

Hwy 252/I-94 Study Policy Advisory Committee Meeting

Public Questions: February 1st, 2024

#	Question	Response	Asker Name	Asker Email
1	Why is there a public meeting where the public can't participate?	Thank you for your question. This meeting is a space for PAC members to have open dialogue about the project. The public is invited to these meetings to listen to the conversation and submit documented comments to the PAC members and project team through the Q&A function. Stay tuned for future opportunities to share your thoughts.	Jackie Douglas	jackierened@gmail.com
2	Why is chat not available to the public and my posts only available to the panelists?	Thank you for your question. This meeting is a space for PAC members to have open dialogue about the project. The public is invited to these meetings to listen to the conversation and submit documented comments to the PAC members and project team through the Q&A function. Stay tuned for future opportunities to share your thoughts.	Jerrold Keller	jerroldkeller@gmail.com
3	Will the results of the supposed "environmental study" actually be used to evaluate the limited set of obviously predetermined freeway alternatives and eliminate them when it is obvious they will not improve but harm the environment (as well as the equity and health of the people living in the vicinity of the project area) when compared to the NO BUILD "alternative"? How can community preferred and supported alternatives such as non-freeway alternatives be returned to the list of alternatives to be studied?	Thank you for your question. The alternatives that are being recommended to advance will be evaluated based on the criteria established in the Scoping Decision Document for further study in the EIS. Alternatives that were dismissed during the scoping process are documented in the Scoping Decision Document as to why they did not advance further in the process.	Nahid Khan	khan0068@umn.edu
4	You have NOT heard that the community does not want Hwy 252 turned into a freeway, nor do we want I-94 expanded. You are only "hearing" the aspects of community feedback and public comment that fits your predetermined agenda to turn Hwy 252 into a freeway and expand I-94. So your community engagement and public comment work is a farce, since it is used in a way that moves forward your predetermined goals to turn Hwy 252 into a freeway and expand I-94: ignoring, disrespecting and opposing what community wants to see: no new freeway or freeway expansion.	Thank you for your comment	Nahid Khan	khan0068@umn.edu
5	Will you look at to what property taxes will be lost in Brooklyn Center with some of those proposals you are looking at?	Thank you for your question. Right of Way impacts are part of the evaluation criteria. Costs associated with these impacts will be calculated as part of the EIS process.	Jerrold Keller	jerroldkeller@gmail.com
6	Whether Hwy 252 is turned into a freeway above the local roadway and neighborhood or below it, both are horrific for our Brooklyn Center and Brooklyn Park neighborhoods through which this destructive project is to be placed. Your claim that there is no predetermined outcome and no final decision made about alternative to be chosen is extremely deceitful given that you clearly have decided (long ago) that Hwy 252 will be a freeway (and I-94 will be expanded). Basically MnDOT behaves dictatorially and the process of community engagement and public comment is used only to manufacture consent for your predetermined outcome of freeway for Hwy 252 and expansion of I-94 freeway.	Thank you for your comment	Nahid Khan	khan0068@umn.edu

