

Rethinking I-94

Common Themes from Open-Ended Question in Market Segment Survey



*Prepared for Rabbit and
Minnesota Department of Transportation*

*Prepared by
Zan Associates*

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Figure 37: Percent Respondents Recommending Install Noise Barriers⁴¹

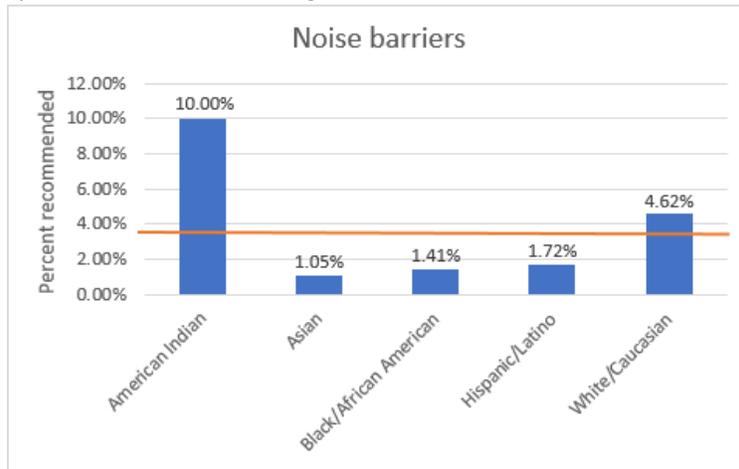


Figure 38: Percent Respondents Recommending Improve Access⁴²

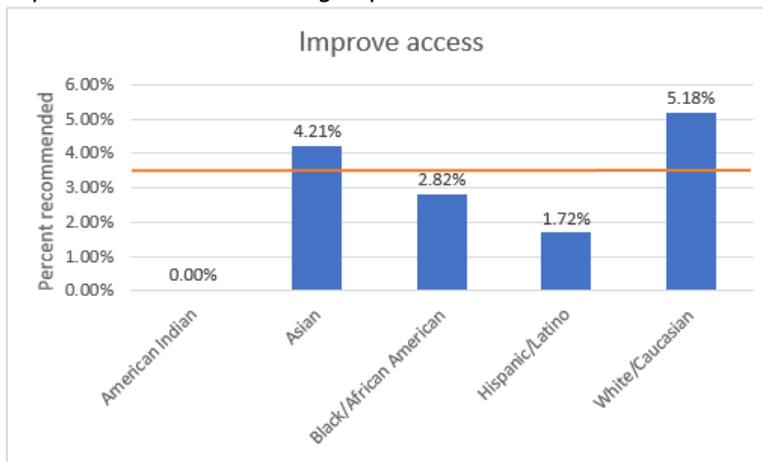
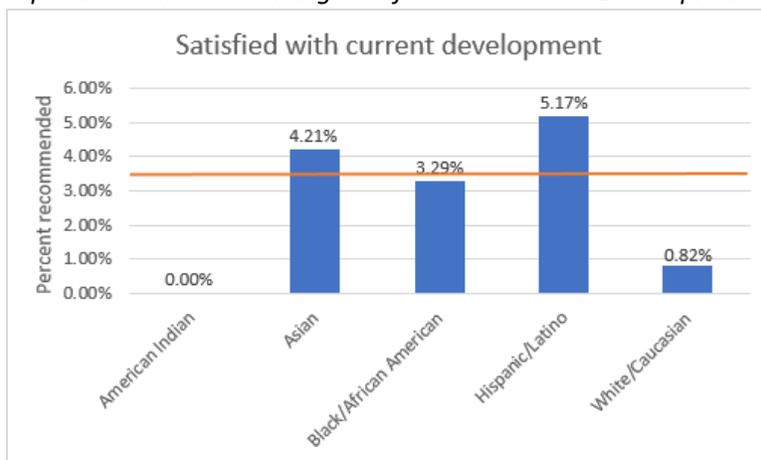


