

# Rethinking I-94

## *Midway Chamber Meeting*

### *April 23, 2024*

Mark Lindeberg, P.E., Rethinking I-94 Project Manager

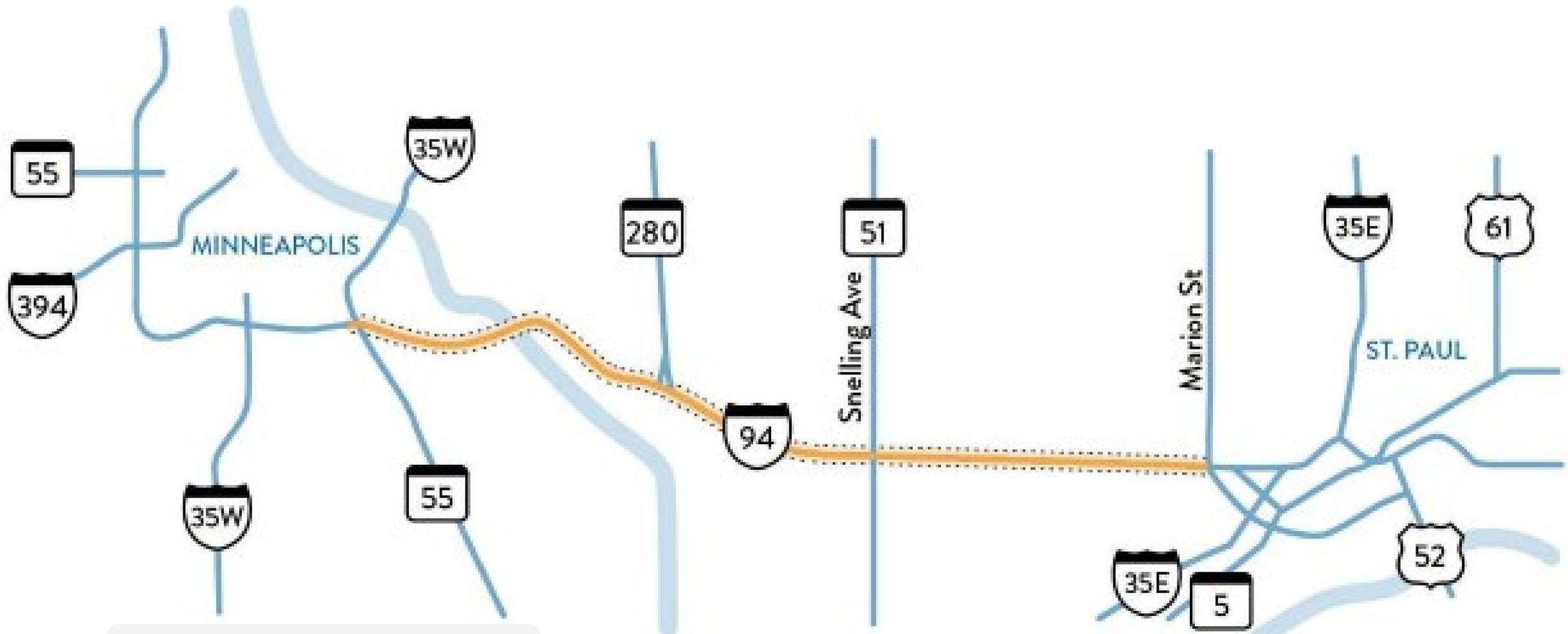
Renee Raduenz, Rethinking I-94 Communications & Public Engagement Manager

# Welcome

## Welcome and introductory remarks

# Agenda Overview

1. Project study limits
2. Purpose, need and goals
3. Schedule
4. Alternatives
5. Feedback on alternatives (public engagement)
6. Evaluating alternatives
7. Next steps
8. Thank you and closing remarks



**Rethinking I-94**

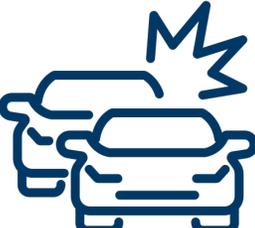
Study Area

1/4 mile

94

1/4 mile

# Purpose and needs

- Walkability and bikeability 
- Mobility 
- Safety 
- Infrastructure condition 

# Goals

- Identify opportunities for establishing the following for the communities that live, work, gather, and play around the corridor:



- Develop and execute a community-based approach focused on reconnecting neighborhoods, revitalizing communities, and ensuring residents have a meaningful voice in transportation decisions that affect their lives.



