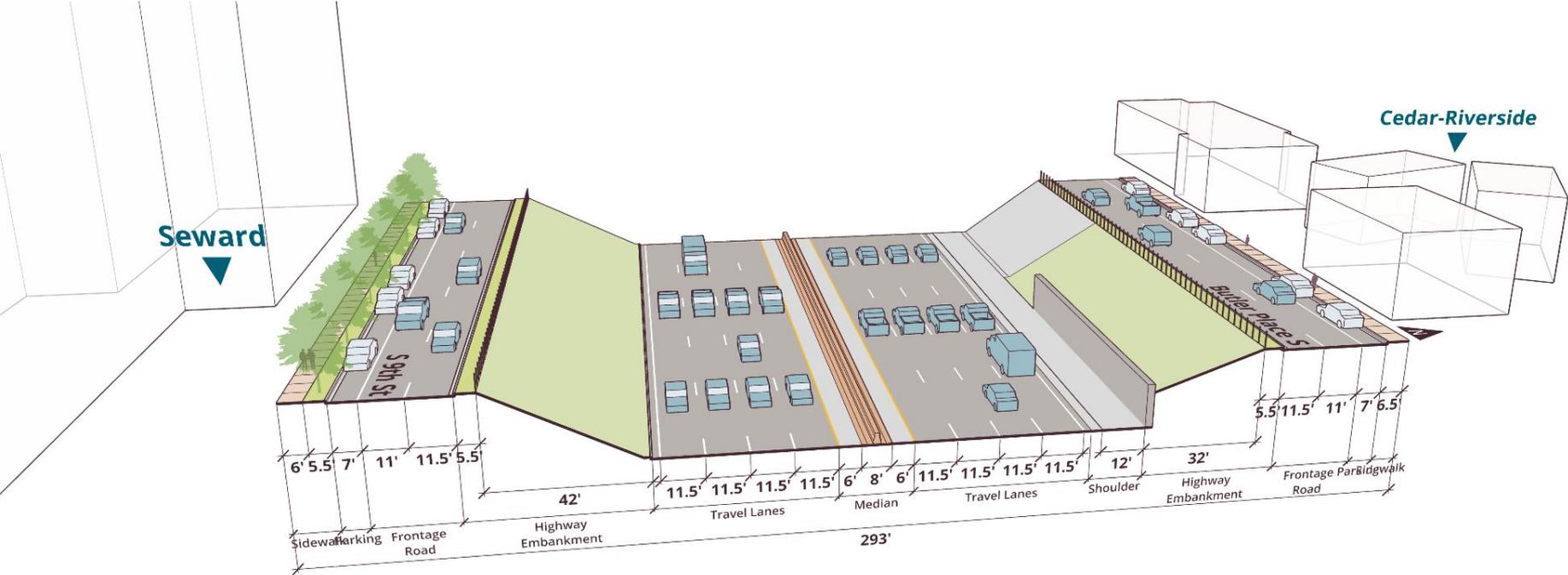
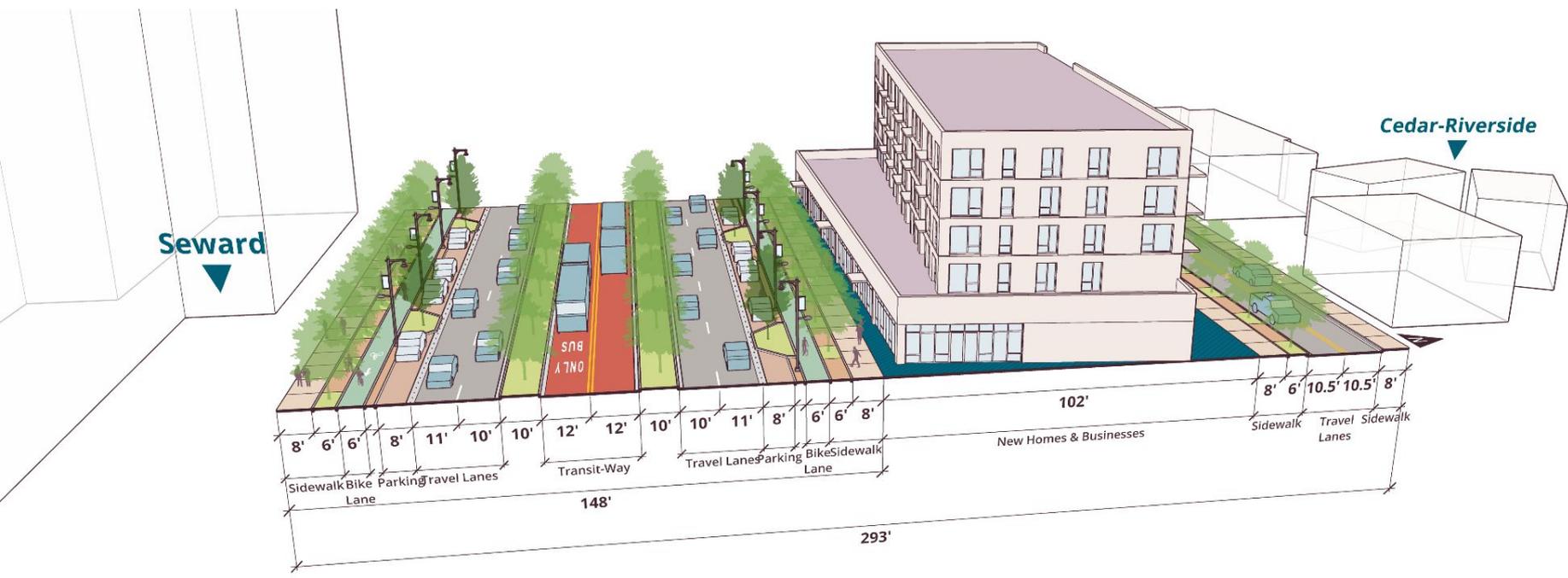


