

Rethinking I-94

ALTERNATIVE: GENERAL MAINTENANCE,
MAINTENANCE A, AND MAINTENANCE B



Updated July 2023

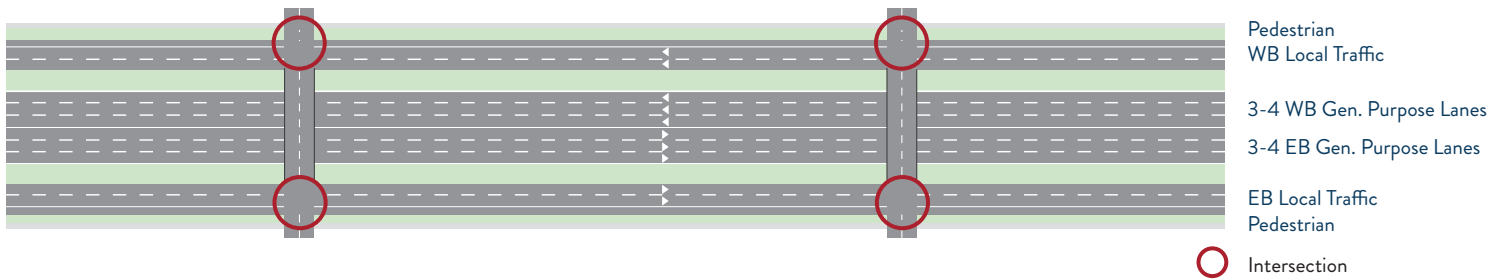


Pedestrian Parking Westbound Local Traffic

Eastbound Parking Pedestrian Local Traffic

Westbound General Purpose Lanes
(Varies Between 3 and 4 Lanes)

Eastbound General Purpose Lanes
(Varies Between 3 and 4 Lanes)



OVERVIEW

General Maintenance (No Build): I-94 would remain as is. Existing transit service would continue.

Maintenance A: Maintain the existing infrastructure. Existing transit service would continue.

Maintenance B: Replace the existing infrastructure to current standards with consistent shoulders. This would allow transit to run on bus shoulders between downtown Minneapolis and downtown St. Paul.

ROADWAY TYPE	Keeps a freeway with the same number of travel lanes.
NUMBER OF TRAVEL LANES	No changes from existing. Varies between three and four lanes in both directions.
TRANSIT	No change from current service (Route 94 express bus). Maintenance B would extend bus shoulders to match conditions prior to I-35W bridge collapse.
ACCESS CHANGES	No changes from existing.
PEDESTRIAN AND BICYCLE	No major changes from existing. All crossings of I-94 would be a bridge – either pedestrian/bicycle-only or a roadway with pedestrian and/or bicycle facilities (such as a trail, sidewalk, or bike lanes). With Maintenance B, some new/improved facilities could be provided if bridges are replaced.

GENERAL MAINTENANCE, MAINTENANCE A

- The freeway would not be reconstructed. Maintenance A would allow for more in-depth maintenance activities.
- The overall number of lanes would not change. Currently the number of general purpose lanes varies between 3 and 4 in both directions.
- Existing express bus transit service (Metro Transit Route 94) would continue.
- No changes to pedestrian or bicycle facilities.
- No changes to interchanges or ramps along the freeway.

MAINTENANCE B

- The freeway would be reconstructed with the same number of lanes.
- Existing express bus transit service (Metro Transit Route 94) would continue. Current bus shoulders would be extended to connect downtown Minneapolis and downtown St. Paul.
- Some new/improved pedestrian or bicycle facilities could be provided if bridges are replaced.
- No changes to interchanges or ramps along the freeway.

RETHINKING I-94 SCOPING ALTERNATIVES

There is not a preferred alternative at this time. Current alternatives are draft and will be refined as the project progresses and we learn more information and receive input and feedback from the community. At this stage, we are attempting to understand what alternatives best serve the transportation needs of the surrounding communities and businesses, as well as others that use I-94 as part of their travel.

