

**EPNI High Level Summary of Some Harm
Resulting from VTF of Additional Traffic from the Expanded Hiawatha Campus***

Data regarding Vehicle Trips per Day (VTD) on East 28th and East 26th Streets¹

1,045	Current Hiawatha Maintenance Facility (HMF) VTD
685	Additional VTD that would result from expanded HMF
1,800	Total VTD that would result from expanded HMF
14,300	Combined total of VTD on East 26th and East 28th Streets (2016)

This means that currently . . .

7%	Traffic on those neighborhood streets coming from the HMF. ²
50%	Roughly how much of that is trucks, police cars, and heavy fleet VTDs.
29 sec	Roughly how often a HMF vehicle goes down these streets³

And that if expansion occurs . . .

13%	Traffic on those neighborhood streets that would come from the HMF. ⁴
16 sec.	Roughly how often a HMF vehicle would go down these streets³

The significance of these figures to public health is hard to overstate and contained in thousands of pages of reports and affidavits. These data include air pollution, tire pollution,⁵ noise pollution, traffic injuries and even deaths. Some especially key factors:

- This neighborhood already has some of the highest air pollution in the city (and is a City priority for air pollution reduction).⁶
- Above certain thresholds (which this neighborhood certainly meets), incremental increases in pollution are more deadly.
- Air pollution concentrations are highest closest to the source(s).⁷
- This neighborhood already has some of the highest traffic deaths and injuries in the City (and is a City priority for improved safety and equity).⁸
- By comparison, the combined total of E 28th and E 26th streets between Hiawatha and Cedar Avenues is higher than any of the major arterial routes listed in the table below. In fact, traffic from the HMF would *drastically* change the character on most City streets. Compared to many major arterial routes 1,800 VTD could double or more the VTDs.

¹ City data from the City's Travel Demand Management Plan

² = 1,045 divided by 14,300.

³ Assuming an eight hour work day, this is the average number, although of course some of it is concentrated during specific hours

⁴ = 1,800 divided by 14,300.

⁵ <http://sewardvaccineequity.org/open-letter/>

⁶ See, e.g., commitment in Green Zones, City's mission and goals statements, and more

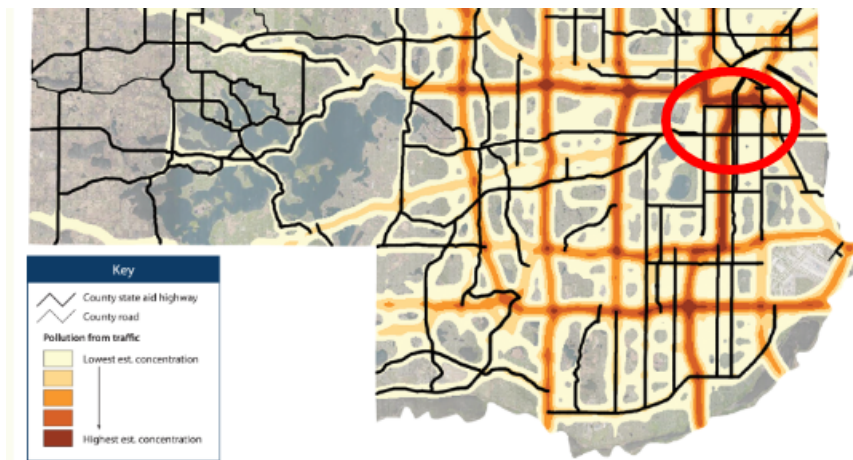
⁷ Affidavit of Ted Schettler, paragraph 17

⁸ See: Minneapolis [VISION ZERO ACTION PLAN](#) draft 2023-2025, a chart from which is at the bottom of page 2

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Data from a sampling of “[major arterial routes](#)” in the City

Street	VTD (2019)	Street	VTD (2019)
West 50th St at S. Penn Ave	11,400	Xerxes Ave S (at W49th St)	8,300
W46th St at Grand Ave S	7,600	Grand Ave S at W46th St	1,850
Bryant Ave S at S. Penn	2,400	S. Penn Ave at Bryant Ave S	12,800
42nd Ave S at Lake St E	4,450 (2016)	Lake St E at 42nd Ave S	12,900 (2016)
36th Ave S at 28th St St E	2,350 (2016)	31st Ave S near Franklin Ave	4,900 (2016)
Franklin Ave at S. 27th Ave	7,900 (2016)	Franklin Ave near 11th Ave S	13,900 (2011)
38th St at 35th Ave S	3,400 (2016)	31st Ave S at 32nd St. E	1,800 (2012)



<https://www.hennepin.us/climate-action/local-impacts/Module-Group//air-quality>

