

# Rethinking I-94 Phase 2 Transit Study Public Engagement Activities

The Minnesota Department of Transportation (MnDOT) conducted two public engagement activities for the Rethinking I-94 Phase 2 Transit Study, a virtual open house, and an in-person open house, on October 11 and 12, respectively. These two events were advertised via social media, the MnDOT website, an email blast, and a postcard mailing. The advertisement materials can be found in Appendix A. Additionally, a public comment period was open from October 11<sup>th</sup>, 2022 to October 26<sup>th</sup>, 2022. During that time, 160 email comments were received.

This document provides a meeting summary for both public engagement events.

## Rethinking I-94 Phase 2 Transit Study – Virtual Public Open House

Date: 10/11/2022 (9:00 am – 10:00 am)

Location: Zoom Meeting

[https://wsbeng.zoom.us/j/99302995968?tk=SPOfTtejlfUqBdGQ54OR5qOsAlsUjPqPfPXHBZdpUg.DQMAAAAXHut4ABZnaDNubE4yUINrR3QzYmE5c3VYVUt3AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA&pwd=NmdUR1RiRzNKWEw1NFhicDFrczYyZz09&uuid=WN\\_I5xCOD9iQsOosX4aXnx-pw](https://wsbeng.zoom.us/j/99302995968?tk=SPOfTtejlfUqBdGQ54OR5qOsAlsUjPqPfPXHBZdpUg.DQMAAAAXHut4ABZnaDNubE4yUINrR3QzYmE5c3VYVUt3AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA&pwd=NmdUR1RiRzNKWEw1NFhicDFrczYyZz09&uuid=WN_I5xCOD9iQsOosX4aXnx-pw)

Participants: See Appendix B

Comments Received: See Appendix C

## Virtual Public Open House Meeting Summary

### 1. Welcome and Introductions

1. MnDOT noted that the meeting was conducted in multiple languages – Karen, Somali, Spanish, and Hmong – and that interpreters were present to assist. MnDOT gave instructions on how to access the interpretation of the meeting.
2. Welcome and introductions by MnDOT
  - MnDOT noted that they had received substantial public input on various transit ideas that should be considered. This virtual meeting and the upcoming open house were arranged to solicit additional input and feedback.
  - MnDOT appreciated everyone’s interest and looks forward to hearing from participants to ensure that a wide variety of transit ideas are considered.
  - It was noted that MnDOT was facilitating and funding the study. However, they are working in partnership with Metro Transit which has responsibility for transit in the corridor and will use the information from these engagement activities to inform the next steps.
  - MnDOT indicated that an early draft of the presentation was shared on social media and is confident that the presenters will provide additional context to the process of identifying and studying the transit challenges and, eventually, ideas that address people’s needs.
3. MnDOT introduced project team members.

4. MnDOT outlined the meeting agenda, including a 20-minute presentation about the transit study followed by time for questions or comments.
  - MnDOT explained how the public comment process would work, and how people could submit comments and ask questions.
5. MnDOT added that an in-person open house on the same material will be conducted on Wednesday, October 12, 2022, from 8:00 am – 8:00 pm at the Hallie Q. Brown Community Center.
6. MnDOT noted that comments could be submitted to [rethinkingi94project.dot@state.mn.us](mailto:rethinkingi94project.dot@state.mn.us) until October 26, 2022.

## **2. Project Overview and Schedule**

1. The presentation began with an overview of the common acronyms used in the study and a list of key definitions.
2. An overview of the study objectives and project schedule was also provided. It was noted that the study is in its early stages – developing transit ideas. Once transit ideas have been identified and evaluated, they will be combined with highway ideas to create alternatives.

## **3. Evaluation Criteria**

1. The evaluation criteria used to test the ideas were shared with the meeting attendees. The evaluation criteria include:
  - Performance – provide faster transit travel time and attract more or new riders
  - Accessibility via Transit – provide improved access to destinations on the transit system
  - Proximity to Transit Stations/Stops within Project Corridor – serve more people and jobs with improved transit service and facilities
  - Connectivity to Transit Stations/Stops within Project Corridor – support a well-connected transit network
  - Environmental – reduces transportation’s contribution to Green House Gas (GHG) emissions
  - Complexity and Cost – support reasonable cost and implementation

## **4. Steps in Developing Ideas**

1. The first step in developing transit ideas was establishing the study area. The study area for this study is I-94 from Trunk Highway (TH) 55 to Marion St./Kellogg Blvd. Connections to the downtowns will be further investigated based on the alternatives formed and evaluated. The project team recognized that transit service would require connections outside the study area.
2. It was noted that key elements in idea development included public participation, sound technical analyses, and following established regional policies. Idea development included a review of previous public engagement activities, which identified that the public would like to see fast, frequent, and reliable transit service within the corridor. Existing studies and plans were also reviewed in the development of transit ideas.
3. Technical analysis was completed, which included an Environmental Justice (EJ) analysis – where low-income and/or minority populations are located along the study area. In addition, existing bus routes and bicycle/pedestrian connections were analyzed. These analyses, along

with a review of the previous public engagement and existing plans, helped to identify potential transit ideas and station locations.

## 5. Key Definitions

- The presentation described the types of transit, and modes, that were considered in developing ideas and station types.
- The presentation referenced the Metropolitan Council's *Regional Transit Guidelines* for the types of transit to be considered. These included:
  - Local Bus/Limited Stop
  - Commuter/Express Bus
  - Arterial Bus Rapid Transit (BRT)
  - Dedicated BRT
  - Light Rail (LRT)
  - Commuter Rail (CR)
  - High Speed Rail (HSR)
- The presentation explained the transit types that would be moving forward and why others were not considered for additional analysis. The transit types moving forward included:
  - Commuter/Express Bus
  - Highway BRT
  - Dedicated BRT
- Two types of transit stations/stops were discussed, in-line and on-line stations
  - In-Line Station – located near the roadway. Buses use on- and off-ramps or intersections to enter and the main roadway to access the bus stop. An example of this is the existing Snelling Ave. stop for Route 94
  - On-Line Station – located along the roadway, so the bus does not have to exit the main roadway to access the station. An example of this is the Orange Line Lake Street Station on I-35.
- Station locations that would be incorporated into the transit ideas were identified. These stations were selected to support the goals of providing fast, frequent, and reliable transit service and strong connections to local routes. The proposed stations/stops are:
  - Five Stations – 25th/27th Avenues, Huron Boulevard, Cretin Avenue, Snelling Avenue, Dale Street
  - Three Stations – 25th/27th Avenues, Snelling Avenue, Dale Street
  - One Station – Snelling Avenue
  - No Build – Huron Boulevard (westbound only)

## 6. Transit Ideas for Study

- The project team described the transit ideas identified for study. These ideas will be evaluated/tested against the No Build scenario, based on the transit service that existed in February 2020 before the COVID-19 pandemic began. The project team noted that transit buses are subject to specific operating rules when using bus shoulders, including a maximum speed of 35 miles per hour (mph) that is no more than 15 mph greater than the adjacent traffic.
- The transit ideas that will be evaluated/tested include the following:
  - *No Build* – bus would operate on a partial shoulder, under allowed operating conditions, from approximately TH 280 to Rice Street

- *A.1-Bus Rapid Transit on 100% Shoulder - Five Stations* – bus would operate on a continuous shoulder, under allowed operating conditions, with five in-line stations
- *A.2-Bus Rapid Transit on 100% Shoulder - Snelling Station* – bus would operate on a continuous shoulder, under allowed operating conditions, with an in-line station at Snelling Avenue
- *Transportation Policy Plan (TPP)-Express Bus on Managed Lane, Consistent with 2040 TPP* – this idea is outlined in the Metropolitan Council 2040 TPP and is required to be evaluated per the Federal Highway Administration (FHWA); this idea is an express bus that would operate within a managed lane with no stops
- *B.1-Bus Rapid Transit on Managed Lane, Snelling Station* – this is BRT that would operate within a managed lane with one on-line station at Snelling Avenue
- *B.2-Bus Rapid Transit on Managed Lane, Three Station* – this is BRT that would operate within a managed lane with three stations (25th/27<sup>th</sup> Avenues, Snelling Avenue, Dale Street)
- *B.3-Bus Rapid Transit on Managed Lane, Five Station* – this is BRT that would operate within a managed lane with five on-line stations (25th/27<sup>th</sup> Avenues, Huron Boulevard, Cretin Avenue, Snelling Avenue, Dale Street)
- *C.1-Bus Rapid Transit on Dedicated Lane, Non-Highway* – this transit idea would remove the existing I-94 freeway that would be replaced with an at-grade boulevard with dedicated BRT that has three on-line stations (25th/27<sup>th</sup> Avenue, Snelling Avenue, Dale Street)

## 7. Comments Questions

A 30-minute open comment period was held. Comments/questions shared are summarized below. Additional written comments/questions submitted during the presentation that were not addressed due to a lack of time along with additional comments received through the two-week comment period, ending October 26, are documented in Appendix B.

Guidelines on the open comment period shared with the group:

1. 30 - minutes
2. Speakers will be called upon and then unmuted
3. Limited to 2 minutes per speaker

There were 31 comments received during the virtual public open house. The comments topics were mostly regarding the boulevard scenario, non-highway alternatives, transit (bus/rail) options, needs for multimodal transportation, and environmental impacts. The comments are analyzed and summarized below:

- Approximately 30 percent of the comments were about the non-highway idea, which includes:
  - Singular non-highway idea is inadequate.
  - Non-highway ideas could work with more stations (≥5 stations).
- Approximately 20 percent of the comments were about a boulevard, which includes:
  - Questions about:
    - How would a boulevard affect the list of viable options?
    - Why is the focus of the proposals on the freeway while most comments supported a boulevard conversion?

- Whether MnDOT is considering applying for a reconnecting communities federal grant in conjunction with MPLS/St. Paul.
- Asked MnDOT to consider the Twin Cities Boulevard proposal.
- Or, noting that a Boulevard would be safer than highway intersections for vulnerable road users.
- Approximately 65 percent of the comments were about transit in general, with one comment asking MnDOT to change the corridor over to transit.
  - ~36 percent of the comments were specifically bus-related, which:
    - requested MnDOT to add the following transit ideas into the study:
      - add more stations in the non-highway idea
      - add a mix of transit modes in at least one of the ideas
    - suggested express bus would be better than limited stop service.
  - ~16 percent of the comments were specifically rail-related, which:
    - Requested considering rail options:
      - connecting Union Depot to Target Field station
      - an intercity rail to connect both cities, which could also be used to bolster other rail connections such as Amtrak to Chicago and Duluth (Northern Lights Express)
    - Commentors questioned:
      - why MnDOT chose freeway ideas over the rail ideas when they are similarly costly?
      - if the final stop in Minneapolis will connect directly with the Light Rail as the transition to get all the way downtown?
    - Two comments indicated a preference of rail over BRT
- Approximately 10 percent of the comments advocated for multimodal transportation:
  - Commentors noted that:
    - I-94 is an obstacle for non-motorized users.
    - MnDOT needs to encourage people to take transit, walking, and biking, while a highway will only incentivize personal vehicles for a short trip
- Approximately 23 percent of the comments expressed environmental concerns:
  - Commentors noted that:
    - MnDOT should consider the environmental aspect of the impacts of displacing other modes of transportation.
    - Priority and resources should be assigned by emissions, not just reducing but eliminating emissions.
    - The main source of greenhouse gas emissions in Minnesota is through transportation.
- Other aspects of the comments/questions include:
  - A question about how the study area was decided.
  - Population growth should be incorporated into the calculations on cost effectiveness.
  - Who would fund the transit project on the corridor, the Metropolitan Council or MnDOT?
  - If transit is separated from car and freight traffic into its own “need” in the Purpose & Need.

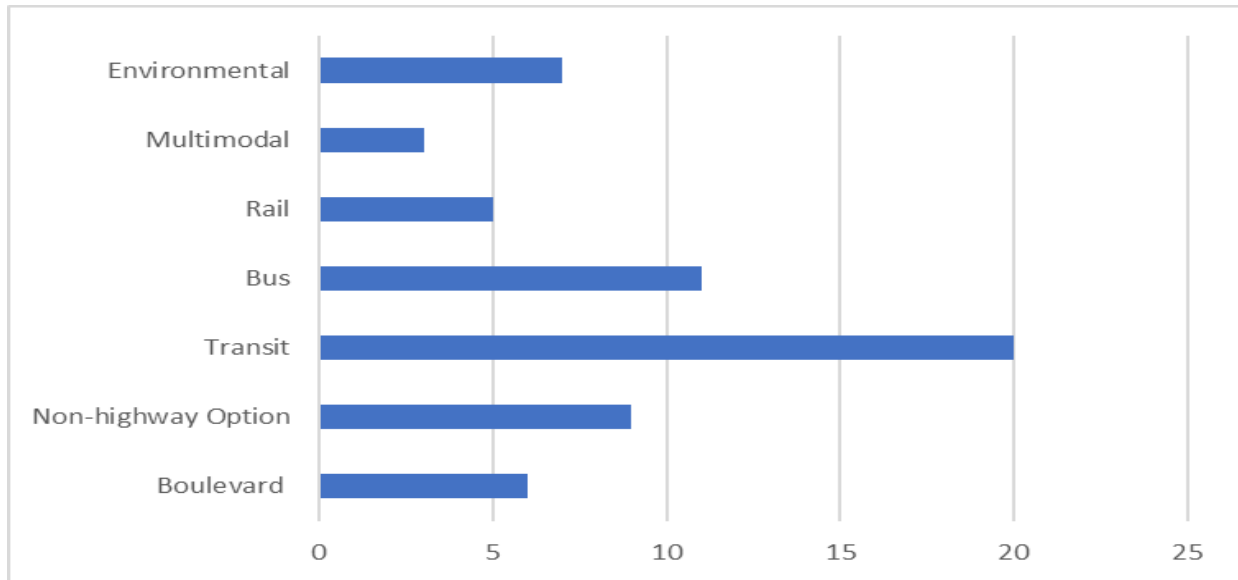


Figure 1. Frequency of Topics Mentioned in Comments/Question in Virtual Public Open House Meeting

### 8. Closing Remarks

The project team closed out the comment/question period by reminding everyone to submit their comments or questions to the email address ([rethinkingi94project.dot@state.mn.us](mailto:rethinkingi94project.dot@state.mn.us)) by October 26, 2022.

