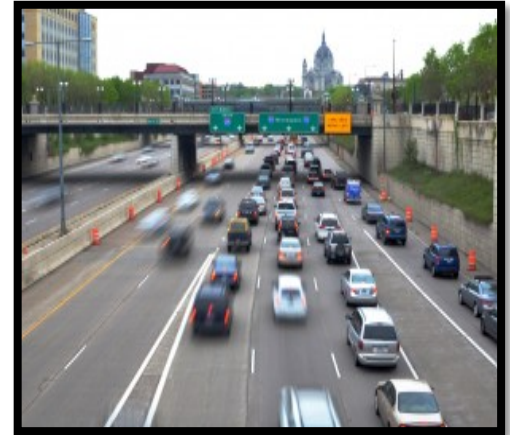


Rethinking I-94

St. Paul Planning Commission
September 30, 2016



We all have a stake in **A**  **B**



Philosophy

- ▶ Connect with people from varied backgrounds and perspectives
- ▶ Connect very early in the process
- ▶ Take a relationship building approach
- ▶ Expected result: Stronger relationships yield better projects delivered in an efficient and cost effective manner



Context



"Imagine bridges and overpasses that are more than just north/south throughputs. Imagine unleashing the ingenuity of our nation's land use planners and engineers and decision-makers to make those facilities more inviting and approachable and maybe even complimentary of the surroundings on the east and west sides of them. Imagine meaningful public input processes that use technology and capture the views of the public at a stage of planning where that input can actually be incorporated into a project..."

-U.S. Transportation Secretary Anthony Foxx-



Current I-94 Issues

- ▶ High traffic volumes and heavy freight use
- ▶ Aging of extensive and interconnected infrastructure
- ▶ Congestion and reliability issues
- ▶ Connectivity (or lack thereof) across I-94
- ▶ Pedestrian and bicycle use and connectivity
- ▶ Maximizing transit use
- ▶ Enhancing technology
- ▶ Changing demographics along I-94
- ▶ Quality of life issues



Breadth of Work

- ▶ Formulating engineering concepts through a comprehensive community and stakeholder engagement process
- ▶ TPT Documentary on I-94 History and how the future of the I-94 corridor will be shaped and developed
- ▶ Coordinate in consort with commercial and residential development interests and the Community's vision
- ▶ Creating and enhance Community partnerships
- ▶ Analyze market segmentation and engage accordingly and effectively



Study Challenges, Risks and Upsides

- ▶ Adherence to budget and scope
- ▶ Creating a culture of change and provide a model for, and how, highway projects are developed
- ▶ Adhering to timeframe and seeing progress
- ▶ Present corridor condition vs future vision
- ▶ Cost participation



Schedule & Project Elements

You are here



| | 2016 | | | | | | | | | | | | 2017 | | | | | | | | | | | |
|--|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| Engineering | → | | | | | | | | | | | | | | | | | | | | | | | |
| Market Segmentation/Engagement Strategy | → | | | | | | | | | | | | | | | | | | | | | | | |
| Urban Land Institute | → | | | | | | | | | | | | | | | | | | | | | | | |
| Twin Cities Public Television | → | | | | | | | | | | | | | | | | | | | | | | | |
| Metro Council Community Partnerships | → | | | | | | | | | | | | | | | | | | | | | | | |



Questions?

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Thanks!