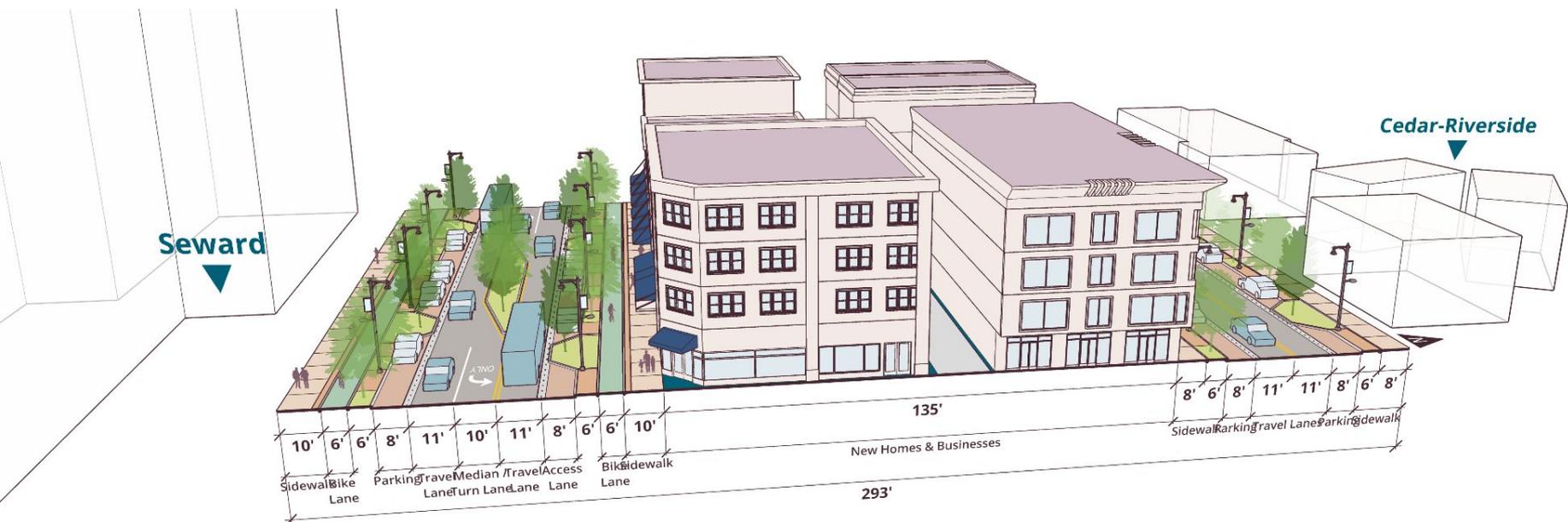
Existing Conditions Cedar-Riverside/Seward