# Schedule

# Alternatives

Alternatives | Rethinking I-94 —  
Minneapolis to St. Paul | Let's Talk  
Transportation - MnDOT (state.mn.us)

# Rethinking I-94 | General Maintenance, Maintenance A, and Maintenance B

## No Build/General Maintenance

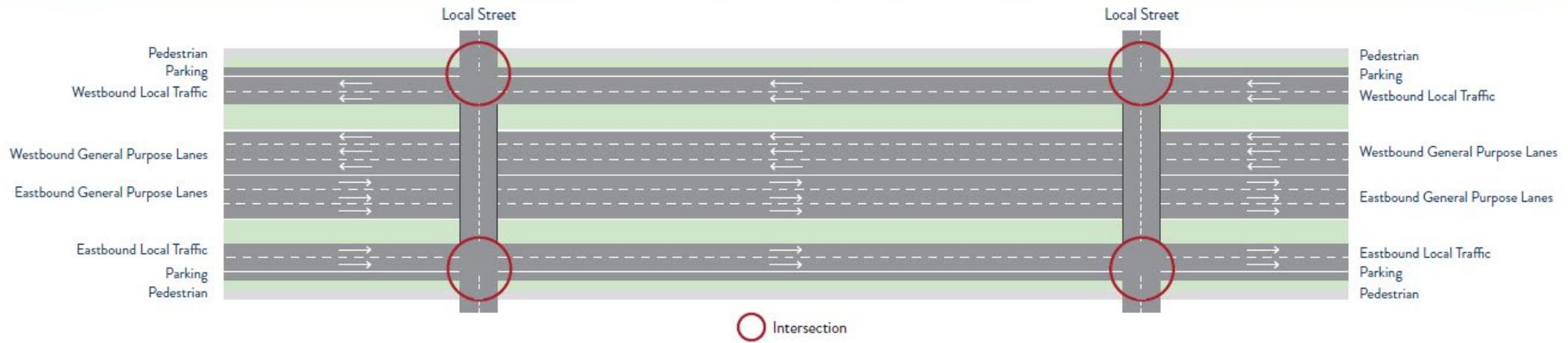
I-94 would remain as is. Transit would continue as it is today.

## Maintenance A

Maintain the existing infrastructure. Transit would continue as it is today.

## Maintenance B

Replace the existing infrastructure to current standards with consistent shoulders. This would allow transit to run on shoulders along the corridor.

