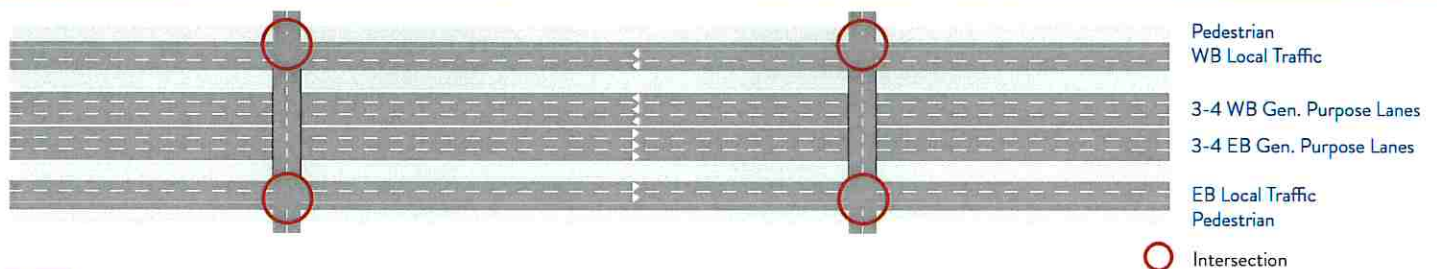
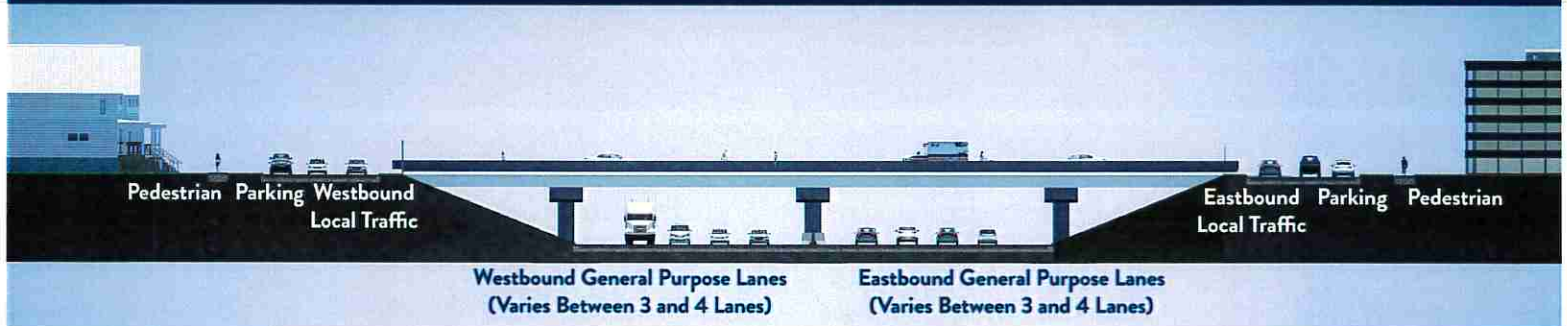


# Rethinking I-94

ALTERNATIVE: GENERAL MAINTENANCE,  
MAINTENANCE A, AND MAINTENANCE B



Updated July 2023



## OVERVIEW

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

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

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

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

## GENERAL MAINTENANCE, MAINTENANCE A

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

## MAINTENANCE B

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

## RETHINKING I-94 SCOPING ALTERNATIVES

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

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

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

## RETHINKING I-94 ENVIRONMENTAL PROCESS

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

### Scoping (We are here)



### Tier 1 Environmental Impact Statement (EIS)



### Tier 2 Environmental Documents

#### What alternatives and issues will be studied in the Tier 1 EIS?

This process identifies the basic alternatives that will move forward into the next stage of environmental review. We anticipate being in Scoping for the next year. Little detail on alternatives will be developed at this step. For example, the alternatives will have different roadway types, number and type of lanes, and transit service types, but limited details on potential changes to frontage roads, intersections/interchanges, or pedestrian and bicycle crossings.

#### What is the overall vision for I-94 and how will it be accomplished? What individual projects are needed to implement the vision?

This step will choose a preferred alternative and determine the footprint, including roadway type (freeway or non-freeway), the number and type of travel lanes, and type of transit and associated stops. This step will also identify potential improvements to intersections/interchanges in the project area and locations for pedestrian and bicycle facilities. A corridor visualization will be completed to help identify unique elements of the surrounding communities that could be incorporated into future projects, such as landscaping, bridge designs, and more. The Tier 1 EIS follows Scoping and is anticipated to take three to four years to complete.

#### What will each potential improvement look like in more detail? What are the potential impacts, and how will they be addressed?

The final step in the process is for individual projects that are to be constructed. Greater detail will be provided about intersections/interchanges, pedestrian and bicycle facilities, transit stops, landscaping, lighting, noise walls, parking, and other roadway elements.

