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Market Segmentation Survey Common Themes

Rethinking I-94

Common Themes from Open-Ended Question in Market Segment Survey

DEPARTMENT OF TRANSPORTATION

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Background

The MNDOT Segmentation Questionnaire, completed in 2016, collected feedback for future improvements and changes along I-94 from people who are "users" of, or are "impacted by", the Rethinking I-94 corridor. Users of the freeway were identified as those respondents who use I-94 at least two times a week and live in the Hennepin and Ramsey County area zip codes. Those impacted by the freeway were identified as those respondents living within a ***mile*** of the I-94 freeway within the defied study area. 1,255 respondents identified themselves as people impacted by I-94, and this report focuses *only* on the respondents identified as "impacted by I-94".

Respondents were asked to answer the question: *Please tell us your thoughts on what changes or improvements you would like to see along the I-94 corridor over the next 20 years*. Respondents provided various responses to this open-ended question, and they could list as many items as desired that they would like to see changed or improved. To begin to understand and analyze the responses, answers were coded for respondents' recommendations for improvements. Recommendations were coded into 128 distinct categories (see list of codes in the appendix).

Coded Responses and Themes

Responses were first evaluated by code to identify themes. The codes that had enough responses to be considered potentially significant included:

- Better lane system
- Better road maintenance
- Create a more pedestrian-friendly space
- Ensure safety on the freeway
- More mass transit
- Reorganize entry and exit ramps
- Better traffic flow
- Wider roads or lanes
- Install noise barriers
- Maintain green spaces
- Enforce speed limit
- Improve access to freeway/city/public transit
- Better bicycle lanes
- Neighborhood issues

Using the Common Themes Information

It will always be important to understand the intent and limits of information when using a data set. There are a few things that are important to keep in mind when using the information summarized in this report:

- The information summarized in this report is based on an open-ended question. As such, it is *qualitative* rather than *quantitative* information even though it was collected as part of the quantitative survey.
- The survey responses were coded based on the surveyor's interpretation of the respondent's answers. Some codes appear to be closely related to other codes, but the responses were analyzed based on the coding. The authors did not attempt to combine multiple codes.
- The respondents' were based on personal experience and, therefore, are often comments on specific parts of the corridor. However, in most cases, the specific location tied to each comment is not known.

- The phrases used to describe the broader category of recommendations (i.e. better lane system, safety on the freeway, improve access, etc.) may have various, nuanced individual recommendations from the respondents. For example, respondents recommending "improve access" may state they want better access to the freeway from their neighborhood, better access to Minneapolis or St. Paul, or better access to gas stations and restaurants from the freeway. Each of these recommendations is captured or coded under the umbrella of "improve access."
- The number of respondents is quite small in some groups. For example, we were not able to report findings for gender identification other than male/female due to a very small sample size. The number of respondents in some of the race categories is quite small. It should not be assumed that the responses are necessarily representative of the broader group.
- It appears that Hispanic/Latino people did not participate in the survey at the same rate as the percentage of the population made up of Hispanic/Latino people. It is not known if this was due to lack of participation in the survey or reluctance to self-identify as Hispanic/Latino.
- Look at both numbers and percentages – some groups are much larger than others so the differences in percentage responses may be misleading.
- "Impacted" respondents live within a mile of I-94. That is actually a relatively large area. The combined views of these respondents may not be the same as the views of respondents living adjacent to, or very near to, the freeway.
- The survey sample was segmented to make sure that all demographic groups were well represented; it was not segmented geographically. In addition, the corridor zones vary quite significantly in size. Therefore, the sample sizes for the geographic zones are very different. This data cannot be further broken into population groups due to sample sizes.

Themes by Impacted Market Segments

The "impacted by" respondents were further broken down into market segments to identify the level of respondent engagement in the I-94 freeway. These segments are defined in the figure below and include: Financial Contributors, Hands-On Contributors, Informed Observers, Somewhat Disconnected). 317 respondents identified as Financial Contributors, 286 as Hands-On Contributors, 307 as Informed Observers, and 345 identified as Somewhat Disconnected.

Respondents from all market segments commonly suggested[1]: better lane system (add more lanes), better road maintenance (fill in potholes), more mass transit, safer entry and exit ramps, and better traffic flow.

Patterns and themes among common recommendations by segment are highlighted in the bar graphs below. The orange line is a marker for 3.5% respondents. Any percentage below this marker is not considered a common theme for the segment.

[1] At least 3.5% of the segment recommended this change or improvement

The following common themes emerged when comparing responses by market segment:

- Financial contributors had the most concern about number and width of lanes, and are most concerned about:
  - More traffic lanes
  - Better maintenance
  - Better traffic flow
  - Wider roads or lanes

- Hands-on contributors had the most recommendations and, in addition to concerns about lanes and more transit, are most concerned about:
  - Safety
  - Pedestrian-friendly features
  - Green space
  - Access

- Informed observers tended to be in the middle on many issues but were generally more concerned about:
  - More traffic lanes and traffic flow
  - Better maintenance
  - Safe ramps and better access
  - Noise

- Somewhat Disconnected respondents were primarily concerned about:
  - Traffic flow
  - Better maintenance
  - Access
  - Noise

Figure 1: Percent Respondents Recommending Better Lane System[2]

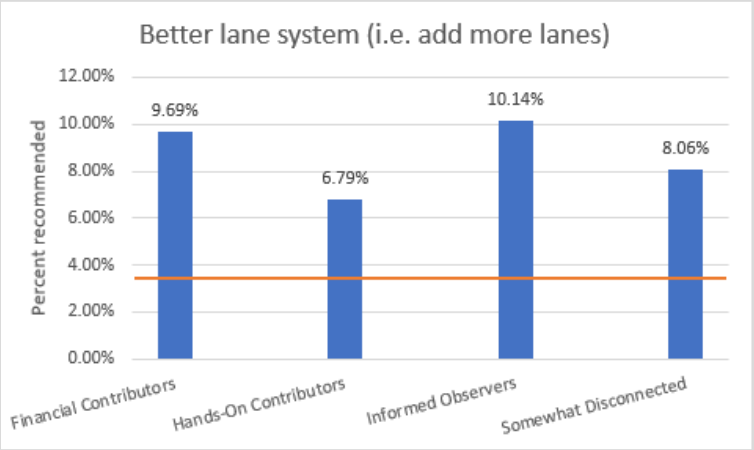


Figure 2: Percent Respondents Recommending Better Lane System[3]

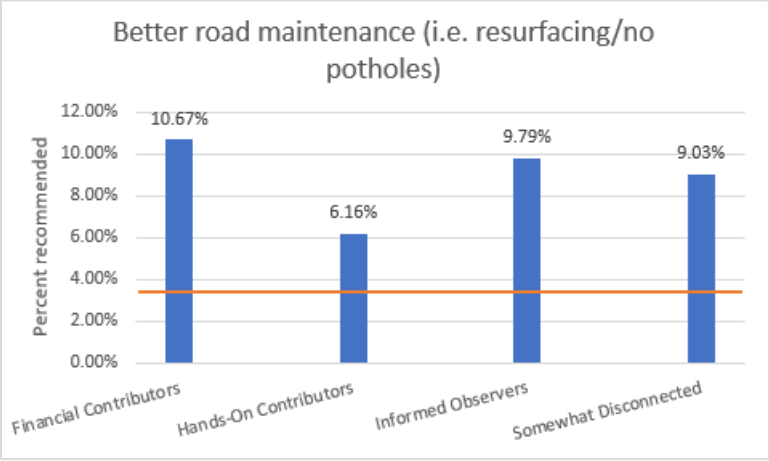
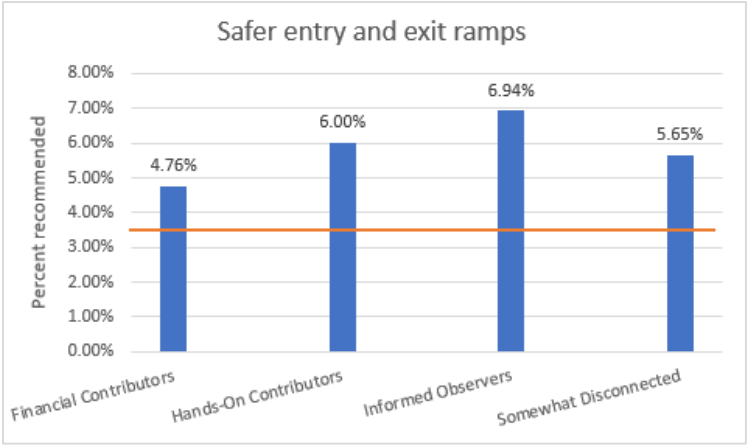


Figure 3: Percent Respondents Recommending Safer Entry and Exit Ramps[4]



[2] Recommendation coded 1
[3] Recommendation coded 2
[4] Recommendation coded 10

Figure 4: Percent Respondents Recommending Better Traffic Flow[5]

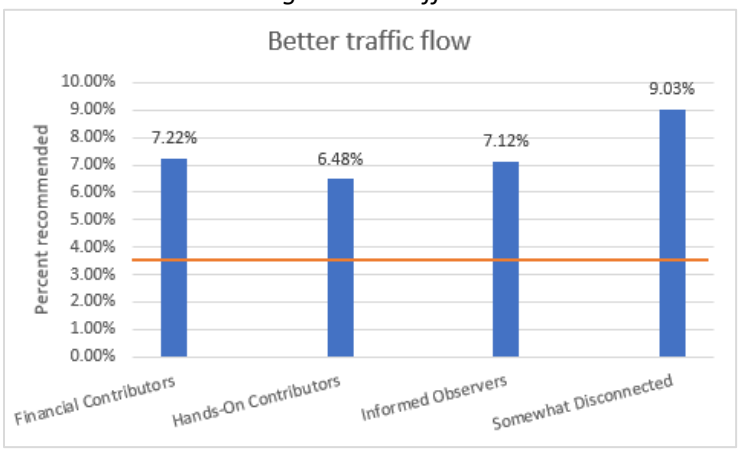


Figure 5: Percent Respondents Recommending Safety on the Freeway[6]

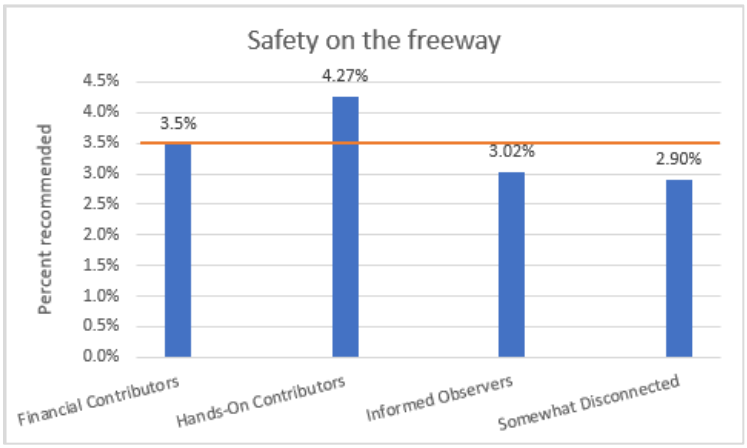
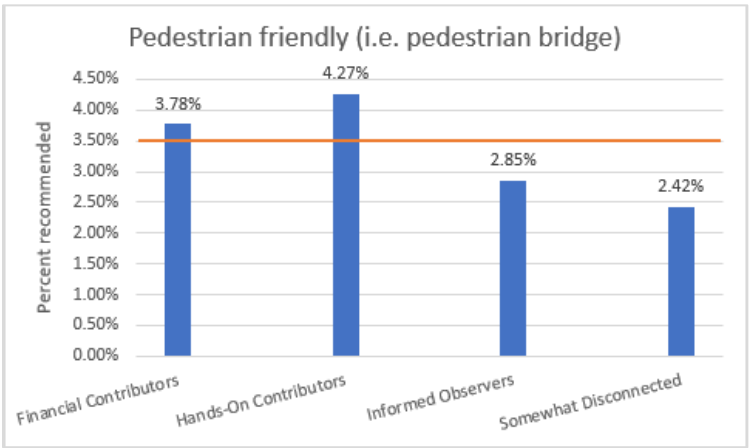


Figure 6: Percent Respondents Recommending Pedestrian Friendly Spaces[7]



[5] Recommendation coded 27
[6] Recommendation coded 3
[7] Recommendation coded 7

Figure 7: Percent Respondents Recommending Wider Roads or Lanes[8]

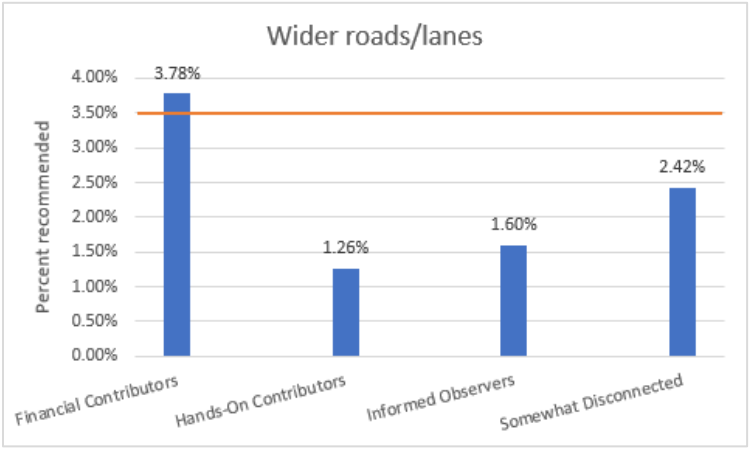


Figure 8: Percent Respondents Recommending Maintain Green Spaces[9]

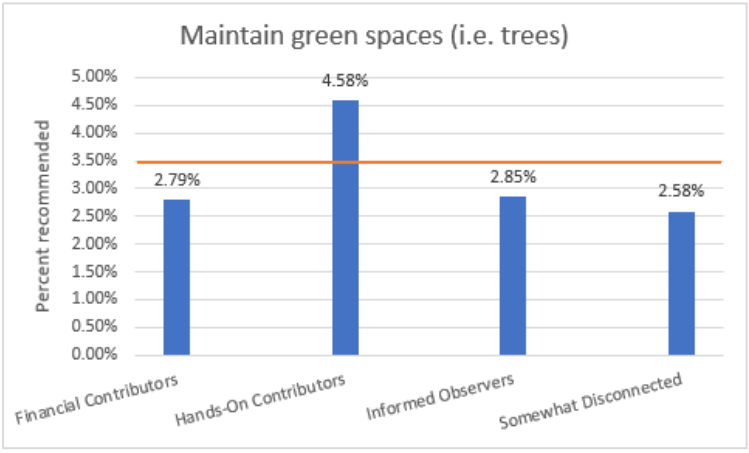
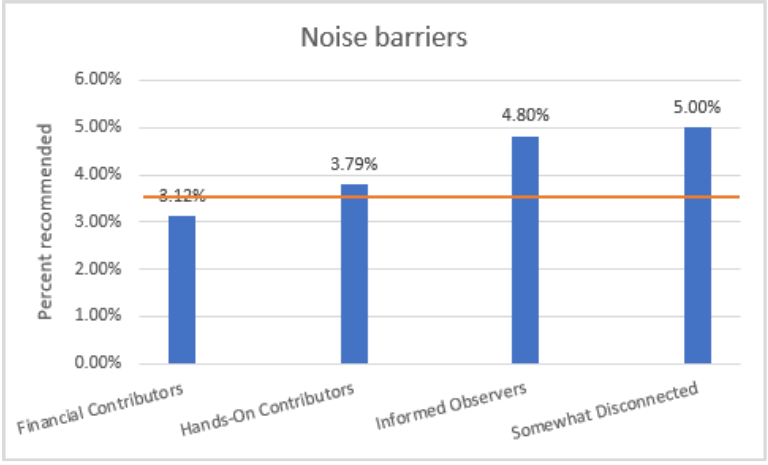
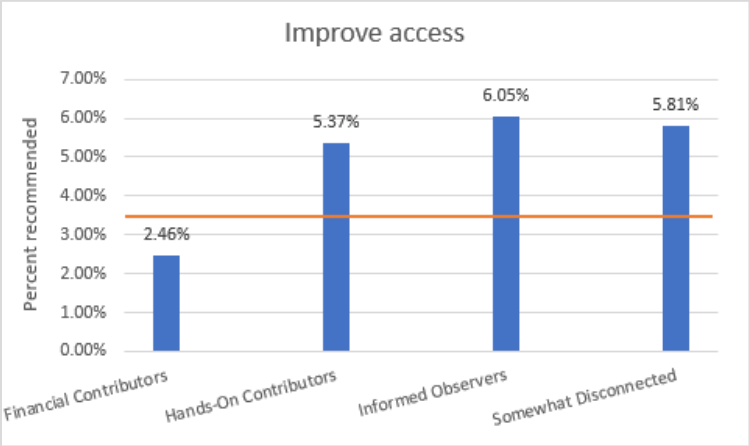


Figure 9: Percent Respondents Recommending Noise Barriers[10]



[8] Recommendation coded 37
[9] Recommendation coded 9
[10] Recommendation coded 4

Figure 10: Percent Respondents Recommending Improve Access[11]



Financial Contributors

Demographics

Respondents who identified as Financial Contributors are 57% female and 43% male. 5% identified as Asian, 13% as Black/African American, 4% as Hispanic/Latino, 3% as multiracial, and 74% as white. 44% of Financial Contributors are baby boomers, 34% are generation X, 21% are millennials.