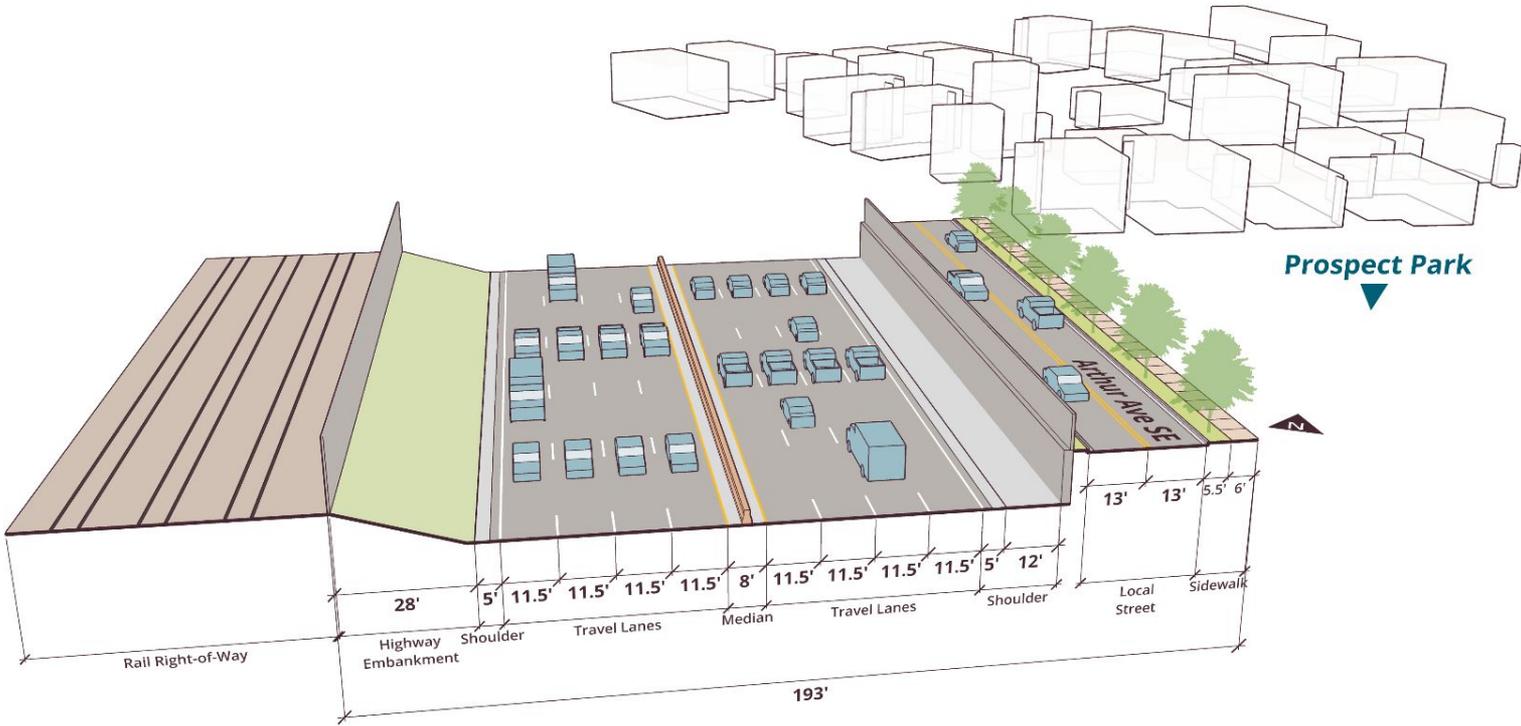
A-Boulevard



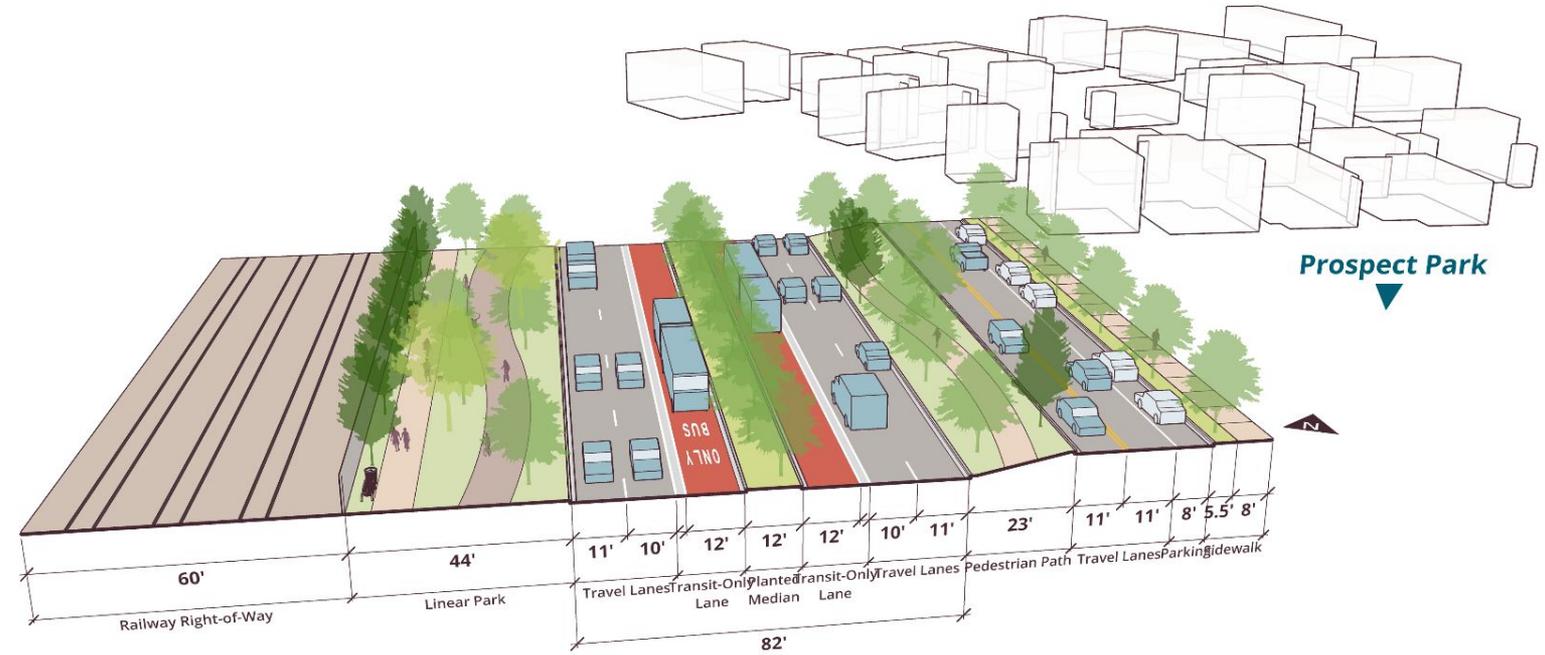