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



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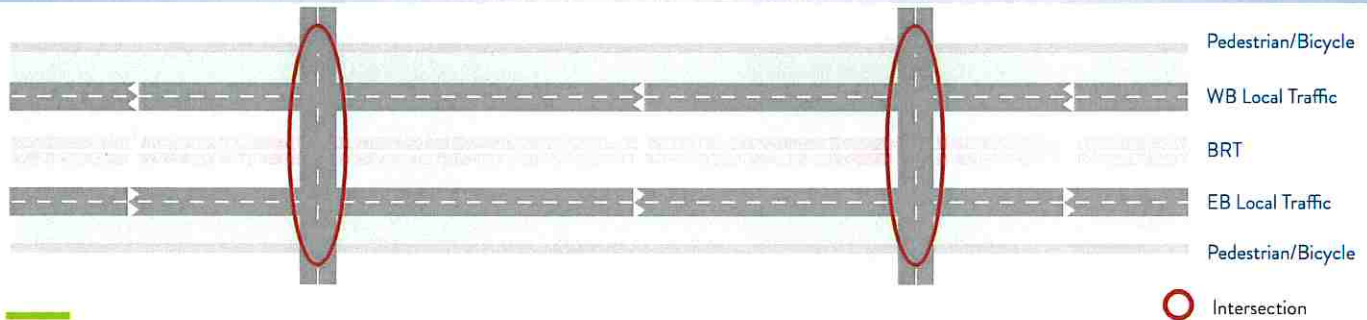
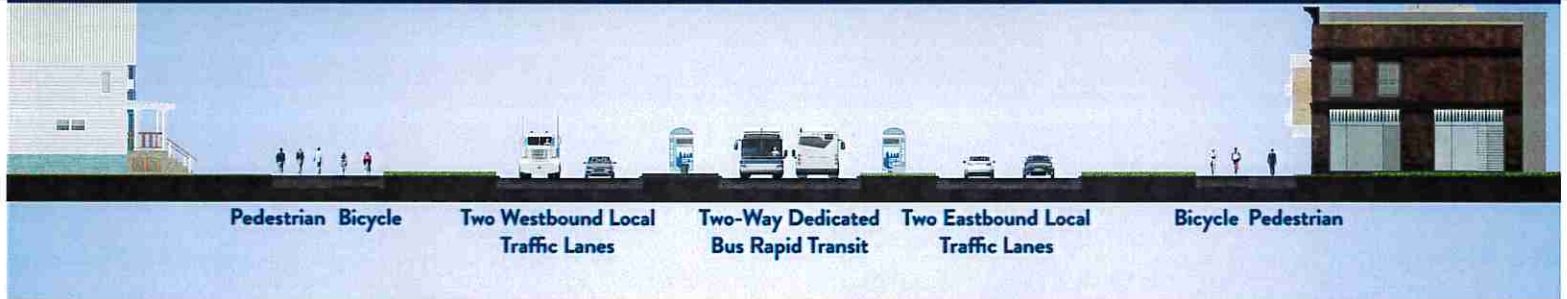


# Rethinking I-94

## ALTERNATIVE: AT-GRADE - A



Updated July 2023



## OVERVIEW

This concept involves the removal of the existing freeway, filling in the corridor, and constructing a new at-grade roadway. It also features dedicated bus rapid transit (BRT) lanes in the center with three stops.

ROADWAY TYPE	Removes the freeway (and Interstate designation within project area). Constructs at-grade roadway in same location.
NUMBER OF TRAVEL LANES	2 lanes in each direction for all vehicles and 1 dedicated bus rapid transit (BRT) lane in each direction in the center of the roadway.
TRANSIT	BRT in dedicated lanes in the center of the roadway with 3 stops (Locations to be determined).
ACCESS CHANGES	Current interchanges, on/off ramp locations, and other bridges and underpasses would be converted to intersections with the new roadway (intersection designs to be determined). Some bridges for cross traffic may remain due to the elevations of existing roadways. Frontage roads/side streets may be modified or removed.
PEDESTRIAN AND BICYCLE	Most crossings would be "at-grade" (people would use crosswalks to get across the lanes of traffic) because current bridges and underpasses would be converted to intersections. Pedestrian/bicycle bridges over the road may be possible in some areas. Potential to include pedestrian and/or bicycle facilities (such as a trail, sidewalk, or bike lanes) along the north and/or south sides of the new roadway. Specific changes are to be determined.

## AT-GRADE - A

- The freeway would be removed and replaced with a road that would have 2 lanes for all vehicles and 1 dedicated transit lane (for buses only) in both directions.
- The overall number of lanes is reduced in some areas of the project corridor. Currently the number of general purpose lanes varies between 3 and 4 in both directions.
- Transit will operate in the dedicated lanes in the center of the roadway.
- There would likely be a mix of at-grade pedestrian and bicycle crossings (people would use crosswalks to get across the lanes of traffic) and pedestrian/bicycle bridges depending on the location.
- New pedestrian and/or bicycle facilities are possible.
- Current interchanges and most crossing locations would be converted to intersections.
- In some locations a bridge for railroad crossings, pedestrian and bicycle facilities, or local roadways may remain due to the terrain.
- Current frontage roads/side streets may be removed or incorporated into the at-grade design.

## RETHINKING I-94 SCOPING ALTERNATIVES

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

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

## RETHINKING I-94 ENVIRONMENTAL PROCESS

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

### Scoping (We are here)



### Tier 1 Environmental Impact Statement (EIS)



### Tier 2 Environmental Documents

#### What alternatives and issues will be studied in the Tier 1 EIS?

This process identifies the basic alternatives that will move forward into the next stage of environmental review. We anticipate being in Scoping for the next year. Little detail on alternatives will be developed at this step. For example, the alternatives will have different roadway types, number and type of lanes, and transit service types, but limited details on potential changes to frontage roads, intersections/interchanges, or pedestrian and bicycle crossings.

#### What is the overall vision for I-94 and how will it be accomplished? What individual projects are needed to implement the vision?