Common Recommendations

Financial Contributors frequently recommended better road maintenance, better lane system, better traffic flow, and more mass transit to improve I-94, but other common suggestions included creating more pedestrian friendly spaces, widening roads and lanes, and ensuring safety along the I-94 freeway. Consistent concerns included pot holes and large cracks in the road's surface, traffic along I-94 as it enters downtown Minneapolis and downtown St. Paul, and traffic along frontage roads, especially near the Snelling/Hamline exit and entrance. This segment also has a strong demand for more premium mass transit, like LRT or BRT, along the freeway even through the Green Line parallels I-94.

Hands-On Contributors

Demographics

Respondents who identified as Hands-On Contributors are 65% female and 35% male. 1% identified as American Indian/Alaska Native, 3% identified as Asian, 10% as Black/African American, 2% as Hispanic/Latino, 3% as multiracial, and 77% as white. 43% of Hands-On Contributors are baby boomers, 39% are generation X, and 17% are millennials.

Common Recommendations

Hands-On Contributors frequently recommended more mass transit, better lane system, better traffic flow, better road maintenance, and reorganize entry and exit ramps, but other common suggestions included increase access to the freeway, maintain green spaces, ensure safety, create more pedestrian friendly spaces, better bike lanes, and install more noise barriers.

Consistent concerns included safety along frontage roads, especially Snelling, and the vitality of neighborhoods along the corridor.

[11] Recommendation coded 24

Hands-On contributors appeared to have significantly more concerns for neighborhoods surrounding the freeway than other segments. Hands-On Contributors tended to express a negative outlook on MNDOT and the I-94 freeway. Some concerns include:

- "I am glad you're asking for input, but I'm very concerned about what MnDOT will come up with. The new Snelling Ave bridge over I-94 is what I think of as a typical MnDOT project. More protected left turn lanes for cars, slip-lanes for right turns, and zero effort to improve the pedestrian or bike experience. That intersection looks pretty as you drive through it, but it feels more hostile to pedestrians than ever. I fear that's what we'll get in our neighborhood, too."
- "In my perfect world, I-94 would be capped, but I know that's not realistic. However, I think it would be great if serious effort could be put into improving the sidewalks (wider, plantings), bridges, pedestrian crossings, calming on/off ramp traffic, and (again, maybe this is thinking too big) even replacing the sound walls with vegetated berms instead."
- "The initial construction of the interstate sapped vitality and property value from our urban neighborhoods, and there has never been an honest effort to mitigate those impacts. The neglect and negative impacts continue to this day. Just a couple blocks from my home, there is rusty fencing along the interstate that's literally falling down. MnDOT has neglected this highly trafficked corridor. We bear a huge amount of the traffic, emissions, noise pollution, and there appears to have been very little investment to make I-94 a good neighbor."
- "I hate how large the freeway is, and the idea of expanding it or making more traffic through our neighborhood is just awful... you already destroyed our entire community to make this road in the first place, so don't you dare ruin it further by expanding this eyesore."

Hands-On Contributors also tended to express disapproval with MnPass or HOV lanes more often than other segments:

- "MOST IMPORTANT – NO MnPASS. This is a terrible idea for I-94 in the middle of Mpls-St. Paul. NO MnPASS is not about ideology - it isn't practical, it isn't safe."
- "I hope they don't do the MnPass but I would like an extra lane."
- "Rather than HOV lanes, LIMITED ACCESS lanes for vehicles traveling from downtown to a point further out - get the through traffic out of the way and leave the other lanes for vehicles entering/exiting in busy areas. Shouldn't matter how many people are in the vehicle"

Informed Observers

Demographics

Respondents who identified as Informed Observers are 53% female and 47% male. 2% identified as American Indian/Alaska Native, 5% identified as Asian, 9% as Black/African American, 4% as Hispanic/Latino, 1% as multiracial, and 79% as white. 48% of Informed Observers are baby boomers, 33% are generation X, and 19% are millennials.

Common Recommendations

Informed Observers frequently recommended better lane system, better road maintenance, more mass transit and better traffic flow, but other common suggestions include reorganize entry and exit ramps, and install more noise barriers. Informed Observers were more likely to report no recommendations or state they can't think of any improvements than Financial Contributors and Hands-On Observers.

Consistent recommendations unique to this segment include longer lanes for merging onto the I-94, and safety on the Riverside, I-280 and University on and off ramps.

Somewhat Disconnected

Demographics

Respondents who identified as Somewhat Disconnected are 59% female and 41% male. 1% identified as American Indian/Alaska Native, 6% identified as Asian, 7% as Black/African American, 3% as Hispanic/Latino, 1% as multiracial, and 81% as white. 52% of Somewhat Disconnected are baby boomers, 34% are generation X, and 14% are millennials.

Common Recommendations

Somewhat Disconnected frequently recommended better road maintenance, better traffic flow, and better lane system, but other common suggestions include improve access to freeway, reorganize entry and exit ramps, install more noise barriers and more mass transit. Somewhat Disconnected were more likely to report no recommendations or state they could not think of any improvements than Financial Contributors and Hands-On Observers.

Consistent recommendations unique to this segment include improving traffic flow in spaghetti junction, factoring in how traffic entering and exiting the freeway creates congestion in neighborhoods and frontage roads, and reconstructing the I-94 tunnel.

Themes by Gender

1,255 respondents identified as people impacted by I-94. 58.3% identify as female, and 41.5% as male. Two people or 0.2% identify as another gender expression. Themes are not provided for "another gender expression" due to the small sample size.

Males and females reported many similar recommendations to improve the I-94 freeway. Respondents from each gender commonly suggested[12]: better lane system, better road maintenance, install noise barriers, more mass transit, safer entry and exit ramps, improve access to the freeway, and better traffic flow.

Patterns and themes among common recommendations by gender are highlighted in the bar graphs below. The orange line is a marker for 3.5% respondents. Any percentage below this marker is not considered a common theme for the gender.

The following common themes emerged when comparing responses by gender:

- Females and males had relatively similar common recommendations regarding roads and traffic; however, women were more likely to recommend ensuring safety on the freeway than men. Overall, women's most common recommendations include:
    - Better maintenance
    - Better lane system
    - Better traffic flow
    - More mass transit

- Males had very similar common recommendations as females. They were most concerned about:

[12] At least 3.5% of the group recommended this change or improvement

- Road maintenance and number of lanes
- Traffic flow
- Mass transit options
- Entry and exit ramps

Figure 11: Percent Respondents Recommending Better Lane System[13]

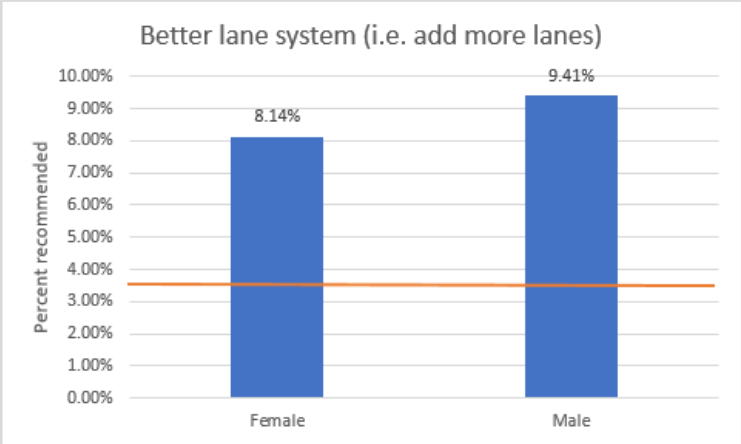
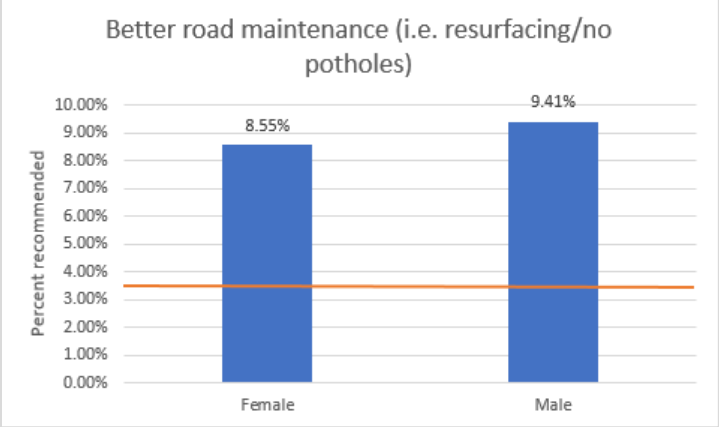


Figure 12: Percent Respondents Recommending Better Road Maintenance[14]



[13] Recommendation coded 1
[14] Recommendation coded 2

Figure 13: Percent Respondents Recommending Noise Barriers[15]

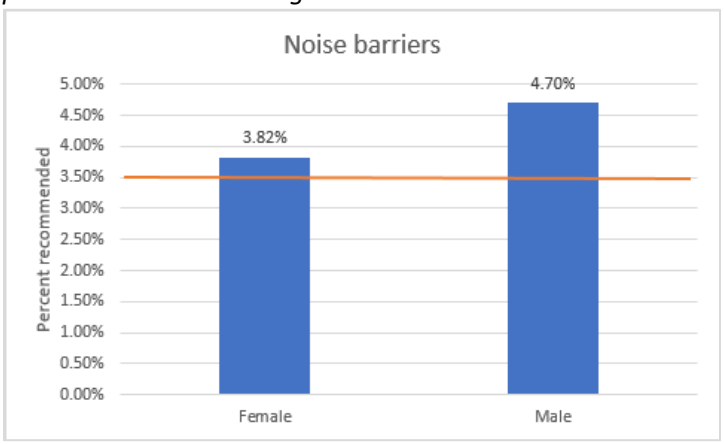


Figure 14: Percent Respondents Recommending More Mass Transit[16]

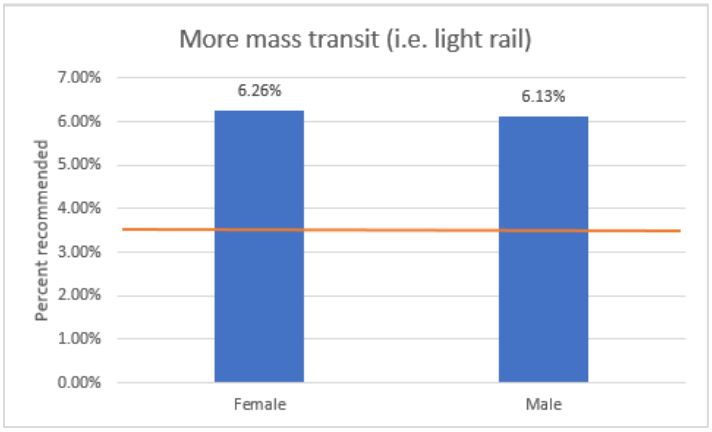
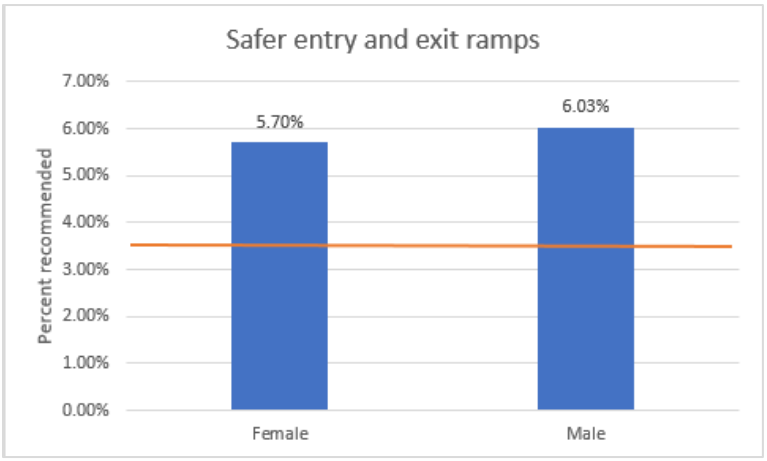


Figure 15: Percent Respondents Recommending Safer Entry and Exit Ramps[17]



[15] Recommendation coded 4
[16] Recommendation coded 8
[17] Recommendation coded 10

Figure 16: Percent Respondents Recommending Improve Access[18]

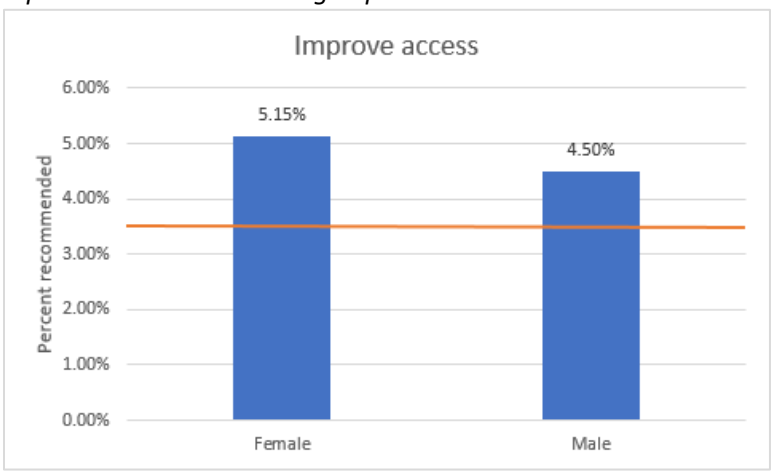


Figure 17: Percent Respondents Recommending Better Traffic Flow[19]

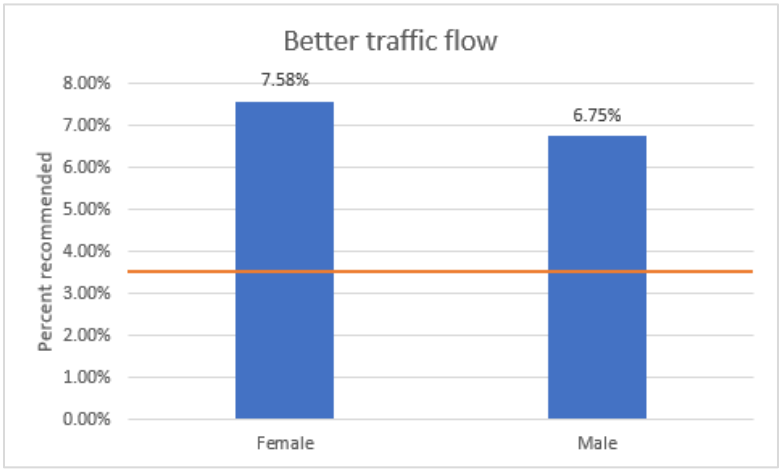
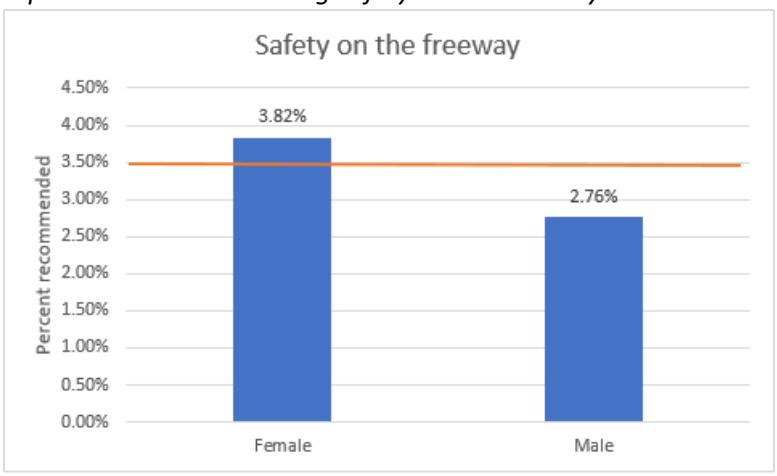


Figure 18: Percent Respondents Recommending Safety on the Freeway[20]



[18] Recommendation coded 24
[19] Recommendation coded 27
[20] Recommendation coded 3

Females

Demographics

58% of impacted survey respondents identified as female. Females were most likely to identify as Somewhat Disconnected (28%). 25% identified as Financial Contributors, 25% identified as Hands-On Contributors, and 22% identified as Informed Observers. 1% identified as American Indian/Alaska Native, 5% identified as Asian, 7% as Black/African American, 3% as Hispanic/Latino, 3% as multiracial, and 80% as white. 48% are baby boomers, 34% are generation X, and 18% are millennials.

Common Recommendations

Consistent recommendations unique to women include improving safety not only on the freeway, but also the neighborhoods and frontage roads along the freeway. Concerns for safety were most frequently about vehicle or road safety, but respondents also reported harassment from other members of the public walking on frontage roads or taking mass transit along the corridor. However, most frequent recommendations by this gender were more lanes and better road maintenance.

