

## Rethinking I-94 Q & A with MnDOT

1. What is the vehicle count, and what are the traffic trends, on the stretch of I-94 through Union Park?
  - a. There are currently 156,000 daily trips on this stretch of I-94.
  - b. Looking back as far as 2002, the daily trips are pretty steady. There has been some fluctuation that could be attributed to construction projects and the opening of the Central Corridor/Green Line.
  
2. Is MnDOT planning to accommodate more motor vehicles and trucks in the corridor in the future?
  - a. In talking with Jim Henricksen (from MnDOT) and Josh Maus (a project consultant) this stretch of I-94 is “capacity constrained,” so increases in volumes of any significance in the future are not projected. The area is already operating at full capacity.
  - b. Based on the historical traffic volumes over the past 15 years along I-94, the average daily trip (ADT) volumes along I-94 have leveled off and stabilized, with a rate of increase/decrease range of less than 5% from 2002 volumes. In the last 15 years, ADTs in the area of Snelling Avenue have ranged between 159,000 and 147,000 per day.
  - c. There is a probability of an overall decrease in ADT over time, possibly due to such things as increased transit opportunities, the introduction of automated vehicles and driverless vehicles, as well as other improvements in vehicle, driver and transit technologies.
  - d. In sum, ADTs have leveled off along I-94 and are likely to show a downward trend.
  
3. Is MnDOT planning to increase the number of through lanes on I-94 in our neighborhood — adding a MnPASS lane to the lanes that are already there? Would this involve widening the footprint of the roadway?
  - a. MnDOT is considering the creation of a MnPASS facility between the downtowns by either converting an existing lane, adding a center running lane, or a combination of both.
  - b. Creating a MnPASS facility would:
    - i. Provide long-term, sustainable travel options for all motorists and transit users.
    - ii. Reduce congestion and improve safety on the highway.
    - iii. Increase the number of people that are moved along the highway during peak hours.
    - iv. Provide reliable travel times for commuters during peak hours.
  - c. Adding a MnPASS lane, rather than using an existing lane, would likely widen the roadway footprint. Any interchange modifications, new pedestrian bridges or

modifications to bridges that cross I-94 also could require changes in the footprint.

- d. MnDOT is in the beginning stages of this analysis. Future analysis will include impacts to community, timing, funding availability and return on investment, among other things.
4. How much might traffic increase on arterials such as Snelling, Lexington and Cretin Avenues?
    - a. We recognize that travel patterns will change with modifications to the I-94 corridor and are currently analyzing what certain modifications would mean for the overall network. We are performing this analysis through traffic modeling. We have reviewed adding and modifying connections to enhance the overall network. Improving travel reliability (including transit operations) on I-94 would likely pull trips from the local system.
  5. One of the state's transportation goals—in state law—calls for an increase in the percentage of trips by bike, carpool, and transit—so a decrease in trips by motor vehicles. How is MnDOT working to achieve this goal within the I-94 corridor?
    - a. The I-94 effort is completing traffic modeling to determine the mode shift associated with potential changes on I-94. Reestablishing a transit advantage along I-94 and determining the feasibility of a MnPASS facility are two things we are analyzing that would move more commuters from cars to buses. MnDOT also is working to include forecasting for the use of autonomous vehicles.
    - b. Bike and pedestrian connectivity is paramount to this process. We will be working closely with both cities and counties in enhancing bike and pedestrian access along and across I-94. We acknowledge that many existing crossings are substandard and very antiquated. Having a minimum design standard that encourages use and provides safety and connectivity is the baseline standard for MnDOT. These facilities should enhance connections and further advance the city's bike and pedestrian planning efforts.
  6. What agency is responsible for monitoring noise in the corridor and ticketing trucks that use jake brakes? This is a significant problem at night in the summer when windows are open.
    - a. We are aware of this issue in the area of I-94 and Highway 280, for both eastbound and westbound freight movements. MnDOT is not an enforcement agency as the Minnesota State Patrol is responsible for traffic enforcement on all interstate highways within the state of Minnesota.
  7. The air quality along the I-94 corridor seems very unhealthy and residents, even blocks away, complain of smelling auto exhaust—especially when the wind is from the west. There are cancer causing chemicals in auto exhaust. How is MnDOT working (with the MPCA?) to improve air quality in the I-94 corridor?

- a. We are conducting a high-level air quality study as part of the Rethinking I-94 study. Through this study, we are examining:
    - i. Current air quality along the corridor.
    - ii. Types of pollutants from transportation systems.
    - iii. Transportation techniques to reduce air pollution.
  - b. In addition, we have regular interactions with the Minnesota Pollution Control Agency, as well as Minnesota Department of Health, Federal Highways Administration, Metropolitan Council, cities and counties and other key stakeholders to continually address and strategize on ways to address and improve the air quality in Minnesota.
8. While a land bridge over I-94 might be nice, what would a similar amount of money buy in terms of additional pedestrian overpasses like the safe and accessible new bike/pedestrian bridge at Griggs? What technical issues does a land bridge pose (i.e. fans for exhaust)?
  - a. As mentioned above, we will be working closely with both cities and counties in enhancing bike and pedestrian access along and across I-94.
  - b. We are open to partnering in the creation of enhanced crossings where feasible and practical. There are continued conversations regarding a land bridge. At this time, locations or a length of a land bridge have not been determined. Both of these factors will play a role in the determination of what type of venting may be necessary.
  - c. MnDOT is working in partnership with ReConnect Rondo (RCR) to accomplish their goal of building the Rondo Land Bridge project. We are supporting RCR with expertise, knowledge and service with intent to facilitate the project in any way consistent with the agency's purpose, powers and duties. We are seeking ways to incorporate accommodation of a land bridge. We also are assisting RCR with identification of funding sources and exploring innovative funding opportunities. The department is not able to use transportation funding to build the land bridge.
9. Why is MnDOT removing bushes and trees along I-94 in our neighborhood?
  - a. Our Maintenance Office performed work in the spring, summer and fall of 2017. Specifically, we applied weed control, pruned trees, and removed dead and invasive trees and growth on the right of way. This type of project work was being completed to help manage vegetation along the corridor.