This step will choose a preferred alternative and determine the footprint, including roadway type (freeway or non-freeway), the number and type of travel lanes, and type of transit and associated stops. This step will also identify potential improvements to intersections/interchanges in the project area and locations for pedestrian and bicycle facilities. A corridor visualization will be completed to help identify unique elements of the surrounding communities that could be incorporated into future projects, such as landscaping, bridge designs, and more. The Tier 1 EIS follows Scoping and is anticipated to take three to four years to complete.

#### What will each potential improvement look like in more detail? What are the potential impacts, and how will they be addressed?

The final step in the process is for individual projects that are to be constructed. Greater detail will be provided about intersections/interchanges, pedestrian and bicycle facilities, transit stops, landscaping, lighting, noise walls, parking, and other roadway elements.

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



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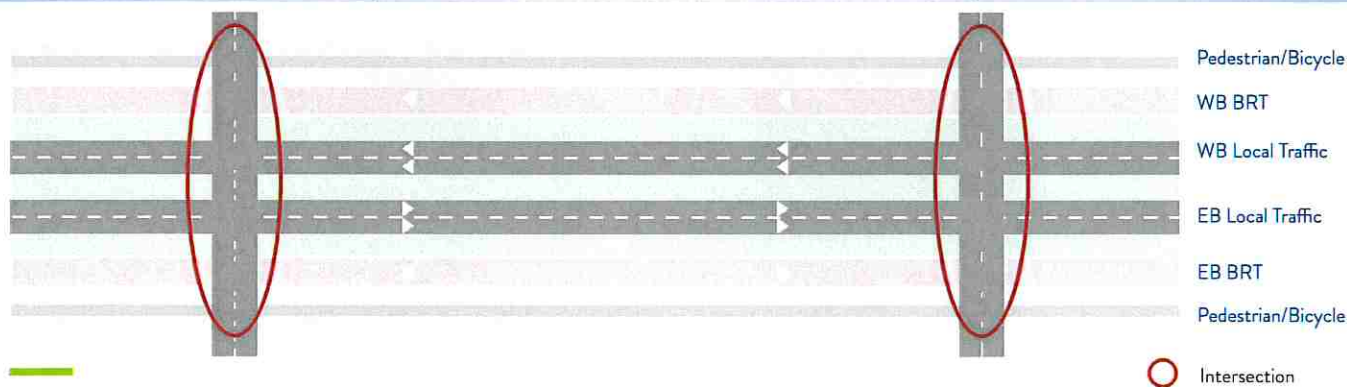
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Updated July 2023



Intersection

## OVERVIEW

This concept involves the removal of the existing freeway, filling in the corridor, and constructing a new at-grade roadway. It also features dedicated bus rapid transit (BRT) lanes on the outside of the roadway with three stops.

ROADWAY TYPE	Removes the freeway (and Interstate designation within project area). Constructs at-grade roadway in same location.
NUMBER OF TRAVEL LANES	2 lanes in each direction for all vehicles and 1 dedicated bus rapid transit (BRT) lane in each direction on the outside of the roadway.
TRANSIT	BRT in dedicated lanes on the outside of the roadway with 3 stops (Locations to be determined).
ACCESS CHANGES	Current interchanges, on/off ramp locations, and other bridges and underpasses would be converted to intersections with the new roadway (intersection designs to be determined). Some bridges for cross traffic may remain due to the elevations of existing roadways. Frontage roads/side streets may be modified or removed.
PEDESTRIAN AND BICYCLE	Most crossings would be "at-grade" (people would use crosswalks to get across the lanes of traffic) because current bridges and underpasses would be converted to intersections. Pedestrian/bicycle bridges over the road may be possible in some areas. Potential to include pedestrian and/or bicycle facilities (such as a trail, sidewalk, or bike lanes) along the north and/or south sides of the new roadway. Specific changes are to be determined.

## AT-GRADE – B

- The freeway would be removed and replaced with a road that would have 2 lanes for all vehicles and 1 dedicated transit lane (for buses only) in both directions.
- The overall number of lanes is reduced in some areas of the project corridor. Currently the number of general purpose lanes varies between 3 and 4 in both directions.
- Transit will operate in the dedicated lanes on the outside of the roadway.
- There would likely be a mix of at-grade pedestrian and bicycle crossings (people would use crosswalks to get across the lanes of traffic) and pedestrian/bicycle bridges depending on the location.
- New pedestrian and/or bicycle facilities are possible.
- Current interchanges and most crossing locations would be converted to intersections.
- In some locations a bridge for railroad crossings, pedestrian and bicycle facilities, or local roadways may remain due to the terrain.
- Current frontage roads/side streets may be removed or incorporated into the at-grade design.

## RETHINKING I-94 SCOPING ALTERNATIVES

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

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

## RETHINKING I-94 ENVIRONMENTAL PROCESS

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

### Scoping (We are here)



### Tier 1 Environmental Impact Statement (EIS)



### Tier 2 Environmental Documents

#### What alternatives and issues will be studied in the Tier 1 EIS?

This process identifies the basic alternatives that will move forward into the next stage of environmental review. We anticipate being in Scoping for the next year. Little detail on alternatives will be developed at this step. For example, the alternatives will have different roadway types, number and type of lanes, and transit service types, but limited details on potential changes to frontage roads, intersections/interchanges, or pedestrian and bicycle crossings.

#### What is the overall vision for I-94 and how will it be accomplished? What individual projects are needed to implement the vision?

