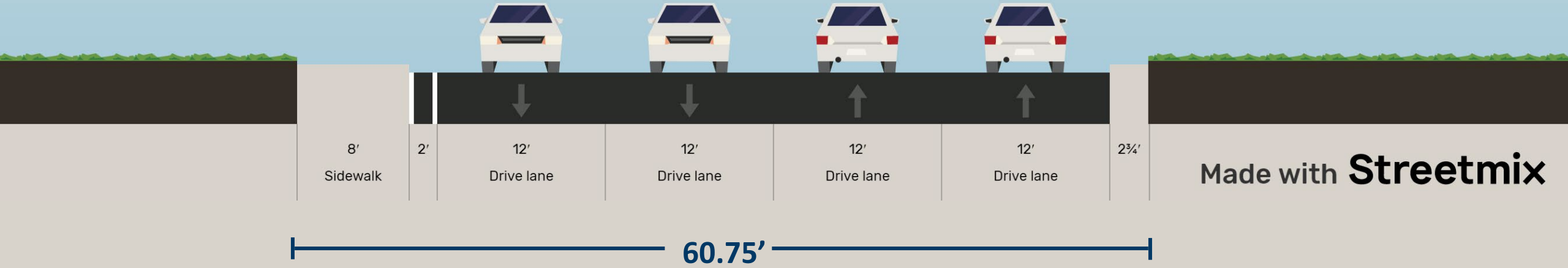
68'