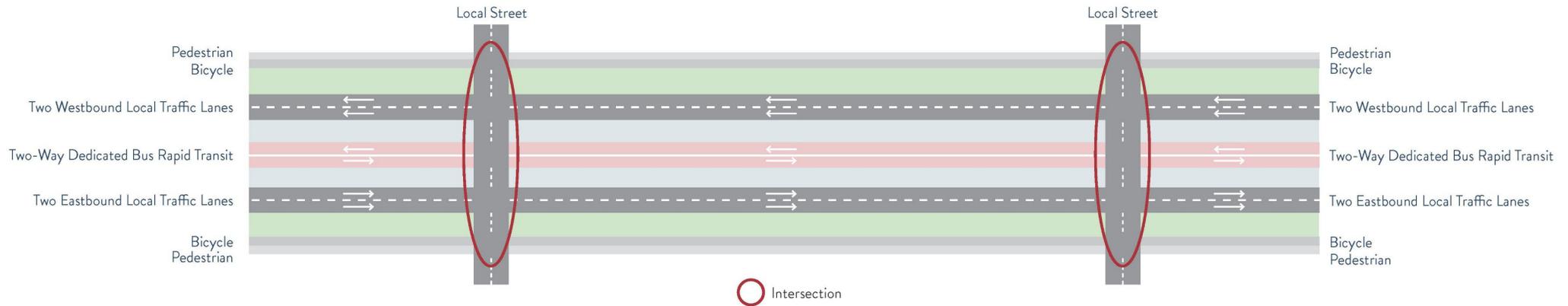
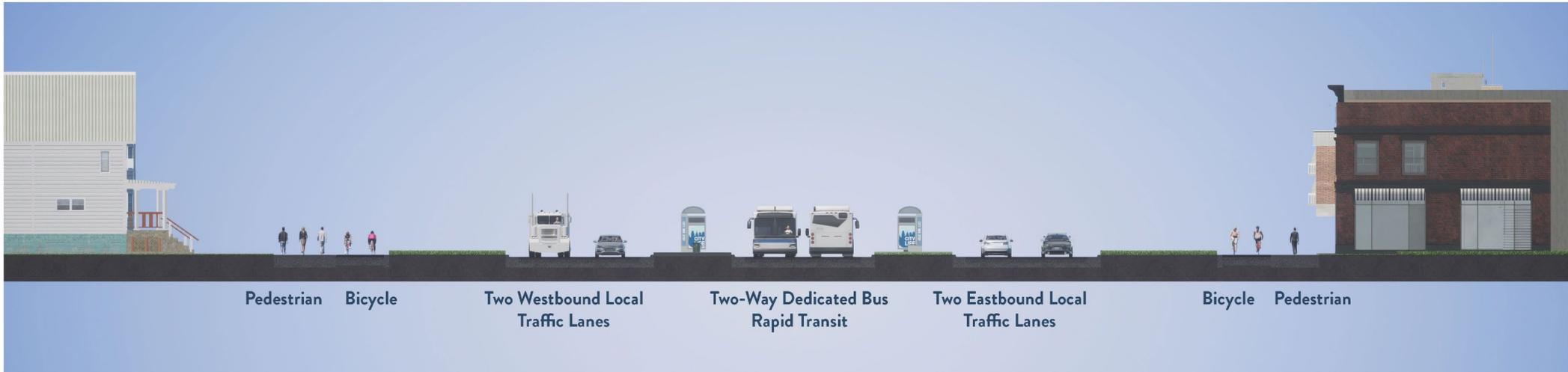


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\*Visualizations are intended for conceptual purposes only and are not to be interpreted as showing actual scale or final design for the roadway. They only represent a small section of the corridor. Potential changes to overpasses, interchanges, ramps, frontage roads, and parking have not been determined at this time. Final design will be determined through careful consideration of various factors and may differ from the concepts depicted. MnDOT is committed to walkability and bikeability improvements on all build alternatives. Details on improvements will be identified later in the process.

# Rethinking I-94 | At-Grade – A

This concept involves the removal of the existing freeway and replacing it with an at-grade roadway featuring dedicated bus rapid transit (BRT) lanes with three stops.