This step will choose a preferred alternative and determine the footprint, including roadway type (freeway or non-freeway), the number and type of travel lanes, and type of transit and associated stops. This step will also identify potential improvements to intersections/interchanges in the project area and locations for pedestrian and bicycle facilities. A corridor visualization will be completed to help identify unique elements of the surrounding communities that could be incorporated into future projects, such as landscaping, bridge designs, and more. The Tier 1 EIS follows Scoping and is anticipated to take three to four years to complete.

#### What will each potential improvement look like in more detail? What are the potential impacts, and how will they be addressed?

The final step in the process is for individual projects that are to be constructed. Greater detail will be provided about intersections/interchanges, pedestrian and bicycle facilities, transit stops, landscaping, lighting, noise walls, parking, and other roadway elements.

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



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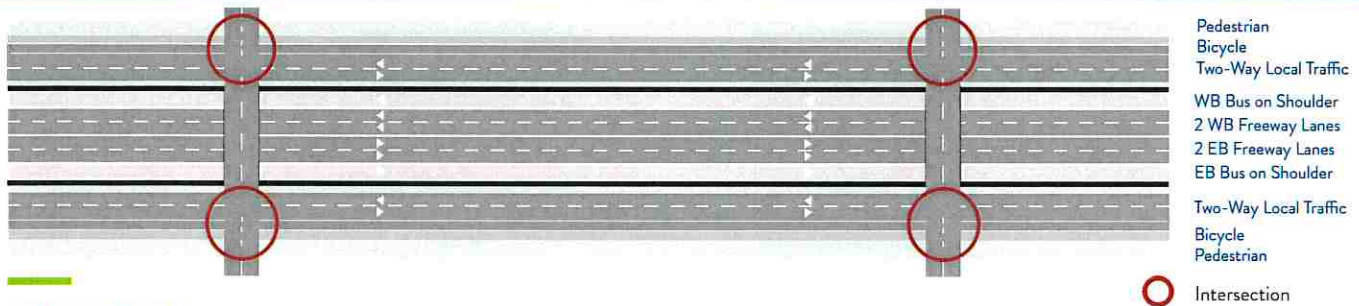


# Rethinking I-94

## ALTERNATIVE: LOCAL/REGIONAL ROADWAYS – A



Updated July 2023



### OVERVIEW

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

ROADWAY TYPE	Keeps a reduced size freeway. Constructs local roadways on both sides.
NUMBER OF TRAVEL LANES	<i>Freeway:</i> 2 lanes in each direction for all vehicles and 1 bus shoulder with BRT in each direction. <i>Local Roadways:</i> 1 lane in each direction for all vehicles (on both sides of freeway).
TRANSIT	Transit in bus shoulders on the freeway (Stop locations to be determined). Local bus route changes to be determined.
ACCESS CHANGES	Access changes to be determined. Interchanges will be limited and some will be removed. Potential to modify interchanges in some locations including on/off ramp changes or removal. Potential changes to frontage roads/side streets may occur in some locations.
PEDESTRIAN AND BICYCLE	To be determined. All crossings of I-94 would be a bridge – either pedestrian/bicycle-only or a roadway with pedestrian and/or bicycle facilities (such as a trail, sidewalk, or bike lanes). Potential to include pedestrian and/or bicycle facilities on roads that go east-west (like I-94) to the north or south of I-94 since bicyclists and pedestrians are not allowed on Interstate routes.

### LOCAL/REGIONAL ROADWAYS – A

- The freeway would be reconstructed and narrowed to have 2 general purpose lanes (all vehicles can use) and a bus shoulder in both directions.
- Two-way local streets will be constructed on each side of the freeway, with speed limits expected to be lower than the freeway.
- Current frontage roads/side streets may be removed or incorporated into the local roadway design.
- The overall number of freeway lanes is reduced throughout the project corridor. Currently the number of general purpose lanes

varies between 3 and 4 in both directions.

- Transit will operate in the bus shoulders on the regional system. Local bus route changes to be determined.
- Current pedestrian facilities would be improved, and additional pedestrian and bicycle crossings will be considered.
- New pedestrian and/or bicycle facilities along the new local roadways are possible.
- Current interchanges along the freeway would be modified or removed to improve mobility and safety. Most existing on/off ramps along the freeway would be removed.

## RETHINKING I-94 SCOPING ALTERNATIVES

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

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

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

## RETHINKING I-94 ENVIRONMENTAL PROCESS

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

### Scoping (We are here)



### Tier 1 Environmental Impact Statement (EIS)



### Tier 2 Environmental Documents

#### What alternatives and issues will be studied in the Tier 1 EIS?

This process identifies the basic alternatives that will move forward into the next stage of environmental review. We anticipate being in Scoping for the next year. Little detail on alternatives will be developed at this step. For example, the alternatives will have different roadway types, number and type of lanes, and transit service types, but limited details on potential changes to frontage roads, intersections/interchanges, or pedestrian and bicycle crossings.

#### What is the overall vision for I-94 and how will it be accomplished? What individual projects are needed to implement the vision?

This step will choose a preferred alternative and determine the footprint, including roadway type (freeway or non-freeway), the number and type of travel lanes, and type of transit and associated stops. This step will also identify potential improvements to intersections/interchanges in the project area and locations for pedestrian and bicycle facilities. A corridor visualization will be completed to help identify unique elements of the surrounding communities that could be incorporated into future projects, such as landscaping, bridge designs, and more. The Tier 1 EIS follows Scoping and is anticipated to take three to four years to complete.

#### What will each potential improvement look like in more detail? What are the potential impacts, and how will they be addressed?

