

Hwy 34 - virtual public meeting chat log from Jan. 12, 2022

from Paul Orth to everyone: 5:43 PM

TX for the resurfacing, but how many trees will you remove.? I worry about removing the old established trees.....This is a scenic byway and would like to keep that look. Trees are a big part of that. These TX for considering that.

from Paul Orth to everyone: 5:47 PM

Many of the trees are really old. Wondering why the need to remove trees now as this road has been resurfaced and redone many times. The trees have been minimal problem. I urge you not to remove the trees. TX

from terry kalil to everyone: 5:49 PM

Is there a formal process that undoes the Scenic Byway designation?

from Howard Mooney to everyone: 5:49 PM

Does MNDOT have timber rights on ROW on private land?

from Howard Mooney to everyone: 5:52 PM

Will terrain, hills and low ground, affect amount of tree removal?

from terry kalil to everyone: 5:53 PM

What's the economic impact of lost tourism dollars from those who desire "the road less traveled?"

from Paul Orth to everyone: 5:54 PM

please unmute us

from Russ Pesola to everyone: 5:54 PM

What is your concern for the outstanding beds of Showy Ladyslippers in that area?

from Scott Sonstegard to everyone: 5:55 PM

Kohl...You said that the sun will raise the temp of road. How many sunny days are there during Dec. Jan. Feb?

from terry kalil to everyone: 5:56 PM

Many of us live north of 34. A detour that goes to frazee doesn't help those going north. Please provide adequate signage to those who try to go through the Refuge. We learned in 2021 when Becker Co. 37 was redone that many people were lost trying to get to Bad Medicine, Shell Lake, Bemidji and Itasca Park.

from Sally Hausken to everyone: 5:56 PM

What experts of *Cyrtopodium reginae*...the MN State Flower...were called in to evaluate the situation.

from Wick Corwin to everyone: 5:57 PM

I would like a chance to ask verbal question and comment. Wick Corwin

from Mikayla to everyone: 5:57 PM

i'm new to the area and i moved here for the views of hills and trees and lakes. i just drove this stretch yesterday and observed trees shading the road. i hate winter driving and i'm in support of the tree removal for a safer road. i believe the drive will continue to be gorgeous after the project.

from Sally Hausken to everyone: 5:58 PM

You can save as many trees as you want, but the MN State Flower can be ever so sensitive for its future growth. Please have some REALLY KNOWLEDGEABLE BOTANISTS in the loop on this.

from Linette to everyone: 5:58 PM

Can you please provide a map of where the wetlands are and the areas that a subject to tree removal

from Linette to everyone: 5:59 PM

*are subject

from Craig Stockwell to everyone: 5:59 PM

After tree removal, undergrowth will flourish, and likely draw in more deer? Has this been considered?

from terry kalil to everyone: 6:00 PM

Don't ladyslippers need shade to thrive?

from sandra stalemo to everyone: 6:00 PM

If tree's didn't need to be removed for previous road maintenance, why does it need to be done now?

from Scott Sonstegard to everyone: 6:00 PM

Joeb...in the selective harvest discussion you said some red pine, some white etc. will be saved in the 25%. Why not save a greater number of more scenic beautiful trees?

from Bernie Meyer to everyone: 6:00 PM

How does removing trees on the north side of road help with keeping the road clear of ice?

from Sally Hausken to everyone: 6:00 PM

With all due respects to you, Mikayla, we need the Lee Frelachs and Lindy Ekolas to assess decisionmaking here...knowledgeable, skilled naturalists.

from Craig Stockwell to everyone: 6:02 PM

Are there any data supporting your statement that lady slippers were not impacted by previous projects?

from Matthew Davis to everyone: 6:02 PM

Removing 75% of the trees on ~5 of the most scenic miles in the region will MOST DEFINITELY impact the scenic values along the Scenic Byway. I would love to see a visual simulation that the public could respond to.

from Scott Sonstegard to everyone: 6:02 PM

Kohl...please check your sources for data for sunny days during Dec. Jan. Feb.. There are very, very few sunny days!

from Willis M Mattison to everyone: 6:03 PM

/having the road temperature increase by 6-12 degrees would not be the critical metric for snow/ice melt. The question is how many days would the sun increase temperature enough to melt snow/ice?