B-Restored



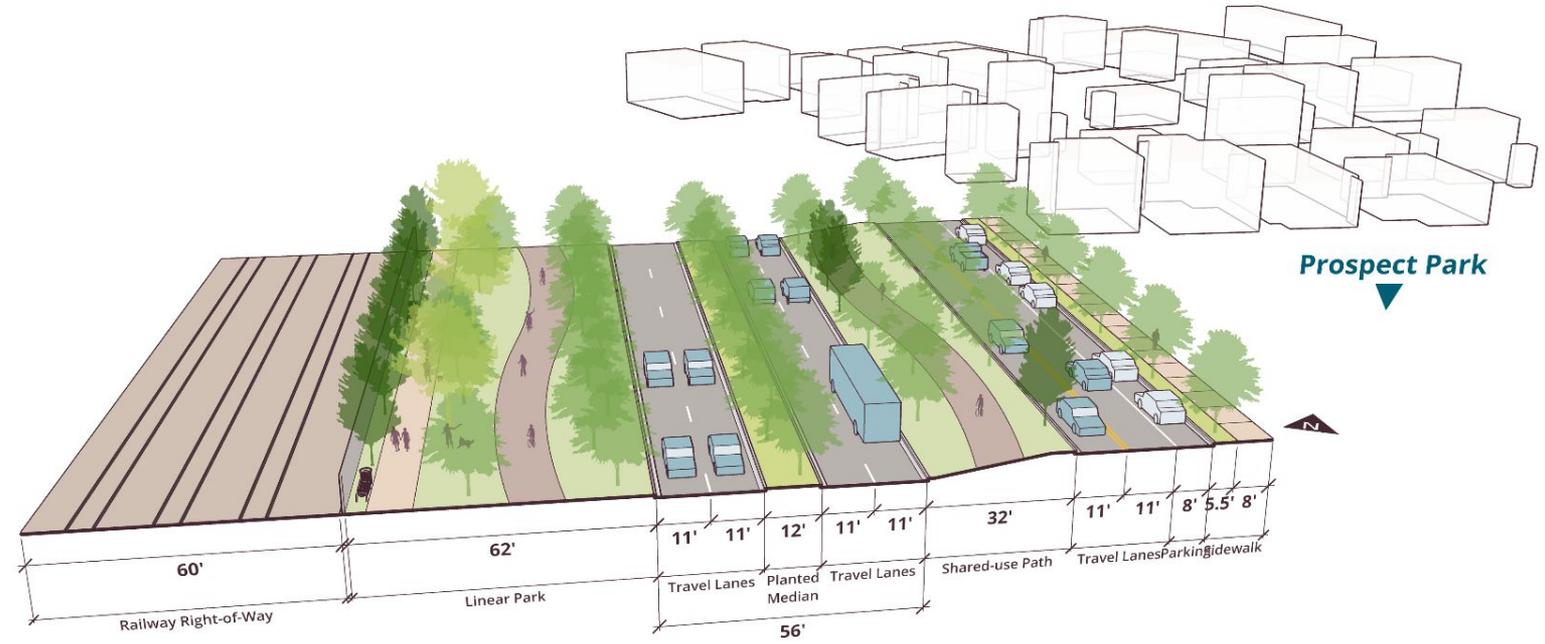
Existing Conditions