The final step in the process is for individual projects that are to be constructed. Greater detail will be provided about intersections/interchanges, pedestrian and bicycle facilities, transit stops, landscaping, lighting, noise walls, parking, and other roadway elements.

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



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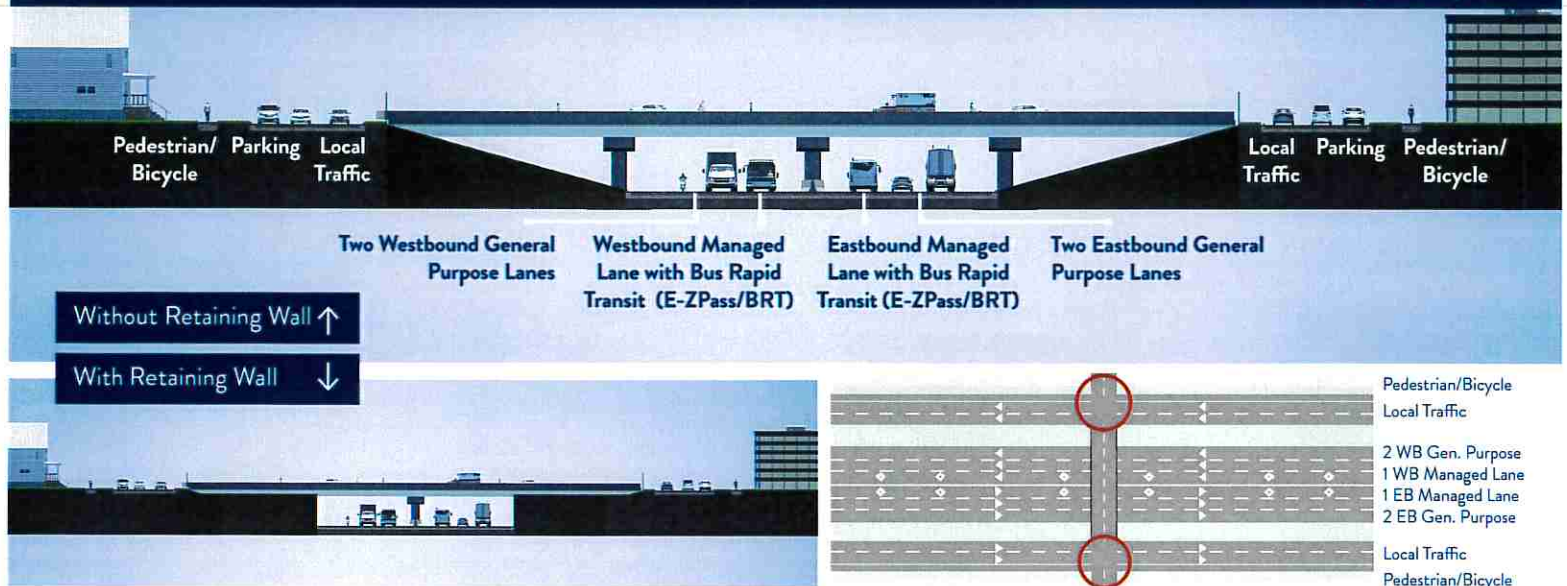


# Rethinking I-94

## ALTERNATIVE: REDUCED FREEWAY – A



Updated July 2023



## OVERVIEW

This concept involves rebuilding the existing freeway to include 2 general purpose lanes and 1 managed lane with bus rapid transit (BRT) in each direction. The BRT system could include up to three stops along the managed lane.

ROADWAY TYPE	Keeps a freeway. Reduces the number of travel lanes.
NUMBER OF TRAVEL LANES	2 lanes in each direction for all vehicles and 1 managed lane in each direction (for buses, people that carpool, and those willing to pay).
TRANSIT	Bus rapid transit (BRT) in managed lanes with no stops; 1 stop at Snelling Ave; or 3 stops at 25th/27th Ave, Snelling Ave, and Dale St (Final locations to be determined).
ACCESS CHANGES	Access changes to be determined. Potential to modify interchanges in some locations including on/off ramp changes or removal. Potential changes to frontage roads/side streets may occur in some locations.
PEDESTRIAN AND BICYCLE	To be determined. All crossings of I-94 would be a bridge – either pedestrian/bicycle-only or a roadway with pedestrian and/or bicycle facilities (such as a trail, sidewalk, or bike lanes). Potential to include pedestrian and/or bicycle facilities on roads that go east-west (like I-94) to the north or south of I-94 (frontage roads) since bicyclists and pedestrians are not allowed on Interstate routes.

## REDUCED FREEWAY – A

- The freeway would be reconstructed to have 2 general purpose lanes (all vehicles can use) and 1 managed lane (for buses, those that carpool, and those willing to pay) in both directions. Outside of peak hours, managed lanes operate as general purpose lanes.
- The overall number of lanes is reduced throughout the project corridor. Currently the number of general purpose lanes varies between 3 and 4 in both directions.
- Transit will operate in the managed lanes.
- Current pedestrian facilities would be improved, and additional pedestrian and bicycle crossings will be considered.
- Interchanges and ramps along the freeway would be studied to improve mobility and safety.

## RETHINKING I-94 SCOPING ALTERNATIVES

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

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## RETHINKING I-94 ENVIRONMENTAL PROCESS

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

### Scoping (We are here)



### Tier 1 Environmental Impact Statement (EIS)



### Tier 2 Environmental Documents

#### What alternatives and issues will be studied in the Tier 1 EIS?

This process identifies the basic alternatives that will move forward into the next stage of environmental review. We anticipate being in Scoping for the next year. Little detail on alternatives will be developed at this step. For example, the alternatives will have different roadway types, number and type of lanes, and transit service types, but limited details on potential changes to frontage roads, intersections/interchanges, or pedestrian and bicycle crossings.