from Linette to everyone: 6:07 PM

Agree with Matthew Davis - a visual simulation will help wrap people's heads around how the scenic aspect will be affected

from Matthew Davis to everyone: 6:08 PM

What is the additional cost to taxpayers of MN-DOT having more ROW to mow over the decades moving forward. Does that cost outweigh the "savings" from reduced salt use. What about climate change impacts of burning more fossil fuels to do that maintenance?

from Bernie Meyer to everyone: 6:09 PM

Is MnDot's Ice Breaker not an effective tool, or why is it not an effective option?

from Willis M Mattison to everyone: 6:10 PM

Are there any areas where the clear zone plus ten would exceed 65 feet? If so, where and how much?

from Howard Mooney to everyone: 6:10 PM

Is the lifespan of different tree species considered? Removal of long lived, healthy White and Norway pine will cause the most negative aesthetic impact.

from Willis M Mattison to everyone: 6:13 PM

Is the clear zone dimension obligatory by law or rule or is it discretionary? If it's discretionary would MnDOT consider an exception for this Scenic Byway?

from Craig Stockwell to everyone: 6:16 PM

I echo all of Wick Corwin's comments. We chose the Park Rapids region for a lake property instead of areas near Perham etc... due in part to the beautiful drive. A

from Willis M Mattison to everyone: 6:17 PM

60 to 90 minutes is proving far too short a time for this discussion. Would MnDOT be willing to schedule another meeting to complete this discussion?

from Robert to everyone: 6:17 PM

It's here houses and business within the 65 foot zone?

from Brenna to everyone: 6:17 PM

I also agree with all of Wick's comments. 'Standard protocol' is not an acceptable answer IMHO

from terry kalil to everyone: 6:18 PM

Is this plan cast in stone or is there a true opportunity for further discussion and reconsideration?

from Sally Hausken to everyone: 6:20 PM

I support Howard Mooney's issue on the age of the Norway and white pine from the aesthetic view. Also, soil content, fungal composition, water are for sure essentials for experts of *Cyrtopodium reginae* to assess.

from William Henke to everyone: 6:20 PM

Do you anticipate that the concerns raised by the citizenry with respect to this extensive tree removal, will cause MNDOT to rethink its vegetation management plan in the future? It would seem that the mission of the scenic byways would demand a change in policy.

from Barb Christiansen to everyone: 6:21 PM

Is it MNDOT's plan to clear all our roads for the sake of safety? We have some beautiful roads such as Hwy 113 and 200 that people love to drive to look at the scenery.

from Linette to everyone: 6:22 PM

If safety is the main concern, would the possible scenario work? Could digital billboards be placed within this area informing people that there is ice on the road, and people should be advised to reduce their speed?

from Barb Christiansen to everyone: 6:25 PM

How about taking the trees that are a safety hazard and leave the rest?

from terry kalil to everyone: 6:26 PM

So, this plan IS set in stone and all of our concerns are falling on deaf ears?

from Janet Blanchard to everyone: 6:26 PM

Just speaking up to say this stretch of highway IS Minnesota's greatest treasure. It is inconceivable to me that the destruction of the most beautiful parts is being entertained.

from Matthew Davis to everyone: 6:27 PM

Could MN-DOT pick a 200' long stretch where it could cut the trees like you desire to and then monitor the impacts upon ice melt before doing 5-7 miles of this?

from Kelly to everyone: 6:28 PM

This is not a standard road, it is a long standing Scenic Byway established by you, MNDOT - it should have special protocol not 'standard' protocol. To say there will be no scenic impact is short-sighted. MNDOT needs to update Veg Management Plan to reflect current science including Climate Change and ecological impacts as well as Scenic Byways.

from Paul Orth to everyone: 6:29 PM

In summary, IMHO, the value of the trees/fauna/flora far exceeds the value of removing them. (No answer expected) . TX to our hosts for accepting our input.

from Craig Stockwell to everyone: 6:29 PM

Can you provide a link for submitting comments in the chat?

from Mike to everyone: 6:30 PM

The bottom line is , are we preserving this area as one of the last natural areas in Mn or are we developing transportation for big agriculture and industry

from Brenna to everyone: 6:30 PM

This whole meeting was literally about the damage you ARE causing.

from Willis M Mattison to everyone: 6:32 PM

Having the project manager leave the meeting prematurely does not bode well for DOT's willingness to endure through important dialogue.

from Bryan Christensen to everyone: 6:33 PM

<http://www.dot.state.mn.us/d4/projects/hwy34/index.html>