Made with **Streetmix**

# Broadway Street NE Conflict Points



# Johnson Street NE



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14<sup>th</sup> Ave NE

# Johnson Street NE Conflict Points

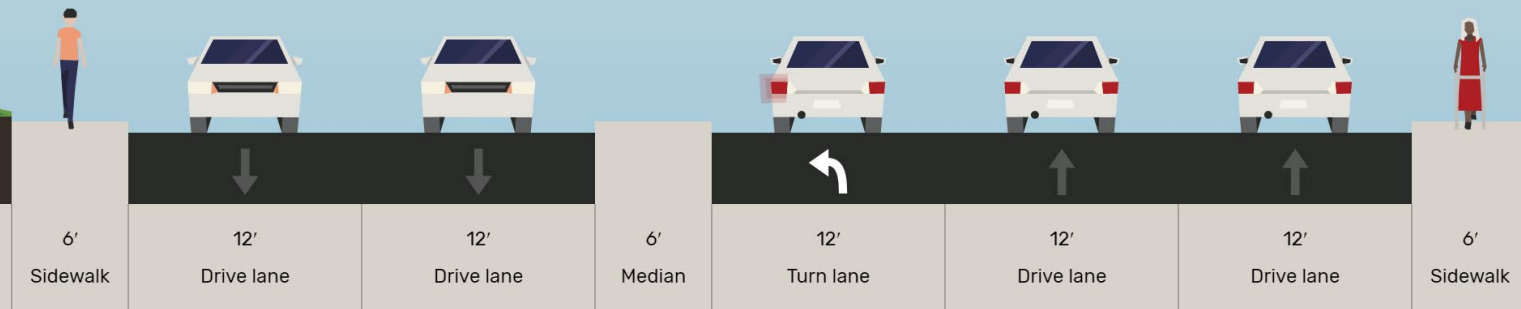
Lincoln St NE

I-35W

Broadway St NE

Johnson St NE

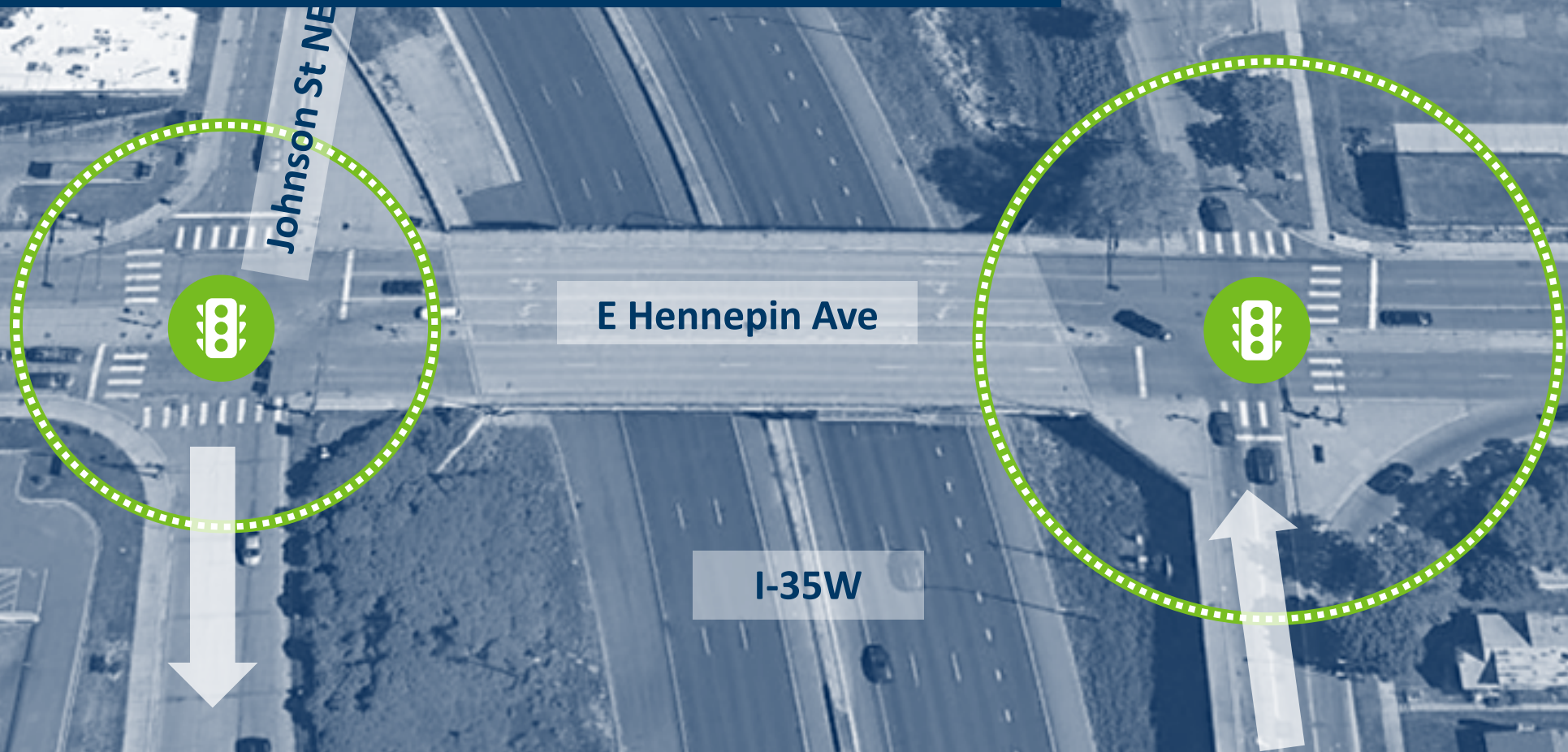
# E Hennepin Avenue



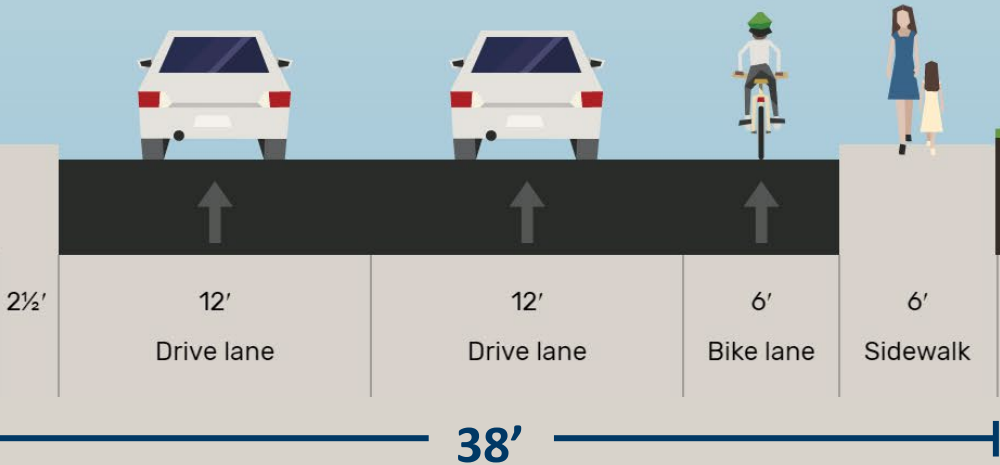
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78'