#### What is the overall vision for I-94 and how will it be accomplished? What individual projects are needed to implement the vision?

This step will choose a preferred alternative and determine the footprint, including roadway type (freeway or non-freeway), the number and type of travel lanes, and type of transit and associated stops. This step will also identify potential improvements to intersections/interchanges in the project area and locations for pedestrian and bicycle facilities. A corridor visualization will be completed to help identify unique elements of the surrounding communities that could be incorporated into future projects, such as landscaping, bridge designs, and more. The Tier 1 EIS follows Scoping and is anticipated to take three to four years to complete.

#### What will each potential improvement look like in more detail? What are the potential impacts, and how will they be addressed?

The final step in the process is for individual projects that are to be constructed. Greater detail will be provided about intersections/interchanges, pedestrian and bicycle facilities, transit stops, landscaping, lighting, noise walls, parking, and other roadway elements.

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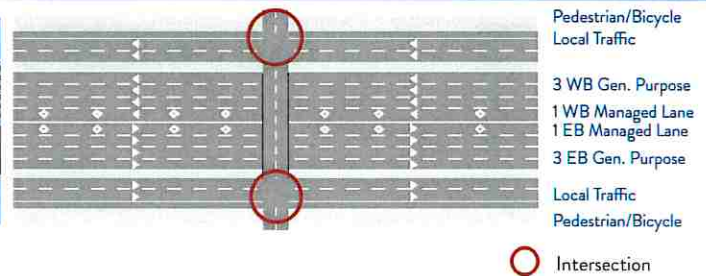


# Rethinking I-94

## ALTERNATIVE: RECONFIGURE FREEWAY – A



Updated July 2023



## OVERVIEW

This concept involves rebuilding the existing freeway to include 3 general purpose lanes and 1 managed lane with bus rapid transit (BRT) in each direction. The BRT system could include up to three stops along the managed lane.

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

## RECONFIGURE FREEWAY – A

- The freeway would be reconstructed to have 3 general purpose lanes (all vehicles can use) and 1 managed lane (for buses, those that carpool, and those willing to pay) in both directions. Outside of peak hours, managed lanes operate as general purpose lanes.
- The overall number of lanes stays the same throughout the project corridor. Currently the number of general purpose lanes varies between 3 and 4 in both directions.
- Transit will operate in the managed lanes.
- Current pedestrian facilities would be improved, and additional pedestrian and bicycle crossings will be considered.
- Interchanges and ramps along the freeway would be studied to improve mobility and safety.

## RETHINKING I-94 SCOPING ALTERNATIVES

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

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

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

## RETHINKING I-94 ENVIRONMENTAL PROCESS

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

### Scoping (We are here)



### Tier 1 Environmental Impact Statement (EIS)



### Tier 2 Environmental Documents

#### What alternatives and issues will be studied in the Tier 1 EIS?

This process identifies the basic alternatives that will move forward into the next stage of environmental review. We anticipate being in Scoping for the next year. Little detail on alternatives will be developed at this step. For example, the alternatives will have different roadway types, number and type of lanes, and transit service types, but limited details on potential changes to frontage roads, intersections/interchanges, or pedestrian and bicycle crossings.

#### What is the overall vision for I-94 and how will it be accomplished? What individual projects are needed to implement the vision?

This step will choose a preferred alternative and determine the footprint, including roadway type (freeway or non-freeway), the number and type of travel lanes, and type of transit and associated stops. This step will also identify potential improvements to intersections/interchanges in the project area and locations for pedestrian and bicycle facilities. A corridor visualization will be completed to help identify unique elements of the surrounding communities that could be incorporated into future projects, such as landscaping, bridge designs, and more. The Tier 1 EIS follows Scoping and is anticipated to take three to four years to complete.

#### What will each potential improvement look like in more detail? What are the potential impacts, and how will they be addressed?

The final step in the process is for individual projects that are to be constructed. Greater detail will be provided about intersections/interchanges, pedestrian and bicycle facilities, transit stops, landscaping, lighting, noise walls, parking, and other roadway elements.