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7	Not a question, but thank you for my mayor and councilmember for attending, April Graves and Dan Jerzak. Sad to see so many missing members not here.	Thank you for your comment.	Jerrold Keller	jerroldkeller@gmail.com
8	The least damaging approach environmentally (as well as on the basis of equity and health) is NOT to expand Hwy 252 and I-94 but to reduce their size and the traffic traveling on them. Supposedly looking for the least damaging expansion for Hwy 252 and I-94 is a false approach, especially in this age of environmental justice, climate change and global warming. On these bases, expansion must be ruled out; the only environmentally responsible and sustainable approach really is remain as is (but add full safety improvements) or REDUCE size of Hwy 252 and I-94 and REDUCE traffic. Hwy 252 must not be turned into a truck route, which would be highly damaging in terms of all forms of pollution for Brooklyn Center and Brooklyn Park, as well as North Minneapolis, which are environmental justice areas already afflicted by high levels of pollution, especially air pollution. Stop wasting public funds on this harmful process that results only in added harm to our three majority low income, working class and BIPOC cities.	Thank you for your comment	Nahid Khan	khan0068@umn.edu
9	Your own EHA analysis recommends advancing alternatives that were eliminated in the scoping document, including non-freeway alternatives and including equity in the purpose and need statement. What are you doing about this? Is this part of your "tough decisions"? Without action, your "listening" and "addressing your history of inequity" falls flat.	Thank you for your comment	Carly Ellefsen	carly@ourstreetsmpls.org
10	It is also worth noting to the PAC in your NEPA summary that under Trump, there were many NEPA regulation rollbacks. What do you have to say about those changes regarding this project?	Thank you for your question. Under the Trump administration there were some changes made to the NEPA implementing regulations, as well as, Executive Orders related to NEPA and expediting the process. Many of the regulatory changes, or "rollbacks" as noted in the comment, were reversed under the Biden administration, and several Executive Orders were rescinded. NEPA remains largely intact, and there have been new Executive Orders related to environmental justice, climate change, greenhouse gasses and other topics of particular concern to the current administration.	Carly Ellefsen	carly@ourstreetsmpls.org
11	Thank you Mayor Graves!	N/A	Jerrold Keller	jerroldkeller@gmail.com
12	It's abysmal Diane "doesn't know what happened" with Rondo.	N/A	Carly Ellefsen	carly@ourstreetsmpls.org
13	"Thinking" is not action.	N/A	Carly Ellefsen	carly@ourstreetsmpls.org
14	You HAVE gotten feedback; the input is listen to the community and include non-freeway alternatives.	Thank you for your comment	Carly Ellefsen	carly@ourstreetsmpls.org
15	listening to community comments is a required part of the process. Integrating community suggests is not a required part of the existing process.	Thank you for your comment	Michael Svard	Nmsvard@yahoo.com
16	And Councilmemeber Jerzak!!!	N/A	Jerrold Keller	jerroldkeller@gmail.com

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17	As a member of the Equity and Health Neighborhood Advisors (EHNA), I want to point out that we recommended returning non-freeway alternatives as well as the 4-lane low speed freeway to the list of alternatives, but this has been totally ignored. We also wanted to eliminate the 6-lane freeway but were not permitted to do so by the staff. It was a very skewed and biased process designed to limit our input and address only details of the limited expansionistic freeway designs that are already predetermined to move forward.	Thank you for your comment	Nahid Khan	khan0068@umn.edu
18	Why do so many here do not even understand what a highway and lanes are? And they are making and ignoring the residents affected by it>	Thank you for your comment	Jerrold Keller	jerroldkeller@gmail.com
19	Amber,do you listen and hopefully I will get answers.	N/A	Jerrold Keller	jerroldkeller@gmail.com
20	Amber, some of the proposals will kill BrookIn Center and no money to those displaced will prevent that from happening!	Thank you for your comment	Jerrold Keller	jerroldkeller@gmail.com
21	We are all aware that the goal of this project is to build a 6-lane freeway (3 lanes on each side); no-one is under the impression that a 6-lane freeway means 6-lanes on each side. To speak as if the public is misinformed or under some misunderstanding that the plan is to build 6-lanes on each side is misrepresenting the awareness of what the public knows about this project.	Thank you for your comment	Nahid Khan	khan0068@umn.edu
22	when evaluating traffic volumes, traffic congestion, and travel time impacts, especially when comparing epass vs general purpose lanes. please look at the impact of ALL commuters especially general purpose users when evaluating adding epass lanes. all previous stats shared didn't measure the increased congestion and travel time on general purpose lanes and only highlighted shorter tratimes of the epass lane. thx	Thank you for your comment. Traffic analysis will be done to further evaluate the advancing alternatives. This information will be presented during the EIS process.	Michael Svard	Nmsvard@yahoo.com
23	I hope you show the 694 intersction, that affects Brooklyn Center.	Thank you for your comment	Jerrold Keller	jerroldkeller@gmail.com
24	It is patently unfair to prioritize convenience of drivers of cars (and especially trucks) over residents who will be directly harmed to a distance not merely of 3 blocks but up to half a mile. This includes residents who now live some distance from Hwy 252 but will end up next to or near a predetermined freeway or interchanges. Also, the air pollution from a freeway (double the traffic and turning Hwy 252 into a truck route) will spread a significant distance from Hwy 252: at least half a mile and maybe to a distance of a mile. We in Brooklyn Center are especially concerned because all residents live within a mile of at least one freeway (most within a mile of two or even three freeways), and there is the issue of cumulative impacts of air pollution, that will increase even more with a 4th freeway (if you turn Hwy 252 into a freeway), and expanding I-94. This is yet another issue of environmental justice that must not be ignored or dismissed just to serve the convenience of drivers from other areas.	Thank you for your comment.	Nahid Khan	khan0068@umn.edu