Males

Demographics

Approximately 42% of impacted survey respondents identified as male. Males were most likely to identify as Informed Observers (28%). 26% identified as Financial Contributors, 19% as Hands-On Contributors, and 27% identified as Somewhat Disconnected. 2% identified as American Indian/Alaska Native, 6% identified as Asian, 6% as Black/African American, 4% as Hispanic/Latino, 1% as multiracial, and 80% as white. 46% are baby boomers, 36% are generation X, and 17% are millennials.

Common Recommendations

Consistent recommendations unique to men include specific improvements to the current lane system like, autonomous car lanes, multi-level freeway, HOV lanes, motorcycle lanes, etc. Males most commonly recommended more lanes and better road maintenance to improve the I-94 corridor.

Themes by Age

1,255 respondents identified as people impacted by I-94. 47% identify as baby boomers, 35% are generation X, and 18% are millennials.

Each age group of impacted respondents has similar recommendations to improve the I-94 freeway. Respondents from each age group commonly suggested[21]: better lane system, better road maintenance, more mass transit, safer entry and exit ramps, and better traffic flow.

Patterns and themes among common recommendations by age are highlighted in the bar graphs below. The orange line is a marker for 3.5% respondents. Any percentage below this marker is not considered a common theme for the age.

The following common themes emerged when comparing responses by age:

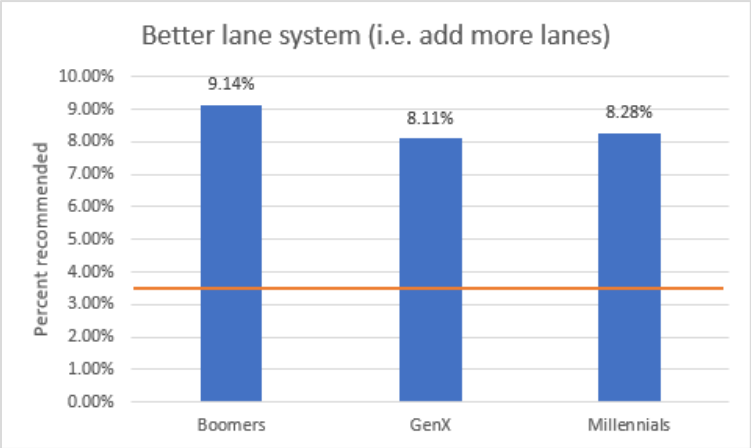
[21] At least 3.5% of the group recommended this change or improvement

- Baby Boomers and Generation X had the same top four recommendations, and overall very similar recommendations. Baby Boomers' most common recommendations include:
    - Better lane system
    - Better maintenance
    - Better traffic flow
    - More mass transit

- Generation X reported two concerns unique to their age group: safety on the freeway and green spaces. However, like Baby Boomers, the group was most concerned about:
    - Better traffic flow
    - More lanes
    - Better road maintenance
    - More mass transit options

- Millennials offered different common recommendations than Boomers and Generation X. They were more likely to recommend placemaking measures (i.e. bike lanes, pedestrian friendly areas, connectivity with other neighborhoods) than the older age groups. Millennials most common recommendations include:
    - Better road maintenance
    - Better traffic flow
    - More lanes
    - Create more pedestrian friendly spaces

Figure 19: Percent Respondents Recommending Better Lane System[22]



[22] Recommendation coded 1

Figure 20: Percent Respondents Recommending Better Road Maintenance[23]

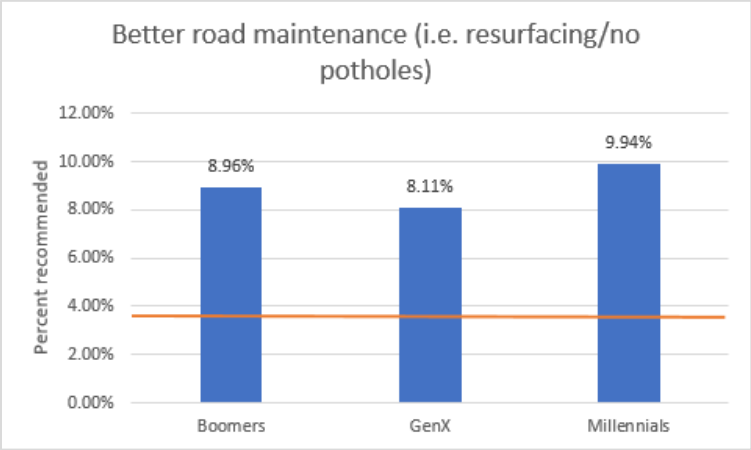


Figure 21: Percent Respondents Recommending More Mass Transit[24]

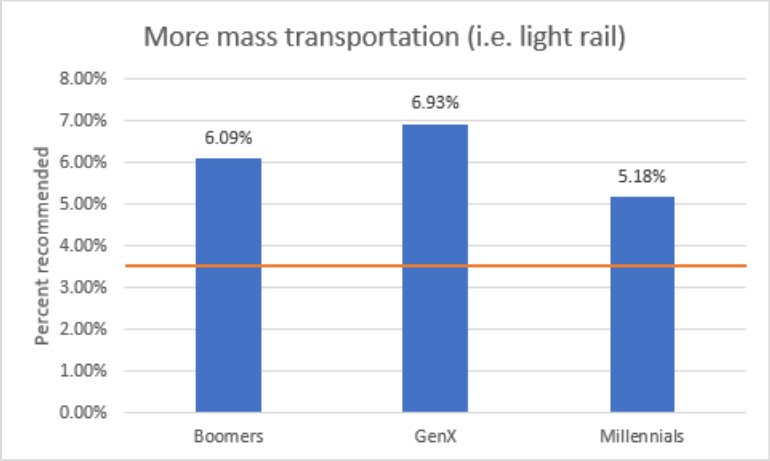
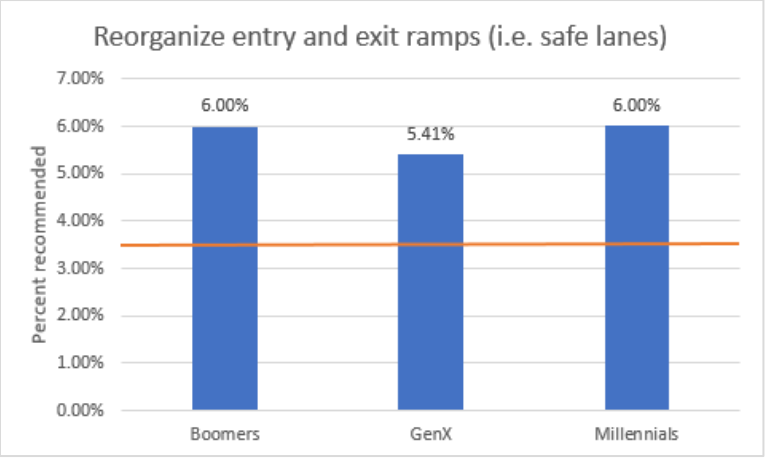


Figure 22: Percent Respondents Recommending Reorganize Entry and Exit Ramps[25]



[23] Recommendation coded 2
[24] Recommendation coded 8
[25] Recommendation coded 10

Figure 23: Percent Respondents Recommending Install Noise Barriers[26]

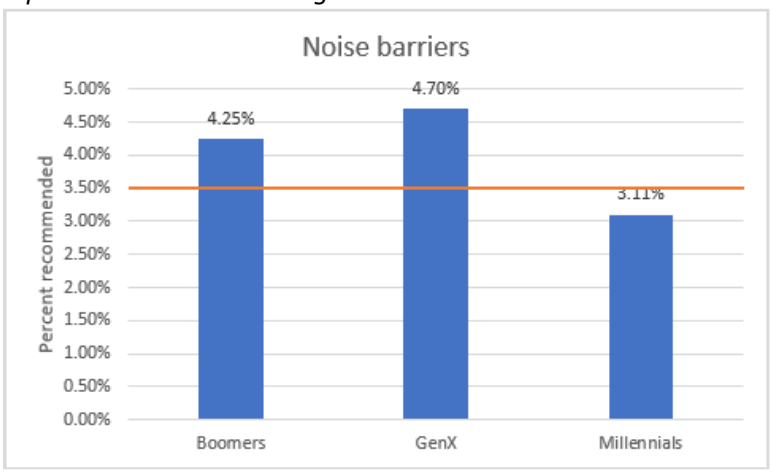


Figure 24: Percent Respondents Recommending Improve Access to Freeway/Cities/Neighborhoods[27]

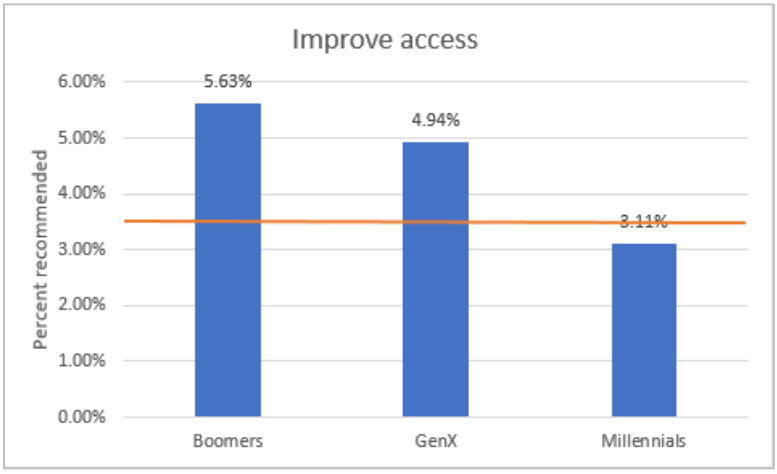
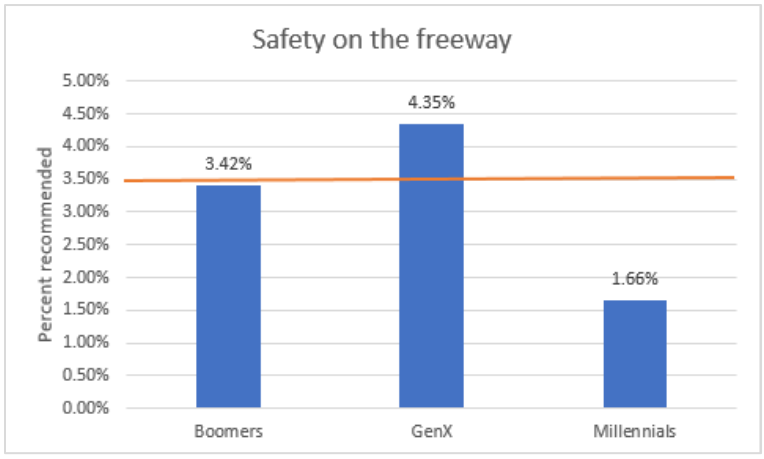


Figure 25: Percent Respondents Recommending Ensure Safety[28]



[26] Recommendation coded 4
[27] Recommendation coded 24
[28] Recommendation coded 3

Figure 26: Percent Respondents Recommending Maintain Green Spaces[29]

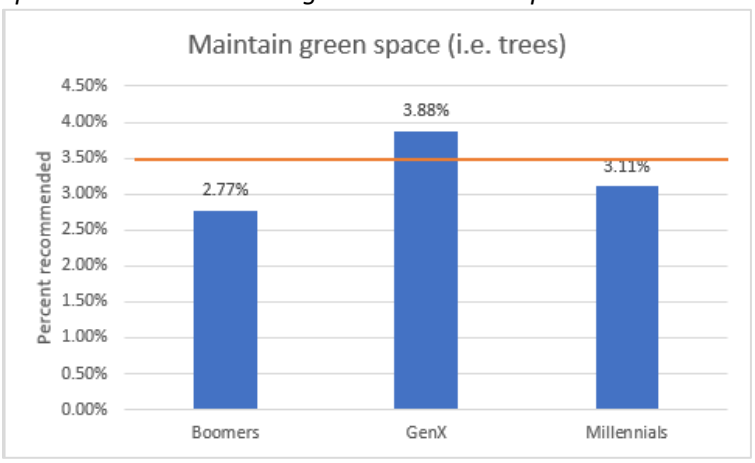


Figure 27: Percent Respondents Recommending Create Pedestrian Friendly Spaces[30]

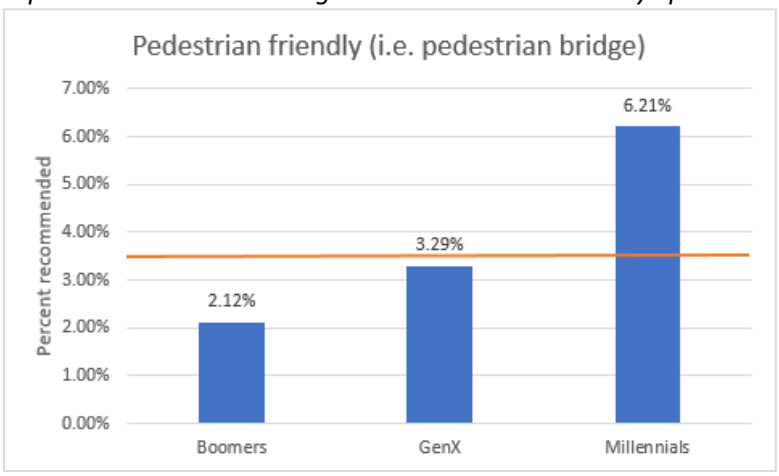
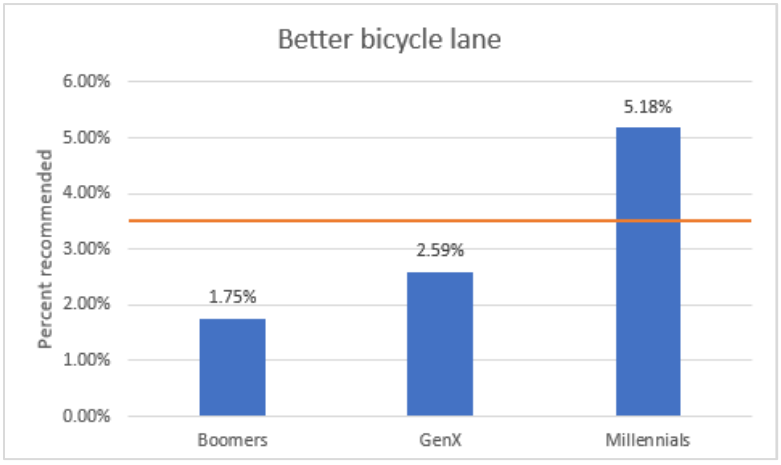
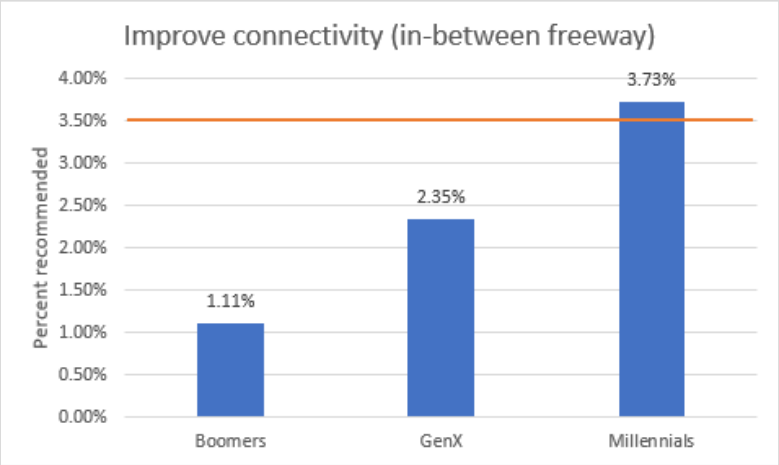


Figure 28: Percent Respondents Recommending Better Bicycle Lanes[31]



[29] Recommendation coded 9
[30] Recommendation coded 7
[31] Recommendation coded 17

Figure 29: Percent Respondents Recommending Improve Connectivity in Between Freeway[32]



Baby Boomers

Demographics

24% of baby boomers are Financial Contributors, 21% are Hands-On Contributors, 25% are Informed Observers, and 30% are Somewhat Disconnected. 8% of boomers are black/African American, 2% are Hispanic/Latino, 1% are Asian, and 1% are American Indian. 2% are multiracial, 85% are white, and 1% refused to provide their race/ethnicity. 60% of boomer respondents are female, and 40% are male.

Common Recommendations

Baby boomers most frequently recommended better lane system, better road maintenance, better traffic flow, and more mass transit, but other common suggestions included reorganize entry and exit ramps, improve access, and install noise barriers. Boomers were the only group to significantly not know or could not think of any recommendations to improve I-94. Compared to the responses of other age groups, this group was less concerned about environmental and cultural impacts of I-94.

Generation X

Demographics

24% of respondents who are from generation X are Financial Contributors, 25% are Hands-On Contributors, 23% are Informed Observers, and 27% are Somewhat Disconnected. 11% of generation X are black/African Americans, 4% are Hispanic/Latino, 6% are Asian, and 1% are Native American. 3% are multiracial, and 73% are white. 57% of generation X respondents are female, and 43% are male.