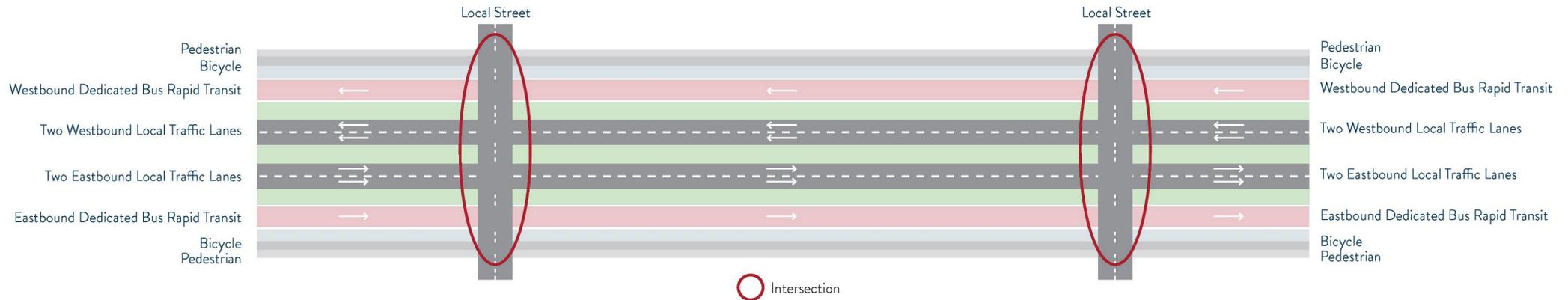
DRAFT – Pre-Decisional

# Rethinking I-94 | At-Grade – B

This concept involves the removal of the existing freeway and replacing it with an at-grade roadway featuring dedicated bus rapid transit (BRT) lanes on each side of the roadway with three stops.



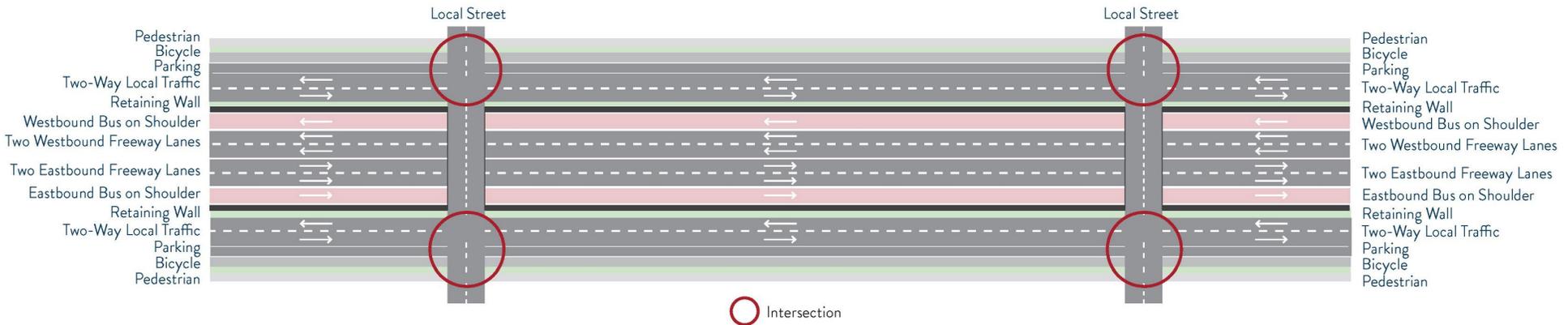
Pedestrian Bicycle Westbound Dedicated Bus Rapid Transit Two Westbound Local Traffic Lanes Two Eastbound Local Traffic Lanes Eastbound Dedicated Bus Rapid Transit Bicycle Pedestrian



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# Rethinking I-94 | Local/Regional Roadways – A

This concept features a separation into two roadway systems, providing a separate local traffic roadway and freeway space for through trips. The local system provides transportation options for local traffic, while the regional system offers limited access for regional traffic and includes transit on the shoulder.



DRAFT – Pre-Decisional

# Rethinking I-94 | Reduced Freeway – A

This concept involves rebuilding the existing freeway to include two general purpose lanes and one managed lane (E-ZPass express lane) with bus rapid transit (BRT) in each direction. The BRT system could include up to three strategically placed stops along the managed lane.