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25	The air pollution levels in Brooklyn Park will increase significantly if MnDOT builds its preferred 6-lane freeway on Hwy 252, since it will double traffic and turn it into a truck route. Combined with the air pollution from traffic on Hwy 610, especially if that is expanded also should be huge concern for Brooklyn Park (residents, elected representatives and government staff): it is a matter of cumulative impacts of air pollution in an environmental justice area. Ignoring this and other pollution impacts to prioritize minor convenience for drivers (reduction of driving time of 1 minute or less) is ridiculous. Also the claim that a freeway is safer is false. MnDOT claims that the rate of crashes will reduce, but given that there will be double the traffic, the actual raw numbers of crashes will increase. The BP city engineer's presentation to the BP city council in May 2023 said so.	Thank you for your comment	Nahid Khan	khan0068@umn.edu
26	Also the claim that a freeway is safer is false. MnDOT claims that the rate of crashes will reduce, but given that there will be double the traffic, the actual raw numbers of crashes will increase. The BP city engineer's presentation to the BP city council in May 2023 said so.	Thank you for your comment	Nahid Khan	khan0068@umn.edu
27	I would like a copy / transcript of all the PAC member comments and questions, and the MnDOT staff answers.	Thank you for your comment. This information will be available in the PAC meeting summary. This will be posted to the project website.	Nahid Khan	khan0068@umn.edu
28	I would like this whole PAC meeting to be recorded and posted to the project web site, not just the slides. There should be a full record of the discussion (recording and transcript) posted within days of the meeting, and everyone on the project email list informed when this is available (within a week), for full transparency and accountability. I have attended many other government meetings (city, county, state and Met Council) and they all record and make transcripts / minutes available. You at MnDOT are the only ones who limit information about your meetings; this is a major issue of government accountability.	Thank you for your comment. Past and future meeting information including the presentations and meeting summaries are posted to MnDOT's project website under the Committee Process tab.	Nahid Khan	khan0068@umn.edu
29	It would be nice to see what properties would be lost on these proposes and that cost to those affected cities.	Thank you for your comment. Right of Way impacts are part of the evaluation criteria and will be documented at each decision point in the process. Costs associated with these impacts will be calculated as part of the EIS process.	Jerrold Keller	jerroldkeller@gmail.com
30	The NEPA Classes of Action slide showed that MnDOT's project has potentially large significant impacts. Yet, MnDOT used superficial screening techniques for air quality, water quality and environmental justice impacts of alternatives. Then MnDOT eliminated the alternatives that performed best on environmental, health and equity criteria. This is very unethical. You are repeating all the mistakes made in the Rondo project by selecting only the alternatives with the greatest traffic volumes.	Thank you for your comment. The EIS will evaluate Air Quality, Water Quality and Environmental Justice Impacts on the advancing alternatives along with the No Build. The air quality analysis in the EIS will include a qualitative discussion of National Ambient Air Quality Standards (NAAQS) criteria pollutants, a carbon monoxide (CO) hot spot analysis for intersections, and a quantitative evaluation of mobile air toxic (MSAT) emissions. It should be pointed out that previous MPCA reporting of air quality at 3 of the existing Hwy 252 intersections rank worst in the Top 10 in the state.	David Mulla	mulla003@umn.edu

