

Statement of Principles

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REBUILDING THE I-35W BRIDGE

Interstate 35W is a crucial transportation artery for the Minneapolis – Saint Paul region and the State of Minnesota. It is vital that we rebuild a safe bridge in an orderly and efficient way. We need to do that as expeditiously as is reasonable, but most importantly, we need to do it right.

We believe:

- That the new I-35W Bridge should be designed and built to meet present and future transportation needs;
- That the new bridge should be designed to improve vehicle capacity and also provide transit capacity;
- That the new bridge design should incorporate, and certainly not preclude options for future transit improvements, such as making the new bridge structure LRT ready and BRT ready;
- That we should work together to support and identify funding to address other transportation needs to ensure that the new bridge functions efficiently once it is built; and
- That the bridge should be built to meet all current environmental standards.
- That the Minnesota Department of Transportation should set equal opportunity employment goals for minorities and women equal to or above the current City of Minneapolis' goals.
- That the new fifth lanes on the bridge should be dedicated for transit and high occupancy vehicles (HOV).

In recognition of the individuals who were lost in the I-35W bridge collapse, a memorial should be created.

The Minnesota Department of Transportation should provide accurate and timely information to the public and seek out and consider community input into the design and construction process.

COMMITMENT TO IMPROVING RELATED INFRASTRUCTURE

In addition to the I-35W Bridge, we also see an opportunity to dramatically improve the overall infrastructure of the corridor and to safely accommodate future transportation and transit needs. We are committed to avoiding shortsighted solutions that will quickly replace the

bridge, but may not give adequate consideration to the long-term infrastructure needs of the region and state.

Prudent and orderly planning is necessary on the front end, and can be done in a way so not to jeopardize eligibility for emergency federal funding.

To address these related infrastructure needs, we believe:

- That we should develop a bridge design that addresses the bottleneck created by the University and 4th Street bridges on the north end of the site;
- That we should provide transit enhancements along the I-35W corridor, and transit-oriented services for downtown Minneapolis;
- That design and planning for the new I-35W Bridge reduce congestion using strategies outlined in the Urban Partnership Agreement;
- That we should develop and approve a design immediately south of the bridge that supplements the existing freeway access provided at Washington Avenue, which is currently at capacity.
- That we address the impact of proposed changes on municipal streets in the corridor.

We are committed to working with our local, state and federal partners to make these prudent investments as much as possible during the freeway closure. This comprehensive and coordinated approach will, over time, provide the most cost-effective and safe infrastructure improvements for the State.