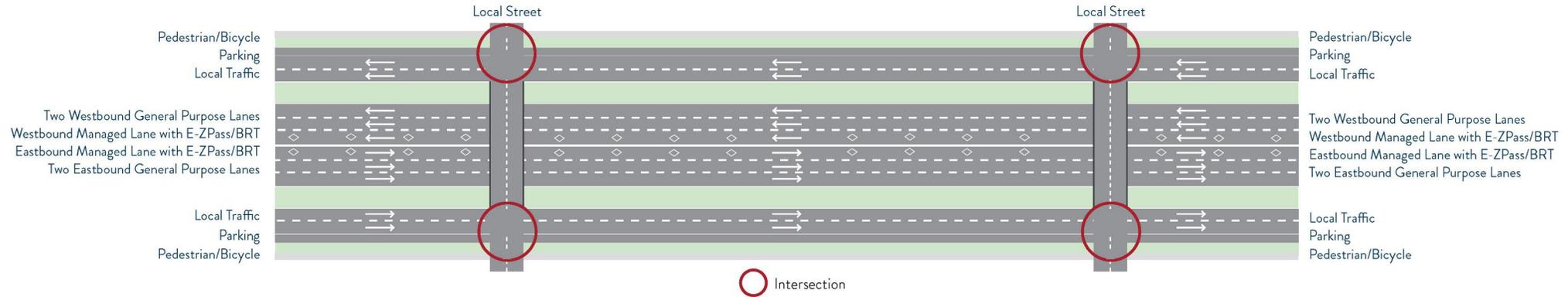
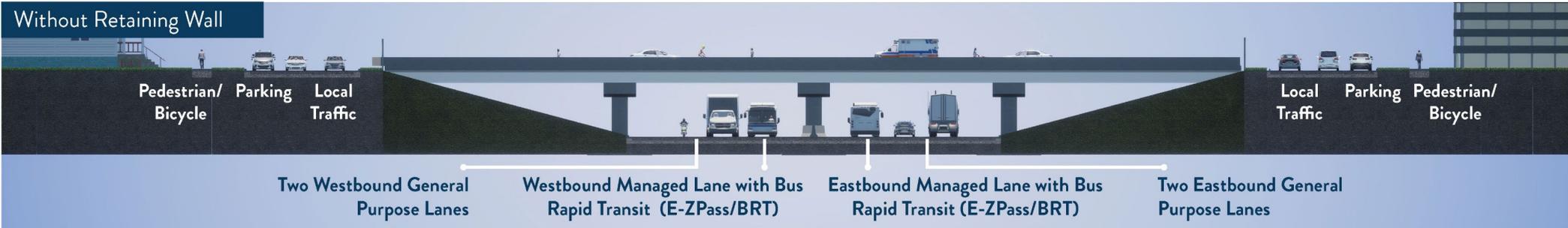
Transit Options: No transit stops (Transit - 0); 1 transit stop at Snelling (Transit - 1); or 3 transit stops at 25th/27th Ave, Snelling Ave, and Dale St (Transit - 3)



With Retaining Wall



Without Retaining Wall



DRAFT – Pre-Decisional

# Rethinking I-94 | Reconfigure Freeway - A

This concept involves rebuilding the existing freeway to include three general purpose lanes and one managed lane (E-ZPass express lane) with bus rapid transit (BRT) in each direction. The BRT system could include up to three strategically placed stops along the managed lane.

Transit Options: No transit stops (Transit - 0); 1 transit stop at Snelling (Transit - 1); or 3 transit stops at 25th/27th Ave, Snelling Ave, and Dale St (Transit - 3)



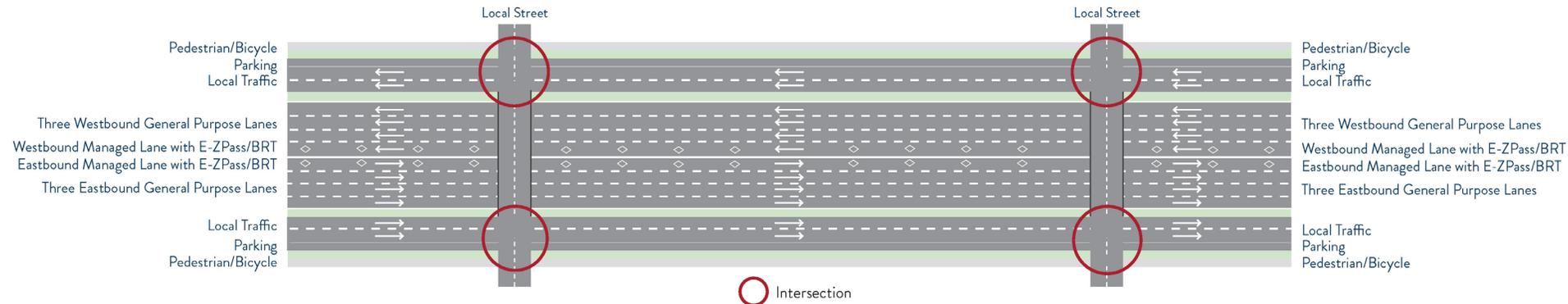
With Retaining Wall



Without Retaining Wall



Three Westbound General Purpose Lanes    Westbound Managed Lane with Bus Rapid Transit (E-ZPass/BRT)    Eastbound Managed Lane with Bus Rapid Transit (E-ZPass/BRT)    Three Eastbound General Purpose Lanes