Common Recommendations

Generation X most frequently recommended better traffic flow, better lane system, better road maintenance and more mass transit, but other common suggestions included reorganize entry and exit ramps, improve access, install noise barriers, ensure safety on or along the freeway, and maintain green space. Responses show that this group is more concerned about the environmental and neighborhood impacts of the I-94 freeway than the baby boomers but less so than millennials.

[32] Coded recommendation 18

Millennials

Demographics

30% of millennials are Financial Contributors, 22% are Hands-On Contributors, 27% are Informed Observers, and 22% are Somewhat Disconnected. 9% of millennial respondents are black/African American, 5% are Hispanic/Latino, 14% are Asian, and 2% are American Indian. 4% are multiracial and 68% are white. 58% of millennial respondents are female, and 41% are male.

Common Recommendations

Millennials most frequently recommended better road maintenance, better traffic flow, better lane system and pedestrian friendly spaces to improve I-94, but other common suggestions included reorganize entry and exit ramps, more mass transit, better bicycle lanes, and improve connectivity along the I-94 freeway. Consistent concerns of this group include walkability/bikeability along the corridor and livability in neighborhoods directly impacted by I-94. This group showed more concern for communities and active living along the corridor than the other age groups.

Themes by Race

1,255 respondents identified as people impacted by I-94. 10% of respondents are black or African American, 5% are Asian, 3% are Hispanic/Latino, 1% are American Indian/Alaska Native, 78% are white, and 2% are multi-racial. Only 13 people identified as American Indian/Alaska Native, and only 40 people identified as Hispanic/Latino. While themes will be provided for people who identify with these racial groups, this is a small sample size and may not be representative of the entire race/ethnicity.

Compared to other group/segment analyses, racial/ethnic groups of impacted respondents had relatively dissimilar recommendations to improve the I-94 freeway. The only recommendation respondents from each race/ethnicity commonly supported was better road maintenance (i.e. fill the potholes).[33] Also unique to racial analysis of recommendations, was *no recommendations/don't know* and *satisfied with current development of the corridor* were in the top four common responses of Asian, Black/African American, and Hispanic/Latino groups.

Patterns and themes among common recommendations by race/ethnicity are highlighted in the bar graphs below. The orange line is a marker for 3.5% respondents. Any percentage below this marker is not considered a common theme for the race/ethnicity.

The following common themes emerged when comparing responses by race:

- People who identify as black/African American and people who identify as Asian had overall very similar recommendations. African Americans' most common recommendations include:
    - Better lane system
    - Better road maintenance
    - Reorganize entry and exit ramps

- People who are Asian were the only group to not significantly recommend more mass transit. Asians most commonly recommended:
    - Better lane system

[33] At least 3.5% of the group recommended this change or improvement

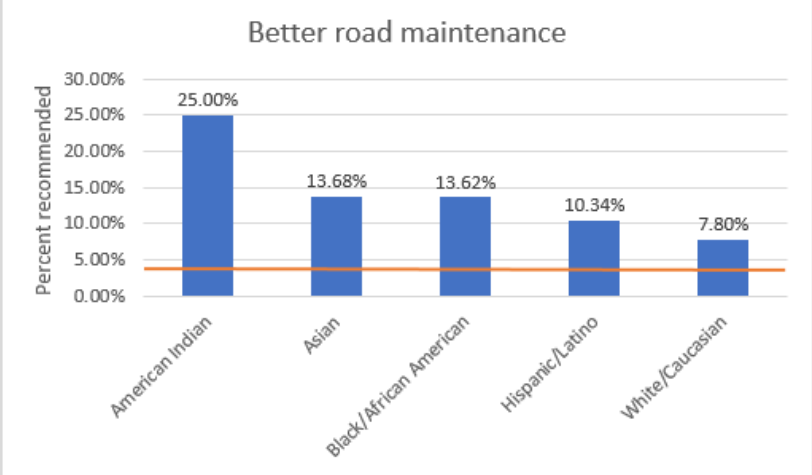
  - Better road maintenance
  - Better traffic flow

- In all analyses, people who identify as Hispanic/Latino were the most likely to have no recommendations or be satisfied with the current level of development. Overall, their most common recommendations include:
  - Better traffic flow
  - No recommendations/Don't know
  - Better road maintenance
  - Wider lanes/roads

- The most common recommendations for people who identify as American Indian/Alaska Native are:
  - Better road maintenance
  - Better lane system
  - More mass transit
  - Install noise barriers

- The most common recommendations of people who identify as white include:
  - Better lane system
  - Better road maintenance
  - Better traffic flow
  - More mass transit

Figure 30: Percent Respondents Recommending Better Road Maintenance[34]



[34] Recommendation coded 2

Figure 31: Percent Respondents Recommending Better Lane System[35]

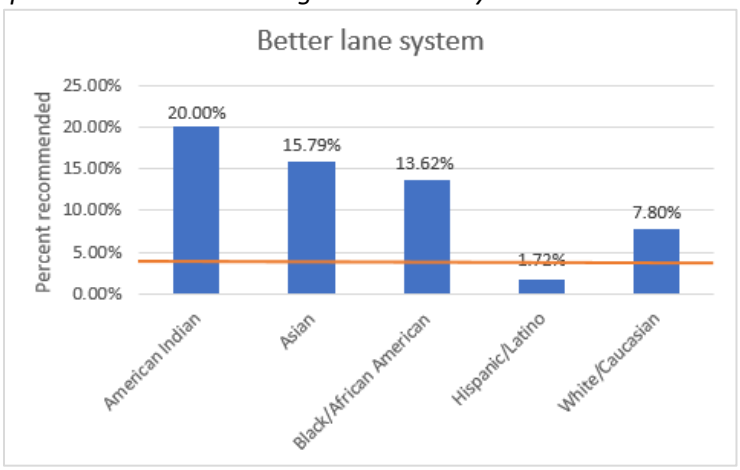


Figure 32: Percent Respondents Recommending More Mass Transit[36]

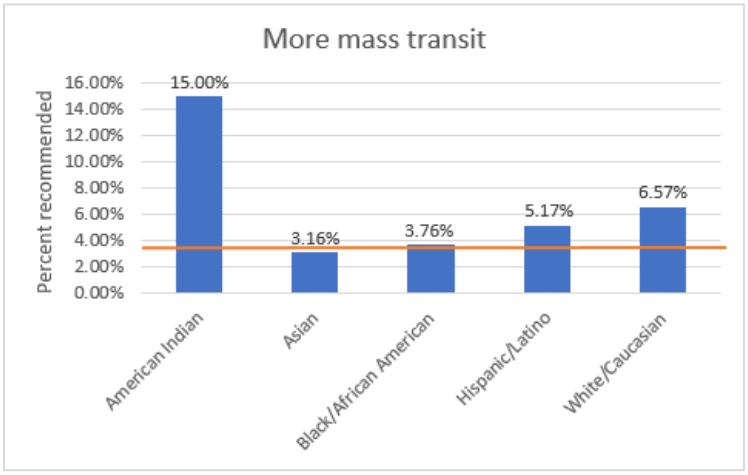
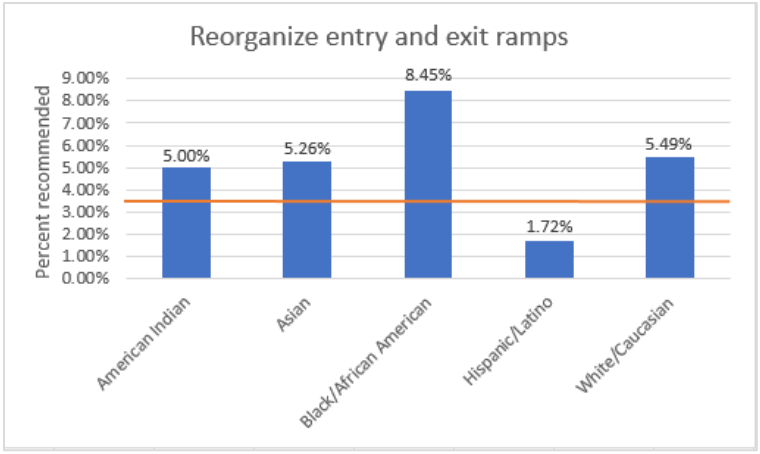


Figure 33: Percent Respondents Recommending Reorganize Entry and Exit Ramps[37]



[35] Recommendation coded 1
[36] Recommendation coded 8
[37] Recommendation coded 10

Figure 34: Percent Respondents Recommending Better Traffic Flow[38]

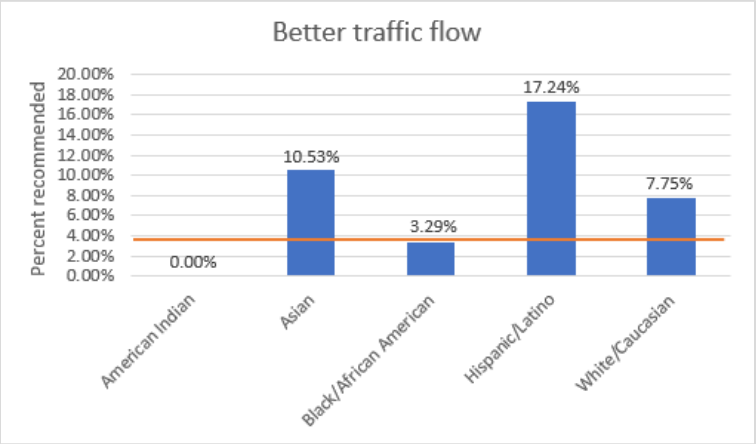


Figure 35: Percent Respondents Recommending Wider Roads/Lanes[39]

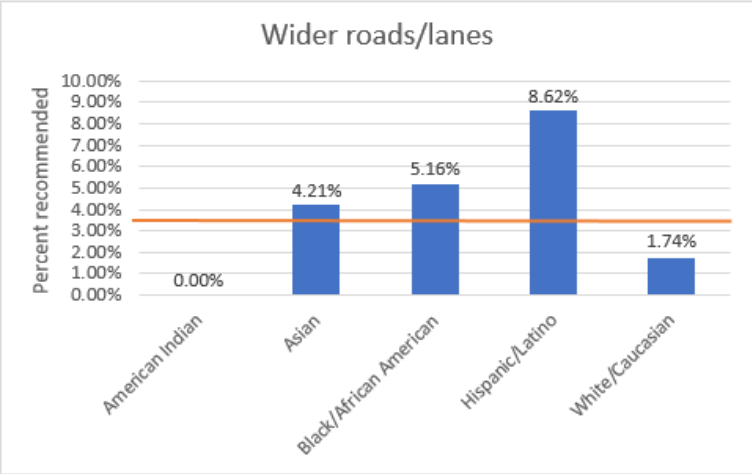
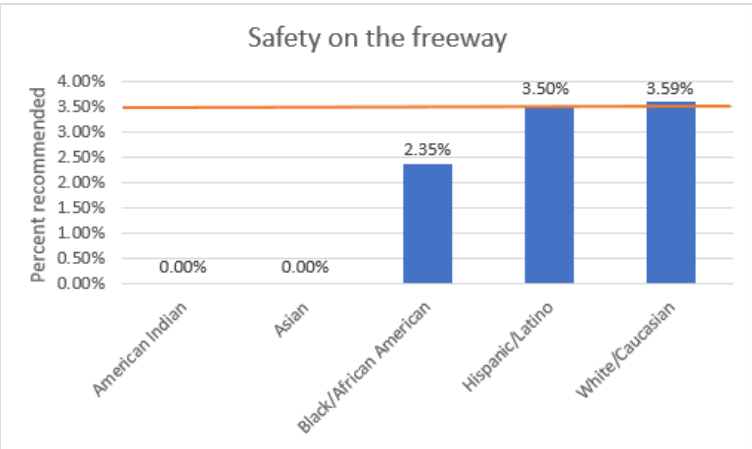


Figure 36: Percent Respondents Recommending Safety on the Freeway[40]



[38] Recommendation coded 27
[39] Recommendation coded 37
[40] Recommendation coded 3

Figure 37: Percent Respondents Recommending Install Noise Barriers[41]

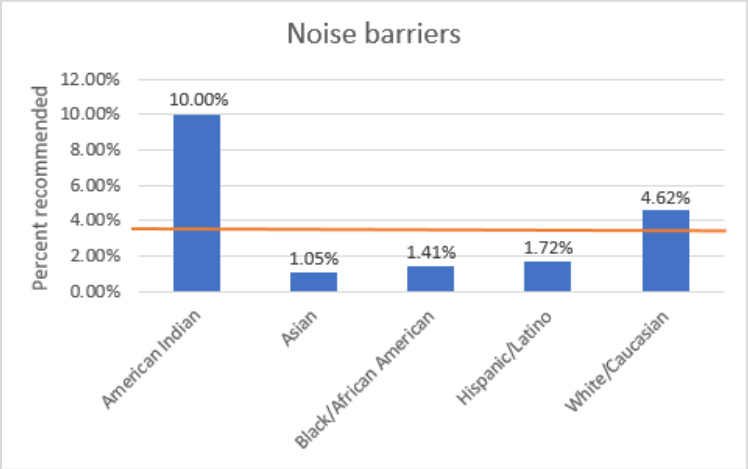


Figure 38: Percent Respondents Recommending Improve Access[42]

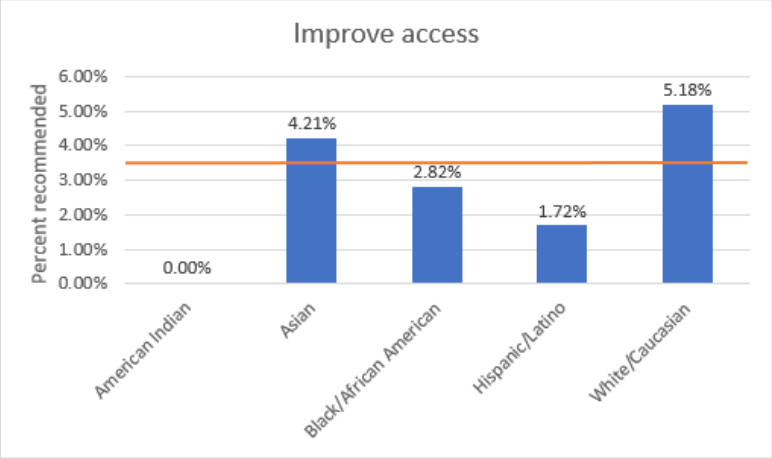
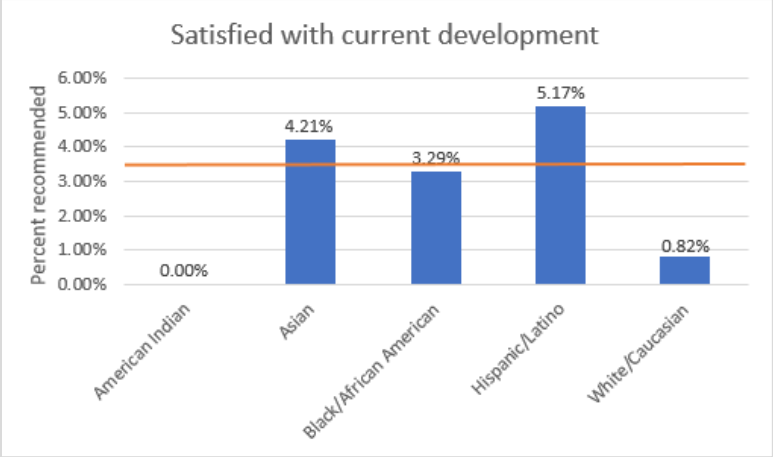


Figure 39: Percent Respondents Recommending Satisfied with Current Development[43]



[41] Recommendation coded 4
[42] Recommendation coded 24
[43] Recommendation coded 80

Figure 40: Percent Respondents Recommending Fix Narrow Intersections[44]

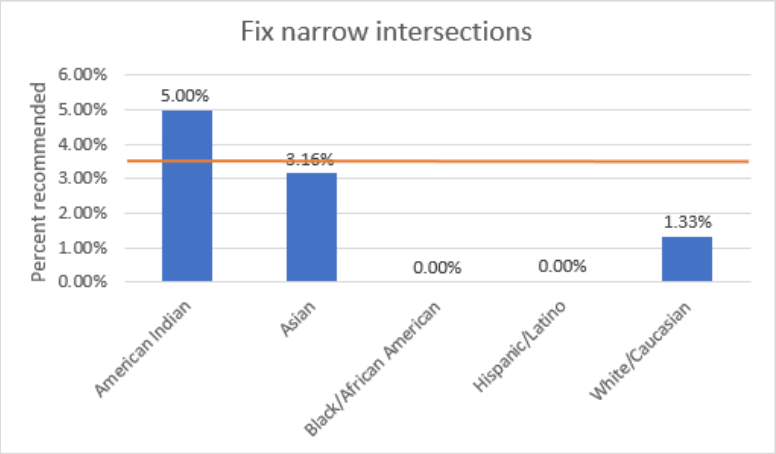


Figure 41: Percent Respondents Recommending Make More Pedestrian Friendly Spaces[45]

