

Rethinking I-94

A partnership of the Minnesota Department of Transportation and the Metropolitan Council

Transportation Accessibility Advisory Committee
Aug. 3, 2016



Study Area



What is I-94?

- Constructed in the 1960's by original Federal Highway Act
- Runs east-west through Minnesota entering at Moorhead, ending in Lakeland
- 150,000 – 170,000 vehicles per day between downtowns
- More than 80 lane miles of pavement
- Home to approximately 750,000 people
- 2 tunnels
- 145 bridges
- 4 + hours of congestion each day
- Over 2 million transit riders every year

Neighborhoods in the corridor

Minneapolis

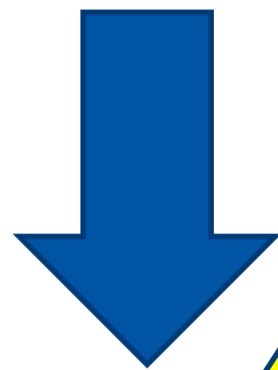
- Hawthorne
- Harrison
- Jordan
- North Loop
- Central Minneapolis
- Downtown West
- Stevens Square
- Elliot Park
- Lowry Hill
- Lowry Hill East
- Loring Park
- Whittier
- Phillips Ventura Village
- Cedar Riverside
- Seward
- U of MN

St. Paul

- Dayton's Bluff
- Prospect Park
- St. Anthony Park
- Union Park
- Summit University
- Hamline Midway
- Thomas/Dale/Frogtown
- Downtown Capitol river
- Sun Ray/Battlecreek/Highwood

Goals

- Determine the needs and conditions of the assets along the corridor
- How to best address mobility needs along I-94
- Better understand who uses the corridor, how they use it and what works
- **Develop comprehensive, long-term community based approach to address corridor needs**



What MnDOT wants

- Initially, the study was about what goes over, on and through the freeway
- Community engagement is key for the study
- What is the impact of I-94 in your community?
- What would you change?

Community feedback

- Discussions should center around people, not roadways – finding balance in what will provide most functional uses but also enhance livability
- Key concepts to engage around are placemaking, design, and planning
- Key overarching themes are community ownership, legacies and values

Council project benchmarks

- Engagement analysis is emphasized as much, and often even more so, as technical analysis
- Engagement within the corridor is a critical component to the study and should be implemented separate from technical analysis
- Create narrative around the local and regional impact of the corridor based on engagement
- Build new relationships and reinforce existing ones with community members and MnDOT along with other stakeholders

Community engagement goals

- The Council will be partnering with community to engage with constituencies in the corridor
- We have designated funds for these partnerships
- Partnerships will be prioritized through the Council's equity lens, including:
 - Communities of color
 - Immigrants
 - People with disabilities
 - Low-income individuals
 - Youth
 - Other underrepresented groups

How Can the I-94 Project Engage the Disability Community?

Thank you!

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