MnDOT reiterated the request for people to send in comments or questions and reminded the attendees of the in-person open house that took place on Wednesday, October 12, 2022.

## Rethinking I-94 Phase 2 Transit Study – In-Person Public Open House

Date: 10/12/2022 (8:00 am – 8:00 pm)  
Location: Hallie Q. Brown Community Center  
Clubroom C  
270 N. Kent Street  
St. Paul, MN 55102  
Participants: See Appendix D  
Comments Received: See Appendix E

### In-Person Public Open House Meeting Summary

A public open house for the Rethinking I-94 Phase 2 Transit Study was held at the Hallie Q. Brown Community Center, Clubroom C on October 12, 2022, from 8:00 am to 8:00 pm. Refreshments were provided.

Meeting attendees were asked to sign-in upon arrival. After signing in, the attendees were given a comment card (Appendix C) that was available in English, Spanish, Somali, Karen, and Hmong. Spanish, Somali, Karen, and Hmong interpreters were available throughout the day for those who needed language support.

Attendees entered Clubroom C where a series of boards were present along with meeting staff. The meeting staff consisted of members of the consultant team, MnDOT, and Metro Transit. Staff members walked each attendee through the boards and answered questions. The boards (Appendix B) provided a general outline of the study and included the following information:

- Re-Thinking I-94 Schedule
- Combining of Transit and Highway Ideas
- Evaluation Criteria
- Project Corridor (study area)
- Types of Transit
- Transit Station/Stop Types
- Transit Ideas
  - No Build – Express Bus on Partial Shoulder
  - A.1 – Bus Rapid Transit (BRT) on 100% Shoulder, Five Stations
  - A.2 – BRT on 100% Shoulder, Snelling Station
  - Transportation Policy Plan (TPP) – Express Bus on Managed Lane, Consistent with 2040 TPP
  - B.1 – BRT on Managed Lane, Snelling Station
  - B.2 – BRT on Managed Lane, Three Station
  - B.3 – BRT on Managed Lane, Five Station
  - C.1 – BRT in Dedicated Lane, Non-Highway
  - Transit Ideas Summary

Attendees were then asked to complete the comment card they received at sign-in and turn it in to a staff member when they leave.

## Comment Cards

22 comment cards were received at the Open House. Below is a summary of the responses. Completed comment cards can be found in Appendix C.

### General Demographics

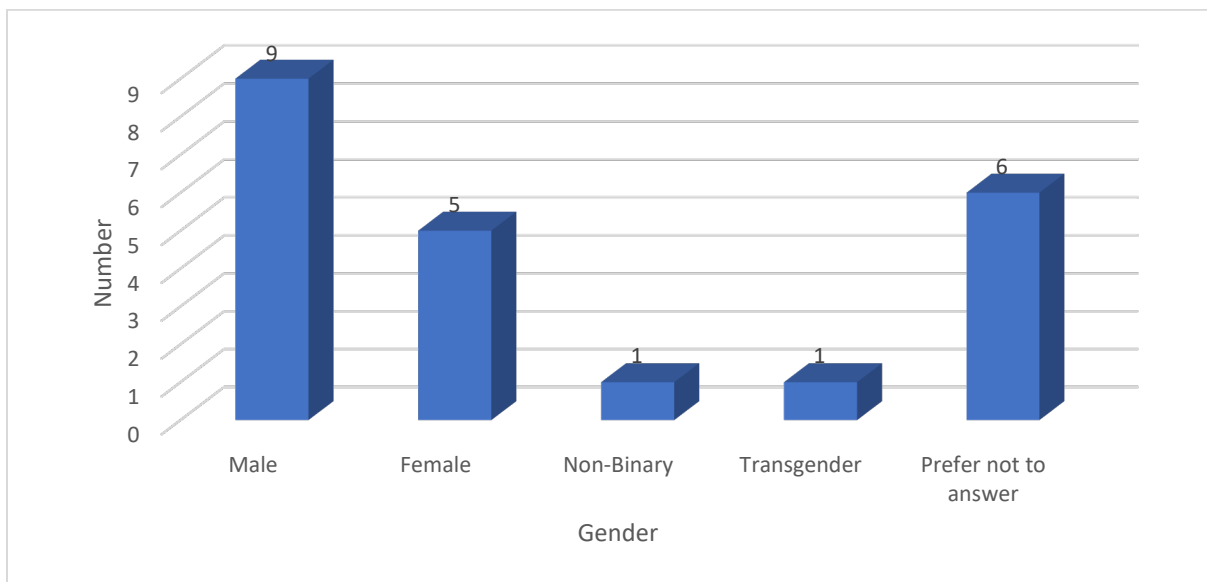
MnDOT’s goal is to get input from a wide range of individuals that reflect Minnesota. MnDOT collects general demographic data from meeting attendees to understand who is participating in MnDOT’s engagement opportunities.

The data from the survey will be used by MnDOT staff to better understand who is (and isn’t) engaging with MnDOT on transportation projects, plans, and programs.

Attendees were not obligated to respond to the following questions:

- *Gender* – majority of the respondents were male (9), and other genders represented were female, Transgender, Non-Binary, and the others preferred not to answer (Figure 1).

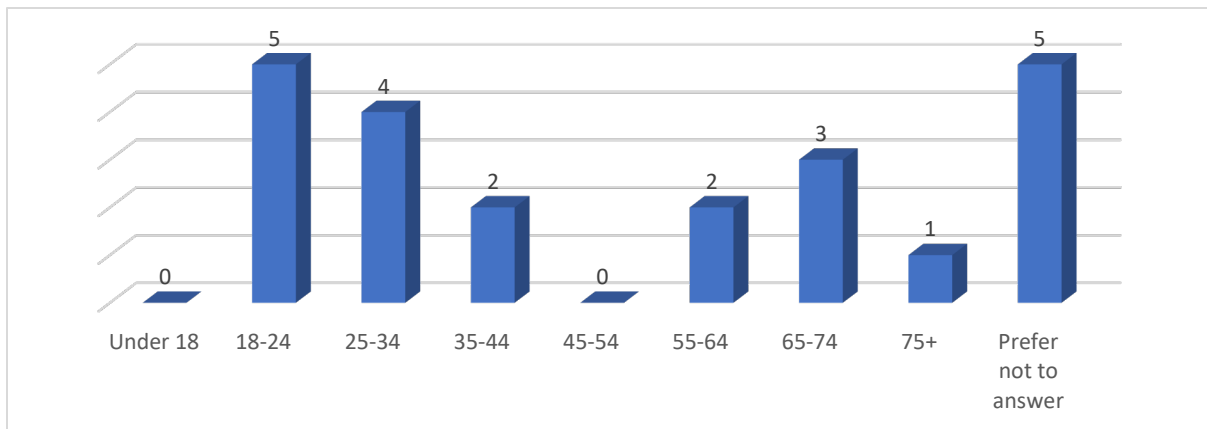
Figure 1: Gender of Attendees



- *Age* – Many of the attendees were aged between 18 and 24 or preferred not to answer (Figure 2).

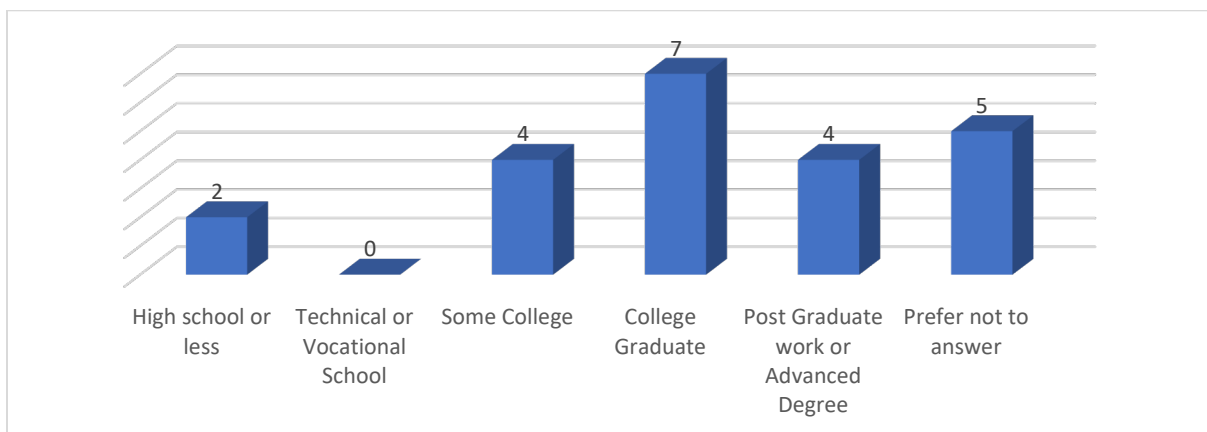


Figure 2: Age of Attendees



- **Education** – Approximately half the attendees indicated they had a college degree or post graduate education.

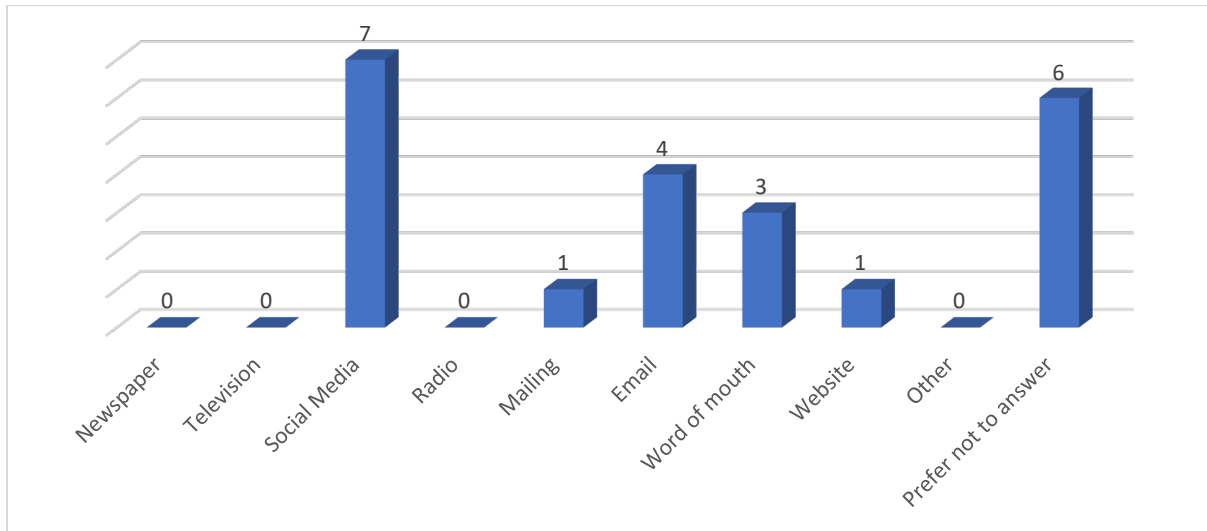
Figure 3: Education Level of Attendees



- **Race, Hispanic Descent, Disability, Language Spoken at Home** – of the attendees who responded to the question regarding race, Hispanic descent, disability, and language spoken at home 15 were white and not of Hispanic descent and spoke English at home. One attendee reported having a disability. The other seven attendees chose not to respond to these questions.
- **Zip Code of Residence** – Attendees were asked the zip code of where they reside. The following were the responses:
  - 55102 (2)
  - 55103 (1)
  - 55104 (4)
  - 55106 (1)
  - 55108 (1)
  - 55116 (1)
  - 55119 (1)
  - 55330 (1)
  - 55405 (1)
  - 55406 (1)
  - 55414 (1)
  - 55455 (1)
  - 55920 (1)
  - Prefer Not to Answer (5)

- *Heard About the Event* – Many of the attendees heard about the public open house through social media post (Facebook, Twitter), Figure 4.

Figure 4: Heard About the Event



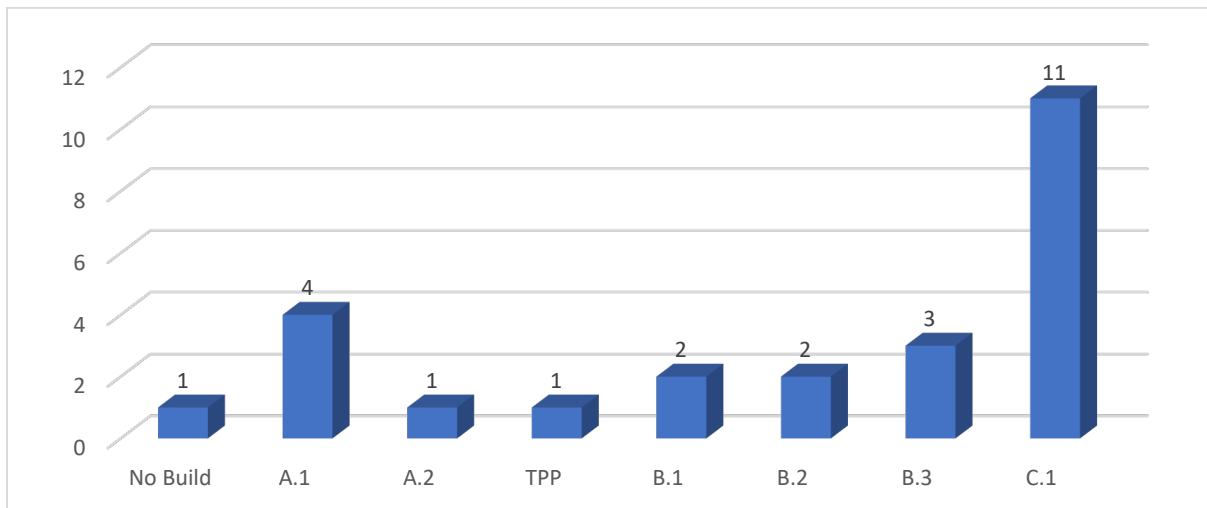
### General Questions

The comment card asked the following questions to each attendee. This is a brief summary of the response to each question.