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



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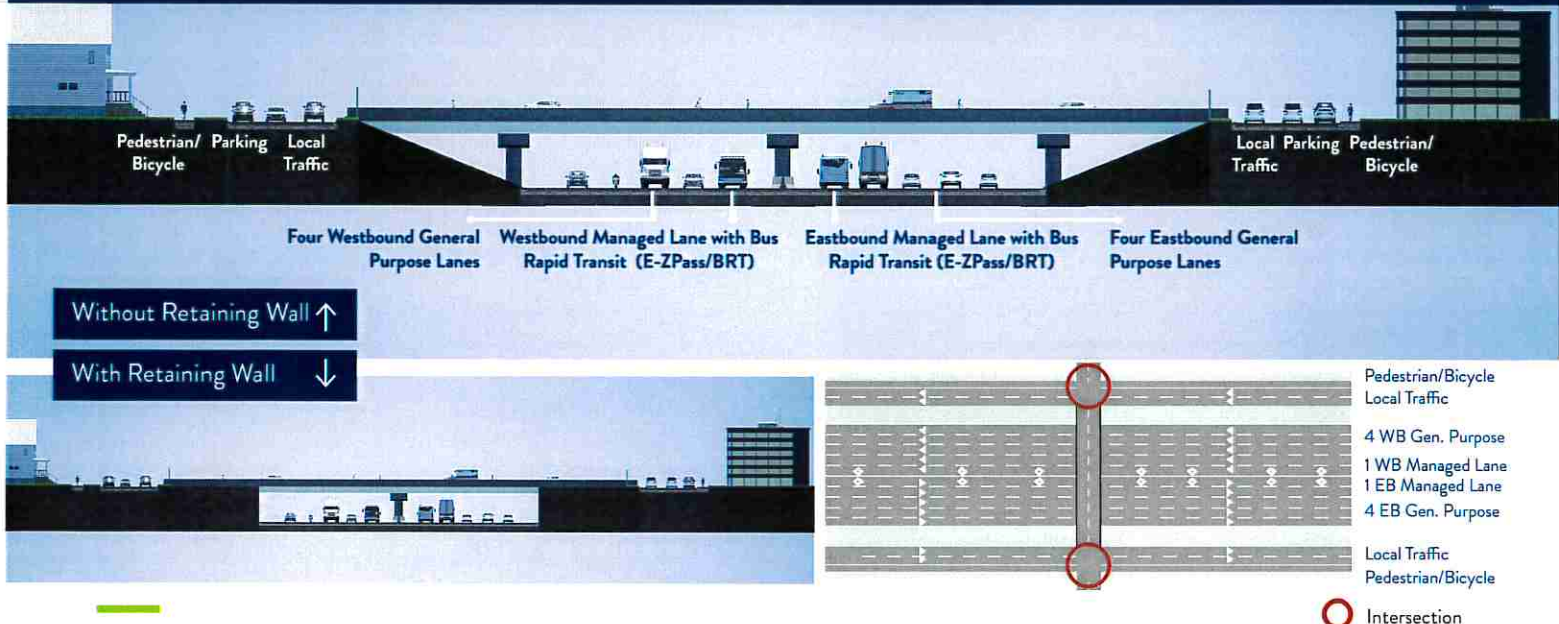


# Rethinking I-94

## ALTERNATIVE: EXPANDED FREEWAY – A



Updated July 2023



## OVERVIEW

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

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

## EXPANDED FREEWAY – A

- The freeway would be reconstructed to have 3-4 general purpose lanes (all vehicles can use) and 1 managed lane (for buses, those that carpool, and those willing to pay) in both directions. The managed lane would be an addition to the current number of lanes. Outside of peak hours, managed lanes operate as general purpose lanes.
- The overall number of lanes will increase by 1 throughout the project corridor. Currently the number of general purpose lanes varies between 3 and 4 in both directions.
- Transit will operate in the managed lanes.
- Current pedestrian facilities would be improved, and additional pedestrian and bicycle crossings will be considered.
- Interchanges and ramps along the freeway would be studied to improve mobility and safety.

## RETHINKING I-94 SCOPING ALTERNATIVES

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

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

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

## RETHINKING I-94 ENVIRONMENTAL PROCESS

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

### Scoping (We are here)



### Tier 1 Environmental Impact Statement (EIS)



### Tier 2 Environmental Documents

#### What alternatives and issues will be studied in the Tier 1 EIS?

This process identifies the basic alternatives that will move forward into the next stage of environmental review. We anticipate being in Scoping for the next year. Little detail on alternatives will be developed at this step. For example, the alternatives will have different roadway types, number and type of lanes, and transit service types, but limited details on potential changes to frontage roads, intersections/interchanges, or pedestrian and bicycle crossings.

#### What is the overall vision for I-94 and how will it be accomplished? What individual projects are needed to implement the vision?

This step will choose a preferred alternative and determine the footprint, including roadway type (freeway or non-freeway), the number and type of travel lanes, and type of transit and associated stops. This step will also identify potential improvements to intersections/interchanges in the project area and locations for pedestrian and bicycle facilities. A corridor visualization will be completed to help identify unique elements of the surrounding communities that could be incorporated into future projects, such as landscaping, bridge designs, and more. The Tier 1 EIS follows Scoping and is anticipated to take three to four years to complete.

#### What will each potential improvement look like in more detail? What are the potential impacts, and how will they be addressed?

The final step in the process is for individual projects that are to be constructed. Greater detail will be provided about intersections/interchanges, pedestrian and bicycle facilities, transit stops, landscaping, lighting, noise walls, parking, and other roadway elements.