DRAFT – Pre-Decisional

# Rethinking I-94 | Expanded Freeway – A

This concept involves rebuilding the existing freeway and adding one managed lane (E-ZPass express lane) with bus rapid transit (BRT) in each direction. The number of lanes will vary throughout the corridor. The BRT system could include up to three strategically placed stops along the managed lane.

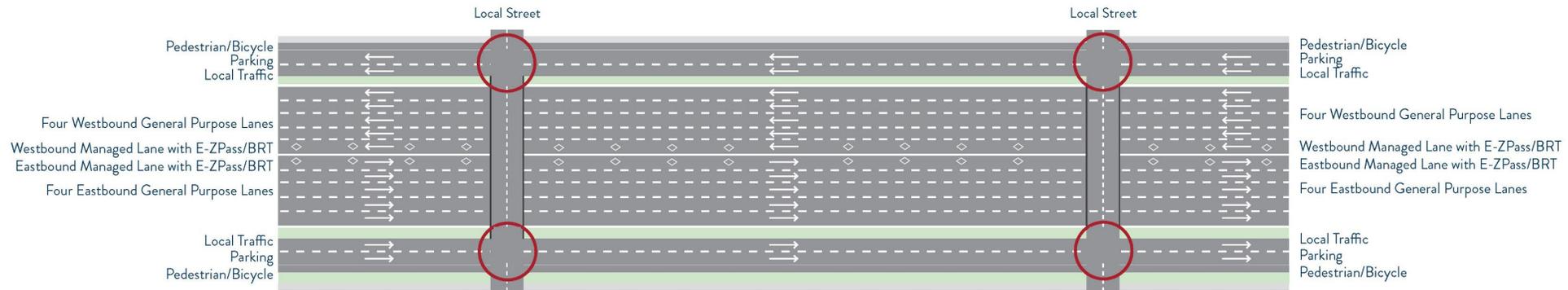
Transit Options: No transit stops (Transit - 0); 1 transit stop at Snelling (Transit - 1); or 3 transit stops at 25th/27th Ave, Snelling Ave, and Dale St (Transit - 3)



With Retaining Wall



Without Retaining Wall



○ Intersection

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# Rethinking I-94 | Expanded Freeway – B

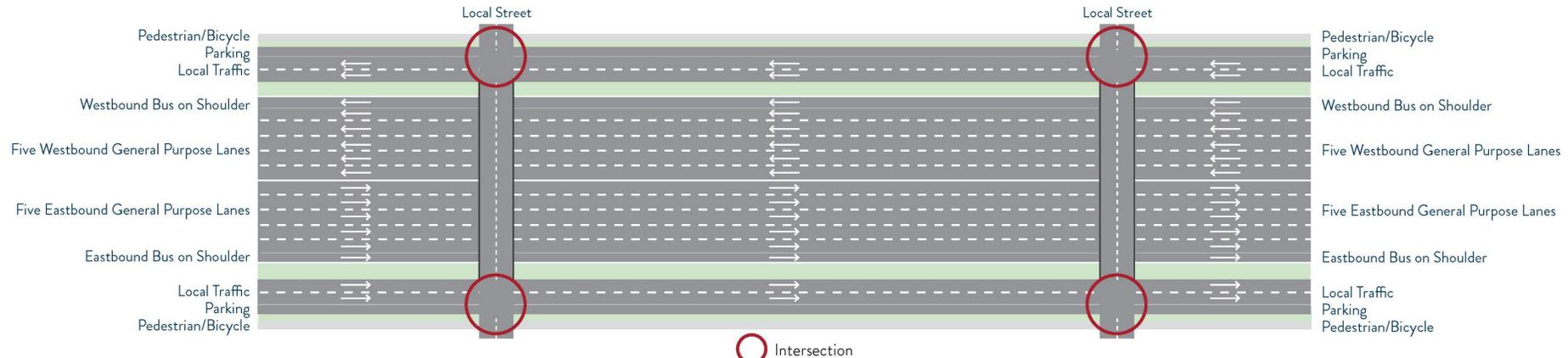
This concept involves rebuilding the existing freeway to include the current lane configuration plus an additional general purpose lane and adding a shoulder along the entire corridor for a transit lane in each direction.