1. **Of the transit ideas presented, what would you like to see receive an additional environmental review?**

As shown in Figure 5, the majority of the responses favored C.1 – Bus Rapid Transit in Dedicated Lane, Non-Highway as the idea to receive additional environmental review followed by A.1 – Bus Rapid Transit on 100% Shoulder, Five Station.

Figure 5: Which Transit Idea Should See Additional Environmental Review



**2. Why do you prefer those ideas?**

Attendees mentioned that they would like to see safe and convenient transit that is accessible to all. Many believed that the I-94 freeway should be removed in favor of a grade-separated roadway or a boulevard with dedicated BRT or a rail option (subway). Climate change was also a concern, and a solution should contribute to reducing vehicle miles traveled (VMT) and greenhouse gas emissions.

**3. Are there any transit ideas that are missing?**

Many stated that there is a lack of rail alternatives.

**4. What are your concerns about transit within the I-94 Corridor?**

Having frequent and reliable transit service that is fast from downtown Minneapolis to downtown St. Paul that is accessible to pedestrians and bicyclists.

**5. One of the principles of the Rethinking I-94 is to not purchase private property. Should transit ideas be considered that would require the purchase of private property?**

Majority stated that there is sufficient right of way currently available for any improvements and MnDOT should not acquire any additional property.

**6. Please provide any additional comments you may have regarding the I-94 Transit Study below:**

Many believe that MnDOT should look at more non-highway options and consider climate and equity when evaluating the ideas.

## Rethinking I-94 Phase 2 Transit Study – Email Received Comments

There were 159 comments received through email during the public comment period. The comments mostly expressed concerns regarding car-centric planning and environmental impacts, requests for multimodal transportation planning, transit enhancements, as well as reconnecting the neighborhoods and street grids around the project corridor. All comments were analyzed and summarized below:

- Almost 70 percent of the comments (110 out of 159) were about the same, requesting MnDOT to make the following changes to the Rethinking I-94 transit study:
  - Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor.
  - Study comprehensive solutions that include a combination of new local, rapid, and express transit service and serve every neighborhood in the project corridor.
  - Restore rail options and study new rail connections into the downtowns.
  - Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway.
  - Expand ridership modeling to include the new residents & businesses that would result from a boulevard conversion.
- There were about nine comments that specifically mentioned about [twincitiesboulevard.org](http://twincitiesboulevard.org). Of the nine comments, eight were the same which urged MnDOT to:
  - Near-term:
    - Support a joint application by the cities of Minneapolis and St. Paul for a USDOT Reconnecting Communities planning grant to study the Twin Cities Boulevard vision.
    - Amend the Rethinking I-94 purpose and need documents to give fair consideration to a highway-to-boulevard conversion.
  - Long-term:
    - Convert I-94 within the Rethinking I-94 project area into a multi-modal boulevard and reconnected street grid, with construction beginning by 2027.
    - Adopt strong community benchmarks and policies and work with project partners to integrate them into the project. This includes placing remaining right-of-way and adjoining parcels of public land in a publicly held land trust. These policies will ensure that the benefits of the transformation will prioritize those who have been harmed by I-94 and that displacement and gentrification does not result.
- Out of all the 159 comments:
  - Almost 30 percent expressed concerns that that the current Rethinking I-94 scenarios are car-centric, and highway focused.
  - About 75 percent urged for multimodal transportation planning, which provides pedestrian, bicycle, and transit accesses.
  - Almost 15 percent requested transit improvements/enhancements. Meanwhile, about 70 percent specifically asked for more consideration of non-highway transit options, a combination of new local, rapid, and express transit service, as well as grade separated transit.

- More than 70 percent mentioned rail. In addition to the comment to “restore rail options and study new rail connections into the downtowns”, other comments include suggestions for an express heavy rail line or express parallel LRT, and note that a freeway expensive like rail.
- At least 15 percent specifically expressed environmental concerns over car-centric planning.
- About 77 percent wanted the project to reconnect the neighborhoods and street grids.
- About four comments specifically mentioned Rondo; three of them suggested restoring Rondo was infeasible.

## Appendix A – Engagement Marketing

## Appendix B – Virtual Open House Attendance

### Agency Staff

Name	Organization
Sheila Kauppi	MnDOT – Rethinking I-94 Project
Mark Lindeberg	MnDOT – Rethinking I-94 Project
Sarah Ghandour	MnDOT – Rethinking I-94 Transit Study
Ricardo Lopez	MnDOT
Gregory Mathis	MnDOT
Christine Krueger	MnDOT
Mai Xiong	MnDOT
Cole Hiniker	Metropolitan Council
Scott Thompson	Metro Transit
Patrick Haney	Metro Transit
Sophia Ginis	Metro Transit
Lee Nichols	The Goodman Corporation – Rethinking I-94 Consultant
Robert McHaney	The Goodman Corporation – Rethinking I-94 Consultant
Jim Webb	The Goodman Corporation – Rethinking I-94 Consultant
Bhavya Iyer	The Goodman Corporation – Rethinking I-94 Consultant
Karli McElroy	WSB – Rethinking I-94 Consultant
Johnny Ware	WSB – Rethinking I-94 Consultant
Regina Burstein	WSB – Rethinking I-94 Consultant
Jack Corkle	WSB – Rethinking I-94 Consultant
Austin Hauf	WSB – Rethinking I-94 Consultant
Joanne Cho	WSB – Rethinking I-94 Consultant
Ryan Earp	WSB – Rethinking I-94 Consultant
Sean Oyaas	Rapp Strategies
Martin Gonzales	INGCO – Interpretation Services
Kabo Yang	INGCO – Interpretation Services
Bay Yang	INGCO – Interpretation Services
Roxana Rivas	INGCO – Interpretation Services
Abdi Elmi	INGCO – Interpretation Services
A.W. Abdulkadir	INGCO – Interpretation Services
Dory Montenegro	INGCO – Interpretation Services
Juan Pablo	INGCO – Interpretation Services
Si Poo	INGCO – Interpretation Services

### Attendees

Name	Organization
Mike Ciccone	
Kaylee Tracy	
John Messing	
Laura Langdon	
Brandon Wagenfeld	
Sean Garvey	
Muzamil Ibrahim	
Jeannette Rebar	
Sharrilyn Helgertz	

Name	Organization
Michelle	
Sean	
Peter Wagenius	
C.L. Hachey	
McKenna	
Beth Yudelman	
Tenille Warren	
Riley	
Tess D.	
Sheldon	
T. Ryan	
Erik Ostrom	
Alex Burns	
Joel Clemmer	
Charles	
Carter Breunig	
Holly Leaf	
Tom Moran	
Katie White	
Kayla Dean	
Andrew O.	
David L. Frank	
John Simon	KARE 11
Rand Carlson	
Elise Steichen	
Lily	
Tony Kratofil	HNTB
Jeff Johnson	
Andy Lambert	
Ethan Rosenberg	
Jarred Paquin	
Owen John	
Sam	
Risa	
Elizabeth Yang	
Catherin Windyk	
Luis Mendoza	
Keith Heiberg	
Roger Goerke	
Scott Berger	
Jacob Cheek	
C. Kelly	
	Nehemiah's Walls International Church
Karlie Cole	
K.M. Hansen	
Peggy	
Megan Jekot	Saint Paul Promise Neighborhood
	Fox 9



## Appendix C – Virtual Open House Comments

#	Comment/Question
1	So, is transit separated into its own “need” in the Purpose & Need now, separate from car and freight traffic?
2	How can the “environmental” aspect not account for the impacts of displacing other modes of transportation as well? It makes no sense to look at the impacts of only the transit itself in a vacuum.
3	How was the study area decided? Why does it stop at Hwy 55? Like the Rondo neighborhood project, could work be included for North Minneapolis to connect to the Upper Harbor Terminal?
4	Why do all of these “recommended” transit options assume a highway configuration? Isn’t this supposed to be *Rethinking* 94? When are other possibilities going to be considered if they’re already being ruled out?
5	I don't see how these options are any different from what we have today - buses running alongside a road whose main purpose is to speed cars & trucks through our neighborhoods, leaving behind only their exhaust. Why are we not considering changing the whole corridor over to transit? Let the long-haul traffic take the ring roads and entice/push in-town travelers onto transit. Otherwise, this is very incremental and not really making any progress towards the supposed objectives.
6	What if the I-94 rebuild ends up being something other than the traditional multi-lane limited-access superhighway? How would a boulevard affect the list of viable options?
7	I live in NE Minneapolis but used to live a couple block off i94 in midway St Paul. I want to encourage team to consider replacing highway with boulevard such as the Twin Cities Boulevard proposal. The main source of greenhouse gas emissions in Minnesota is through transportation. We need to encourage people to take transit, walk, and bike, and a highway will only incentivize personal vehicles for short trips. Second, building i94 on top of neighborhoods (especially Rondo) was a mistake and only way to repair that harm is to give that land back, which is not possible with highway that takes up space and difficult to cross. Finally, the intersections that cross highway, dangerous in terms of car crashes and pedestrian accidents. I feared for my life crossing at Snelling. Shows that Minneapolis and St Paul are not serious about vision zero, and a boulevard would be much safer for pedestrians, drivers, bicyclists, and transit users. I really need this to be a boulevard and not a highway and a lot of people on this call agree.
8	My main question has to do with bus mode selection as opposed to rail. I would really like to see rail here, especially to connect union depot to target field station. I acknowledge that light rail does duplicate route, but anyone who rides that would say it's not the best transit option between downtowns. Would like to see an intercity rail to connect both cities, which could also be used to bolster other rail connections such as Amtrak to Chicago and Duluth (Northern Lights Express). I think rail should be considered more strongly although dedicated BRT is decent fallback.

9	You said rail was very costly investment, but so is reconstructing and maintaining massive freeways, both upfront and cost of dividing communities, limiting pedestrian, bike, and transit accessibility makes it harder to access destinations. Not just direct costs, also countless indirect costs. Why does MnDOT invest in the freeway with all that cost, but won't consider investing in a quality rail line that won't deal with stop lights like the green line does? There are ways to make transit more efficient. You're saying BRT could do that, but rail could do it even faster along the same routing. Why are we completely ruling out rail just because it's a big investment but ignoring investment of freeway?
10	Because green line ridership is not living up to original expectations, shouldn't we be more focused on bus service here, because green line covers limited stop service that stops every five or six blocks? Maybe we should be looking more at express service than adding more limited stop service.
11	Why are there not any considerations in the C category with 5 (or more) stations? It seems like a non-highway scenario would work best with additional stations
12	I'd like to focus on two of the criteria for evaluating transit ideas: Performance and Environmental. First, performance will depend on the mix of transportation modes in coming decades. Car ownership is decreasing; in fact, many millennials don't own cars, and never plan to. In 2008 I got rid of my car. Now I walk for short distances, bike for medium distances, and bus for long distances. For me, I-94 is not a corridor, it's an obstacle.
13	Second, environmental impacts will be driven (pardon the pun) by climate change. Even now, at only 1.3 C. of warming, we're seeing the Arctic on fire, significantly more destructive hurricanes, and even here in Minnesota, heatwaves and droughts bringing wildfires that drive away tourists that the economy of northern Minnesota depends on and driving farmers out of business across the state.
14	I'd like to see priority and resources assigned by emissions: i.e., first bikes, second transit, third EVs, fourth internal combustion. That includes replacing the I-94 trench with light rail and/or passenger rail, and protected bike infrastructure that won't be blocked by Metro Transit trucks or Public Works signs the way they are now. Thank you.
15	Is there a reason for a both a lack of five station option for non-highway brt and a lack of options for reuse of the trench if the boulevard proposal is chosen?
16	Why is all of the transit study based around there being an existing freeway when the majority of comments MnDOT has received, have been in support of a boulevard conversion?
17	Will the final stop in Minneapolis connect directly with the Light Rail as the transition to get all the way downtown?
18	These proposals all appear to be within the realm of keeping I94 more or less unchanged. If we're truly rethinking I94 and thinking big, why aren't we seeing any proposals that would include a complete redesign of I94 into, say, a boulevard, which would much better serve the people of the community (similar to what Detroit is pursuing)?
19	Will population growth be incorporated into calculations on cost effectiveness? this infrastructure will be in place for 50 years. At least tens of millions if not hundreds of millions of people will be displaced globally due to climate change. Are we preparing for population growth?
20	Can you please repeat why rail options are not being considered? Rail could be interlined with stations in Minneapolis and St. Paul in the larger system. Rail also means less pavement which is a positive.
21	Why weren't the non-highway options discussed here today? How do you expect to get input on them if you don't present on them?