# E Hennepin Avenue Conflict Points

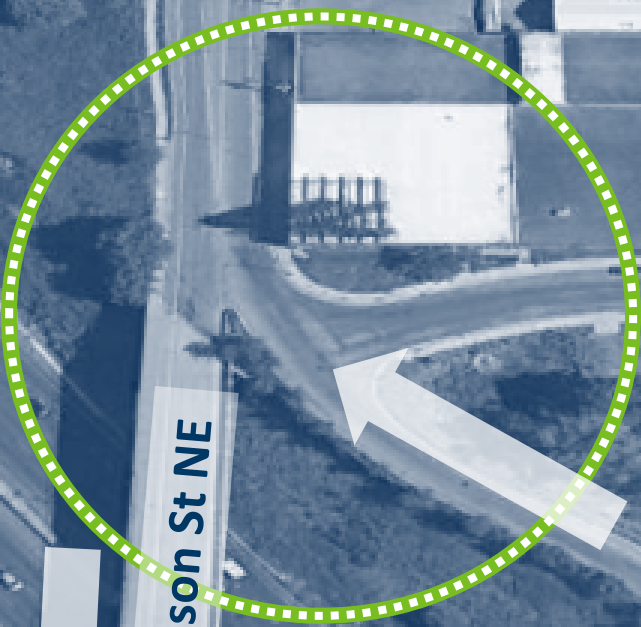


# Johnson Street NE



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# Johnson Street NE Conflict Points