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31	The property seizure and encroachment issue is not just an issue for property owners who might have their properties seized and encroached upon. It also impacts property owners living further away, up to and beyond 5 blocks since the issue is that they will now be much closer to a freeway than they intended to be when they bought their property and established their lives in their neighborhoods. Also, we will be looking at a freeway from our homes, especially if it is built high above the level of the current roadway, all of which devalues our properties and especially harms our quality of life in terms of noise and visually. We do not want to be looking at a freeway and never-ending traffic day and night from our homes.	Thank you for your comment	Nahid Khan	khan0068@umn.edu
32	On NEPA Summary slide it states "agencies must take a hard look at environmental consequences of their actions." So far this has not happened. With regards to evaluating air quality during the DEIS this also requires looking at the impacts of air quality on the health of NM, BC and BP residents, not just the impacts of the alternatives on air quality. Does MnDOT plan to address impacts of huge increases in traffic on BOTH air quality and human health?	Thank you for your comment. The EIS will evaluate Air Quality on the advancing alternatives along with the No Build. The air quality analysis in the EIS will include a qualitative discussion of National Ambient Air Quality Standards (NAAQS) criteria pollutants, a carbon monoxide (CO) hot spot analysis for intersections, and a quantitative evaluation of mobile air toxic (MSAT) emissions. It should be pointed out that previous MPCA reporting of air quality at 3 of the existing Hwy 252 intersections rank in the Top 10 worst intersections in the state for carbon monoxide hot spots.	David Mulla	mulla003@umn.edu
33	I send long lists of safety improvements to the project comment page in fall 2021 receipt of which were never acknowledged. I copied these into the May 2023 public comment period. You have my extensive list already. Go back and read them. Others have submitted lists of safety improvements also. The few improvements that were done in fall 2023 were selected only as a result of former Commissioner MAK listening to my comments at the October 2021 PAC meeting and ordering the former project director to implement safety improvements. But only the ones that did not conflict with the already predetermined outcome of a freeway were selected, so that a full range of safety improvements have not been implemented. Other highways get a full range of safety improvements (Hwy 7, for example), and you have experts on this topic, plus the Vision Zero mission. Make this a priority. This is all the community wants and has asked for. We never asked for a freeway and don't want a freeway.	Thank you for your comment. MnDOT is reviewing the list of safety improvements to determine what more can be done.	Nahid Khan	khan0068@umn.edu
34	With regards to the slide on property impacts, it is very irresponsible and inconsistent with the NEPA process to start by evaluating different access combinations on the basis only of property impacts. Some access combinations may have significant environmental benefits or harms that need to be simultaneously considered. You could eliminate some access combinations that have significant local benefits. Anyway, this shows the problematic bias of MnDOT for selecting or eliminating alternatives using very narrow criteria, rather than a holistic approach.	Thank you for your comment. As part of the EIS process, during each phase of the work, evaluation criteria has been established and documented in the Scoping Decision Document to assist in advancing the alternatives. Right of way impacts are only one of many criteria in which to help make these decisions.	David Mulla	mulla003@umn.edu
35	I see these programs with "community based partners" as methods to manufacture consent for your already predetermined outcome of a 6-lane freeway, which to me is manipulating them to support your project.	Thank you for your comment	Nahid Khan	khan0068@umn.edu