<b>22</b>	Is MnDOT (in conjunction with MPLS/St. Paul) considering applying for a reconnecting communities federal grant to truly rethink 94 by converting it from a highway to a boulevard?
<b>23</b>	The green line ridership would suggest that transit in this corridor is currently adequate for limited stop service. Doesn't this suggest a focus on improving express bus coverage in this corridor as being a priority for this project?
<b>24</b>	Environmental factors are said to be considered in this transit study, however only to “reduce” emissions. Considering that we must reach a 50% decline in emissions by 2030 and zero carbon emissions by 2050 to avoid a climate catastrophe, why isn’t the goal to eliminate instead of reducing emissions?
<b>25</b>	Will the metropolitan council be expected to fund construction of a transit project on the corridor, or will that be funded by MnDot? Seeing an issue with getting a proper funding for metro council with their two other major projects unless mndot is funding the project.
<b>26</b>	Why is MnDOT not considering alternatives with a mix of transit modes? For example, in the non-highway alternative, why not consider a mix of BRT and local bus service, similar to how the Lake St corridor will have both the aBRT B line and the local route 21 to serve both long and short distance trips.
<b>27</b>	Not Listed on Excel Spreadsheet
<b>28</b>	Question for clarification. Does the "non-highway" option outlined here mean that the freeway goes away (vs. that there is some other road alongside)?
<b>29</b>	How can MnDOT ensure us that they’ll act in the public’s best needs, when it appears that MnDOT is not even considering the most widely considered options by the public? The ideas the public wants were commented on repeatedly at the PAC meeting, yet none of them are represented here at all.
<b>30</b>	If it’s in the early stage, but only one non-highway option is being considered, if the specifics of that one option don’t stack up, will different non-highway options be considered? Robert just said there may be other options, when will those be considered and why aren’t they in the mix now?
<b>31</b>	We are four years into this process, I quite frankly am not buying into this idea that MnDOT is genuinely listening to feedback. It seems like the singular non-highway alternative is being thrown out to appease some critics while MnDOT has firmly committed itself to maintaining a freeway configuration
<b>32</b>	This needs a more robust answer than "it wasn't part of the scope". It looks like that area was included at an earlier point from <a href="http://www.dot.state.mn.us/I-94minneapolis-stpaul/pdf/rethinking-i94-engagement-toolkit.pdf">http://www.dot.state.mn.us/I-94minneapolis-stpaul/pdf/rethinking-i94-engagement-toolkit.pdf</a> . Who decided to stop at Hwy 55? How was that decided? Considering all of St. Paul and stopping at Hwy 55 has an appearance of disclosing North Minneapolis when this is an area that has very high need for reparations and investment. I hope a more robust answer will be provided in the meeting summary.

## Appednix D – In-Person Public Open House

### Agency Staff

Name	Organization
Sheila Kauppi	MnDOT – Rethinking I-94 Project
Mark Lindeberg	MnDOT – Rethinking I-94 Project
Sarah Ghandour	MnDOT – Rethinking I-94 Transit Study
Ricardo Lopez	MnDOT
Scott Thompson	Metro Transit
Patrick Haney	Metro Transit
Erik Thompson	Metro Transit
Lee Nichols	The Goodman Corporation – Rethinking I-94 Consultant
Robert McHaney	The Goodman Corporation – Rethinking I-94 Consultant
Bhavya Iyer	The Goodman Corporation – Rethinking I-94 Consultant
Karli McElroy	WSB – Rethinking I-94 Consultant
Johnny Ware	WSB – Rethinking I-94 Consultant
Jack Corkle	WSB – Rethinking I-94 Consultant
Austin Hauf	WSB – Rethinking I-94 Consultant
Ryan Earp	WSB – Rethinking I-94 Consultant
A.W. Abdulkadir	INGCO – Interpretation Services
Aldikadar Ferah	INGCO – Interpretation Services
Juan Pablo	INGCO – Interpretation Services
Si Poo	INGCO – Interpretation Services

### Attendees

Name	Organization (if applicable)
Bryan Lair	
Pat Thompson	St. Anthony Park Community Council
Ian Buck	
Sheldon Main	Redesign Inc.
Frank Kurkowski	
Minoa Holst	
Rand Carlson	
Brandon Wagefeld	
Jim Pogue	
Linda Stephenson	
Bruce Montgomery	
Jeremy Hachey	
Walter Jaryk	
Austin Wu	
Darwin Schaeferlane	YouTube Journalist
Katie Nicholson	
Jesse Cook	U of M Railroad club
Jean Indrelie	
Katie Jones	
Liz Goodman	
Zack Farrell	
Peter Wagenius	

## Appendix E – In-Person Public Open House Comments

## Appendix F – Email Comments

#	Comment/Question
1	<p>I am concerned that the "rethinking 94" purpose and needs documents don't fully address the needs of the corridor. For example, when you are evaluating the mobility of the corridor, it seems as if the main focus is still on cars and trucks. Have you guys not considered traffic evaporation or induced demand? It seems like MNDOT is focused solely on keeping car traffic barreling through the urban core rather than actually improving and rethinking the corridor. The purpose and needs statement MUST reflect improving the mobility of ALL modes. NOT just cars and trucks.</p>
2	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
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<p><b>4</b></p>	<p>The removing of the freeway sector and rebuilding "Old Rondo" is just a fantasy of some opportunists trying to get some public money for personal gain in the name of reparations for sins committed against the black community by people who are no longer alive. There is no evidence that any middle class black families will return to Rondo or that any black businesses will relocate there. Defining a neighborhood as selected for black people may be unconstitutional as racist. First. I would like to comment on the actual construction of the roads and letting the contracts. The roadway construction contracts should require repairs for roads, bridges, and infrastructure that fail at less the 50 years after completion. This is similar to the German method of freeway construction. I might suggest that you investigate how they contract and construct there roads. Second, Consider methods to reduce strain on the roads with mass transit, a second ring road around the Twin Cities, more round-a-bouts on entrance and exit ramps, ect. Third. I have real trouble seeing the lane and other markers on the roads especially at night. The use of reflective paints, reflectors, and surface colors would greatly help me driving at night. Florida uses these systems and it is a lot easier to drive at night there. Fourth. Eliminate dropped lanes after ramps. Fifth. More graphical road signs that illustrate the shape of the road ahead, exits, and lane changes. Wisconsin does this on it portion of I-94 in Madison, Milwaukee, and other areas. That way you can get into the correct lane long before the interchange. Sixth. Consider a "variable speed limit". We all know that traffic moves at the highest volume at 39 mph. So when traffic is heavy, slow traffic behind to 39 mph. It can be used in conjunction with the on ramp metering system. When and where it isn't needed the regular speed limit will apply based on traffic flow. This should reduce the the number of accidents and delays with the same amount of road space.</p>
<p><b>5</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>

<p><b>6</b></p>	<p>It appears you are moving chairs around the Titanic on the 94 redesign. At a minimum there should be a land bridge offering 6 blocks of new public land to program. Even better, make 94 a livable boulevard. The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion. The project should not move forward until these changes are made and better transit options are added.</li> </ul>
<p><b>7</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
<p><b>8</b></p>	<p>The recently released recommendations are 180 away from meeting the needs of transit riders. and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. Past harms are unaddressed; This is as bad as redlining in perpetuating unequal outcomes.</p>



<p><b>9</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
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<p><b>13</b></p>	<p>I'm dismayed that all but one of options released in the I-94 transit study prioritize rebuilding the highway and moving more vehicle traffic. Moving more traffic through neighborhoods in the corridor will make those neighborhoods worse off and will do nothing to repair the harm that I-94 has done. The study needs to include more options that would benefit those neighborhoods. Add more non-highway transit options that are compatible with a boulevard conversion (which would add more residents and businesses along the corridor as well as reconnect the neighborhoods). Add options for a subway tunnel and busway to the I-94 trench for grade separated transit. Add an option to reconnect the entire street grid, completely erasing the damage that I-94 has done.</p>
<p><b>14</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>

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<p><b>33</b></p>	<p>This project will define the metro for the next 50 years. If we are going to tackle climate change we must invest in transit and bike infrastructure, not cars. This kind of investment also makes our cities into healthy, vibrant places. Build for people not cars. The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
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<p><b>35</b></p>	<p>I'm concerned that the Rethinking I-94 options are being too rapidly restricted, and are only going to result in doubling down on making the corridor exclusive to heavily-polluting automotive traffic, when we must move away from fossil fuels and shift to mass transportation options. I personally think it was a grave mistake to drill this highway through underprivileged neighborhoods decades ago. It would be better to undo that historical error. A better option would have been to enhance local and regional rail or bus transportation. Since rail and bus lines need much less space than the wide car lanes of freeways, I'd prefer to see an option move forward that would replace part of the existing trench with electrified tracks for high-speed passenger rail and/or a fast local transit service. Only 1/4 to 1/2 of the trench would be needed for that, even if multiple lines ran together in parallel. Then, a boulevard option could be used for automotive traffic, either filling in some of the trench or covering it to make tunnels.</p>

<p><b>36</b></p>	<p>Car Dependency Sucks!!! If you build it, they'll bike it!!! More cars are not the answer; continuing to use cars is not the answer. Remember Rondo!!! Nah, don't remember it, it's still here but let's bring it back a little and get rid of this "free"way. More cars are not the answer; continuing to use cars is not the answer. Remember Rondo!!! Nah, don't remember it, it's still here but let's bring it back a little and get rid of this "free"way. The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
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<p><b>42</b></p>	<p>The recommended options released by Rethinking I-94 fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. What Rethinking I-94 is proposing is a) not rethinking the highway at all and b) outright climate denialism. In an era of continued warming climates, of ever-heavier and more dangerous cars, of massively increased emissions that will NOT be fixed by the ever-20-years-away ubiquitous electric car, it is jaw-droppingly pathetic and irresponsible to simply repave this corridor.</p> <p>Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</p> <p>Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood, not suburban commuters in the project corridor</p> <p>Restore rail options and study new rail connections into the downtowns</p> <p>Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</p> <p>Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion. The project should not move forward until these changes are made and better transit options are added.</p>
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54	<p>I am reaching out about the recently released transit options for the Rethinking I-94 project. I'm disappointed in the proposed options, which feel like an underwhelming more-of-the-same approach to a project that could significantly improve the lives of everyone living around and travelling through the corridor. My biggest concern is the complete lack of serious consideration given to options that don't include simply rebuilding the highway. Given the known negative externalities of so many people living along high-traffic corridors, as well as the dire need to reduce transportation emissions to mitigate climate change, it's disturbing that the focus of the project has landed on such underwhelming options. I urge you to consider boulevard conversion to reconnect the corridor. The I-94 trench could make this project a prime candidate for boulevard conversion, or for repurposing the highway entirely. Our focus has to be on creating strong neighborhoods and communities that encourage people to live, connect, build, and spend downtown and in the surrounding areas, with multiple transportation modes available. A boulevard conversion would encourage new business and homes along the corridor, and transit options should plan for and also encourage increased density and use. We've had nearly 70 years of this interstate prioritizing thoroughfare over community, and the result is a more disconnected society than ever before and a climate emergency. It's time for something radically different, and the current proposals are simply more of the same, on a corridor that is an ideal candidate for change. The project should not move forward until significant changes are made.</p>
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<p><b>58</b></p>	<p>I-94 has a devastating history. The Minnesota Highway Department (now MnDOT) destroyed thousands of homes and businesses in Minneapolis and Saint Paul, all to save suburban commuters a few minutes of driving time. The highway continues to harm the people who live, work and go to school near it. Air pollution contributes to disparities in asthma, cancer and life expectancy. Disinvestment has restricted access to living wage employment and everyday needs. The freeway trench divides neighborhoods and reinforces class and racial segregation. Transportation access is limited for those who can't afford a car. The Rethinking I-94 project is a once-in-a-lifetime opportunity for MnDOT to repair the highway's harms and invest in racial, economic and environmental justice for neighboring communities. I urge you to support this vision and make a public commitment to: Near-term:</p> <ul style="list-style-type: none"> <li>-Support a joint application by the cities of Minneapolis and St. Paul for a USDOT Reconnecting Communities planning grant to study the Twin Cities Boulevard vision. Long-term:</li> <li>-Convert I-94 within the Rethinking I-94 project area into a multi-modal boulevard and reconnected street grid, with construction beginning by 2027. -Adopt strong community benchmarks and policies and work with project partners to integrate them into the project. This includes placing remaining right-of-way and adjoining parcels of public land in a publicly held land trust. These policies will ensure that the benefits of the transformation will prioritize those who have been harmed by I-94 and that displacement and gentrification does not result. All boulevard components and community benchmarks are outlined at <a href="http://twincitiesboulevard.org">twincitiesboulevard.org</a>. There is a clear and urgent need for these changes. Please commit to reparative justice for Minneapolis and Saint Paul residents.</li> </ul>
<p><b>59</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>

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<p><b>61</b></p>	<p>It is shameful how little MnDOT thinks of transit riders. His project could be the first chance in a long time to change that trajectory. Make transit for everyone, not just for people. That's ridiculous. Transit should be open and available for everyone and easily accessible as not. Everyone needs to drive everywhere and if you think they do you're delusional. The previous recommendations ALL fall flat and completely fail to meet the needs of transit riders, ignoring the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>Restore rail options and study new rail connections into the downtowns</li> <li>Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion. The project should not move forward until these changes are made and better transit options are added.</li> </ul>
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63	<p>We need infrastructure that promotes modes of transportation that have less negative impacts to the people that use them and live near them. Merely rebuilding for single-occupant vehicles is short-sighted and harmful.</p>
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65	<p>Please, please make the following changes! Cars are not the only way people in Minneapolis OR St. Paul get around. Please stop prioritizing cars. The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>

