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*safety-jobs-housing-infrastructure
for the Phillips neighborhood*

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MEMORANDUM

To: Louis Smith Peter McLaughlin
Eric Eloff Gail Dorfman
Dan Kratz Jim Grube
Muffie Gabler Ellen McInnis
 Sue Holden

From: Tom Johnson *TJ*

Date: May 3, 2002

Re: Perspectives of Jim Hruby – a Whittier neighborhood resident

Now I know why David Harstad has been saying the things he has about the Phillips Partnership and the I-35W Access Project. Back on April 15, at the close of a meeting with the Whittier Land Use and Transportation Subcommittee of the Whittier Alliance, Mr. Hruby gave me a copy of his document that criticizes the project and the Phillips Partnership. I kept it along with other papers from the meeting in a file and didn't really look at until this morning. After reading it I got Mr. Hruby's telephone number and called his home leaving a message on his recorder that I would appreciate a meeting where we could discuss the project and the Partnership. I have no idea whether he will call back or not.

This is the same stuff that David Harstad has been saying and most of it came up in a discussion a few weeks ago with Steve Brandt from the Star Tribune. So, I am assuming that he has widely distributed it.

On another topic regarding David Harstad, he called me yesterday to say that he has been reprimanded by Loren Brueggemann from Sherman Associates regarding his statements and actions against the I-35W Access Project. He explained that while his employer, Rasmussen and Associates, has been retained to work for the Sherman Associates regarding the Nicollet/Lake development, he has always separated himself from the project by saying that he represents the Whittier neighborhood on the PAC and not Sherman Associates. Apparently, Loren Brueggemann doesn't agree that there is a distinction. Brueggemann instructed Harstad to inform me that Sherman Associates strongly supports the Access Project. Harstad suggested that it may help to have someone from Sherman Associates on the PAC replacing Ray Harris who occupied the "developer" slot until the Great Lakes Center flopped. I told him that Sue Holden had contacted me yesterday morning arranging a meeting with George Sherman and others from Wells Fargo. I did not, however, indicate whether or not we would be discussing their appointment to the PAC with Mr. Sherman during this meeting scheduled for Monday, May 13.



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Mr. Harstad also said that all of his theories for why the Whittier neighborhood should oppose the Access Project have been eliminated as a result of the traffic study findings presented to the PAC on April 30. They were:

- more traffic would occur on Whittier streets as a result of the Access Project;
- Lake Street would need to be widened to the detriment of the community; and
- the Access Project and the reopening of Nicollet at Lake Street would result in a combined traffic explosion on Lake Street and residential streets.

Based on the presentation to the PAC on April 30 the 2020 traffic forecasts now indicate that residential streets, particularly north/south (Blaisdell, Nicollet, 1st and Stevens), will experience less traffic in year 2020 with the Access Project built than without it. Secondly, if Nicollet Avenue is reopened, the Access Project will reduce the amount of traffic on these neighborhood streets rather than add to the increases caused by the reopening of the Nicollet/Lake intersection. And, more traffic is brought to Lake Street west of the freeway as a result of reopening the Nicollet/Lake intersection than caused by the Access Project. Finally, the Access Project will not have an impact on 2020 traffic on the east side of I-35W. Compared to the "no-build" option, traffic forecasted for neighborhood streets will be approximately the same with or without the Access Project.

In conclusion, what we learned on April 30 was that the only area experiencing traffic increases on local streets as a result of the Access project is in the southwest quadrant of the I-35W/Lake Street intersection, specifically on Blaisdell, Nicollet, 1st and Stevens Avenues south of Lake Street to 33rd or 34th and north of 38th Street to 36th Street. By moving the ramps to 38th Street, traffic will decrease on the north/south streets between 34th and 36th Streets and east/west on 35th and 36th Streets. Our traffic mitigation work will be applied throughout the project area. But, we will need to increase the intensity of our work in these specific areas where traffic level is forecasted to increase above those projected for the no-build and for the reopening of Nicollet at Lake.

Please contact me with your comments/reactions.

enclosure