With Retaining Wall



Without Retaining Wall



DRAFT – Pre-Decisional

# Community Engagement

## June – Nov 2023

### BY THE NUMBERS



# 2,008,046+

impressions resulted from paid, earned, and owned media platforms including newspapers, the project social media, website, and digital advertising

# 280+

stakeholder organizations engaged via email, meetings, presentations, and conversations



# 63

organizations and local communities were represented between Community Leaders and Policy Advisory Committee (PAC) Members

# 25

meetings and presentations were given by MnDOT project staff



# 21

community events were attended by MNDOT staff

# 1,163+

community members engaged in individual conversations



# 3,350

surveys were completed



# 9



project update e-newsletters editions distributed to over 13,000 subscribers

# Engagement Performed

## Feedback and Themes

### General Interests

- Rail transit alternatives; regional rail
- Bicycle and pedestrian infrastructure
- ReConnect Rondo land bridge; connecting communities

### Support and Opposition

- ...Expressed for many of the alternatives

### Requests

- Information on sustainability and the environment
- More detailed information about Impacts related to air quality, traffic flow, congestion, noise, cost, VMT, etc.

### Questions



How much will this project cost?



Do any of the alternatives result in MnDOT taking properties?



How does MnDOT's timeline align with ReConnect Rondo proposal?



Who ultimately will make the decision?



What is the best way to provide input? And when?