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<p><b>69</b></p>	<p>We need to take a stand for a better future for our children. Highways are far from quality of life, and those that depend on 94 already get everything that they need out of it. We MUST invest in a clean future for Minnesota. Our great state can be an example to others. Our people are counting on you. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>Restore rail options and study new rail connections into the downtowns</li> <li>Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion. The project should not move forward until these changes are made and better transit options are added.</li> </ul>
<p><b>70</b></p>	<p>The options as laid out fail to take advantage of this once-in-a-lifetime opportunity to truly "rethink" what is best for this corridor both now and in a greener future. It seems clear that the planners assume cars and trucks will continue to be the priority for the next 70 years. That is very short-sighted and fails to meet the needs of transit riders while also ignoring the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. I am writing to ask that you make the following changes to the Rethinking I-94 transit study: Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve EVERY neighborhood in the project corridor. Add options that repurpose the I-94 trench to become a new subway tunnel and busway for rapid downtown-to-downtown transit, with a restoration of the street-level grid along the entire corridor. Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion. Consider reduction in vehicle miles traveled and impact to air quality and greenhouse gas emissions as part of your cost/benefit analysis. The project should not move forward until these changes are made and better transit options are added. Let's not lose this opportunity to create a greener, healthier, more equitable community.</p>
<p><b>71</b></p>	<p>The purpose of I-94 corridor is to move traffic quickly and safely. Has nothing to do with hate or love, just traffic. Any taxpayer dollars spent should be spent with that major goal. We do not need to move backward, just to make everyone feel better. Help those that were affected in other ways, but remember the major function of the road.</p>

<p><b>72</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
<p><b>73</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
<p><b>74</b></p>	<p>The best option for the central corridor along I-94 in terms of mass transit would be an express heavy rail line. This would allow extreme connectivity between both downtowns where transit is most useful and it would be the easiest place in the state to replace car trips (one of MNDOT's goals). When fast, frequent, convenient transit is provided between downtowns (max 2 stops between downtowns: maybe UMN east bank and Midway w/ greenline connections?) trips between the cities from origins/destinations outside of and within downtown would greatly shift away from S.O.V. and towards transit. This would also allow for each of the downtown markets to be essentially combined (with a 10-15min travel time between the two). The current freeway trench provides a relatively easy place to add the most logical, successful, and useful heavy rail service in the state of Minnesota. If MNDOT misses this opportunity, it would be a major loss for the Twin Cities and the state as a whole. Do not replicate the greenline 4 blocks south, this would be a waste of money. Rather add a much needed express link between the two largest job and population centers of the state.</p>

75	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
76	<p>I'd like to focus on two of the criteria for evaluating transit ideas: Performance and Environmental. First, performance will depend on the mix of transportation modes in coming decades. Car ownership is decreasing; in fact many millennials don't own cars, and never plan to. In 2008 I got rid of my car. Now I walk for short distances, bike for medium distances, and bus for long distances. For me, I-94 is not a corridor, it's an obstacle. Second, environmental impacts will be driven (pardon the pun) by climate change. Even now, at only 1.3 C. of warming, we're seeing the Arctic on fire, significantly more destructive hurricanes, and even here in Minnesota, heatwaves and droughts bringing wildfires that drive away tourists that the economy of northern Minnesota depends on, and driving farmers out of business across the state. I'd like to see priority and resources assigned by emissions: i.e., first bikes, second transit, third EVs, fourth internal-combustion. That includes replacing the I-94 trench with light rail and/or passenger rail, and protected bike infrastructure that won't be blocked by Metro Transit trucks or Public Works signs the way they are now. Thank you.</p>
77	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>



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<p><b>79</b></p>	<p>If we remove the interstate, do we need to repay the feds for their investments? Where is the traffic on I-94 supposed to go?</p>
<p><b>80</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>



<p><b>81</b></p>	<p>I live in the Hamline-Midway neighborhood with my family. I am reaching out in support of the Twin Cities Boulevard for MnDOT’s Rethinking I-94 project in Minneapolis and Saint Paul. I want to help make a positive environmental impact for my children’s future and take advantage of this opportunity to make something better for our cities. The Rethinking I-94 project is a once-in-a-lifetime opportunity to repair the highway’s harms and invest in racial, economic and environmental justice for every community in the project corridor. The USDOT Reconnecting Communities Pilot Program was created to help communities like ours repair the harms that urban highways like I-94 have caused. The grant application period will end on October 13. These funds are a critical opportunity to evaluate the Twin Cities Boulevard and better understand how a highway-to-boulevard conversion could work on the I-94 corridor. The USDOT Reconnecting Communities Pilot Program was created to help communities like ours repair the harms that urban highways like I-94 have caused. The grant application period will end on October 13. These funds are a critical opportunity to evaluate the Twin Cities Boulevard and better understand how a highway-to-boulevard conversion could work on the I-94 corridor. I was disappointed to learn that the City of Minneapolis does not intend to apply this year. This decision fails the people of Minneapolis, particularly the thousands of people live near I-94 and who experience the highway’s harms daily. I urge you to make a public commitment to support a joint application for a Reconnecting Communities Program planning grant to study a highway-to-boulevard conversion on the Rethinking I-94 project corridor. Delaying an application is unacceptable. It is important that an application is submitted this year as MnDOT will soon unveil project alternatives. These funds should be used to:</p> <ul style="list-style-type: none"> <li>Hire a firm with past experience designing highway-to-boulevard conversion projects to lead the study</li> <li>Hire researchers to holistically evaluate the impacts of highway removal</li> <li>Evaluate policies to create wealth-building opportunities for impacted communities and prevent displacement &amp; gentrification. Please commit to this critical step towards reparative justice for Minneapolis and Saint Paul residents.</li> </ul>
<p><b>82</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway’s harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
<p><b>83</b></p>	<p>I’m writing to express my disappointment in the lack of vision with regard to I94s future. We need to stop building our communities around cars and start building them for people. Please reconsider your proposals and willingness to embrace a boulevard conversion.</p>

84	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
85	<p>You have the power to transform I-94 for future generations and renew and restore that which the present manifestation of I-94 has broken. Do not let this moment pass you by. Do not let the status quo ideas of highway expansion and overly simplistic economic-only cost analysis guide you. You can meet the moment with courage and innovation. The project should not move forward until these changes are made and better transit options are added.</p>
86	<p>I was somewhat encouraged by the transit options that have so far been studied for I-94. At minimum, the reconstruction of the highway should result in an Orange Line-level of BRT in the corridor, and I am pleased to see that the study appears to be leading to a similar conclusion. 2. However, the most dramatic transformation of the corridor, a boulevard-ization that is hinted at in Alternative C.1, is still not fully fleshed out. Of all alternatives for the I-94 corridor, I would most prefer an option that reduces VMT, carbon emissions, and air pollution to the greatest extent possible. Such an option would also allow for both sides of the highway to be re-knit together, the width of the ROW to be shrunk, and additional homes and businesses to be built in the reclaimed space. I urge the project team to not lose track of this alternative and study its positives and negatives thoroughly. 3. Of the other alternatives, I strongly support the online options. Online stations benefit transit by minimizing the number of lane changes required by buses. The Orange Line stations at Lake Street and 46th Street are the gold standard in our region and the concept should be replicated in future BRT projects. 4. Of the alternatives, I believe that the five station online option (B.3) makes the most sense, with the condition that station area improvements be made at Huron Blvd. As currently laid out, I do not see how riders would be able to access an online station at this locations comfortably. Some kind of skyway bridge would be needed. I am also concerned about a lack of demand for the Cretin Ave N station. However, the potential for a future (albeit distant) redevelopment of the Town and Country Golf Course may help justify the station. 5. The three station online option (B.2) also makes sense, and should be pursued if the costs at Huron and the lack of projected ridership at Cretin become major issues. I think it is important to prioritize speed of travel with this transit service, as the Green Line LRT and the B Line aBRT will already serve nearby communities with service that stops in shorter intervals. I-94 transit should be placed in the same bucket as the Red, Orange, Gold, and Purple Line highway BRT routes, with limited stop service over a longer distance.</p>

<p><b>87</b></p>	<p>I don't anticipate that I will be able to make it over to the in-person meeting on Wednesday, so I am submitting comments by email.</p> <ol style="list-style-type: none"> <li>1. I was somewhat encouraged by the transit options that have so far been studied for I-94. At minimum, the reconstruction of the highway should result in an Orange Line-level of BRT in the corridor, and I am pleased to see that the study appears to be leading to a similar conclusion.</li> <li>2. However, the most dramatic transformation of the corridor, a boulevard-ization that is hinted at in Alternative C.1, is still not fully fleshed out. Of all alternatives for the I-94 corridor, I would most prefer an option that reduces VMT, carbon emissions, and air pollution to the greatest extent possible. Such an option would also allow for both sides of the highway to be re-knit together, the width of the ROW to be shrunk, and additional homes and businesses to be built in the reclaimed space. I urge the project team to not lose track of this alternative and study its positives and negatives thoroughly.</li> <li>3. Of the other alternatives, I strongly support the online options. Online stations benefit transit by minimizing the number of lane changes required by buses. The Orange Line stations at Lake Street and 46th Street are the gold standard in our region and the concept should be replicated in future BRT projects.</li> <li>4. Of the alternatives, I believe that the five station online option (B.3) makes the most sense, with the condition that station area improvements be made at Huron Blvd. As currently laid out, I do not see how riders would be able to access an online station at this locations comfortably. Some kind of skyway bridge would be needed. I am also concerned about a lack of demand for the Cretin Ave N station. However, the potential for a future (albeit distant) redevelopment of the Town and Country Golf Course may help justify the station.</li> <li>5. The three station online option (B.2) also makes sense, and should be pursued if the costs at Huron and the lack of projected ridership at Cretin become major issues. I think it is important to prioritize speed of travel with this transit service, as the Green Line LRT and the B Line ABRT will already serve nearby communities with service that stops in shorter intervals. I-94 transit should be placed in the same bucket as the Red, Orange, Gold, and Purple Line highway BRT routes, with limited stop service over a longer distance.</li> </ol>
<p><b>88</b></p>	<p>I live in Minneapolis and am very concerned about the increased traffic on side streets that will result if 94 is changed to a regular street. While I have light rail near me, it is not a safe option at this time, and I am sure others feel this way. I think it is unrealistic to think that transit systems will absorb the volume on 94 now. Also needing consideration is the impact on frieght shipments to the Metro area, as well as the impact on bus routes to and from the suburbs, not to mention the years long traffic disruptions that will occur. The sheer size of the project and cost could be much better spent on homelessness and affordable housing. It seems like a colossal waste of money based on the return, and I do not support it at all. This, along with the proposal to redo Hennepin and Lake, are good examples of our city leaders abandoning common sense to the detriment of our businesses and communities.</p>

<p><b>89</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
<p><b>90</b></p>	<p>Hello!</p> <p>I attended the Zoom meeting this morning and was very disappointed that the concept of replacing I94 with a boulevard or other non-highway option wasn't taken seriously. Despite the panel's statement that they want to collect feedback on non-highway options, they didn't present on any.</p> <p>Generational harm was done to the communities that I94 uprooted and displaced. We need to own that and hold ourselves accountable. There isn't a single highway option that comes close to enabling healing from those wounds because highways keep communities separated. Only a non-highway option can bring communities together in a way that enables healing and rebuilding to start.</p> <p>Thank you</p>
<p><b>91</b></p>	<p>Hello! I looked at the transit options that were recently released as part of the Rethinking I-94 project, and I think we're going to be investing a lot of money one of these options so let's really do justice to this decision and this process! We need better non-highway, non-fossil-fuel-dependent, non-geographically divisive options. This is an opportunity to be both forward-looking and thinking, and to also repair some of the harms caused by I-94 in the past and in the present. The recommended options fail to meet the needs of transit riders and ignore community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor. The recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>Restore rail options and study new rail connections into the downtowns</li> <li>Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion. The project should not move forward until these changes are made and better transit options are added. Transit options for all benefit the entire community, not just those who utilize it.</li> </ul>

<p><b>92</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
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<p><b>94</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>

<p><b>95</b></p>	<p>Please really rethink 94. Get serious about improving the quality of life for those of us who live along the corridor. A wider range of transit options along the corridor are necessary. Personally, we use 94 for most of our auto trips. We would use a dedicated bike lane for most of our local trips. High speed bus for more distant trips.</p> <p>We also need options that substantially reduce air and noise pollution. Why would a public agency like MnDot do anything but aim to reduce these impacts? The original installation of the interstate did not consider these health impacts. It is time to assess their impacts and mitigate them with effective design. You installed it, now please fix it.</p> <p>Also,</p> <p>I am reaching out about the recently released transit options for the Rethinking I-94 project. The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options.</p> <p>Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms.</p> <p>I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion</li> </ul> <p>The project should not move forward until these changes are made and better transit options are added.</p>
<p><b>96</b></p>	<p>This is not the time to think in old outdated ways! The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion. The project should not move forward until these changes are made and better transit options are added.</li> </ul> <p>WE NEED A NEW WAY IF LOOKING AT TRANSPORTATION IF WE ARE GOING TO SURVIVE THE CHANGES AHEAD. CARS CANNOT BE OUR ONLY FOCUS OR EVEN THE PRIMARY FOCUS. PEOPLE NEED TO COME FIRST. PEOPLE CENTERED MASS TRANSIT US ESSENTIAL.</p>
<p><b>97</b></p>	<p>What is the plan for rerouting traffic that would still need to travel from I-94 east and west of the project area? I can't imagine having to go through 494 or 694 to travel the few miles I now do on 94 to get from St Paul to Mpls and vice versa. I understand the need to restore the Rondo community but this does not seem like a workable plan to put in a boulevard and interrupt interstate traffic flow</p>