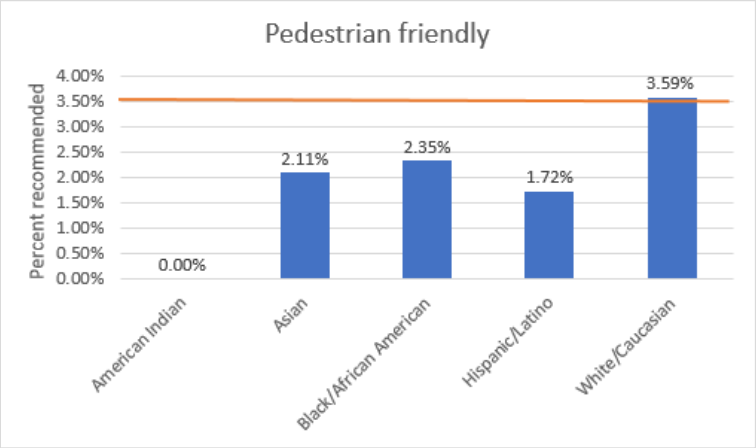
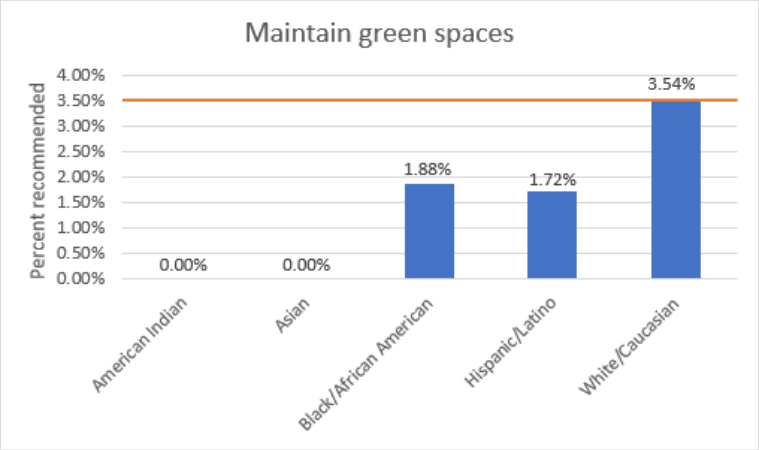


Figure 42: Percent Respondents Recommending Maintain Green Spaces[46]



[44] Recommendation coded 6
[45] Recommendation coded 7
[46] Recommendation coded 9

Figure 43: Percent Respondents Recommending Better Bicycle Lanes[47]

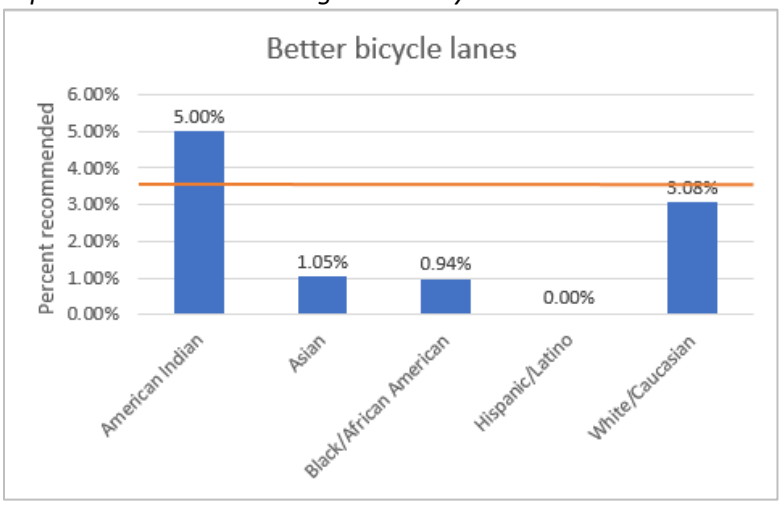
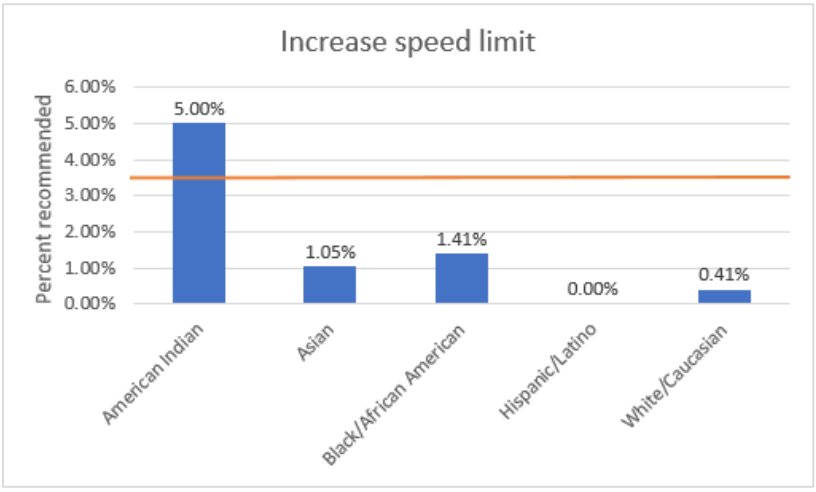


Figure 44: Percent Respondents Recommending Increase Speed Limit[48]



American Indian/Alaska Native

Demographics

There were only 13 respondents who identified as American Indian/Alaska Native, a small sample 15% of Native American/Alaska Native respondents are Financial Contributors, 23% are Hands-On Contributors, 38% are Informed Observers, and 23% are Somewhat Disconnected. 46% of respondents are baby boomers, 38% are generation X, and 15% are millennials. 69% are female, and 31% are male.

Common Recommendations

American Indians most frequently recommended better road maintenance, better lane system, more mass transit, and install noise barriers to improve I-94. Other common suggestions include fix narrow intersections, reorganize entry and exit ramps, better bike lanes, and increase speed limit; however,

[47] Recommendation coded 17
[48] Recommendation coded 41

only one respondent recommended each of the last four suggestions, but because of the small sample size, it was a significant recommendation of the population.

Asian

Demographics

27% of Asian respondents are Financial Contributors, 16% are Hands-On Contributors, 23% are Informed Observers, and 34% are Somewhat Disconnected. 5% of Asian respondents are baby boomers, 44% are generation X, and 52% are millennials. 47% are female, and 53% are male.

Common Recommendations

Asians most frequently recommended better lane system, better road maintenance, and better traffic but other common suggestions include reorganize entry and exit ramps, improve access, and wider roads/lanes. This group was consistently satisfied with the current development and the most likely of other racial/ethnic groups to recommend changes that exclusively improved the drivers' experience along the corridor rather than pedestrian, transit-user, or bicyclists' experience.

Black/African American

Demographics

33% of Black/African American respondents are Financial Contributors, 25% are Hands-On Contributors, 22% are Informed Observers, and 20% are Somewhat Disconnected. 40% of respondents are baby boomers, 41% are generation X, and 17% are millennials. 61% are female, and 39% are male.

Common Recommendations

Black/African American people most commonly recommended better lane system, better road maintenance, and reorganize entry and exit ramps. Other common suggestions include wider roads/lanes and more mass transit. Consistent concerns of this group include improvements to the road's lanes, surface, and entry and exit ramps, as well as more public transit service in the corridor.

Hispanic/Latino

Demographics

28% of Hispanic/Latino respondents are Financial Contributors, 18% are Hands-On Contributors, 28% are Informed Observers, and 28% are Somewhat Disconnected. 30% of respondents are baby boomers, 43% are generation X, and 28% are millennials. 60% are female, and 40% are male.

Common Recommendations

Hispanic/Latino people most commonly recommended better traffic flow, better road maintenance, and wider road/lanes. Other common suggestions include more mass transit and ensure safety along the freeway. This group was consistently satisfied with the current development and over 12% of Hispanic/Latino respondents stated they don't know or can't think of any changes or improvements to the corridor. Other common concerns unique to this racial or ethnic group include maintaining their neighborhoods' culture and keeping it safe, as well as traffic and road surface improvements.

White

Demographics

24% of white respondents are Financial Contributors, 23% are Hands-On Contributors, 25% are Informed Observers, and 29% are Somewhat Disconnected. 51% of white respondents are baby boomers, 33% are generation X, and 16% are millennials. 58% are female, 41% are male, and 1% identify with another gender.

Common Recommendations

White people most commonly recommended better lane system, better road maintenance, better traffic flow, and more mass transit. Other common suggestions include reorganize entry and exit ramps, improve access, install noise barriers, ensure safety on the freeway, pedestrian friendly spaces, and maintain green space. This group was the only racial or ethnic group to significantly recommend pedestrian friendly space and maintain green spaces. Consistent concerns unique to this racial or ethnic group include livability along the corridor and the environment, as well as improvements to the lane system, road maintenance, and traffic flow.

Themes by Zone

Of the 1,255 respondents who identified as people impacted by I-94, 1,012 respondents reside in zip codes within the I-94 corridor zones. There are six zones in the interstate corridor between Minneapolis and St. Paul, and 15 zip codes comprising zone area. This includes:

- Zone 1: Broadway to 35W
  - 55401
  - 55403
  - 55411
- Zone 2: 35W to 280
  - 55404
  - 55406
  - 55414
  - 55454
  - 55455
- Zone 3: 280 to Snelling
  - 55114
- Zone 4: Snelling to Kellogg
  - 55103
  - 55104
- Zone 5: Kellogg to Mound Blvd
  - 55101
  - 55102
  - 55130
- Zone 6: Mound Blvd to Hwy 61
  - 55106

Approximately 15% of respondents from the I-94 corridor zones reside in Zone 1, 23% in Zone 2, 1% in Zone 3, 42% in Zone 4, 9% in Zone 5, and 10% reside in Zone 6. Only thirteen respondents noted they were from Zone 3 (or zip code 55114). Zip codes do not match up with zone boundaries well; therefore,

zip codes may extend beyond the I-94 corridor zones or cover more than one zone. In this case, zip codes were placed in the zone with the most square feet of that zip code area.

In general, themes supporting resident, pedestrian, bicyclist, and neighborhood experience were most prevalently found by analyzing recommendations for improvements to I-94 by corridor zones than by any other group. However, like the race/ethnicity groups, zones had relatively dissimilar recommendations to improve the I-94 freeway. The only recommendations respondents from each zone commonly supported was better lane system (i.e. add more lanes) and better traffic flow.[49]

Patterns and themes among common recommendations by zone are highlighted in the bar graphs below. The orange line is a marker for 3.5% respondents. Any percentage below this marker is not considered a common theme for the zone.

The following common themes emerged when comparing responses by zone:

- People who reside in Zone 1 had overall very similar recommendations. Zone 1's most common recommendations include:
    - Better lane system
    - Better road maintenance
    - Better traffic flow

- People in Zone 2 recommended install noise barriers the most out of all other zones. People in Zone 2 most commonly recommended:
    - Better traffic flow
    - Install noise barriers
    - Reorganize entry and exit ramps
    - Better road maintenance

- Zone 3 was only comprised of thirteen respondents, and their most common recommendations may not be well representative of the entire zone. However, they provided some unique common recommendations, like improve landscaping/aesthetic, support neighborhood development, etc. Overall, their most common recommendations include:
    - No recommendations/Don't know
    - Better lane system
    - Install noise barriers
    - Create more pedestrian friendly spaces

- The most common recommendations for people in Zone 4 are:
    - Better traffic flow
    - Better road maintenance
    - More mass transit
    - Better lane system

- People residing in Zone 5 had consistent recommendations. Their recommendations include:
    - Better road maintenance
    - Better lane system

[49] At least 3.5% of the group recommended this change or improvement

  - Better traffic flow
  - Improve access
- People in Zone 6 recommended more public transit more often than all other zones. Common recommendations included:
  - Better road maintenance
  - More mass transit
  - Better lane system
  - No recommendations/Don't know

Figure 45: Percent Respondents Recommending Better Lane System[50]

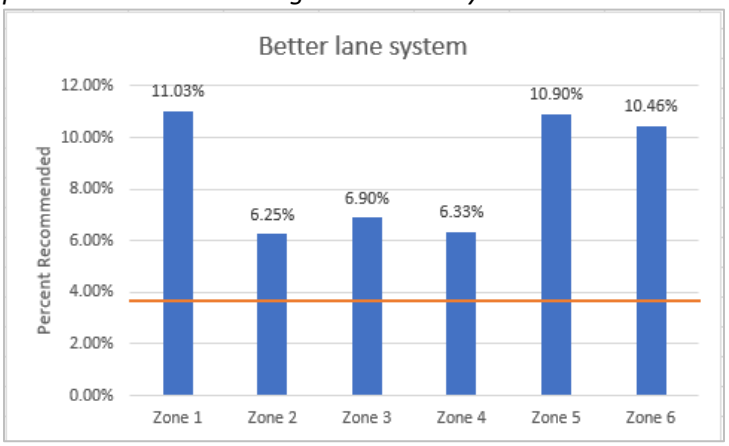
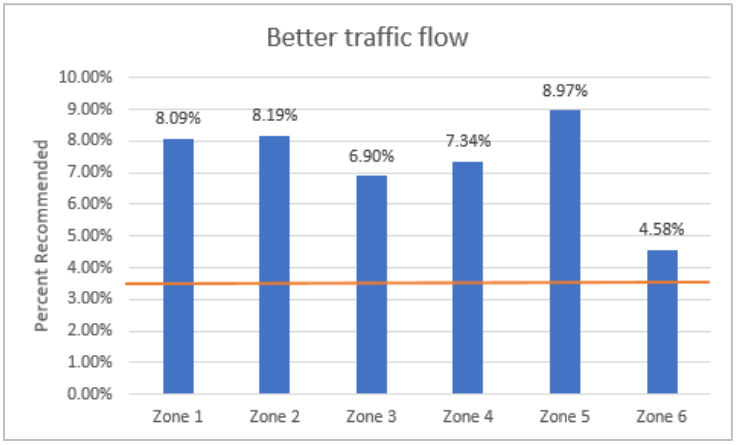


Figure 46: Percent Respondents Recommending Better Traffic Flow[51]



[50] Recommendation coded 1
[51] Recommendation coded 27

Figure 47: Percent Respondents Recommending Better Road Maintenance[52]

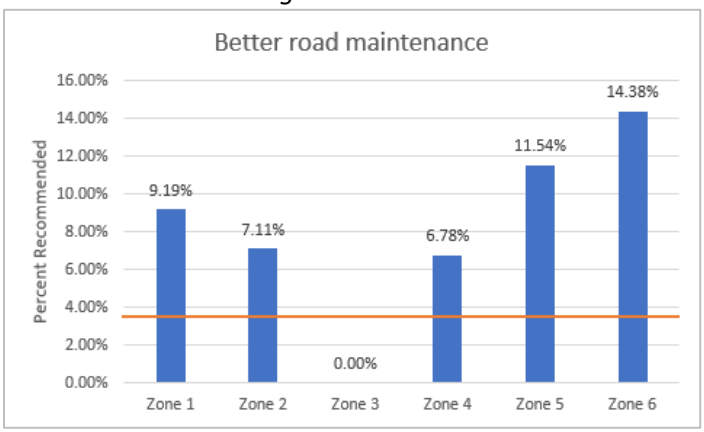


Figure 48: Percent Respondents Recommending Install Noise Barriers[53]

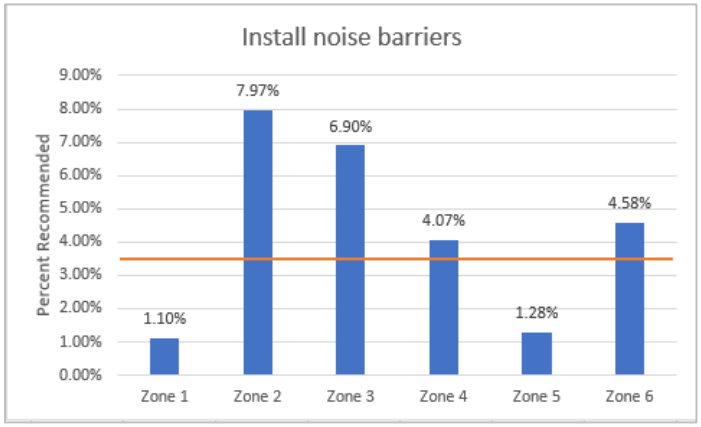
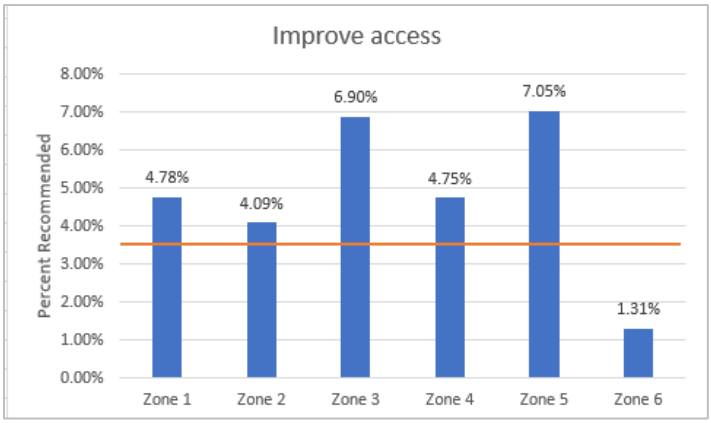