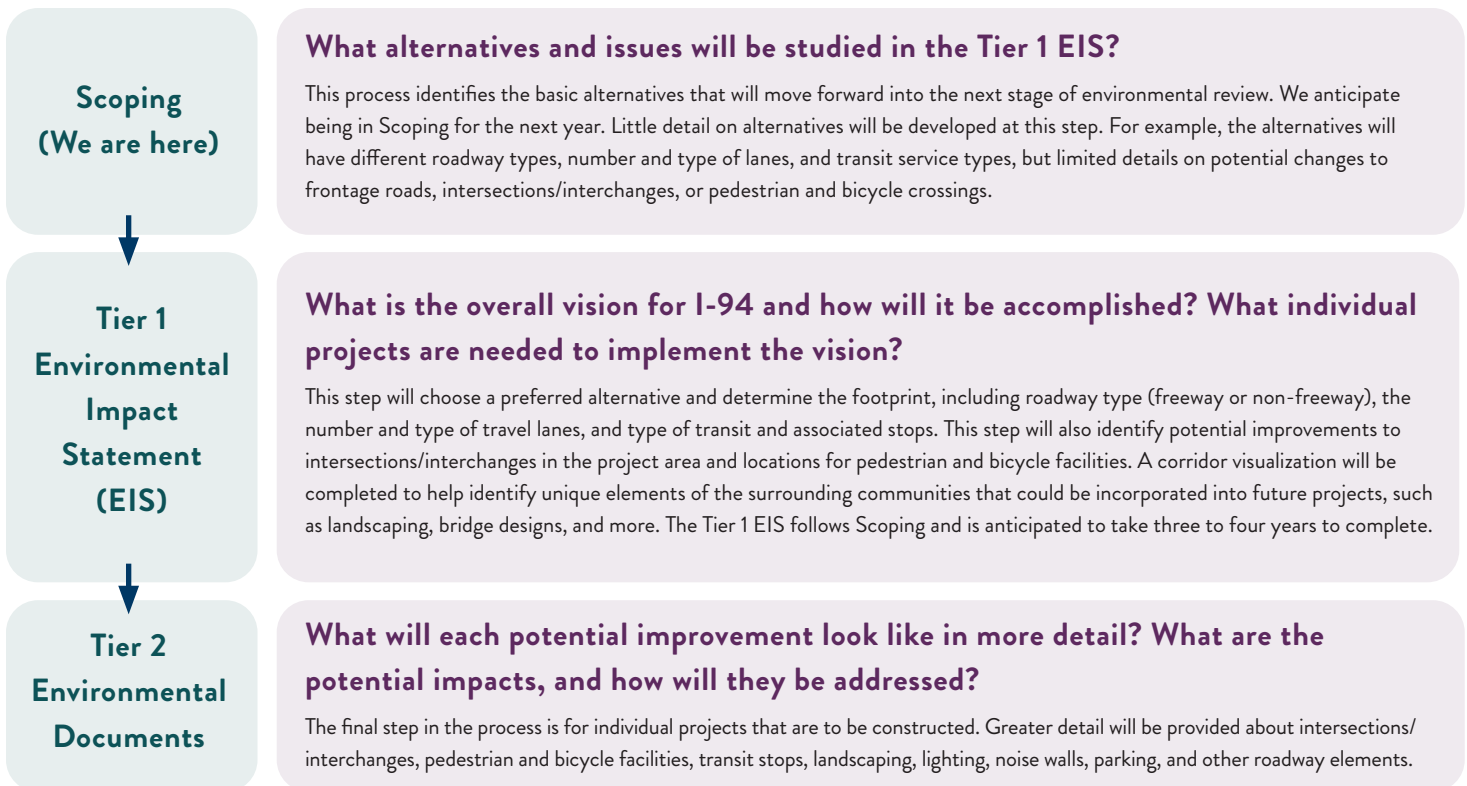
The current graphics give a general idea of what the roadway would be, there will be some variations based on location and space available for construction. For example, today there are frontage roads in some areas next to the freeway and in some locations there are not. We want to hear your thoughts on how these different alternatives may impact you and your community and serve your transportation needs.

The graphics are intended to show the number of travel lanes and transit options. They do not show a final end product. Changes to overpasses, interchanges, ramps, frontage roads, and parking have not been determined and no landscaping or corridor enhancements have been identified. Details on these improvements will be identified later in the process.

The Rondo Land Bridge is a separate project being led by ReConnect Rondo. Their efforts will be considered in the decision-making process for the project alternatives.

RETHINKING I-94 ENVIRONMENTAL PROCESS

The environmental process for Rethinking I-94 Phase 2 has three key steps. There will be opportunities for public feedback and comment during each step.



Rethinking I-94 is currently in Scoping. At this stage of the project, the alternatives will be at a high level and will show major differences to be decided for the project, such as the number and type of lanes and potential transit service. Other features such as landscaping, transit stations, signage, noise walls, pedestrian and bicycle facilities, lighting, parking, etc. will be addressed later in the process. As alternatives become more detailed, opportunities for improved streetscaping (trees/vegetation, lighting, etc.), public art, and other elements will be better understood.



GET INVOLVED AND LEARN MORE!

Your voice can help shape the future of the corridor. Look for upcoming opportunities to provide your input and feedback.

For more information, visit talk.dot.state.mn.us/rethinking-i94 or scan the QR code here.