<p><b>98</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
<p><b>99</b></p>	<p>Please study using the I-94 trench for grade-separated transit. Please study a wider array of options for an at-grade boulevard. We do not need one more highway separating our neighborhoods and putting people's lives and homes in danger. We need transportation options that get all of us, no matter how we travel, from where we are to where we need to go safely, without harming people health or adding carbon pollution to the atmosphere. We need transportation that is more humane and people-centered, and places a lower burden on taxpayers because we don't need so many expensive roads, and we don't expect every household to personally provide a car.</p> <p>I support the requests made by Our Streets. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>Restore rail options and study new rail connections into the downtowns</li> <li>Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion</li> </ul> <p>The project should not move forward until these changes are made and better transit options are added.</p>



<p><b>100</b></p>	<p>I attended the transit presentation this morning and had a chance to ask one of my questions (to which I did not receive an actual answer). I wanted to follow up to ask additional questions and share my concerns. In no particular order:</p> <ol style="list-style-type: none"> <li>1. I asked about why MnDOT balks at the cost of rail options but does not hesitate to consider freeway options despite their massive costs (both actual monetary costs to construct and maintain but also the costs to communities created by the limitation of movement posed by freeways. Folks are way less able to navigate across a freeway to access businesses and destinations, posing a massive drain on local economies and the wellbeing of local residents. The answer I received did not even mention the costs of freeway and instead explained why MnDOT felt BRT would be a better option over rail. They did so by relying on their years of expertise and their technical analysis from earlier stages of the project. This answer really concerns me. As a transportation planner, I am very concerned by a reliance solely on the opinions of us so-called experts while brushing off the concerns of the community. The reliance on "experts" is what caused urban renewal and the mass displacement of poor communities across the country. Reliance on "experts" is what created massive urban freeways in the first place which divided communities (largely Black and Brown communities) in the first place. We cannot rely on this outdated paradigm to continue to make decisions, and it is certainly concerning that MnDOT and its consultants are so brazen about their attitudes on this.</li> <li>2. Is MnDOT considering applying (with MPLS and St. Paul) for a Reconnecting Communities Federal grant?</li> <li>3. Why is MnDOT not considering an alternative with more than 3 stops for the non-highway alternative?</li> <li>4. Why is MnDOT not considering a non-highway alternative with multiple types of transit? For example, the Lake St corridor will have both the B Line and local 21 to serve both longer distance trips and short distance trips simultaneously.</li> <li>5. Finally, and if this wasn't clear, I have to say I am disappointed by MnDOT's refusal to truly listen to the opinions of the community and consider truly transformative changes. We are four years into this process, and it is clear that MnDOT has all but committed to a freeway configuration that will be largely unchanged from its current conditions.</li> </ol>
<p><b>101</b></p>	<p>I seems to me the amount of carbon created to excavate, load and transport millions of yards of fill would be better spent elsewhere. Just look at the numbers from Boston's Big Dig. Enough concrete to build a sidewalk from Boston to California and back four times. Enough steel to band the earth. It would be more helpful just to improve the housing stock along the sides of the interstate.</p>
<p><b>102</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>



<p><b>103</b></p>	<p>The present recommendations do not take seriously the very real--and increasing--threat of climate change. Even now, at only 1.3 C. above historic levels, the Arctic is on fire, catastrophic floods and wildfires are devastating the American west, and hurricanes are significantly more destructive, not to mention the heatwaves, drought and wildfires that increasingly drive away tourists from northern MN, as well as driving farmers out of business across the state.</p> <p>Recent reports suggest that we'll hit the climate tipping point by 2026. Then there's no turning back. We can't afford *not* to address climate change in an urgent way.</p> <p>In 2008 I donated my car to charity (the radio station that hosted "Car Talk," which I thought was appropriate); since then my bicycle has been my only vehicle. To me (and many others like me) I-94 is an obstacle, not a corridor.</p> <p>But I'm not an "avid cyclist"; I make decisions on what mode of transportation to use based on distance: for short distances I walk, for medium distances I bike, for long distances I take public transit.</p> <p>I find it strange that no one uses the term "avid motorist" to describe someone who drives everywhere, even taking a 5000-lb. SUV two blocks to get a carton of milk at the local grocery store.</p> <p>Please require MnDOT and Metro Transit to "think outside the box" and include a variety of car-free options--*apart* from rebuilding I-94 for massive cars and trucks--especially since car ownership is declining, and many millennials don't own a car.</p>
<p><b>104</b></p>	<p>I'd like to focus on two of the criteria for evaluating transit ideas: Performance and Environmental. First, performance will depend on the mix of transportation modes in coming decades. Car ownership is decreasing; distances, bike for medium distances, and bus for long distances. For me, I-94 is not a corridor, it's an obstacle.</p> <p>Second, environmental impacts will be driven (pardon the pun) by climate change. Even now, at only 1.3 C. of warming, we're seeing the Arctic on fire, significantly more destructive hurricanes, and even here in Minnesota, heatwaves and droughts bringing wildfires that drive away tourists that the economy of northern Minnesota depends on, and driving farmers out of business across the state.</p> <p>I'd like to see priority and resources assigned by emissions: i.e., first bikes, second transit, third EVs, fourth internal-combustion. That includes replacing the I-94 trench with light rail and/or passenger rail, and protected bike infrastructure that won't be blocked by Metro Transit trucks or Public Works signs the way they are now.</p> <p>Thank you.</p>
<p><b>105</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>

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<p><b>107</b></p>	<p>I used to live a few blocks from I-94 and it was terrible. I could feel the air pollution. I could hear the noise pollution from both of the parks near me. I was so afraid of getting hit by cars whenever I needed to cross the highway. It cuts off bike lanes, which made it really difficult and unsafe to bike across. Please consider the Twin Cities Boulevard proposal, or any other option that will get rid of the highway entirely. That is the ONLY option if the Twin Cities cares about climate change, health equity, and Vision Zero. Keeping the highway is just prioritizing traffic speed over human flourishing. Let's build something we'll be proud of in 50 years.</p>
<p><b>108</b></p>	<p>This, along with the proposal to redo Hennepin and Lake, are good examples of our city leaders abandoning common sense to the detriment of our businesses and communities.</p>
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<p><b>113</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
<p><b>114</b></p>	<p>The recommended options fail to meet the needs of community members now and in the future, and fall short of repairing the highway's harms. Together we can figure out ways to expand access to fast, affordable and sustainable transportation options and move away from highways, fossil fuels, and the siloing and wasteful effects of individualized transit.</p> <p>To make big change, we cannot continue to invest in highways. I have spent the last year researching the history of Olson Memorial Highway and federal highway programs. Highways were founded on suburbanization and white flight as well as national security fears of the Cold War. They were established before climate concerns were as pressing, and at a time when fragmenting ecosystems did not seem to be a big problem (such fragmentation now severely limits the adaptive range of many species, and has also violated treaty rights of Indigenous peoples).</p> <p>There are many models around the world of successful public transit systems that increase equity and sustainability. Let us not act on sunk costs or give into the corrosive myth of American individualism. Though many commuters rely on cars now, it is the goal and the duty of government to lead and offer visionary solutions that individuals cannot realize on their own.</p> <p>Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car and for the many people who would prefer not to have to rely on cars with unreliable gas prices and increased maintenance costs.</p> <p>Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. We have a chance to be part of something better.</p> <p>I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-consider wider ecological impacts of plans regarding the highway. Reconnecting the corridor has benefits to other species and is ultimately more sustainable for humans.</li> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns.</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway.</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion</li> </ul> <p>The project should not move forward until these changes are made and better transit options are added.</p>
<p><b>115</b></p>	<p>Where will all the traffic go? I-94 is heavily used so will people have to travel on University Ave again? That's not practical or efficient.</p> <p>Why not leave it the way it is?</p>

<p><b>116</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
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<p><b>118</b></p>	<p>The Rondo thing is no longer a topic and trying to go back in time to correct things no longer viable, or even around is ridiculous and dumb and waste of time. I believe that they should have at that time set up a relocation set up and area. And I believe designers followed a design of the land and traffic flows. So going forward and a driver in these areas for 40 yrs. That it needs to be widened and better traffic flow!! It's still similar to 1984 , same traffic clog issues. And # 1 is u don't tear down historical buildings,, sites,, u relocate them no matter the cost.. As mn. Should pay attention to what and how hwy 10 in Wisconsin to Oshkosh wisc. Has smartly pre-planned their freeways and bought the land way in advance and so smartly laid out that freeway system, I had the pleasure to drive, took little time, and that's how St Cloud MN to St Paul should be laid out for I 94 &amp; 494 . As it's ridiculous and always decades behind times &amp; needs and doesn't &amp; should not be or take that long as MN. Does it &amp; only 1 lame lane added at a time when everyone knows it should be planned, started, laid out way in advance b4 needs.</p>
<p><b>119</b></p>	<p>We would hope that all highway shoulder areas be made pollinator- friendly and not be mowed. These highway corridors are becoming crucial to pollinators.</p>
<p><b>120</b></p>	<p>What are the transit assumptions that were built into the 2040 no build STOPS model assumptions that were built into the 2040 no build STOPS model?</p>

<b>121</b>	Look we don't need a woke mndot. You are not a social welfare organization. Stick to what you are good at and let the professionals determine how to address societies woes.
<b>122</b>	In re your I-94 Public Transit Open House 10/12/22 @ Hallie Q. Brown, I need these 3: safety, lighting, shelter.
<b>123</b>	In re. your I-94 Public Transit Open House 10/12/22 @ Hallie Q. Brown, I need these 3: safety, lighting, shelter
<b>124</b>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options.</p> <p>Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms.</p> <p>I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion</li> </ul> <p>The project should not move forward until these changes are made and better transit options are added. Personally speaking, my household jointly owns only 50% of a car, sharing with another household. We rely on safe and convenient public transit, as well as bike travel. We need to prioritize serving all neighborhoods and community members, including the 28% of households who do not have access to cars, and rethink what travel infrastructure in liveable communities looks like.</p>

<p><b>125</b></p>	<p>I was not able to attend the recent open house meetings on Oct 11 or Oct 12 but this topic is vitally important to me and I want to assure that my opinion is expressed. I was incredibly disappointed to hear that rebuilding the I-94 seems to be the dominant option, rather than considering replacing the I-94 with a boulevard.</p> <p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options.</p> <p>Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms.</p> <p>I am writing to ask that you make the following changes to the Rethinking I-94 transit study:          Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor          Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor          Restore rail options and study new rail connections into the downtowns          Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway          Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion</p> <p>The project should not move forward until these changes are made and better transit options are added.</p>
<p><b>126</b></p>	<p>I am reaching out about the recently released transit options for the Rethinking I-94 project.</p> <p>I was not able to attend the recent open house meetings on Oct 11 or Oct 12 but this topic is vitally important to me and I want to assure that my opinion is expressed. I was incredibly disappointed to hear that rebuilding the I-94 seems to be the dominant option, rather than considering replacing the I-94 with a boulevard.</p> <p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options.</p> <p>Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms.</p> <p>I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion</li> </ul> <p>The project should not move forward until these changes are made and better transit options are added.</p>



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<p><b>129</b></p>	<p>I am reaching out about the recently released transit options for the Rethinking I-94 project. I've been on the Zoom meetings and spoken several times. This last meeting I wasn't able to unmute and I had a bunch to say based on others comments.</p> <p>My concerns are for the future decades if we continue to support "rapid" movement of cars on a road that is anything but a "free"way. Reducing speeds, saving lives of those inside and outside vehicles, making mass transit a reality for those of use who say we can't afford the extra time spent on transit. I'm 73 and am faster than Metro transit on my bike.</p> <p>We live 1.5 and 2 miles from 94 and 35E. Their pollution is still around for us even though its deadliest effects are on those closer to it. The sound as we HIIT around Phalen and Round Lakes is amazing to me. Spend our road money on lobbying to mandate quiet. low impact tires for example. I'm torn between leaving the potholes there as a way to slow traffic and the real danger our potholes are to those of us who bike and roll. Use the federal funds to fix the current plans, rather than moving ahead with a reboot of the '50's.</p> <p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options.</p> <p>Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms.</p> <p>I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion</li> </ul> <p>The project should not move forward until these changes are made and better transit options are added.</p>
<p><b>130</b></p>	<p>Hi, I am a citizen of Minneapolis and would like to comment on Rethinking I-94. Please consider removal of highway I-94 and consider making it into a boulevard with more opportunities for businesses to thrive along the corridor. I understand that it might be unreasonable to completely remove this section of interstate; at minimum, could you please include a bike trail/bike path parallel to the highway corridor?</p> <p>I live at 337 Washington Ave N, Minneapolis MN 55401.</p> <p>Thank you for involving the decisions as pertains to I-94 with the community!</p>