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36	<p>I am most angry at your use of euphemisms, jargon, "process," etc.</p> <p>You wield these to weasel your way through highway projects for appearance. It is complete facade; no real community engagement. A decorative suggestion box. I don't know how y'all sleep at night. You should be ashamed. As a young person, it's exhausting to try and wake you up to the urgency to address climate and equity goals. Exhausting, but we aren't going away!</p>	Thank you for your comment	Carly Ellefsen	carly@ourstreetsmpls.org
37	Add that to your meeting notes	N/A	Carly Ellefsen	carly@ourstreetsmpls.org
38	Good job Mayor Graves!	Thank you for your comment	Jerrold Keller	jerroldkeller@gmail.com
39	With regards to MnDOT partnering with local organizations, why does MnDOT coopt these organizations voices by forcing them to sign a contact that prohibits them from making public comments. Many people in the communities of Mpls, BC and BP see MnDOT's efforts to collaborate with these local organizations as a way to silence their voices.	Thank you for your comment	David Mulla	mulla003@umn.edu
40	You have been holding PAC meetings since 2020 but have not provided minutes for all these meetings.	Thank you for your comment. Past and future meeting information including the presentations and meeting summaries are posted to MnDOT's project website under the Committee Process tab.	Nahid Khan	khan0068@umn.edu
41	I would like to see the contracts you make community based partners sign to participate in this process, including how much you pay them, and conditions you place on them regarding what they can say, publicly released, for the sake of transparency.	Thank you for your comment	Nahid Khan	khan0068@umn.edu
42	Why doesn't MnDOT form an anti-displacement committee composed of local members from the community rather than rushing into decisions about which access combinations to consider? In addition, property impacts need to be considered due to widening of local roads.	Thank you for your comment. As part of the EIS process, we intend to provide opportunities for the public to participate at each phase of work. Impacts associated with the local roads as well as Hwy 252 will be evaluated as part of the EIS process.	David Mulla	mulla003@umn.edu
43	And show a list of those businesses and homes that will be lost, to each proposal, along with the maps you show.	Thank you for your comment. Right of Way impacts are part of the evaluation criteria and will be documented at each decision point in the process.	Jerrold Keller	jerroldkeller@gmail.com
44	The 200 properties potentially impacted significantly by this project is a total figure for all the current predetermined freeway alternatives. In the October 2023 PAC meeting, a MnDOT staff member said that actually a total of about 300 properties are potentially impacted (which includes properties that are impacted by only a few feet). So MnDOT has acknowledged a much larger number of properties impacted than we the public are able to count from the maps and diagrams that MnDOT provided during the March - May 2023 public comment period.	Thank you for your comment	Nahid Khan	khan0068@umn.edu
45	Commissioner Lunde, if you add up the property impacts for all five access combinations you will see it is indeed over 200 properties. All of these people are wondering what they should do? Several have already decided to seel their homes. So the numbers of potentially affected properties (seizure as well as encroachment) is indeed over 200.	Thank you for your comment	David Mulla	mulla003@umn.edu

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46	Thank you Jeff Lunde!!!	Thank you for your comment	Jerrold Keller	jerroldkeller@gmail.com
47	The bottom line here is that turning Hwy 252 into a 6-lane freeway will DOUBLE traffic through an almost entirely residential area next to the Mississippi River, and turn it into a tier 1 truck route. This is a travesty for area residents because of the impact of all the various forms of pollution that we will be inflicted with, in addition to all the destructive property impacts to our communities. Given the issues of environmental justice, climate change and global warming, building freeways and expanding freeways is absolutely the wrong way forward. In fact, the only ethical and sustainable way forward is REDUCTION.	Thank you for your comment	Nahid Khan	khan0068@umn.edu
48	There were only 1/4 - 1/3 of the PAC members present. Another travesty.	N/A	Nahid Khan	khan0068@umn.edu
49	Sad you want community involvement, yet half of you do not show up.	N/A	Jerrold Keller	jerroldkeller@gmail.com