# How Input is Being Used

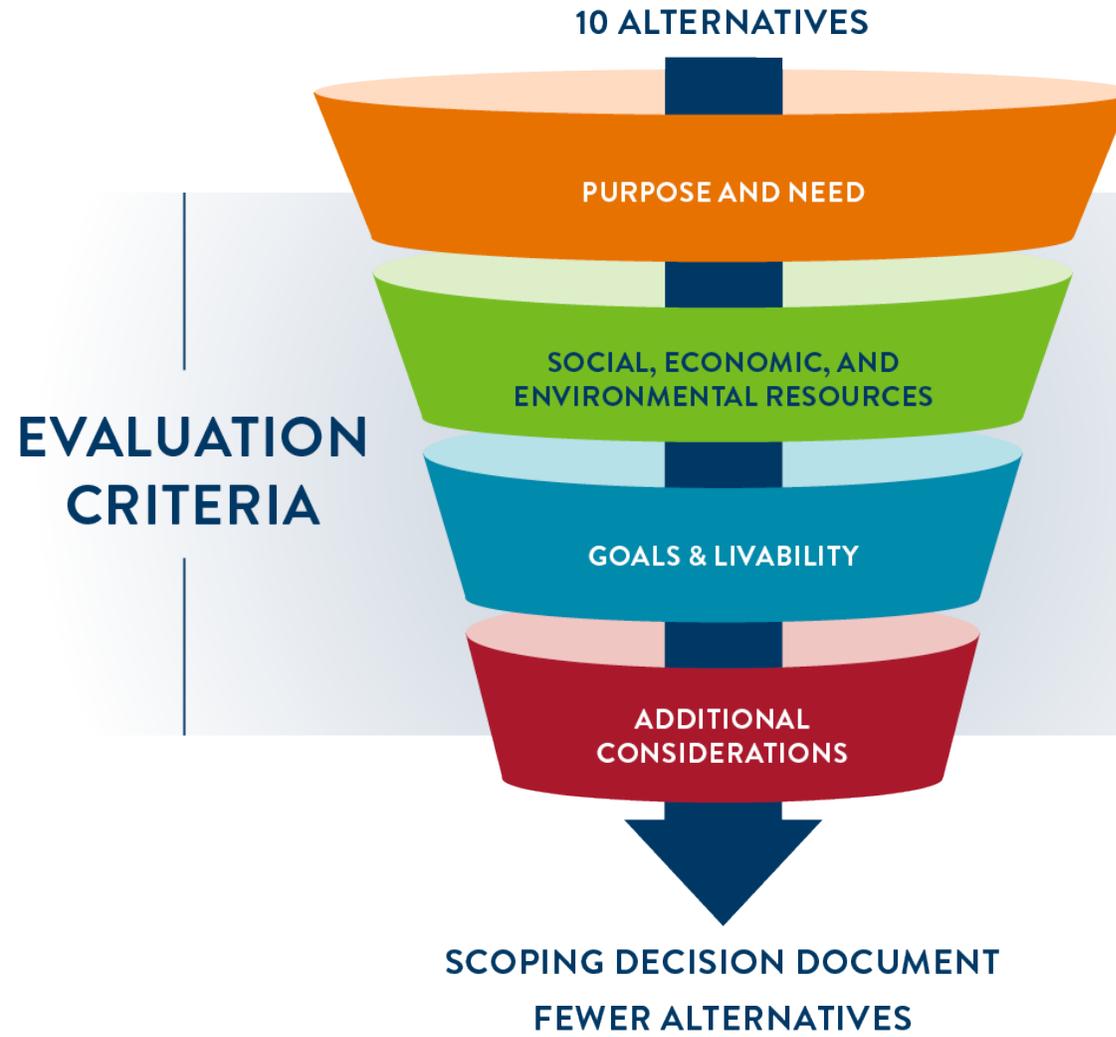
- No new independent alternatives are being added
- This project will not be including rail transit as an alternative
- MnDOT will ensure space is available in project footprint for walkability and bikeability improvements within the I-94 corridor
- Coordination with ReConnect Rondo on potential land bridge (all alternatives)
- MnDOT creating lid/stitch/land bridge working group
- Opportunities for aesthetics and technology

## Evaluation criteria categories:

# Next Steps – Evaluate Alternatives

- **Purpose and Need:** Walkability and bikeability, safety, infrastructure condition, and mobility
- **Social, Economic and Environmental Resources:** Environmental Justice populations, air quality, noise, historic/archaeological, park/recreation, contaminated properties, property (right of way), stormwater, threatened and endangered species, and wetlands
- **Goals and Livability:** Sense of place, equity, economic vitality, public health, connectivity, and safety
- **Additional Considerations:** cost, maintenance, and consistency with adopted state and regional plans

# Alternatives Refinement and Evaluation



# Rethinking I-94 Next Steps

- **Technical activities**
  - Refine and evaluate alternatives
  - Develop Scoping Document/Draft Scoping Decision Document
- **Engagement activities**
  - Meet with partner agencies
  - Continue to meet with interested stakeholder, neighborhood, schools, and business groups to discuss the project
  - Community Voices
  - Community Ambassadors
  - High school interns
  - Community Leaders meeting

# Community Voices

## Community Voices



Community Voices is an opportunity to actively participate in Rethinking I-94. Share your experiences with the I-94 corridor and how it impacts how you live, work, play and commute.

Be part of ***Rethinking I-94  
Community Voices*** today!

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Community feedback is at the heart of MnDOT's decision-making process. We believe that transportation decisions can have a profound impact on peoples' daily lives, and your voice is critical in shaping the future of I-94 between Minneapolis and St. Paul.

Learn more about  
Community Voices online:



[talk.dot.state.mn.us/rethinking-i94](https://talk.dot.state.mn.us/rethinking-i94)

# Thank You

## Contact Information

Email: [rethinkingI94project.dot@state.mn.us](mailto:rethinkingI94project.dot@state.mn.us)

Website: [talk.dot.state.mn.us/rethinking-i94](http://talk.dot.state.mn.us/rethinking-i94)