Figure 49: Percent Respondents Recommending Improve Access[54]



[52] Recommendation coded 2
[53] Recommendation coded 4
[54] Recommendation coded 24

Figure 50: Percent Respondents Recommending Reorganize Entry and Exit Ramps[55]

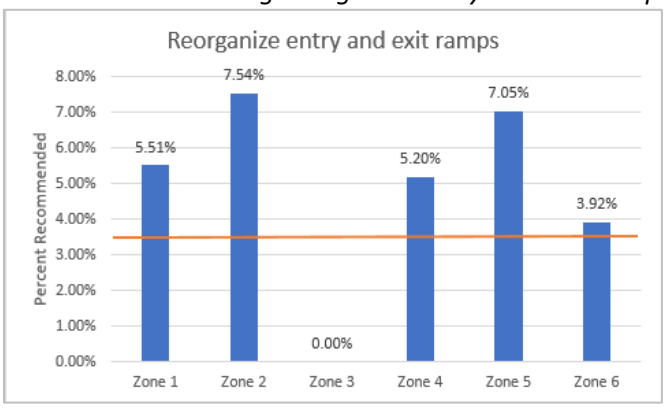


Figure 51: Percent Respondents Recommending Improve Safety on the Freeway[56]

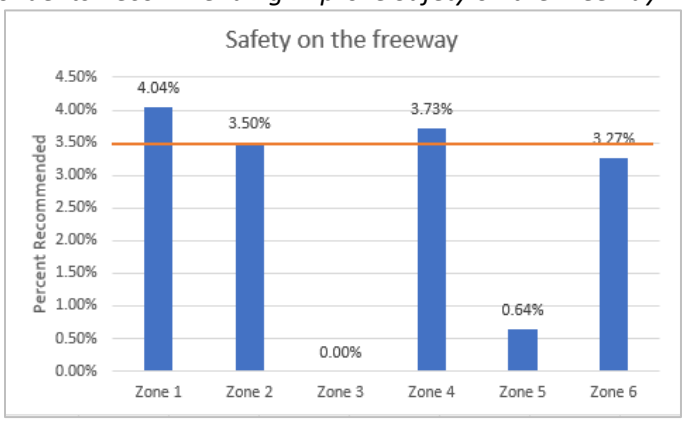
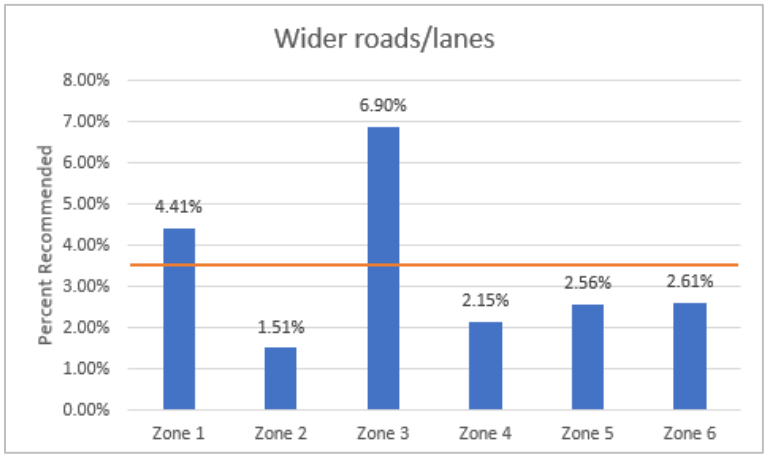


Figure 52: Percent Respondents Recommending Wider Roads/Lanes[57]



[55] Recommendation coded 10
[56] Recommendation coded 3
[57] Recommendation coded 37

Figure 53: Percent Respondents Recommending Add More Signage[58]

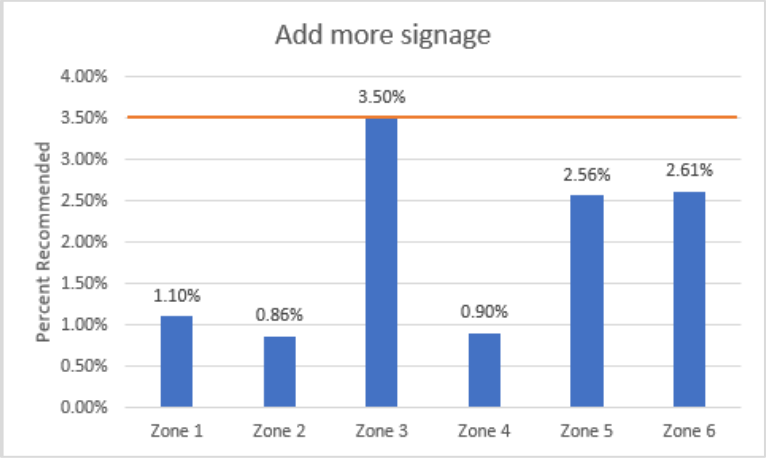


Figure 54: Percent Respondents Recommending Fix Narrow Intersection[59]

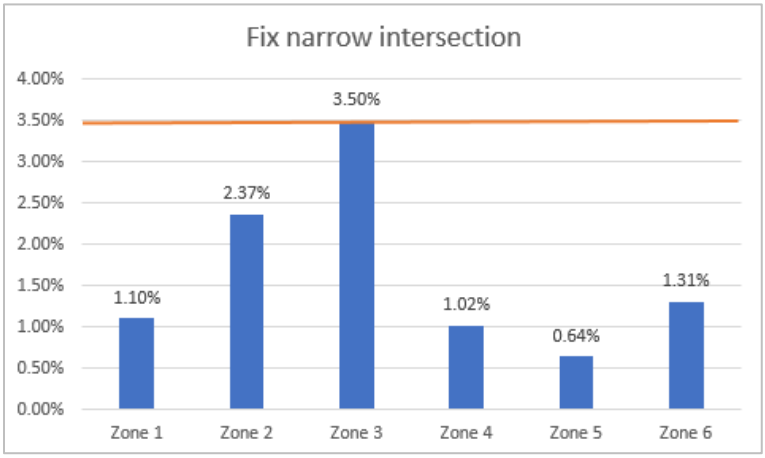
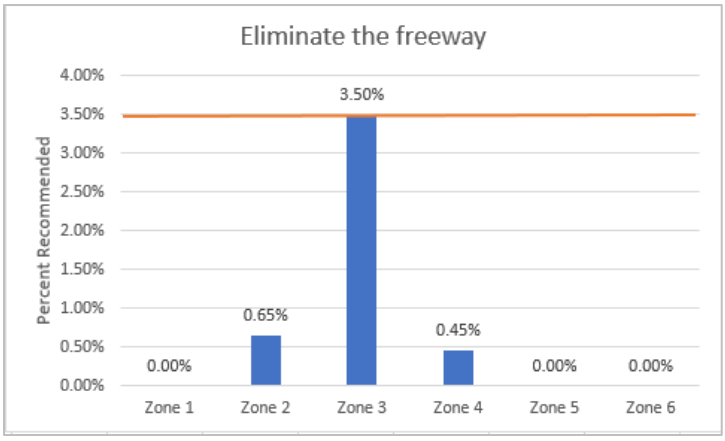


Figure 55: Percent Respondents Recommending Eliminate the Freeway[60]



[58] Recommendation coded 5
[59] Recommendation coded 6
[60] Recommendation coded 26

Figure 56: Percent Respondents Recommending Make Pedestrian Friendly Spaces[61]

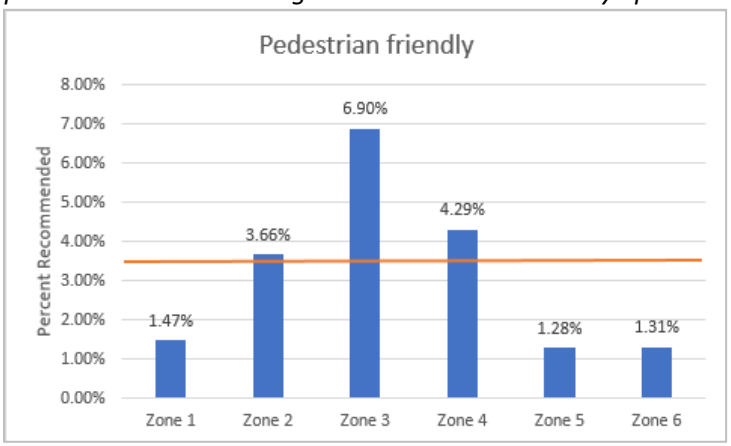


Figure 57: Percent Respondents Recommending More Mass Transit[62]

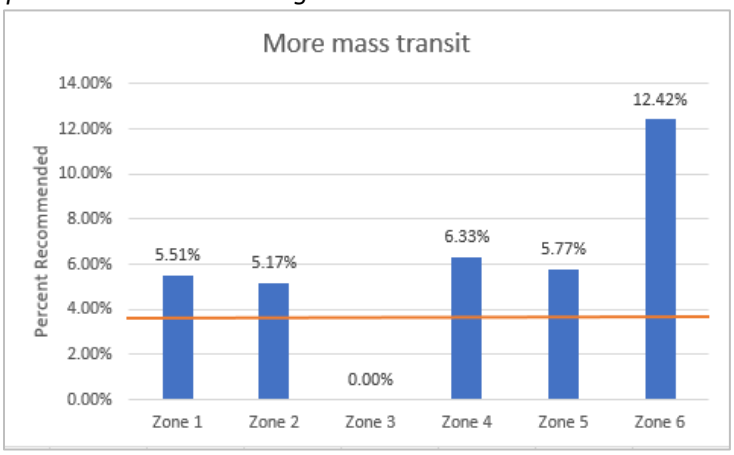
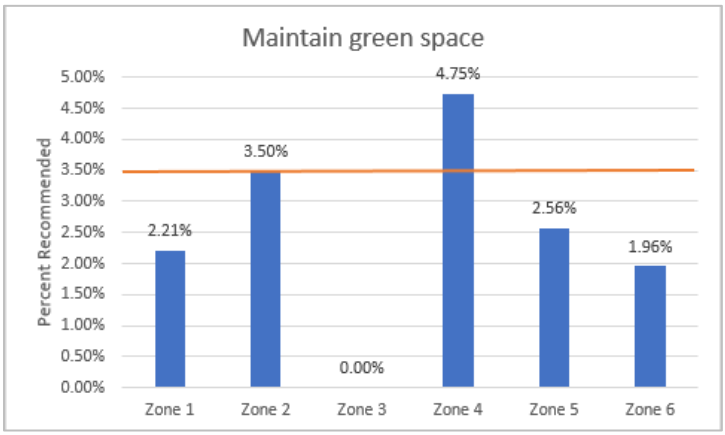


Figure 58: Percent Respondents Recommending Maintain Green Space[63]



[61] Recommendation coded 7
[62] Recommendation coded 8
[63] Recommendation coded 9

Figure 59: Percent Respondents Recommending Less Congestion[64]

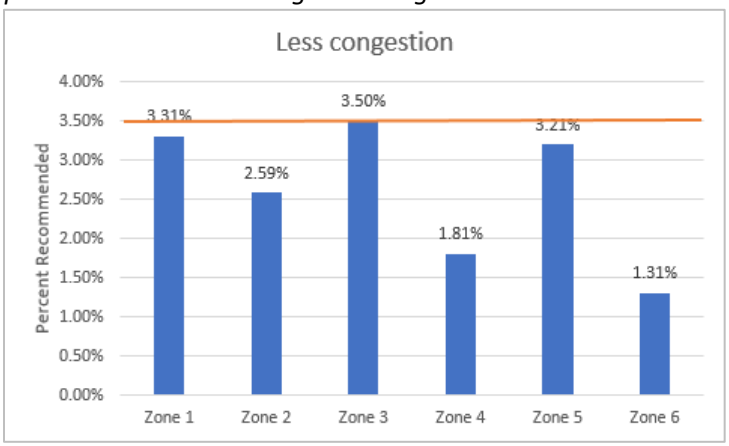


Figure 60: Percent Respondents Recommending Better Landscaping[65]

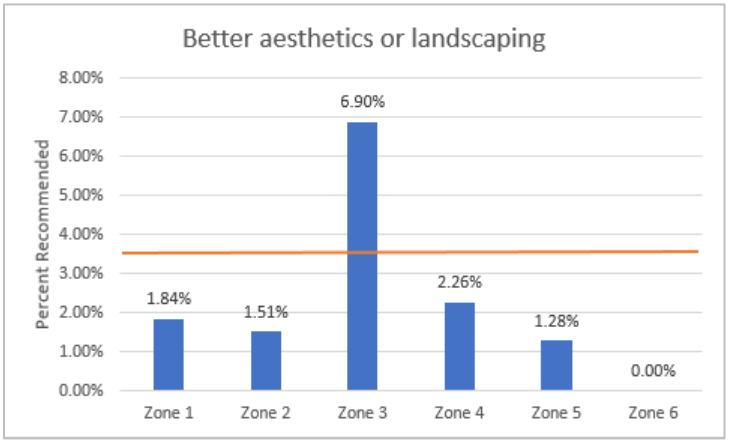
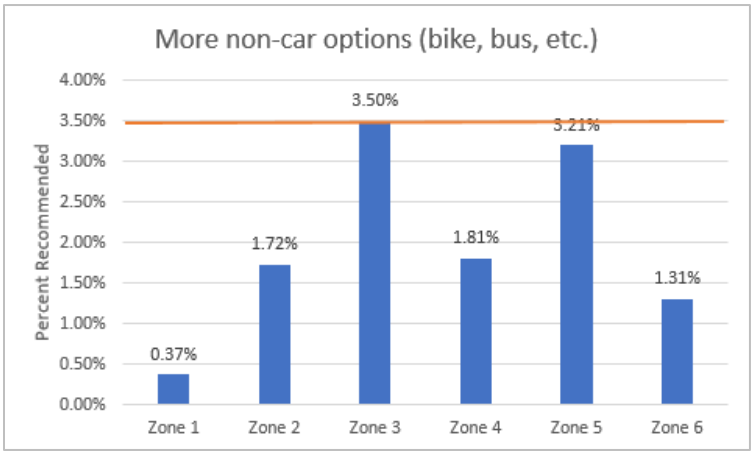


Figure 61: Percent Respondents Recommending More Non-Car Options[66]



[64] Recommendation coded 11
[65] Recommendation coded 13
[66] Recommendation coded 28

Figure 62: Percent Respondents Recommending Better Bicycle Lane[67]

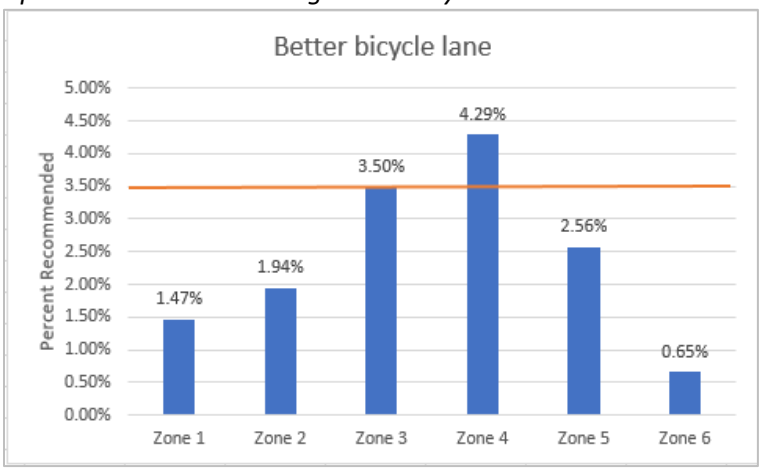


Figure 63: Percent Respondents Recommending Improve Connectivity[68]

