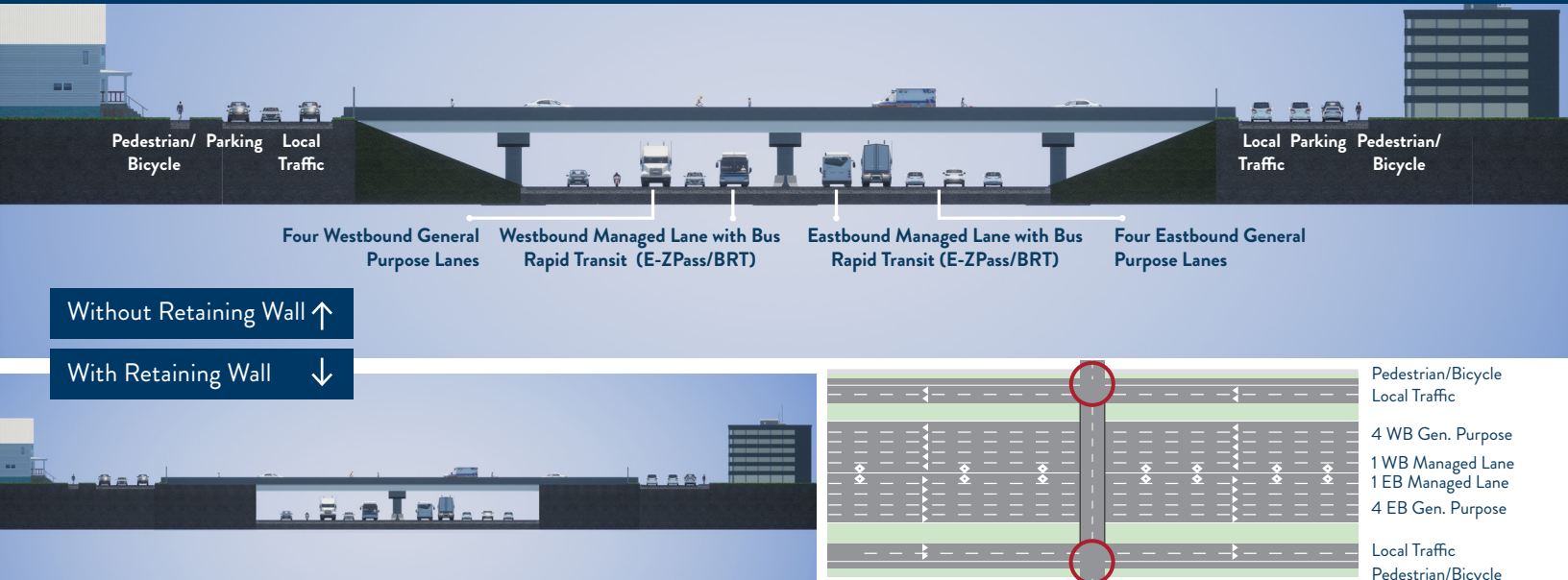




Updated July 2023



OVERVIEW

This concept involves rebuilding the existing freeway and adding 1 managed lane with bus rapid transit (BRT) in each direction. The BRT system could include up to three stops along the managed lane. The total number of lanes will vary because the current number of lanes also varies.

ROADWAY TYPE	Keeps a freeway. Adds a new managed lane.
NUMBER OF TRAVEL LANES	3-4 lanes in each direction for all vehicles and 1 managed lane in each direction (for buses, people that carpool, and those choosing to pay).
TRANSIT	Bus rapid transit (BRT) in managed lanes with no stops; 1 stop at Snelling Ave; or 3 stops at 25th/27th Ave, Snelling Ave, and Dale St (Final locations to be determined).
ACCESS CHANGES	Access changes to be determined. Potential to modify interchanges in some locations including on/off ramp changes or removal. Potential changes to frontage roads/side streets may occur in some locations.
PEDESTRIAN AND BICYCLE	To be determined. 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). Potential to include pedestrian and/or bicycle facilities on roads that go east-west (like I-94) to the north or south of I-94 (frontage roads) since bicyclists and pedestrians are not allowed on Interstate routes.