Figure 39: Percent Respondents Recommending Satisfied with Current Development⁴³



⁴¹ Recommendation coded 4

⁴² Recommendation coded 24

⁴³ Recommendation coded 80

Figure 40: Percent Respondents Recommending Fix Narrow Intersections⁴⁴

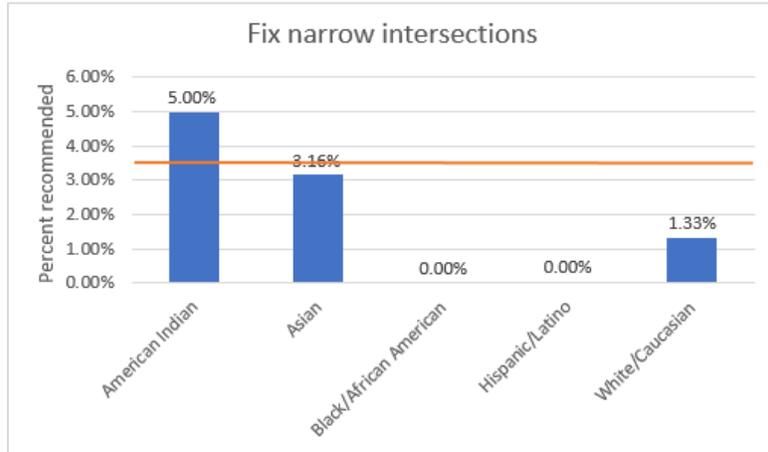


Figure 41: Percent Respondents Recommending Make More Pedestrian Friendly Spaces⁴⁵

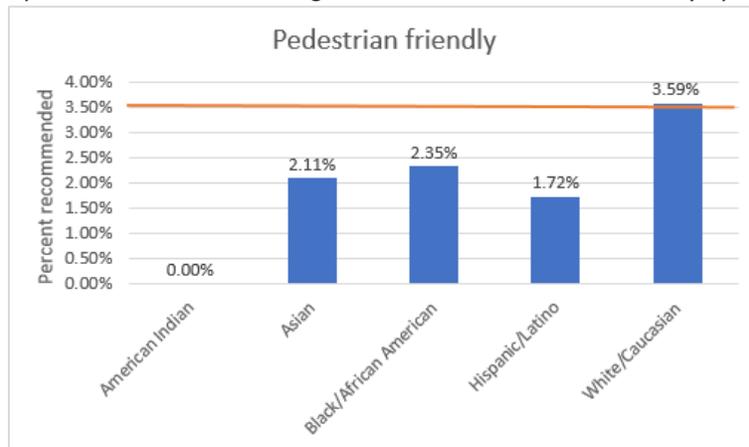
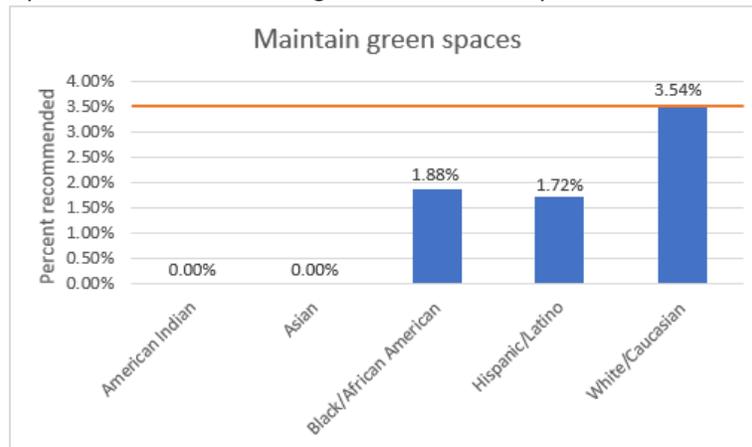