<p><b>131</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
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<p><b>134</b></p>	<p>I-94 has a devastating history. The Minnesota Highway Department (now MnDOT) destroyed thousands of homes and businesses in Minneapolis and Saint Paul, all to save suburban commuters a few minutes of driving time.</p> <p>The highway continues to harm the people who live, work and go to school near it. Air pollution contributes to disparities in asthma, cancer and life expectancy. Disinvestment has restricted access to living wage employment and everyday needs. The freeway trench divides neighborhoods and reinforces class and racial segregation. Transportation access is limited for those who can't afford a car.</p> <p>The Rethinking I-94 project is a once-in-a-lifetime opportunity for MnDOT to repair the highway's harms and invest in racial, economic and environmental justice for neighboring communities.</p> <p>I urge you to support this vision and make a public commitment to:</p> <p>Near-term:</p> <ul style="list-style-type: none"> <li>-Support a joint application by the cities of Minneapolis and St. Paul for a USDOT Reconnecting Communities planning grant to study the Twin Cities Boulevard vision</li> <li>-Amend the Rethinking I-94 purpose &amp; need documents to give fair consideration to a highway-to-boulevard conversion, including all of the suggested edits that were outlined in the October 2021 community comment letter</li> </ul> <p>Long-term:</p> <ul style="list-style-type: none"> <li>-Convert I-94 within the Rethinking I-94 project area into a multi-modal boulevard and reconnected street grid, with construction beginning by 2027.</li> <li>-Adopt strong community benchmarks and policies and work with project partners to integrate them into the project. This includes placing remaining right-of-way and adjoining parcels of public land in a publicly held land trust. These policies will ensure that the benefits of the transformation will prioritize those who have been harmed by I-94 and that displacement and gentrification does not result.</li> </ul> <p>All boulevard components and community benchmarks are outlined at <a href="http://twincitiesboulevard.org">twincitiesboulevard.org</a></p> <p>There is a clear and urgent need for these changes. Please commit to reparative justice for Minneapolis and Saint Paul residents.</p> <p>Thank you for your time and consideration.</p>
<p><b>135</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>

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<p><b>137</b></p>	<p>I've recently reviewed several of the documents MNDOT has shared as part of the Rethinking I-94 project, notably the recent Transit Study Virtual House slides. So far I am disappointed with the options provided. I think some possible transit options are being missed, and many of those that are shown appear to be biased towards options that would leave much of the highway's issues unresolved.</p> <p>While I appreciate the thrift of certain BRT setups, I strongly urge MNDOT to put more consideration into rail transit along this corridor. Rail is reliable, environmentally friendly, future-proof, and requires fewer operators. However, it seems the full breadth of rail options for this corridor is not even being mentioned, let alone considered. One particular rail option I think MNDOT is missing out on is an Express line serviced by LRT vehicles. Clearly a full doubling of the Green Line with local service is not needed; however, the Green Line is slow for downtown-to-downtown trips, and LRT is not limited to local service. We could have an LRT line with limited stops and grade separation as an addition to the current Green Line to hasten service for many communities along the corridor. Express rail lines parallel to local lines are not uncommon elsewhere in the world. MNDOT clearly understands the need for fast downtown-to-downtown transit, given the limited-stop nature of all proposed buses. Knowing these things, I strongly urge consideration of express parallel LRT, which would be more reliable and equitable than any BRT line offered.</p> <p>If BRT is chosen as the concept to be pursued, I recommend that dedicated and managed lanes be prioritized, with as much of the ROW as possible (ideally, the entirety of it) separate from SOV traffic. This does not have to be expensive, and anything fully separating buses will greatly improve our lot, both at project completion and decades into the future. Not only would BRT with dedicated ROW be unimpeded in its flow between the cities, offering reliable and fast transportation options for all; but it would also open up a great wealth of options for future transit, which I would hope MNDOT designs for. A dedicated transitway along I-94 could, in the future, be upgraded to rail transit as desired (an example of this being the Downtown Seattle Transit Tunnel). Dedicated lanes would also reduce emissions (identified by MNDOT as important to communities) by reducing car lanes and improving transit service.</p> <p>In MNDOT's own recent revision of the Draft Purpose and Need document, it is stated that effectively the entire I-94 corridor studied has crash issues. Given that, and the proper placement of crashed vehicles in the shoulder, I think shoulder-running buses should not be considered. It does not seem to me that the meager cost savings of shoulder-running buses are worth the worse transit service, and greater number of SOV lanes. As a final aside, less to do with public transit but still related to general transportation: please pursue the maximum amount of pedestrian connection possible over the corridor. If a full non-highway option (such as a boulevard conversion) is deemed non-feasible, I think relinking the city grid to the fullest extent reasonable is paramount; and this must be done in a way that's comfortable for vulnerable road users. Walking across I-94 shouldn't feel like being in a shark cage, suspended over a beast's open maw.</p>

<p><b>138</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
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<p><b>141</b></p>	<p>How will transit access be improved through the highway plan, including dedicated right of way?</p>

<b>142</b>	Has MnDOT developed a concrete, actually plausible plan and vetted it with independent critical analysis, to reduce vehicular miles traveled? This is the most important statistic that we need to decrease to improve quality of life in our neighborhood!
<b>143</b>	We as residents of Saint Paul deserve to have our voices heard—that is that we want MnDot to consider the complete demolition of a majority of this highway, and to replace it with a moderately sized boulevard with development and transit service.
<b>144</b>	<p>I-94 has a devastating history. The Minnesota Highway Department (now MnDOT) destroyed thousands of homes and businesses in Minneapolis and Saint Paul, all to save suburban commuters a few minutes of driving time.</p> <p>The highway continues to harm the people who live, work and go to school near it. Air pollution contributes to disparities in asthma, cancer and life expectancy. Disinvestment has restricted access to living wage employment and everyday needs. The freeway trench divides neighborhoods and reinforces class and racial segregation. Transportation access is limited for those who can't afford a car.</p> <p>The Rethinking I-94 project is a once-in-a-lifetime opportunity for MnDOT to repair the highway's harms and invest in racial, economic and environmental justice for neighboring communities.</p> <p>I urge you to support this vision and make a public commitment to:</p> <p>Near-term:</p> <ul style="list-style-type: none"> <li>-Support a joint application by the cities of Minneapolis and St. Paul for a USDOT Reconnecting Communities planning grant to study the Twin Cities Boulevard vision</li> <li>-Amend the Rethinking I-94 purpose &amp; need documents to give fair consideration to a highway-to-boulevard conversion, including all of the suggested edits that were outlined in the October 2021 community comment letter</li> </ul> <p>Long-term:</p> <ul style="list-style-type: none"> <li>-Convert I-94 within the Rethinking I-94 project area into a multi-modal boulevard and reconnected street grid, with construction beginning by 2027.</li> <li>-Adopt strong community benchmarks and policies and work with project partners to integrate them into the project. This includes placing remaining right-of-way and adjoining parcels of public land in a publicly held land trust. These policies will ensure that the benefits of the transformation will prioritize those who have been harmed by I-94 and that displacement and gentrification does not result.</li> </ul> <p>All boulevard components and community benchmarks are outlined at <a href="http://twincitiesboulevard.org">twincitiesboulevard.org</a></p> <p>There is a clear and urgent need for these changes. Please commit to reparative justice for Minneapolis and Saint Paul residents.</p> <p>Thank you for your time and consideration.</p>

<p><b>145</b></p>	<p>I-94 has a devastating history. The Minnesota Highway Department (now MnDOT) destroyed thousands of homes and businesses in Minneapolis and Saint Paul, all to save suburban commuters a few minutes of driving time.</p> <p>The highway continues to harm the people who live, work and go to school near it. Air pollution contributes to disparities in asthma, cancer and life expectancy. Disinvestment has restricted access to living wage employment and everyday needs. The freeway trench divides neighborhoods and reinforces class and racial segregation. Transportation access is limited for those who can't afford a car.</p> <p>The Rethinking I-94 project is a once-in-a-lifetime opportunity for MnDOT to repair the highway's harms and invest in racial, economic and environmental justice for neighboring communities.</p> <p>I urge you to support this vision and make a public commitment to:</p> <p>Near-term:</p> <ul style="list-style-type: none"> <li>-Support a joint application by the cities of Minneapolis and St. Paul for a USDOT Reconnecting Communities planning grant to study the Twin Cities Boulevard vision</li> <li>-Amend the Rethinking I-94 purpose &amp; need documents to give fair consideration to a highway-to-boulevard conversion, including all of the suggested edits that were outlined in the October 2021 community comment letter</li> </ul> <p>Long-term:</p> <ul style="list-style-type: none"> <li>-Convert I-94 within the Rethinking I-94 project area into a multi-modal boulevard and reconnected street grid, with construction beginning by 2027.</li> <li>-Adopt strong community benchmarks and policies and work with project partners to integrate them into the project. This includes placing remaining right-of-way and adjoining parcels of public land in a publicly held land trust. These policies will ensure that the benefits of the transformation will prioritize those who have been harmed by I-94 and that displacement and gentrification does not result.</li> </ul> <p>All boulevard components and community benchmarks are outlined at <a href="http://twincitiesboulevard.org">twincitiesboulevard.org</a></p> <p>There is a clear and urgent need for these changes. Please commit to reparative justice for Minneapolis and Saint Paul residents.</p> <p>Thank you for your time and consideration.</p>
<p><b>146</b></p>	<p>I am reaching out about the recently released transit options for the Rethinking I-94 project. I live in the Seward neighborhood of Minneapolis, just a few blocks from I-94. I'm also a parent and advocate for a future in which we could design a thriving city in the spirit of Copenhagen, Amsterdam and other cities committed to clear sustainability goals, good health for all residents, and real support for public transit and sustainable transportation. Minneapolis is poised to think differently about its future; we are in a moment in human history where WE HAVE TO THINK DIFFERENTLY in order to survive. This is not the time for business as usual. I believe we can lead the way, with a tremendous opportunity.</p> <p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options.</p> <p>Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms.</p> <p>I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion</li> </ul> <p>The project should not move forward until these changes are made and better transit options are added.</p>



<b>147</b>	<p>I am reaching out about the recently released transit options for the Rethinking I-94 project. The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. We need to do better and do right by all people who live in Minneapolis and St. Paul, and specifically those who's livelihoods are harmed by the status quo. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. This is the wrong direction. Cities are for people, not for driving through at 70 miles per hour. All but one of the recommended options would reconstruct the highway and perpetuate its harms.</p> <p>I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"><li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li><li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li><li>-Restore rail options and study new rail connections into the downtowns</li><li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li><li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion</li></ul> <p>The project should not move forward until these changes are made and better transit options are added.</p>
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<p><b>148</b></p>	<p>I am writing to express my disappointment with the transit options currently being considered under the Rethinking I-94 project. I believe the current suite of options is inadequate in the face of the climate crisis and the needs of our community for the next generation. I urge you to significantly expand the transit options under consideration for the project and include more transit-forward options for the project overall.</p> <p>The stated objectives of the Rethinking I-94 initiative describe “improv[ing] mobility...in a way that facilitates community connections across all modes,” and, “focus[ing] on reconnecting neighborhoods [and] revitalizing communities.” But after the first slide of the presentation, these objectives seem to be ignored. Instead, they are replaced with the status quo assumption that the highway will be rebuilt pretty much in its current configuration, with a focus predominantly on moving cars and trucks, not people. All but one of the “transit” alternatives involve fitting transit in around the edges of the highway. None truly dare to actually “rethink” and reimagine the corridor in a way that will substantially improve mobility, facilitate community connections, reduce vehicle miles traveled, and support the regenerative community we need.</p> <p>In order to truly meet the objectives and reimagine the corridor, I strongly support a multi-modal boulevard conversion, along the lines of that described on <a href="http://twincitiesboulevard.org">twincitiesboulevard.org</a>. Such a boulevard would feature not only dedicated transit lanes, but also pedestrian and biking paths, and reclaimed land for homes, businesses, and parks truly reconnecting the surrounding neighborhoods. Through the delightful phenomenon of traffic evaporation (the inverse of induced demand), this proposal would help reduce vehicle miles traveled to an extent commensurate with the need to substantially reduce GHG emissions in the coming years and decades.</p> <p>Boulevard conversion can also be seen as a means of infusing a channel of happiness through the center of our cities. As research from University of Minnesota faculty member Yingling Fan has shown, commuters are happier when biking, walking, or riding efficient transit than they are when driving. As a regular bike/train commuter, I can attest to the truth of her findings. I have also seen the delight sparked by the Twin Cities Boulevard proposal while tabling at events with Transition Town All St. Anthony Park. When people see the rendering of the multi-modal boulevard and learn that it would entirely replace the highway between the two downtowns, their faces light up. The boulevard concept ignites people’s imaginations with possibilities for an entirely new landscape in our neighborhoods.</p> <p>I urge you to honor the objectives of community connection and mobility across all modes, as well as taking the urgent need to cut emissions and vehicular traffic seriously. Doing so will necessarily entail centering transit (and biking and walking). Please develop additional transit-centric alternatives, including extending the termini to the two downtowns, multiple configurations of an at-grade boulevard conversion, and a true subway option allowing for even more land reclamation on a boulevard above the subway.</p>
<p><b>149</b></p>	<p>The rethinking 94 project seems to fall short because it isn’t considering the single best possible outcome. A underground heavy rail line would be incredibly valuable in this corridor, the twin cities has the highest ridership of any metro that doesn’t already have a subway.</p> <p>If MNDOT and rethinking 94 fails to recognize this, it will show a failure of leadership and failure of political efficacy. This is something the people of the region want, especially those who live in the corridor.</p>