EXPANDED FREEWAY – A

- The freeway would be reconstructed to have 3-4 general purpose lanes (all vehicles can use) and 1 managed lane (for buses, those that carpool, and those choosing to pay) in both directions. The managed lane would be an addition to the current number of lanes. Outside of peak hours, managed lanes operate as general purpose lanes.
- The overall number of lanes will increase by 1 throughout the

- project corridor. Currently the number of general purpose lanes varies between 3 and 4 in both directions.
- Transit will operate in the managed lanes.
- Current pedestrian facilities would be improved, and additional pedestrian and bicycle crossings will be considered.
- Interchanges and ramps along the freeway would be studied to improve mobility and safety.

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.

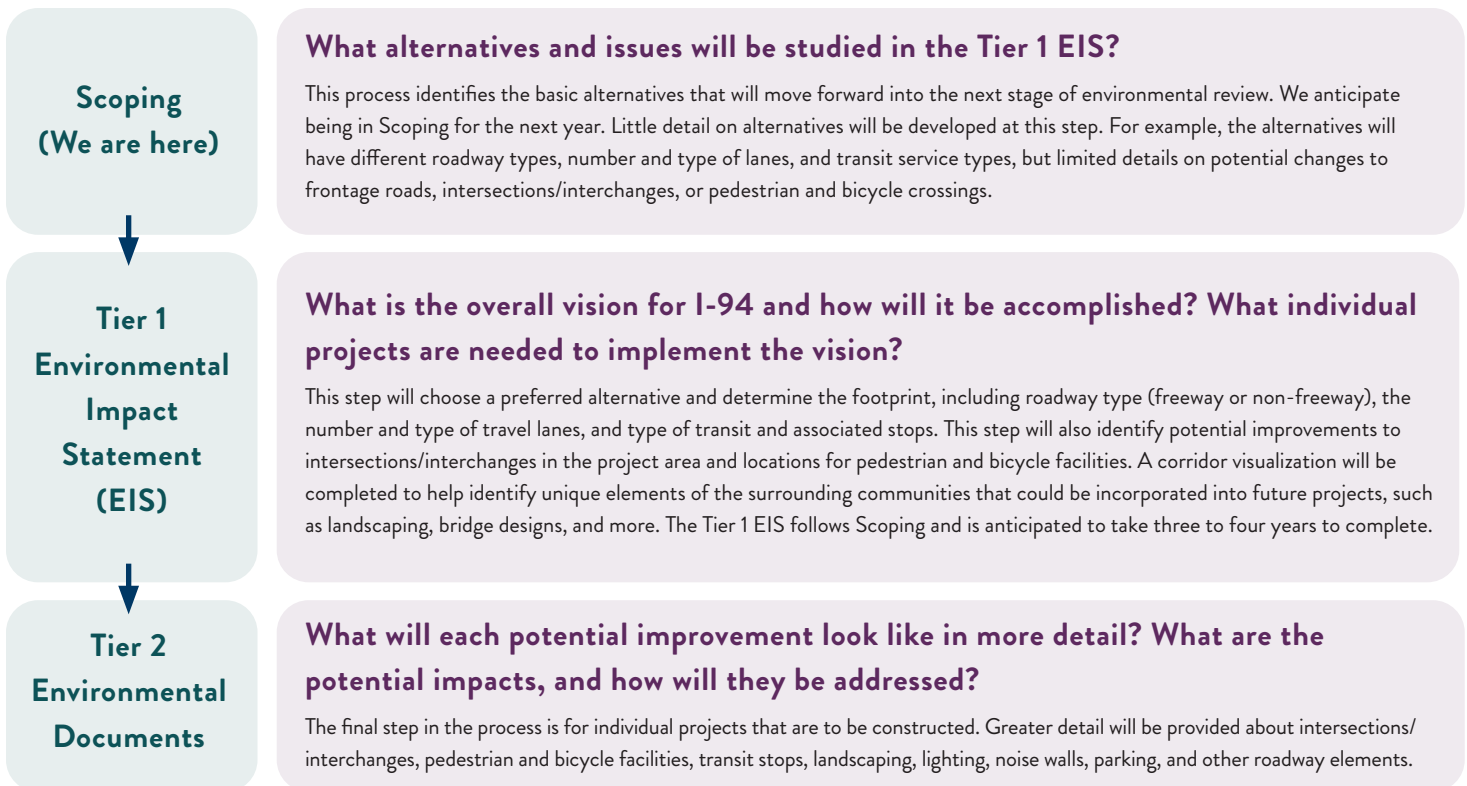
The current graphics give a general idea of what the roadway would be, there will be some variations based on location and space available for construction. For example, today there are frontage roads in some areas next to the freeway and in some locations there are not. We want to hear your thoughts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