Figure 42: Percent Respondents Recommending Maintain Green Spaces⁴⁶



⁴⁴ Recommendation coded 6

⁴⁵ Recommendation coded 7

⁴⁶ Recommendation coded 9

Figure 43: Percent Respondents Recommending Better Bicycle Lanes⁴⁷

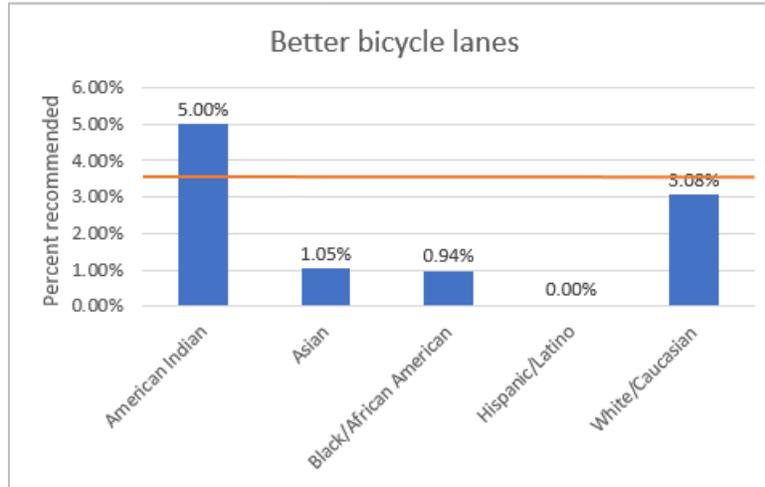
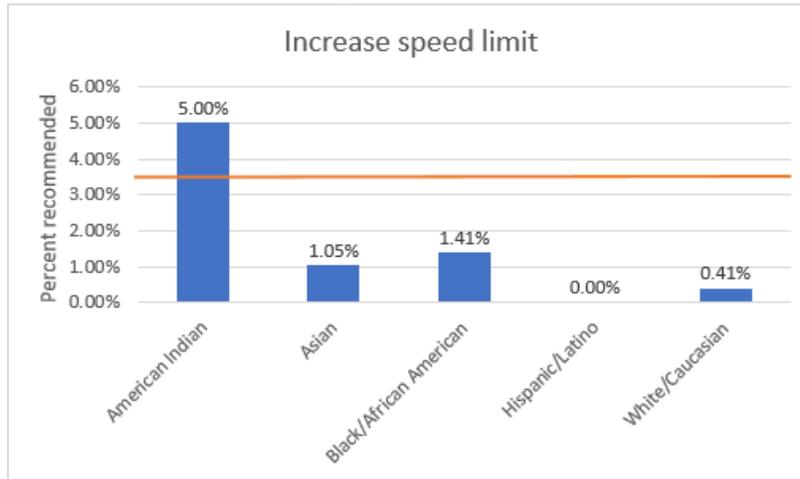


Figure 44: Percent Respondents Recommending Increase Speed Limit⁴⁸



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
 - o 55401
 - o 55403
 - o 55411
- Zone 2: 35W to 280
 - o 55404
 - o 55406
 - o 55414
 - o 55454
 - o 55455
- Zone 3: 280 to Snelling
 - o 55114
- Zone 4: Snelling to Kellogg
 - o 55103
 - o 55104
- Zone 5: Kellogg to Mound Blvd
 - o 55101
 - o 55102
 - o 55130
- Zone 6: Mound Blvd to Hwy 61
 - o 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 System⁵⁰

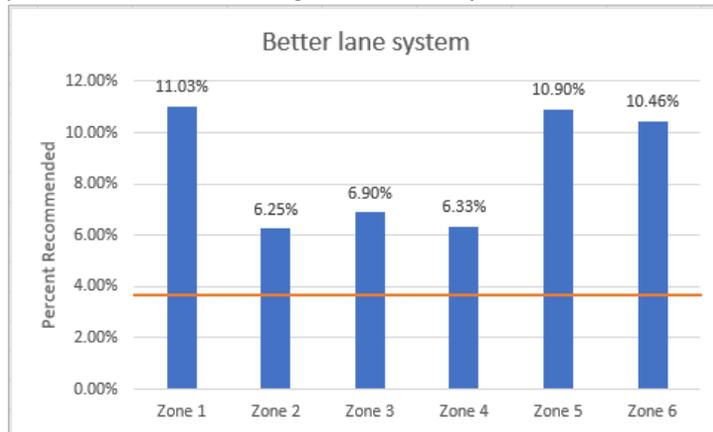
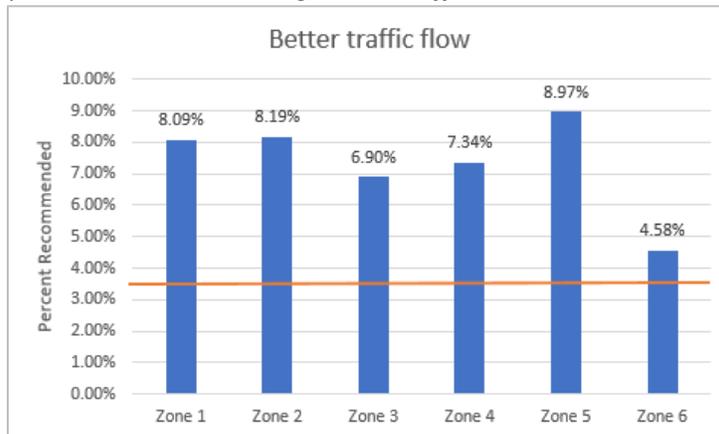