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



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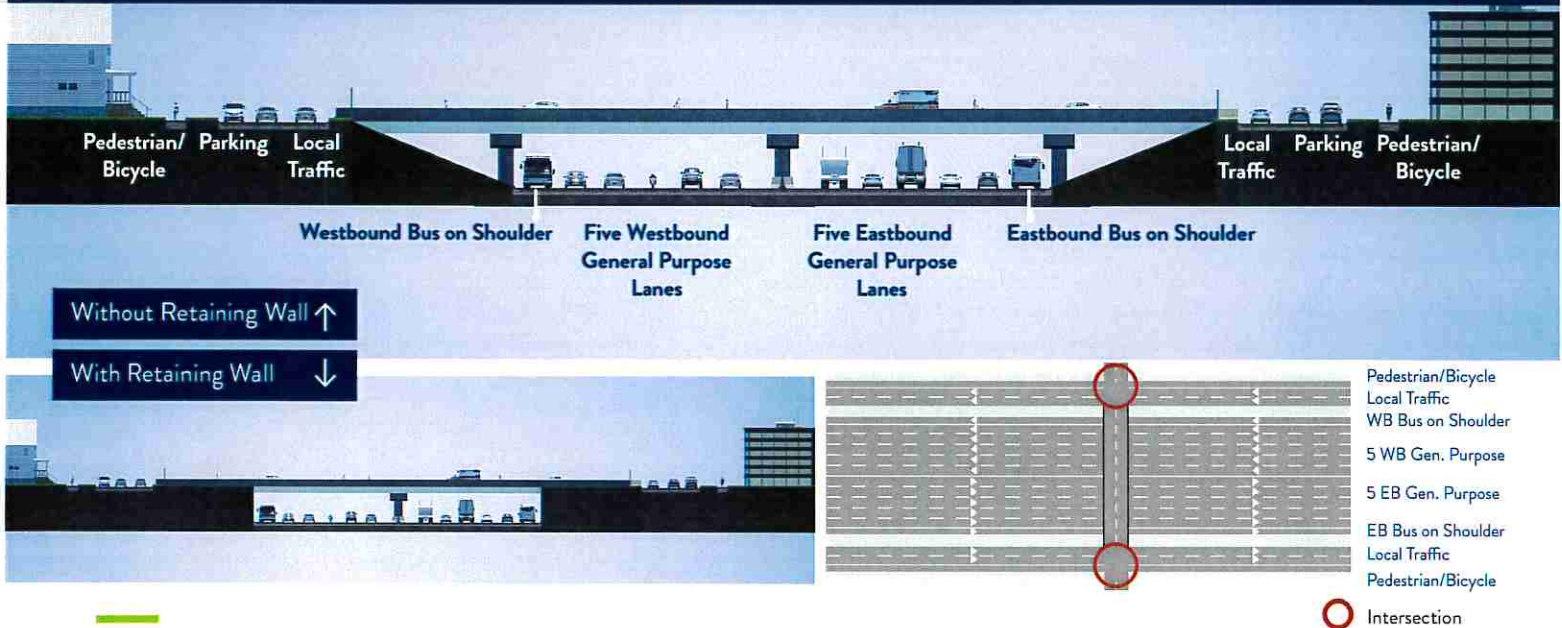


# Rethinking I-94

## ALTERNATIVE: EXPANDED FREEWAY – B



Updated July 2023



## OVERVIEW

This concept involves rebuilding the existing freeway and adding 1 new lane (for all vehicles) and extending the bus shoulder along the entire corridor in each direction. The total number of lanes will increase.

ROADWAY TYPE	Keeps a freeway. Adds a new lane for all vehicles and extends bus shoulders.
NUMBER OF TRAVEL LANES	4-5 lanes in each direction for all vehicles.
TRANSIT	Bus shoulders between downtown Minneapolis and downtown St. Paul with 1 stop at Snelling Ave.
ACCESS CHANGES	Access changes to be determined. Potential to modify interchanges in some locations including on/off ramp changes or removal. Potential changes to frontage roads/side streets may occur in some locations.
PEDESTRIAN AND BICYCLE	To be determined. All crossings of I-94 would be a bridge – either pedestrian/bicycle-only or a roadway with pedestrian and/or bicycle facilities (such as a trail, sidewalk, or bike lanes). Potential to include pedestrian and/or bicycle facilities on roads that go east-west (like I-94) to the north or south of I-94 (frontage roads) since bicyclists and pedestrians are not allowed on Interstate routes.

## EXPANDED FREEWAY – B

- The freeway would be reconstructed to have 4-5 general purpose lanes (all vehicles can use) and a consistent shoulder in both directions.
- The overall number of lanes will increase by 1 throughout the project corridor. Currently the number of general purpose lanes varies between 3 and 4 in both directions.
- Transit will operate in bus shoulders. Current bus shoulders would be extended to connect downtown Minneapolis and downtown St. Paul.
- Current pedestrian facilities would be improved, and additional pedestrian and bicycle crossings will be considered.
- Interchanges and ramps along the freeway would be studied to improve mobility and safety.

## RETHINKING I-94 SCOPING ALTERNATIVES

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

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

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

## RETHINKING I-94 ENVIRONMENTAL PROCESS

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

### Scoping (We are here)



### Tier 1 Environmental Impact Statement (EIS)



### Tier 2 Environmental Documents

#### What alternatives and issues will be studied in the Tier 1 EIS?

This process identifies the basic alternatives that will move forward into the next stage of environmental review. We anticipate being in Scoping for the next year. Little detail on alternatives will be developed at this step. For example, the alternatives will have different roadway types, number and type of lanes, and transit service types, but limited details on potential changes to frontage roads, intersections/interchanges, or pedestrian and bicycle crossings.

#### What is the overall vision for I-94 and how will it be accomplished? What individual projects are needed to implement the vision?

This step will choose a preferred alternative and determine the footprint, including roadway type (freeway or non-freeway), the number and type of travel lanes, and type of transit and associated stops. This step will also identify potential improvements to intersections/interchanges in the project area and locations for pedestrian and bicycle facilities. A corridor visualization will be completed to help identify unique elements of the surrounding communities that could be incorporated into future projects, such as landscaping, bridge designs, and more. The Tier 1 EIS follows Scoping and is anticipated to take three to four years to complete.

#### What will each potential improvement look like in more detail? What are the potential impacts, and how will they be addressed?

The final step in the process is for individual projects that are to be constructed. Greater detail will be provided about intersections/interchanges, pedestrian and bicycle facilities, transit stops, landscaping, lighting, noise walls, parking, and other roadway elements.

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



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