<p><b>150</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>
<p><b>151</b></p>	<p>As a resident of St. Paul's midway neighborhood, I am contacting you about the transit options for the Rethinking I-94 project.</p> <p>As a regular bike commuter and transit rider, I feel the recommended options fail to meet the needs of my community.</p> <p>Improved transit is a critical need in the Rethinking I-94 project corridor, especially for the many households who do not have a car. Unfortunately, the current recommended transit options prioritize rebuilding the highway with more car and truck traffic. All but one of the recommended options would reconstruct the highway and continue its harms.</p> <p>I urge you to make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add more non-highway transit options, compatible with a boulevard conversion to reconnect the entire corridor</li> <li>-Explore comprehensive solutions that include new local, rapid and express transit service and serve all neighborhoods in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that include ways to repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership models to include the new residents &amp; businesses that will result from a boulevard conversion</li> </ul> <p>The project should not move forward until changes are made and better transit options are included.</p>
<p><b>152</b></p>	<p>The recommended options fail to meet the needs of transit riders and ignore the thousands of community members who have called on MnDOT to repair the highway's harms and expand access to fast, affordable and sustainable transportation options. Better transit access is a critical need in the Rethinking I-94 project corridor, especially for the 28% of households who do not have access to a car. Despite this, the recommended transit options prioritize rebuilding the highway and moving more car and truck traffic. All but one of the recommended options would reconstruct the highway and perpetuate its harms. I am writing to ask that you make the following changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>-Add a wide variety of non-highway transit options that are compatible with a boulevard conversion and reconnect the entire corridor</li> <li>-Study comprehensive solutions that include a combination of new local, rapid and express transit service and serve every neighborhood in the project corridor</li> <li>-Restore rail options and study new rail connections into the downtowns</li> <li>-Add options that repurpose the I-94 trench for grade separated transit, including a new subway tunnel and busway</li> <li>-Expand ridership modeling to include the new residents &amp; businesses that would result from a boulevard conversion.</li> </ul>

<p><b>153</b></p>	<p>I've spent some time thinking about the transit options that have been proposed for the Rethinking I-94 project, and I'm disheartened because they don't rethink this corridor at all. They are predicated on rebuilding and expanding the freeway, rather than rethinking what Minneapolis and St. Paul need into the coming decades.</p> <p>I-94 is harmful to the communities it passes through. It gives priority to individuals in their private vehicles rather than shared transit that is safe, sustainable, and affordable. Better transit is critical to meeting project goals. Each of these options, except for one, would reconstruct the highway and increase its harms by increasing car and truck traffic.</p> <p>Please consider these changes to the Rethinking I-94 transit study:</p> <ul style="list-style-type: none"> <li>* Study transit options that connect the neighborhoods rather than divide them</li> <li>* Include options that are compatible with a boulevard conversion or that create room for rail in the trench, busways, and other forms of transit.</li> </ul>
<p><b>154</b></p>	<p>I am reaching out in support of the Twin Cities Boulevard for MnDOT's Rethinking I-94 project in Minneapolis and Saint Paul.</p> <p>I-94 has a devastating history. The Minnesota Highway Department (now MnDOT) destroyed thousands of homes and businesses in Minneapolis and Saint Paul, all to save suburban commuters a few minutes of driving time.</p> <p>The highway continues to harm the people who live, work and go to school near it. Air pollution contributes to disparities in asthma, cancer and life expectancy. Disinvestment has restricted access to living wage employment and everyday needs. The freeway trench divides neighborhoods and reinforces class and racial segregation. Transportation access is limited for those who can't afford a car.</p> <p>The Rethinking I-94 project is a once-in-a-lifetime opportunity for MnDOT to repair the highway's harms and invest in racial, economic and environmental justice for neighboring communities.</p> <p>I urge you to support this vision and make a public commitment to:</p> <p>Near-term:</p> <ul style="list-style-type: none"> <li>-Support a joint application by the cities of Minneapolis and St. Paul for a USDOT Reconnecting Communities planning grant to study the Twin Cities Boulevard vision</li> <li>-Amend the Rethinking I-94 purpose &amp; need documents to give fair consideration to a highway-to-boulevard conversion</li> </ul> <p>Long-term:</p> <ul style="list-style-type: none"> <li>-Convert I-94 within the Rethinking I-94 project area into a multi-modal boulevard and reconnected street grid, with construction beginning by 2027.</li> <li>-Adopt strong community benchmarks and policies and work with project partners to integrate them into the project. This includes placing remaining right-of-way and adjoining parcels of public land in a publicly held land trust. These policies will ensure that the benefits of the transformation will prioritize those who have been harmed by I-94 and that displacement and gentrification does not result.</li> </ul> <p>All boulevard components and community benchmarks are outlined at <a href="http://twincitiesboulevard.org">twincitiesboulevard.org</a></p> <p>There is a clear and urgent need for these changes. Please commit to reparative justice for Minneapolis and Saint Paul residents.</p> <p>Thank you for your time and consideration.</p>

<p><b>155</b></p>	<p>The St. Anthony Park Community Council (Saint Paul’s District 12, adjacent to the Highway 280 interchange with I-94) voted on May 12, 2022 to support the Twin Cities Boulevard vision for the Rethinking I-94 project. (A version of the letter, from before SAPCC had signed onto it, is attached.) In doing so, SAPCC fully supported the reparative vision of the Boulevard, which would replace the I-94 trench between the downtowns of Minneapolis and Saint Paul with a surface level, multi-modal boulevard and reconnect the severed street grid of our cities. The health and community benefits of a boulevard, instead of the current highway trench, are clear to us as people who have lived with it for decades.</p> <p>Part of the Boulevard vision is the term “multi-modal.” Now MnDOT asks what transit options should be considered in Rethinking I-94, but offers only limited versions of bus options, with just one running on something like a boulevard conversion. All versions of rail are ruled out because the logical termini are not logical for rail, given that they fall short of the downtowns.</p> <p>The SAPCC board voted on September 9, 2021 to encourage MnDOT planners to reconsider the logical termini, if necessary, and take a step back to examine the bigger questions. What forms of transit would be most likely to cause mode shift and decrease vehicle miles traveled? What would truly serve all of us as we live here over the next 50–60 years as the climate warms and transportation choices change?</p> <p>If the logical termini cannot be reconsidered and these bus variants are the only options, we continue to advocate for the boulevard conversion with BRT option, C1, of those officially offered. As was described in the Twin Cities Boulevard vision, these buses should be electric, in support of environmental justice, and frequent, to facilitate mode-shift.</p>
<p><b>156</b></p>	<p>I am reaching out in support of the Twin Cities Boulevard for MnDOT’s Rethinking I-94 project in Minneapolis and Saint Paul.</p> <p>I-94 has a devastating history. The Minnesota Highway Department (now MnDOT) destroyed thousands of homes and businesses in Minneapolis and Saint Paul, all to save suburban commuters a few minutes of driving time.</p> <p>The highway continues to harm the people who live, work and go to school near it. Air pollution contributes to disparities in asthma, cancer and life expectancy. Disinvestment has restricted access to living wage employment and everyday needs. The freeway trench divides neighborhoods and reinforces class and racial segregation. Transportation access is limited for those who can't afford a car.</p> <p>The Rethinking I-94 project is a once-in-a-lifetime opportunity for MnDOT to repair the highway’s harms and invest in racial, economic and environmental justice for neighboring communities.</p> <p>I urge you to support this vision and make a public commitment to:</p> <p>Near-term:</p> <ul style="list-style-type: none"> <li>-Support a joint application by the cities of Minneapolis and St. Paul for a USDOT Reconnecting Communities planning grant to study the Twin Cities Boulevard vision</li> <li>-Amend the Rethinking I-94 purpose &amp; need documents to give fair consideration to a highway-to-boulevard conversion</li> </ul> <p>Long-term:</p> <ul style="list-style-type: none"> <li>-Convert I-94 within the Rethinking I-94 project area into a multi-modal boulevard and reconnected street grid, with construction beginning by 2027.</li> <li>-Adopt strong community benchmarks and policies and work with project partners to integrate them into the project. This includes placing remaining right-of-way and adjoining parcels of public land in a publicly held land trust. These policies will ensure that the benefits of the transformation will prioritize those who have been harmed by I-94 and that displacement and gentrification does not result.</li> </ul> <p>All boulevard components and community benchmarks are outlined at <a href="http://twincitiesboulevard.org">twincitiesboulevard.org</a></p> <p>There is a clear and urgent need for these changes. Please commit to reparative justice for Minneapolis and Saint Paul residents.</p> <p>Thank you for your time and consideration.</p>

<p><b>157</b></p>	<p>I am writing to strongly urge the Minnesota Department of Transportation to consider the Twin Cities Boulevard proposal for the Rethinking I-94 project. I also have several questions: 1) Has MnDOT quantified the suppressed economic development caused by the current freeway? 2) Do MnDOTs options for expanding or maintaining the current freeway include projected health impacts (and associated economic costs) along with the social cost of carbon? 3) Has MnDOT made public the current vehicle collision and fatality statistics which occur along the freeway, particularly vehicles on cyclists or pedestrians? 4) Does MnDOT track the level of noise pollution nearby communities experience from the freeway? 5) Has MnDOT explore the level of crime which occurs along underdeveloped corridors alongside the freeway? The current freeway does great harm to nearby communities, divides both Minneapolis and St. Paul, and creates dangerous areas for pedestrians, cyclists, and motor vehicles. In addition, the low-value areas near the freeway create a ripe environment for crime. The air and noise pollution do great harm to the communities who live along the freeway, not to mention the depressed property value those families have suffered since their neighbor's homes were bulldozed away. Cities are for people, not for driving through at 70 mph. Suburban commuters and folks passing through can take 494 or 694. A more walkable, less polluted, bike &amp; transit friendly option will enable Minneapolis and St. Paul to thrive in the 21st century. Doubling down on car infrastructure will only hold us back. Many say "the future is Asian" – one clue as to why is cities in Asia don't run freeways through their urban cores – which are increasingly the center of economic growth. Relying on car travel decays social trust, and we can do better. A better Twin Cities awaits us in the future, if MnDOT is willing to do what is necessary.</p>
<p><b>158</b></p>	<p>I am reaching out in support of the Twin Cities Boulevard for MnDOT's Rethinking I-94 project in Minneapolis and Saint Paul.</p> <p>I-94 has a devastating history. The Minnesota Highway Department (now MnDOT) destroyed thousands of homes and businesses in Minneapolis and Saint Paul, all to save suburban commuters a few minutes of driving time.</p> <p>The highway continues to harm the people who live, work and go to school near it. Air pollution contributes to disparities in asthma, cancer and life expectancy. Disinvestment has restricted access to living wage employment and everyday needs. The freeway trench divides neighborhoods and reinforces class and racial segregation. Transportation access is limited for those who can't afford a car.</p> <p>The Rethinking I-94 project is a once-in-a-lifetime opportunity for MnDOT to repair the highway's harms and invest in racial, economic and environmental justice for neighboring communities.</p> <p>I urge you to support this vision and make a public commitment to:</p> <p>Near-term:</p> <ul style="list-style-type: none"> <li>-Support a joint application by the cities of Minneapolis and St. Paul for a USDOT Reconnecting Communities planning grant to study the Twin Cities Boulevard vision</li> <li>-Amend the Rethinking I-94 purpose &amp; need documents to give fair consideration to a highway-to-boulevard conversion</li> </ul> <p>Long-term:</p> <ul style="list-style-type: none"> <li>-Convert I-94 within the Rethinking I-94 project area into a multi-modal boulevard and reconnected street grid, with construction beginning by 2027.</li> <li>-Adopt strong community benchmarks and policies and work with project partners to integrate them into the project. This includes placing remaining right-of-way and adjoining parcels of public land in a publicly held land trust. These policies will ensure that the benefits of the transformation will prioritize those who have been harmed by I-94 and that displacement and gentrification does not result.</li> </ul> <p>All boulevard components and community benchmarks are outlined at <a href="http://twincitiesboulevard.org">twincitiesboulevard.org</a></p> <p>There is a clear and urgent need for these changes. Please commit to reparative justice for Minneapolis and Saint Paul residents.</p> <p>Thank you for your time and consideration.</p>

159	<p>I am reaching out in support of the Twin Cities Boulevard for MnDOT's Rethinking I-94 project in Minneapolis and Saint Paul.</p> <p>I-94 has a devastating history. The Minnesota Highway Department (now MnDOT) destroyed thousands of homes and businesses in Minneapolis and Saint Paul, all to save suburban commuters a few minutes of driving time.</p> <p>The highway continues to harm the people who live, work and go to school near it. Air pollution contributes to disparities in asthma, cancer and life expectancy. Disinvestment has restricted access to living wage employment and everyday needs. The freeway trench divides neighborhoods and reinforces class and racial segregation. Transportation access is limited for those who can't afford a car.</p> <p>The Rethinking I-94 project is a once-in-a-lifetime opportunity for MnDOT to repair the highway's harms and invest in racial, economic and environmental justice for neighboring communities.</p> <p>I urge you to support this vision and make a public commitment to:</p> <p>Near-term:</p> <ul style="list-style-type: none"><li>-Support a joint application by the cities of Minneapolis and St. Paul for a USDOT Reconnecting Communities planning grant to study the Twin Cities Boulevard vision</li><li>-Amend the Rethinking I-94 purpose &amp; need documents to give fair consideration to a highway-to-boulevard conversion</li></ul> <p>Long-term:</p> <ul style="list-style-type: none"><li>-Convert I-94 within the Rethinking I-94 project area into a multi-modal boulevard and reconnected street grid, with construction beginning by 2027.</li><li>-Adopt strong community benchmarks and policies and work with project partners to integrate them into the project. This includes placing remaining right-of-way and adjoining parcels of public land in a publicly held land trust. These policies will ensure that the benefits of the transformation will prioritize those who have been harmed by I-94 and that displacement and gentrification does not result.</li></ul> <p>All boulevard components and community benchmarks are outlined at <a href="http://twincitiesboulevard.org">twincitiesboulevard.org</a></p> <p>There is a clear and urgent need for these changes. Please commit to reparative justice for Minneapolis and Saint Paul residents.</p> <p>Thank you for your time and consideration.</p>
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