Figure 46: Percent Respondents Recommending Better Traffic Flow⁵¹



⁵⁰ Recommendation coded 1

⁵¹ Recommendation coded 27

Figure 47: Percent Respondents Recommending Better Road Maintenance⁵²

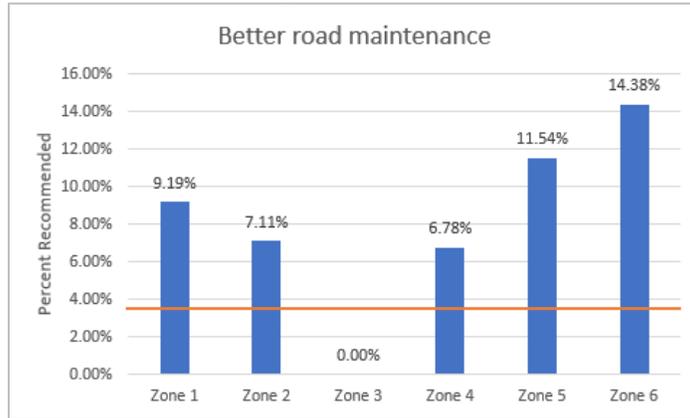


Figure 48: Percent Respondents Recommending Install Noise Barriers⁵³

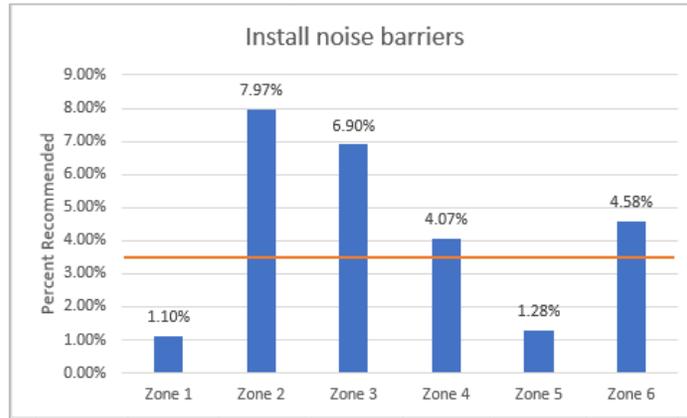
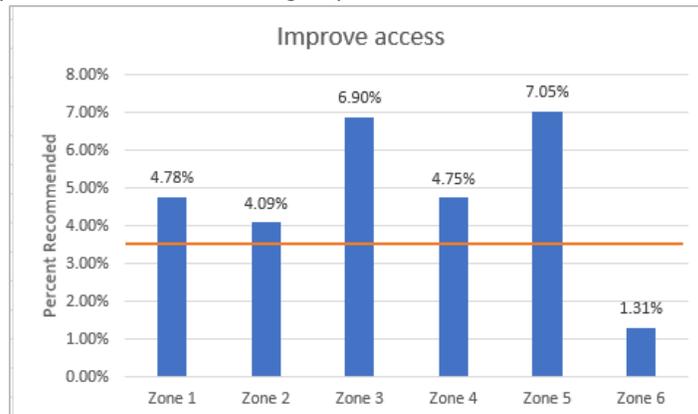


