

Date: January 15, 2020
To: Gloria Jeff, Melissa Barnes, Nick Olson, MnDOT, Rethinking I-94
RE: Rethinking I-94 (Phase 2) Purpose Statement, Goals Statement
From: Brandon Long, Executive Director, Union Park District Council

Union Park District Council is writing to provide comments on the *Statement of Purpose and Need* and *Statement of Goals* that were discussed at the meeting of community representatives on November 18, 2019. In this memo, we list the statements as they were presented by MnDOT and then our recommendations to make these statements clearer, more specific, and consistent with state statute.

1a. MnDOT “Draft Purpose Statement (from November 2019 memo)”

- *Address deteriorating conditions of I-94 bridges, pavement and supporting infrastructure (a.g. walls, drainage, etc.)*
- *Address crash problems on I-94 and roads directly connecting to I-94 (including interchange ramps) for pedestrians, bicyclists, and motorized vehicles.*
- *Improve vehicle mobility, reliability, and throughput (including transit and freight) on I-94*
- *Enhance safety and mobility across the I-94 corridor for pedestrians, bicyclists, and motorized vehicles (including transit and freight)."*

1b. UPDC recommendations on how the Purpose and Need Statement should be revised

- Repair and/or replace ~~Address deteriorating conditions of~~ I-94 bridges, pavement and supporting infrastructure (a.g. walls, drainage, etc.)
- Minimize fatalities and injuries for all users (pedestrians, bicyclists, and motor vehicles occupants) ~~Address crash problems on~~ I-94 and roads directly connecting to I-94, (including interchange ramps).
- Improve person ~~vehicle~~ mobility, reliability, and throughput on the I-94 corridor (including transit and freight) ~~on I-94~~.
- Enhance safety, connectivity, and mobility access across the I-94 corridor for pedestrians, bicyclists, and motorized vehicles (including transit and freight).

Note: For relevant state goals for transportation see Mn Statute 174.01 Sub. 2 (1).

2a. MnDOT “Draft Goal Statements (from MnDOT’s November 2019 memo)”

- *Make travel easier along and on the corridor and establish a sense of place for the communities that live, work and play there.*
- *Enhance safety and mobility for all modes of transportation and users*
- *Develop a community-based approach"*

2b. UPDC recommendations on how the Draft Purpose and Need Statement should be revised

- ~~Make travel easier safer along the corridor.~~ (This is too vague)
- Enhance ~~establish a the~~ sense of place for the communities that live, work and play there.
- Minimize fatalities and injuries for all users (pedestrians, bicyclists, and motor vehicles occupants) on I-94 and roads directly connecting to I-94, including interchange ramps.

- Design I-94 infrastructure (fences, bridges, sidewalks, trails, lighting, vegetation) such that it enhances social, environmental, and aesthetic qualities of the communities through which it passes.
- To provide a reasonable travel time for commuters and increase the use of high-occupancy vehicles, especially transit service.
- Enhance safety, connectivity, and access ~~and mobility~~ for all modes of transportation and users.
- Reduce greenhouse gas emissions from the transportation sector and minimize impact on the environment.
- Ensure consistency with the environmental and energy goals of the state of Minnesota.
- Develop and implement ~~Use~~ a community-based approach throughout the planning and design process.

Note: For relevant state goals for transportation see Mn Statute 174.01 Sub. 2 (1), (3), (10), (11), (15), (16).