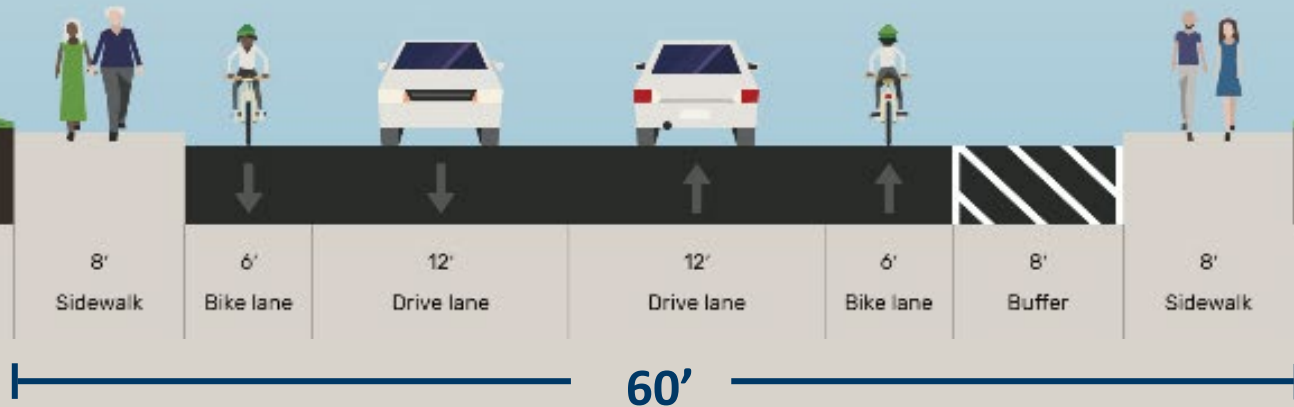


Johnson St NE

I-35W

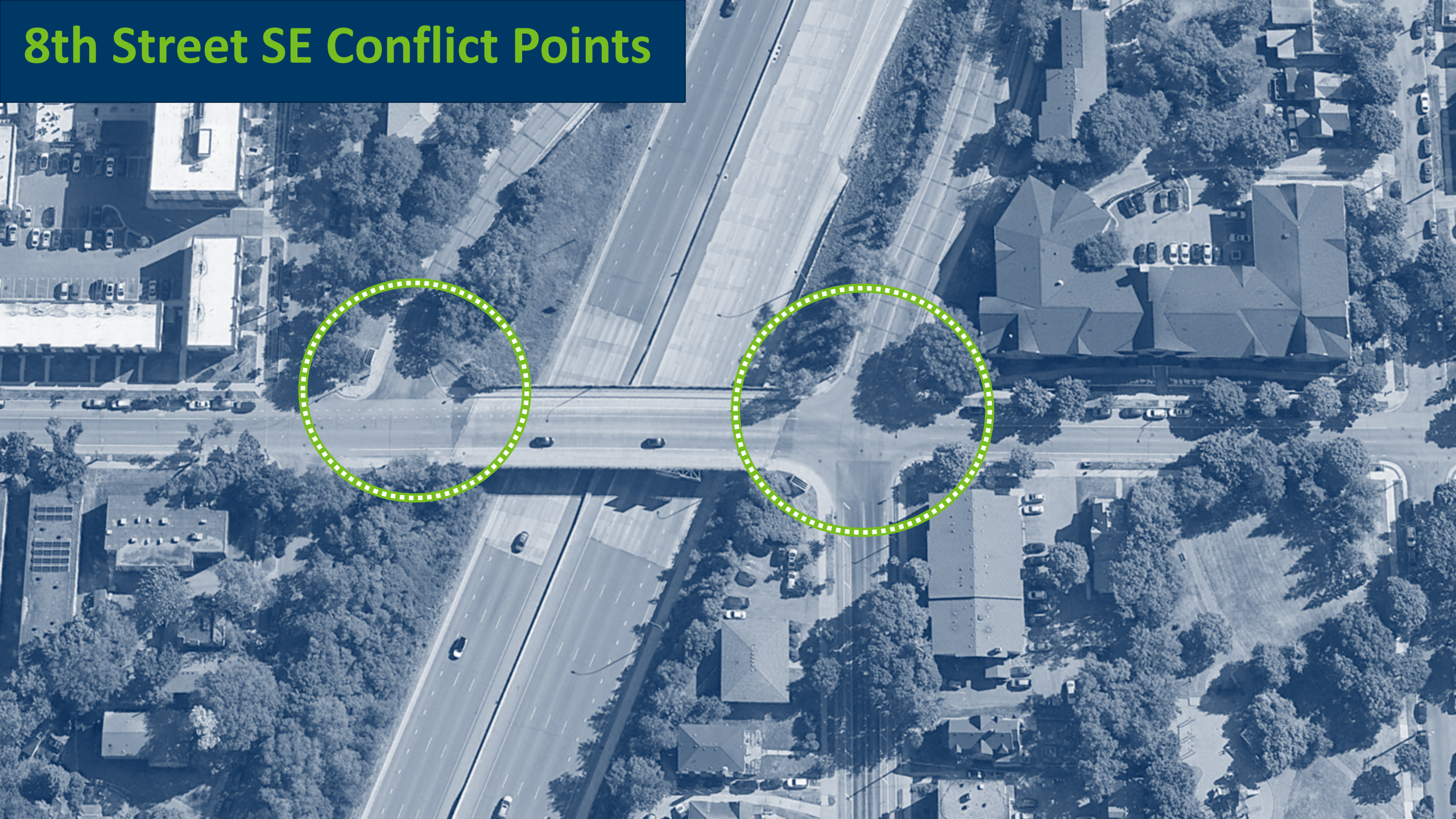
E Hennepin Ave

# 8th Street SE



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# 8th Street SE Conflict Points



# Study Timeline

## Study Schedule





# Thank you again!

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