Figure 49: Percent Respondents Recommending Improve Access⁵⁴



⁵² Recommendation coded 2

⁵³ Recommendation coded 4

⁵⁴ Recommendation coded 24

Figure 50: Percent Respondents Recommending Reorganize Entry and Exit Ramps⁵⁵

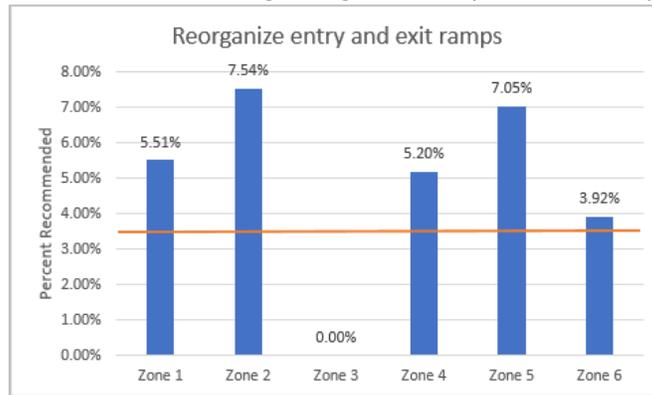


Figure 51: Percent Respondents Recommending Improve Safety on the Freeway⁵⁶

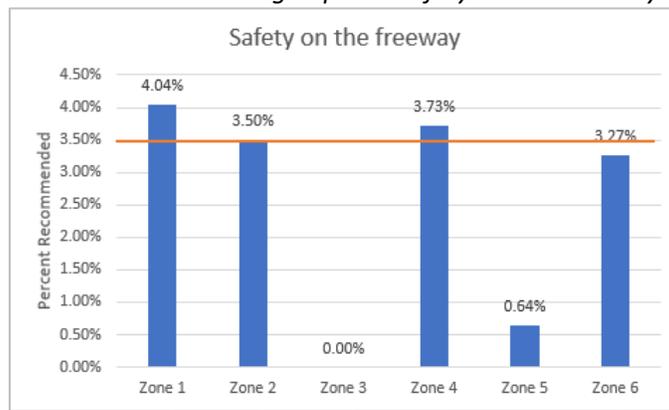
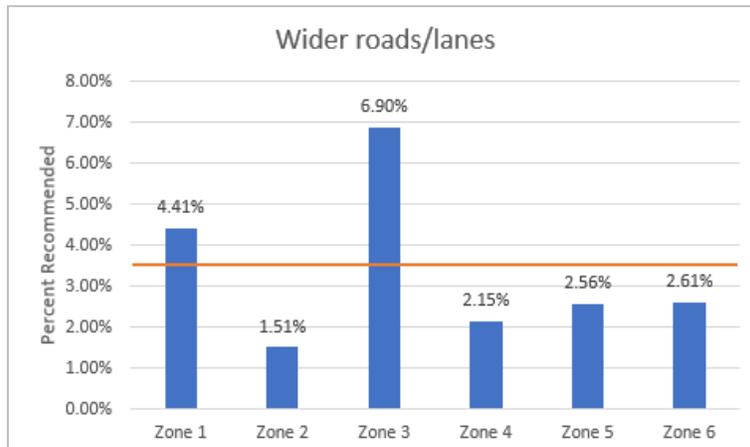


