Neighborhoods along I-94 want...

• improved transit
• community connection

NOT...

• more traffic, noise
• more unhealthy air

MnDOT plans to reconstruct Interstate 94 in the coming years

In the 1960s, the construction of I-94 destroyed homes, businesses, and lives along the corridor. In St. Paul, 1 in 8 African Americans lost a home to the highway. Today, harmful emissions from traffic increase risks for asthma, heart disease, and cancer. The I-94 reconstruction, currently planned between 35W in Minneapolis to Marion Street in St. Paul, must be community-focused and intentionally designed to right these injustices.

MnDOT is now drafting critical Environmental Review documents. They set the parameters of what gets studied and what gets built. Cities and neighborhoods must be very involved in crafting these documents. MnDOT works for all of us!

We oppose adding additional lanes

• MnDOT plans for a 10–15% increase in traffic. We should plan for less traffic and meet our state’s climate goals.

We want more and safer crossings

• A primary goal should be to reconnect our neighborhoods through improved bridge crossings for people on foot, on bicycles, or using wheelchairs.

"No federal venture spent more funds in urban areas and returned fewer dividends to central cities than the national highway program."
—historian Mark I. Gelfand

The bike and pedestrian infrastructure of the Franklin Ave. bridge is a good example of a safe crossing for all users.
We want more transit access for our communities

- I-94 should work better for transit. In 2007, the bus shoulder lane was converted to a general lane—slowing transit and reducing ridership. The traffic lane added in 2007 should be converted to a MnPASS (bus and carpool) lane or the shoulder lane should be converted back to shoulder/bus use.
- Add a transit stop for express buses at Snelling Ave., providing better access to the Green Line, A-Line, State Fair and soccer stadium.
- Add an eastbound transit station at U of M/Huron Ave., paired with the existing westbound station that connects to U of M campus buses.

We want a focus on equity and healthy communities

- Make the bridges across the highways accessible and safe for all users.
- Make the highway exits and frontage roads safe, inviting and bikable, not dirty strips with rusting fences and litter.
- Reconnect communities and restore land with freeway lids or land bridges.
- Ensure right-of-way for a bike connection between the Midtown Greenway and Ayd Mill Road.
- Plant native vegetation including trees and shrubs tall enough to help with sound and pollution.
- Add more innovative sound walls and community-friendly lighting.
- Hire contractors who are representative of communities along the corridor.

We want an improved I-94/280 interchange

- Reduce the negative impact of the interchange by finding a solution that does not involve a cloverleaf or flyover structure.
- Ensure the interchange does not lead to increased traffic, noise, and air emissions or a larger footprint.

This document is endorsed by:

more endorsements to come