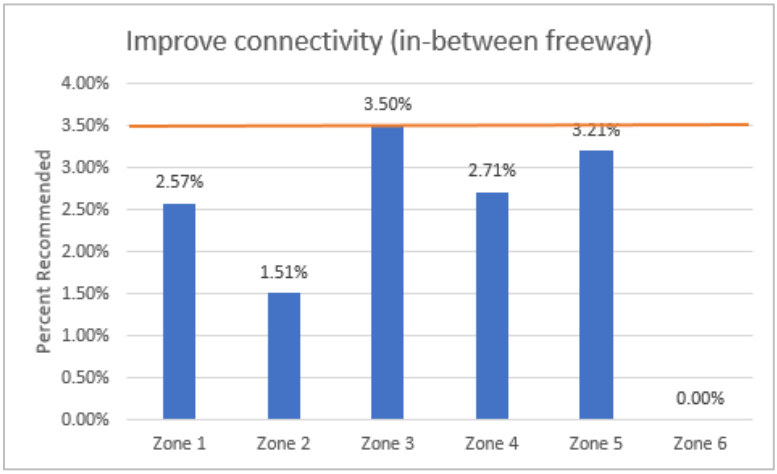
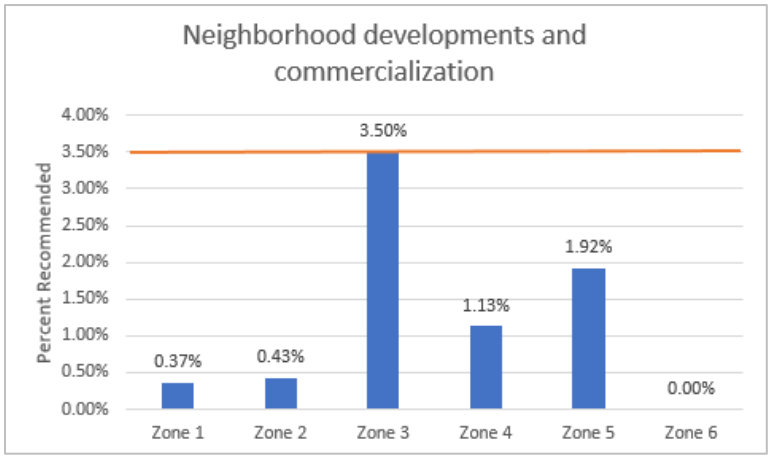
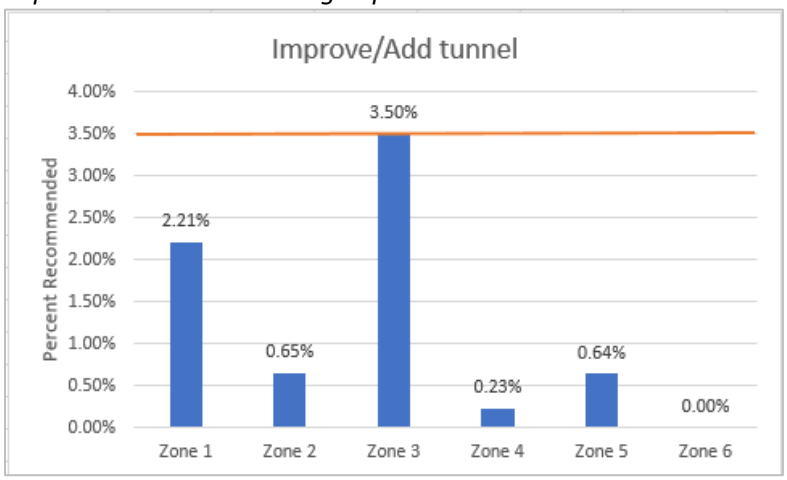


Figure 64: Percent Respondents Recommending More Neighborhood Development[69]



[67] Recommendation coded 17
[68] Recommendation coded 18
[69] Recommendation coded 21

Figure 65: Percent Respondents Recommending Improve or Add Tunnel[70]



Zone 1

Demographics

34% of Zone 1 respondents are Financial Contributors, 16% are Hands-On Contributors, 22% are Informed Observers, and 28% are Somewhat Disconnected. 4.5% of the Zone 1 respondents are Asian, 22% are Black/African American, 3% are Hispanic/Latino, 3% are multi-racial, and 66.5% are white. 59% are female, and 41% are male.

Common Recommendations

Respondents with zip codes in Zone 1 most frequently recommended better lane system, better road maintenance, and better traffic flow to improve I-94. Other common suggestions include more mass transit, reorganize entry and exit ramps, improve access, wider roads and lanes, and ensure safety on the freeway. In general, this group tended to prioritize the drivers' experiences along the freeway than that of bicyclists, pedestrians, or neighborhoods adjacent to I-94.

Zone 2

Demographics

23% of Zone 2 respondents are Financial Contributors, 24% are Hands-On Contributors, 22% are Informed Observers, and 32% are Somewhat Disconnected. 1% of the Zone 2 respondents are American Indian, 4% are Asian, 7% are Black/African American, 2% are Hispanic/Latino, 3% are multi-racial, and 82% are white. 56% are female, and 43% are male.

Common Recommendations

Respondents in Zone 2 most frequently recommended better traffic flow, install noise barriers, reorganize entry and exit ramps, and better road maintenance; however, other common recommendations include better lane system, more mass transit, improve access, create pedestrian friendly spaces, ensure safety on the freeway, and maintain green spaces. Zone 2 tended to prioritize bicyclists, pedestrians, and neighborhoods adjacent to I-94 more than Zone 1. This group commonly

[70] Recommendation coded 35

made suggestions to improve their communities and quality of life along the freeway with suggestions like, build noise barriers, improve access, maintain greenery and pedestrian friendly spaces, etc.

Zone 3

Demographics

There were only 13 respondents who resided in Zone 3. This sample is too small to draw any large conclusions about the group. 23% of Zone 3 respondents are Financial Contributors, 23% are Hands-On Contributors, 23% are Informed Observers, and 31% are Somewhat Disconnected. 15% of the Zone 3 respondents are Asian, 8% are Black/African American, and 77% are white. 38% are female, and 62% are male.

Common Recommendations

Respondents with zip codes in Zone 3 most frequently recommended better lane system, install noise barriers, create pedestrian friendly spaces, better aesthetics or landscaping, improve access, better traffic flow, and wider roads or lanes. Other common suggestions include add more signage, fix narrow intersections on frontage roads, reorganize entry and exit ramps, more bike lanes, improve connectivity, support neighborhood development, eliminate the freeway completely, support more non-car transportation options, don't create a MnPASS lane, and add bypass tunnel in St. Paul.

Respondents from Zone 3 had the least consistent responses and provided the most unique recommendations as a group. However, only one respondent recommended each of the last ten recommendations, but because of the small sample size, it was a significant recommendation of the population.

Zone 4

Demographics

23% of Zone 4 respondents are Financial Contributors, 30% are Hands-On Contributors, 23% are Informed Observers, and 24% are Somewhat Disconnected. 4% of the Zone 4 respondents are Asian, 11% are Black/African American, 3% are Hispanic/Latino, 2% are multi-racial, and 79% are white. 59% are female, and 41% are male.

Common Recommendations

Zone 4 most commonly recommended better traffic flow, better road maintenance, better lane system, and more mass transit. Other significant recommendations include reorganize entry and exit ramps, improve access, maintain green space, better bike lanes, install noise barriers, and safety on the freeway. Like Zone 2 and 3, respondents from Zone 4 tend prioritize community relationships to I-94 and resident quality of life issues adjacent to the freeway.

Zone 5

Demographics

23% of Zone 5 respondents are Financial Contributors, 24% are Hands-On Contributors, 18% are Informed Observers, and 35% are Somewhat Disconnected. 1% of the Zone 5 respondents are American Indian, 6% are Asian, 8% are Black/African American, 3% are Hispanic/Latino, 1% are multi-racial, and 77% are white. 3% identify with another race/ethnicity. 63% are female, and 37% are male.

Common Recommendations

Respondents from Zone 5 most frequently suggested better road maintenance, better lane system, and better traffic flow. Other recommendations included reorganize entry and exit ramps, improve access, and more mass transit. Like Zone 1, Zone 5 respondents tend to be more interested in improving the drivers' experience along the corridor rather than that of pedestrians or communities along the freeway.

Zone 6

Demographics

25% of Zone 6 respondents are Financial Contributors, 17% are Hands-On Contributors, 29% are Informed Observers, and 29% are Somewhat Disconnected. 10% of the Zone 6 respondents are Asian, 4% are Black/African American, 7% are Hispanic/Latino, 2% are multi-racial, and 75% are white. 54% are female, and 46% are male.

Common Recommendations

Zone 6's most common recommendations include better road maintenance, more mass transit, and better lane system. However other recommendations included install noise barriers and better traffic flow. The respondents in Zone 6 had relatively consistent concerns. The group tended to be more interested in residents' and pedestrians' experiences than Zone 1 and 5, but less than respondents in Zone 2, 3, and 4. However, this group was overwhelmingly interested in more public transit than any other demographic group identified earlier. Almost 12.5% of respondents in Zone 6 want more mass transit and better quality transportation in their area.

Summary of Key Common Themes

Following completion of the above evaluation of common themes, it became clear that there are several themes that are common among all population groups. There are also many coded categories that are similar. The following is a summary of the open-ended responses combined into nine major common themes. Two additional weaker themes are also acknowledged.

Theme 1: Maintain the highway better

Multiple comments made related to this theme include:

- Fix potholes
- Resurface roadway/rough pavement/poor pavement condition

Other individual comments made related to this theme include:

- Improve striping/surface markings – hard to see in rainy weather
- Better surfaces (suggestions: Use solar technology to eliminate need for plowing and striping and generate electricity; use concrete rather than asphalt; use renewable plastic and other materials that would weather better)
- Better plowing
- Maintain – don't expand – to encourage people to carpool and use transit

Theme 2: Add or repair noise barriers

- Need sound walls
- Repair or rebuild poor quality sound walls
- Cover I-94 to reduce noise

Other individual comments made related to this theme include:

- Plant trees to reduce noise
- Noise is getting louder
- Specific locations: Merriam Park, Prospect Park, directly west of Pelham Blvd, I-94 and Groveland, in St. Paul
- More attractive noise walls
- Enforce noise ordinances – trucker jake braking at night
- Pavement that isn't so noisy
- Slow speeds to reduce noise
- Noise walls are ugly – stop building walls

Theme 3: Create more pedestrian-/bicycle-friendly spaces and connections across I-94

Multiple comments made related to this theme include:

- Better pedestrian and bicycle access across 94 (between Dale and Snelling, to Mississippi River, Seymour Avenue foot bridge, Dartmouth Place foot bridge, between Seward and Cedar-Riverside, Hamline-Midway to Union Park) – safe, well-lit
- Make bridges more pedestrian friendly (Lexington, Dale, Pascal, Pelham, Cretin)
- Improve pedestrian safety and security
- Safer and more accessible pedestrian crossings and sidewalks (Pascal and St. Anthony, 22nd/23rd Avenue pedestrian bridge, Cedar under I-94, LRT trail under I-94)
- Cover the freeway: Rondo, St. Paul, Prospect Park, Merriam Park, Loring Park/Nicollet, Cedar/Riverside

Other individual comments made related to this theme include:

- Better maintenance of pedestrian paths and crosswalks, especially in the winter
- Improve condition of all frontage roads and bridges between Dale and Snelling
- Crosswalks need monitoring on detour routes
- Walking not safe anywhere near I-94 in either Minneapolis or St. Paul

- Many homeless people asking for money at off ramps and on ramps – afraid to walk there - harassment
- No direct routes between Minneapolis and St. Paul - biking on University and Pascal is dangerous
- I-94 corridor should become truly multimodal (bicycling, walking, transit – particularly north/south from freeway)
- Encourage more people to walk and bicycle instead of driving
- Some objections to increased number of bike lanes on streets

Theme 4: Add more public transportation

Multiple comments made related to this theme include:

- Expand rail transit rather than expanding the highway
- Add more public transportation (LRT, rail, express bus)
- Put LRT in median of freeway (Lake Street, Franklin Ave also mentioned)

Other individual comments made related to this theme include:

- Return express bus stop at Snelling
- Add park and ride lots, bus stops, bus shelters
- More carpooling
- Put freeway underground and commuter train on top
- Rail service mentioned to Hudson, Woodbury, Brooklyn Center, between Minneapolis and St. Paul

Theme 5: Maintain/add green spaces

Multiple comments made related to this theme include:

- More greenery and green spaces (trees, shrubs, flowering plants, roadside plantings, community gardens, landscaping, wildflowers, native plantings)
- Cover the freeway with well-kept green spaces and for noise control, pollution control (air quality, water run-off control), mitigation of tensions from Rondo tragedy, park-like space, connects neighborhoods, connect to Mississippi Riverfront

Other individual comments made relate to this theme include:

- Make sure environmental impacts (noise, air quality, scenic vistas) addressed
- I-94 separates the neighborhoods and is an ugly slash through the city
- Don’t take houses to widen freeway

Theme 6: Improve traffic flow/fix bottlenecks

Multiple comments made related to this theme include:

- Manage congestion and traffic flow and remove bottlenecks - areas of rush hour congestion/bottlenecks mentioned:
    - Hennepin/Lyndale area
    - Snelling/Lexington area
    - 280 interchange
    - I-35W interchange
    - I-35E interchange
    - I-394 interchange
    - Riverside to downtown Minneapolis
    - Lowry Tunnel
    - Miriam Street entrance

Other individual comments made related to this theme include:

- Traffic volumes on local streets when I-94 is congested (University Avenue, Marshall Avenue, Franklin Avenue)
- Speeding
- Activate toll booths on all on-ramps during rush hour and remove some ramps
- Keep traffic from backing up on the freeway because of stop lights on exit streets and entrances to other freeways

Theme 7: Improve entry and exit ramps (safety and congestion)

Multiple comments made related to this theme include:

- Fix weaving traffic between entering and exiting traffic
- Specific ramps mentioned as safety or congestion problems
    - 5th Avenue ramp to I-94 Eastbound
    - I-35W Northbound to I-94 Eastbound
    - Exits to University Avenue and Hwy 280 (and 280 interchange)
    - Convergence of I-94 and I-35E
    - Lexington/Concordia
    - Intersection of Snelling and St. Anthony
    - Cretin on-ramp to WB 94
    - I-35E interchange
    - Riverside ramp
    - Improved entrance from EB I-394 to EB I-94
    - Weave between Lyndale/Hennepin EB I-94 on-ramp and SB I-35W off-ramp
    - Weave on WB I-94 entrance ramp at Lexington and exit at Hamline
    - Entrances/exits at Hwy 55 are too long and are confusing
    - Exits and entrances at Hennepin and Lyndale
    - EB on-ramp at Mounds Blvd
    - Merge at WB exit at 11th Street
    - More efficient ramp system between I-94 and I-35W
    - Exit from I-35W north to I-94 east is not safe

Other individual comments made related to this theme include:

- Longer acceleration lanes for merging onto highway
- Increase distance between exit ramps and local street intersections so easier to merge over to make turns (specifically, Lexington and Snelling)
- Change left exits to right exits
- Entrance and exit ramps are too short
- Some interchange areas are very complicated
- Fix “spaghetti junction”
- Add more exit lanes to relieve congestion

Theme 8: Improve access to freeway/cities/neighborhoods

Multiple comments made related to this theme include:

- Add/improve ramps to local neighborhoods (between Cretin and Snelling, at Dowling, at Hamline, from Lowertown, Riverside)
- Make improvements to Snelling interchange if soccer stadium is built

Other individual comments made related to this theme include:
- Need direct ramps from EB I-94 to SB I-35E and from WB I-94 to NB I-35W
- Better, less congested access to 94 on the Hennepin, Lyndale, I-35W, and I-394 ramps
- Dedicated lane on I-94 for ramps

Theme 9: Add more lanes, wider lanes/remove bottlenecks

Multiple comments made related to this theme include:
- More lanes at bottleneck interchanges (I-35E, I-35W, Lowry tunnel, I-394/Dunwoody)
- More lanes (general statement without specific locations)

Other individual comments made related to this theme include:
- More lanes needed near Broadway
- Connect lane drop at Snelling
- Additional lanes would help buses get to destinations on time
- Lanes to serve sporting events (TCF, US Bank Stadium, Target Field, Target Center and new MLS Soccer Stadium)
- Improve parallel routes
- Improve lane continuity – too many merging lanes
- Wider lanes and shoulders for trucks

Theme 10: Add MnPASS, bus and carpool lanes

This is a weaker theme because no multiple comments were made specific to MnPASS lanes. However, it is important to acknowledge that these comments were embedded in some of the categories related to added lanes or improving traffic management. These individual comments include:
- Add express lane between St Paul and Minneapolis
- Add carpool lane/HOV lane
- Add better bus lanes
- Build rail line or dedicated bus lane instead of MnPASS lane
- MnPASS line might be good to reduce traffic during busy hours
- It would be great to have a MnPass lane
- Don't close or add lanes just for people who have lots of money

Theme 11: Satisfied with current development

Finally, while this is not a strong theme, there were several comments made by respondents of color that "I-94 corridor works well now – there is no need for major changes".