Figure 52: Percent Respondents Recommending Wider Roads/Lanes⁵⁷



⁵⁵ Recommendation coded 10

⁵⁶ Recommendation coded 3

⁵⁷ Recommendation coded 37

Figure 53: Percent Respondents Recommending Add More Signage⁵⁸

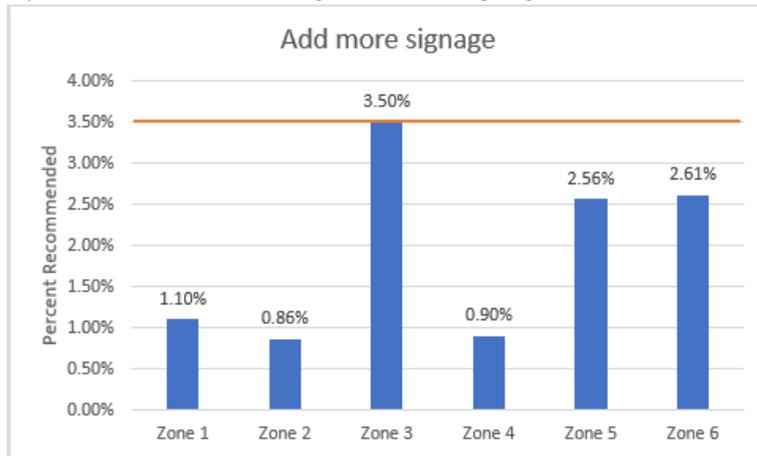


Figure 54: Percent Respondents Recommending Fix Narrow Intersection⁵⁹

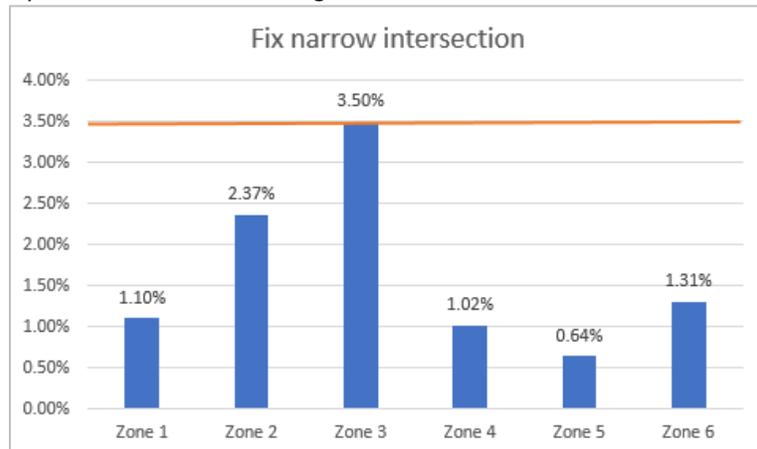
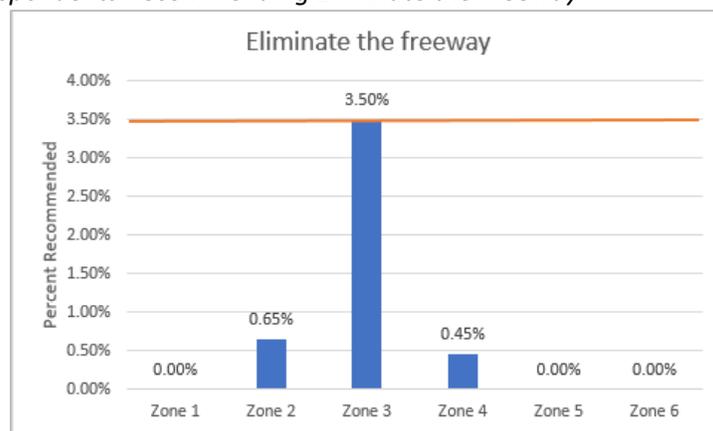


Figure 55: Percent Respondents Recommending Eliminate the Freeway⁶⁰



⁵⁸ Recommendation coded 5

⁵⁹ Recommendation coded 6

⁶⁰ Recommendation coded 26

Figure 62: Percent Respondents Recommending Better Bicycle Lane⁶⁷

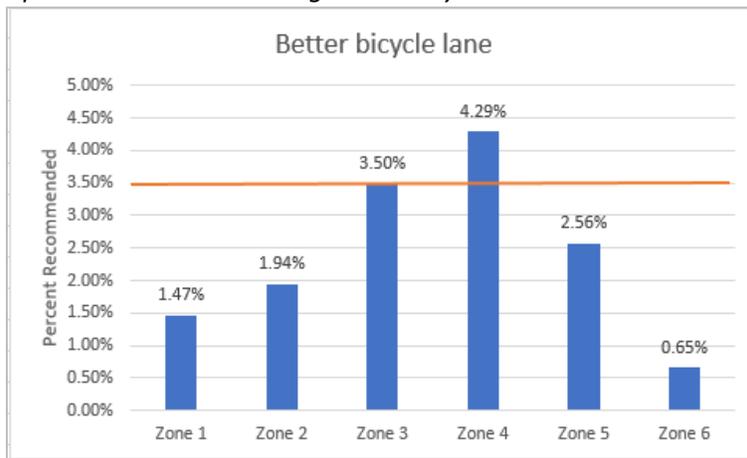


Figure 63: Percent Respondents Recommending Improve Connectivity⁶⁸

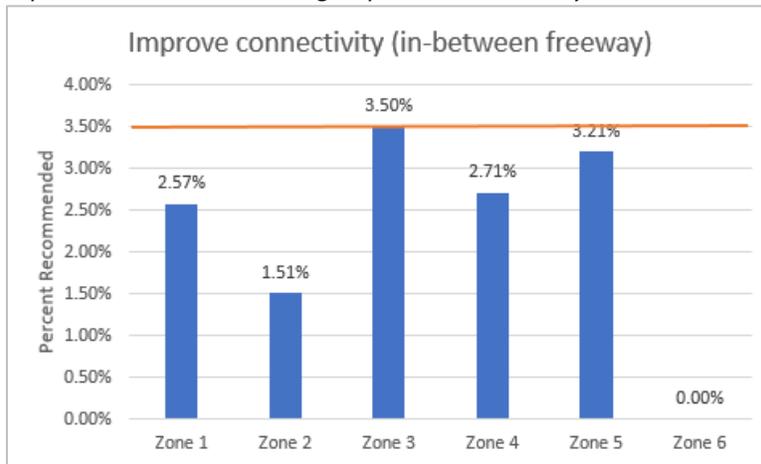
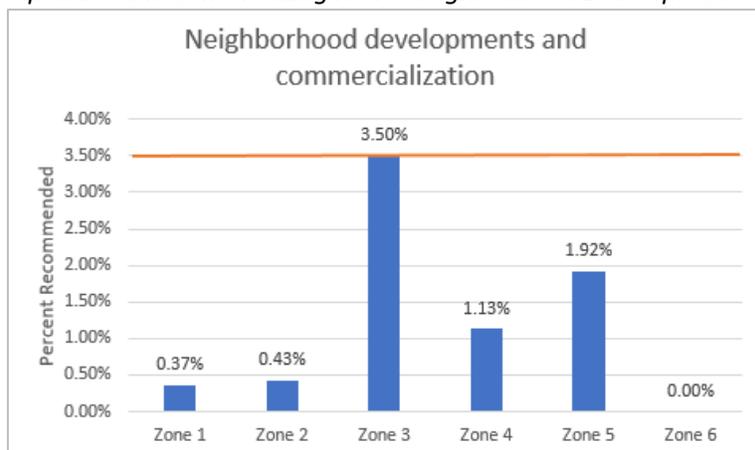


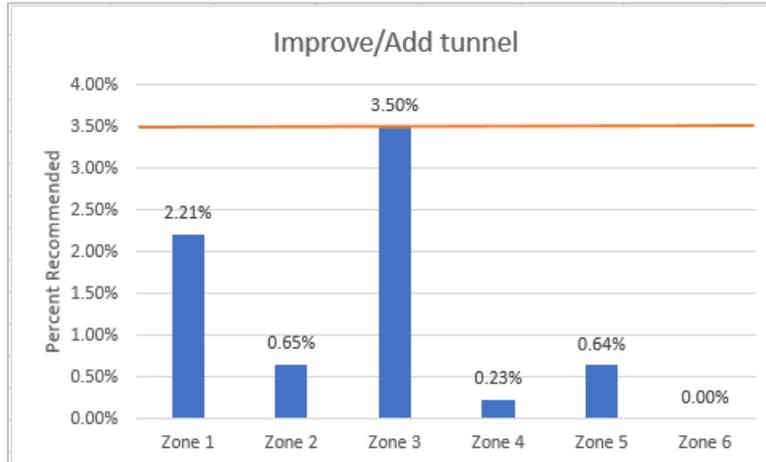
Figure 64: Percent Respondents Recommending More Neighborhood Development⁶⁹



⁶⁷ Recommendation coded 17

⁶⁸ Recommendation coded 18

⁶⁹ Recommendation coded 21

Figure 65: Percent Respondents Recommending Improve or Add Tunnel⁷⁰

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 to 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