Appendix

Code Categories for Open-Ended Responses

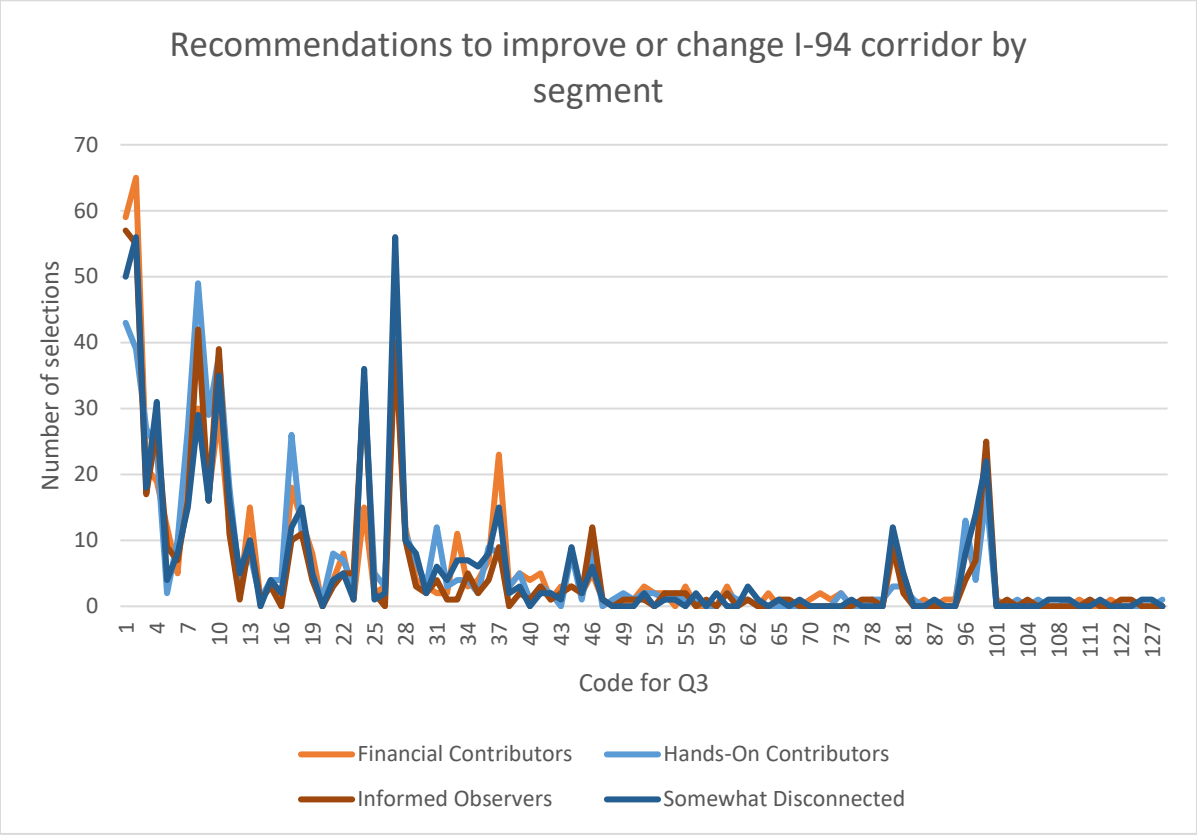
Codes Used to Categorize Open-Ended Responses

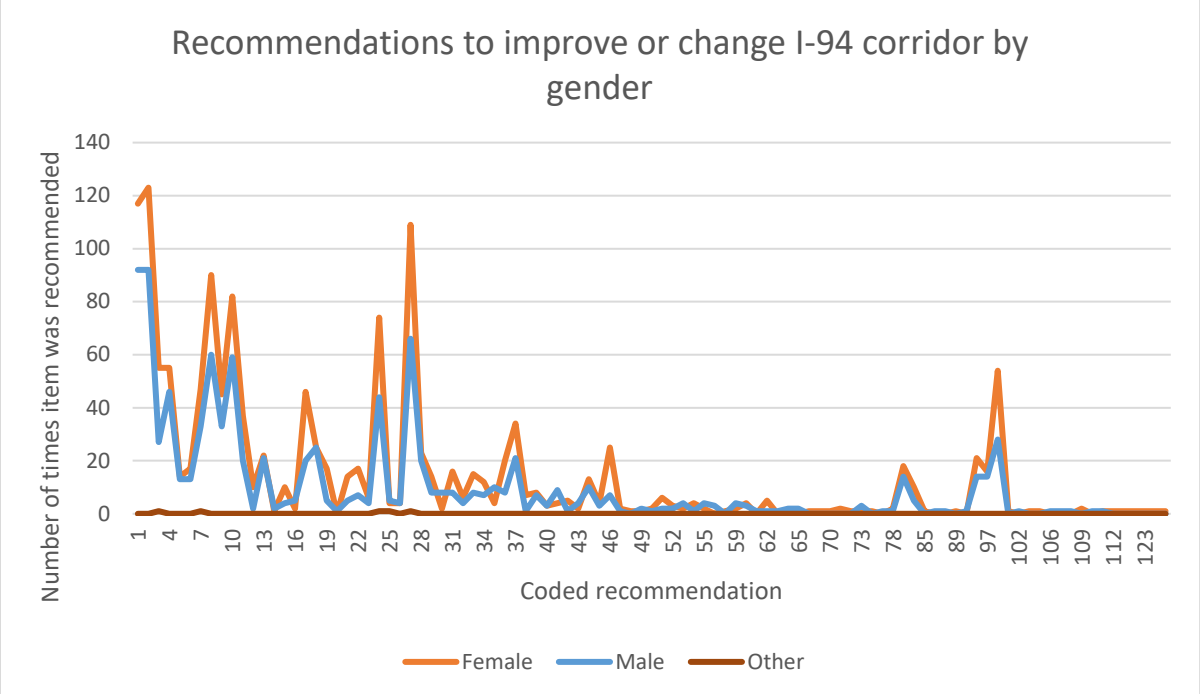
Label	Code
Better lane system (Add more lane's)	1
Better road maintenance (Resurfacing / No potholes)	2
Safety on the freeway	3
Noise barriers	4
Add more signage's	5
Fix narrow intersection (Very dangerous)	6
Pedestrian friendly (Bridge)	7
Mass / Public Transport (Light rail)	8
Maintaining green space (Trees)	9
Reorganize entry and exit ramps (Safe lanes)	10
Less congestion	11
Better planning of stadium on Snelling	12
Better aesthetics / landscaping	13
Bright stoplights	14
Enforce in speed limit	15
Strict traffic enforcement law	16
Better bicycle lane	17
Improve connectivity (In-between freeway)	18
Improved pavement (Shoulders)	19
Quick access point	20
Neighborhood developments (Commercialization)	21
Better lighting on the freeway	22
Improve Communication	23
Improve access	24
Neighborhood issues	25
Eliminate the freeway	26
Better traffic flow	27
More non-car options (bike, bus)	28
Add MNPASS (HOV)	29
Don’t add MNPASS (HOV)	30
Air Quality	31
Walking/Pedestrian issues	32
Land Bridge or Lid	33
Better looking/ not drab	34
Improve / Add tunnel	35
Cleanliness	36
Wider roads / lanes	37
Better parking space	38
Better planning of freeway (Design)	39
Add more Median / Barrier	40
Increase speed limit	41
Improved lane marking	42
Eliminate the lane merge (Entry and exit)	43

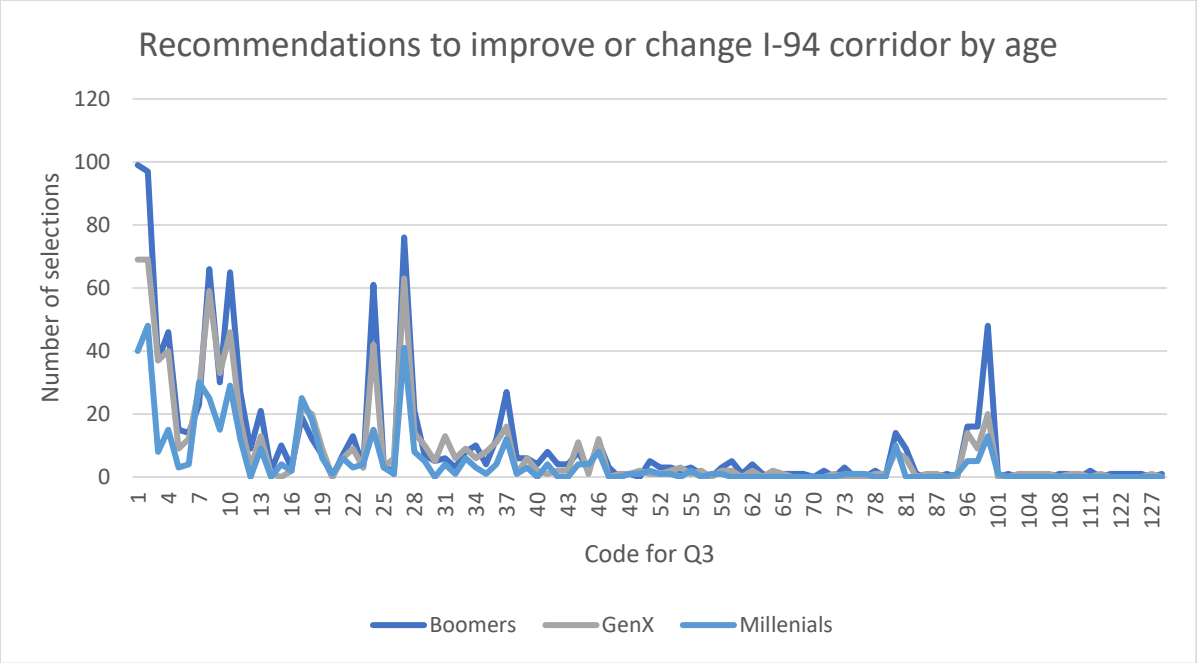
Regular maintenance (Clear off snow and rainwater)	44
Faster freeway repairs (All hands on deck)	45
Lane merge issues (switching lanes)	46
Improved sight on lanes (Visual)	47
Street closure warning	48
Better fence	49
Driver's education	50
Highway patrol	51
Alternative roads (Bypass routes)	52
Remove lane / No new lane	53
Separate carpool lane	54
Add Express lane	55
Compensate on additional charges	56
Advanced management systems	57
Build cover over the freeway	59
Environment friendly lanes (Electric cars)	60
Double deck freeways	61
Increased housing and commercial buildings	62
Remove lower hill tunnel	63
Remove light rail	64
Litigate car exhaust	65
Protestors / Beggar's off the corridor	66
No wider roads	67
Remove roundabouts	68
Develop fast transit between cities	69
Additional traffic light	70
Increased community involvement (Public feedback)	71
Less Bike lanes	72
Improved information on the freeway	73
Advanced traffic transmitters (For self driving cars)	74
Removed stoplights (Entrance)	75
Winter friendly transit	76
Additional charges (Non carpool cars)	77
Removal of stadium	78
Stagger projects (No multiple construction at same time)	79
Remove Bus lane	85
Improved space for construction	86
Longer passes	87
Avoid encroachment of neighborhood space	88
Pay more for eminent domain	89
End of semi-truck cutting through neighborhood	90
Satisfied with the current development	80
Don’t have any opinion / suggestion	81
Other	96

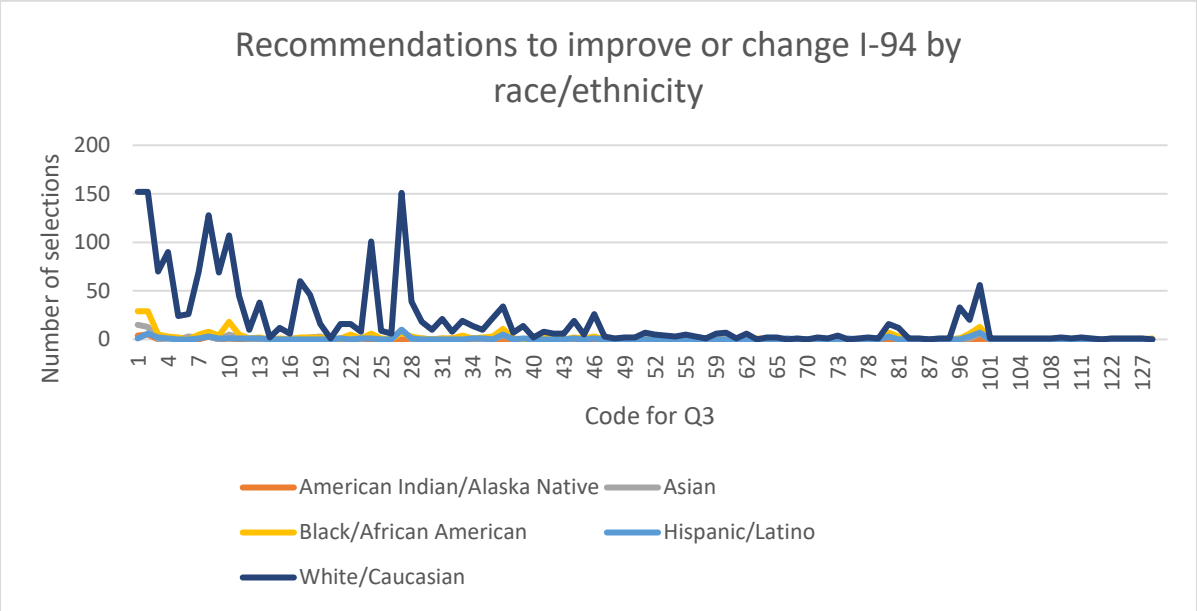
None	97
Don’t know / Can't think of anything	98
Others List (Net)	
Better drivers / careful driving	101
Diminution / Reduce of usage (More people using the freeway)	102
Lack of options for clear opinion	103
Force movement through cities	104
Waste of money	106
Efforts to build around I-94	107
Rain isn't conveniently close to you	108
Not to mess anything in the neighborhood	109
Remove sound walls	110
Remove green buffer / plant species	111
Wait to see what it looks like when there done	112
Improvement on the highway 61	113
Relocate Dunwoody Institute	114
Not to have any projects during super bowl	115
Strict action on racist roots of neighbor	116
Not to allow buses / trucks during rush hour	117
Widely accepted cards (Merchants)	118
Remove water pools (Entrance)	119
No pain no gain	120
Corridor over the next 20 years	121
Lookout for squatters	122
Better responsible staff (MNDOT)	123
Access to river	124
Dose not separate the community	125
Solve real world problems	126
Traffic studies to understand better	127
Add more low income housing	128

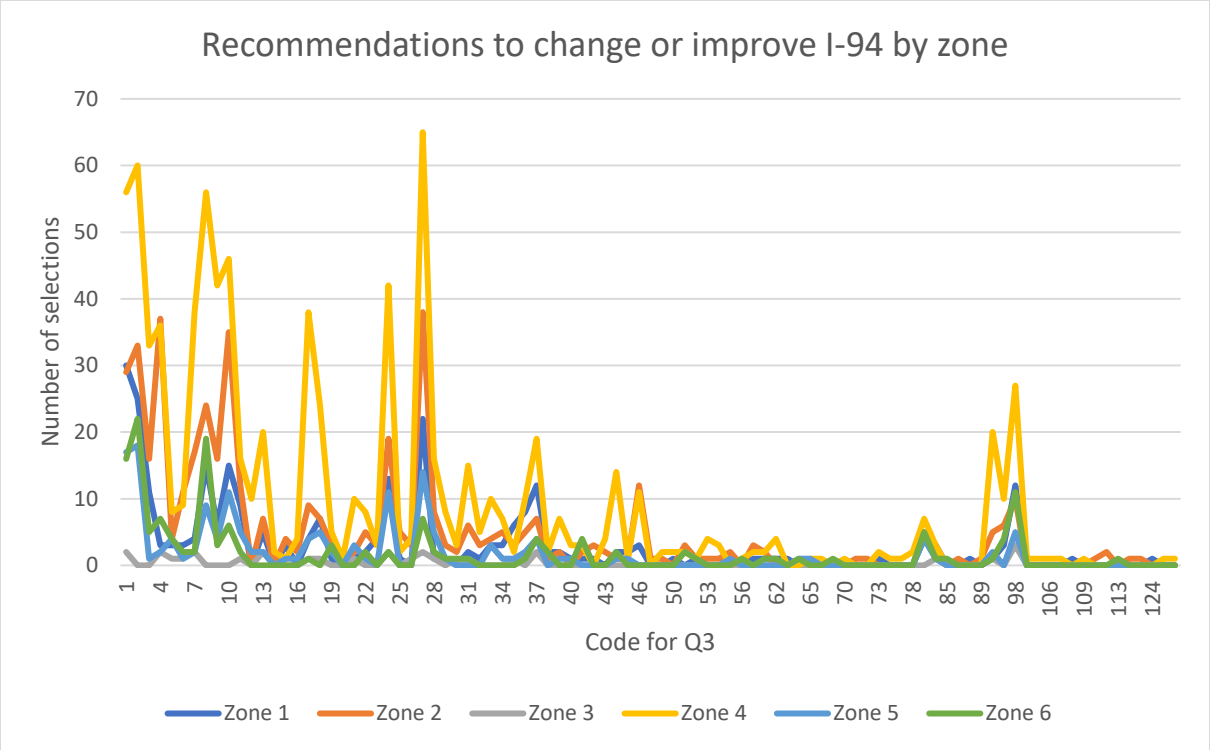
Recommendations by Coded Categories






Recommendations to improve or change I-94 corridor by age
Number of selections
120
100
80
60
40
20
0
1 4 7 10 13 16 19 22 25 28 31 34 37 40 43 46 49 52 55 59 62 65 70 73 78 81 87 96 101 104 108 111 122 127
Code for Q3
Boomers
GenX
Millenials


Recommendations to improve or change I-94 by race/ethnicity
Number of selections
200
150
100
50
0
1 4 7 10 13 16 19 22 25 28 31 34 37 40 43 46 49 52 55 59 62 65 70 73 78 81 87 96 101 104 108 111 122 127
Code for Q3
American Indian/Alaska Native
Asian
Black/African American
Hispanic/Latino
White/Caucasian


Recommendations to change or improve I-94 by zone
Number of selections
70
60
50
40
30
20
10
0
1
4
7
10
13
16
19
22
25
28
31
34
37
40
43
46
50
53
56
62
65
70
73
78
85
89
98
106
109
113
124
Code for Q3
Zone 1
Zone 2
Zone 3
Zone 4
Zone 5
Zone 6