Prospect Park



A-Boulevard

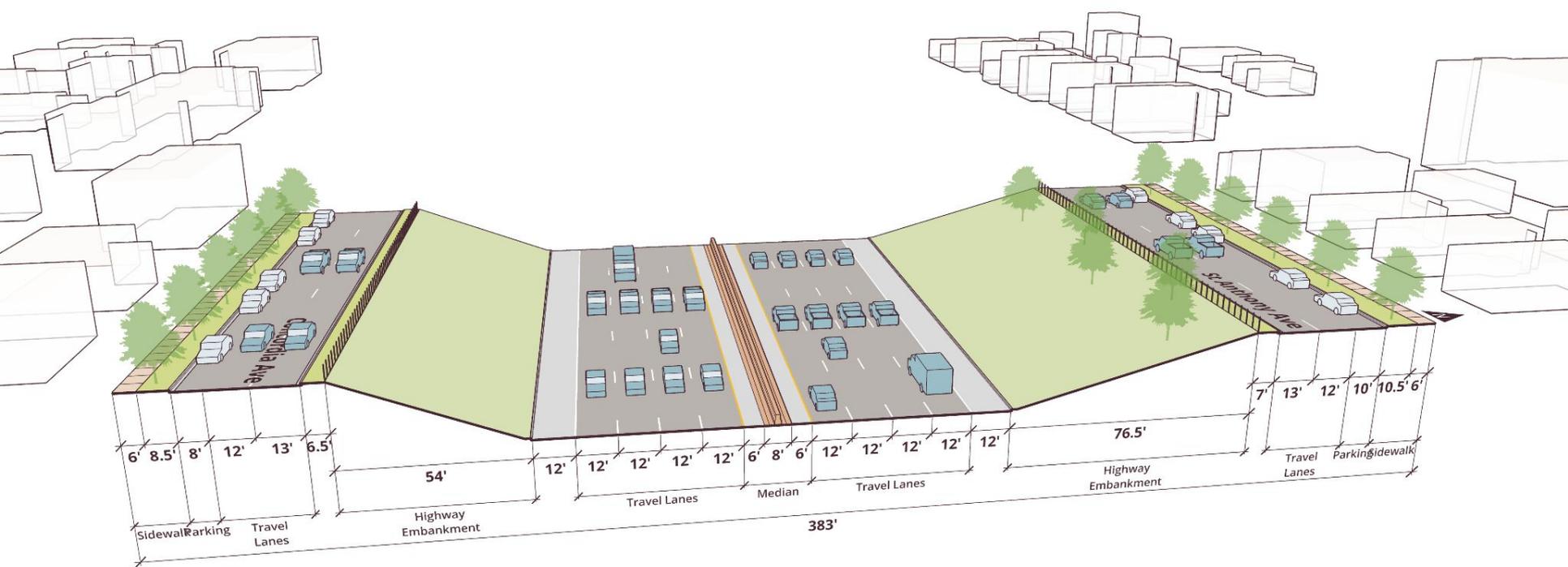


B-Restored

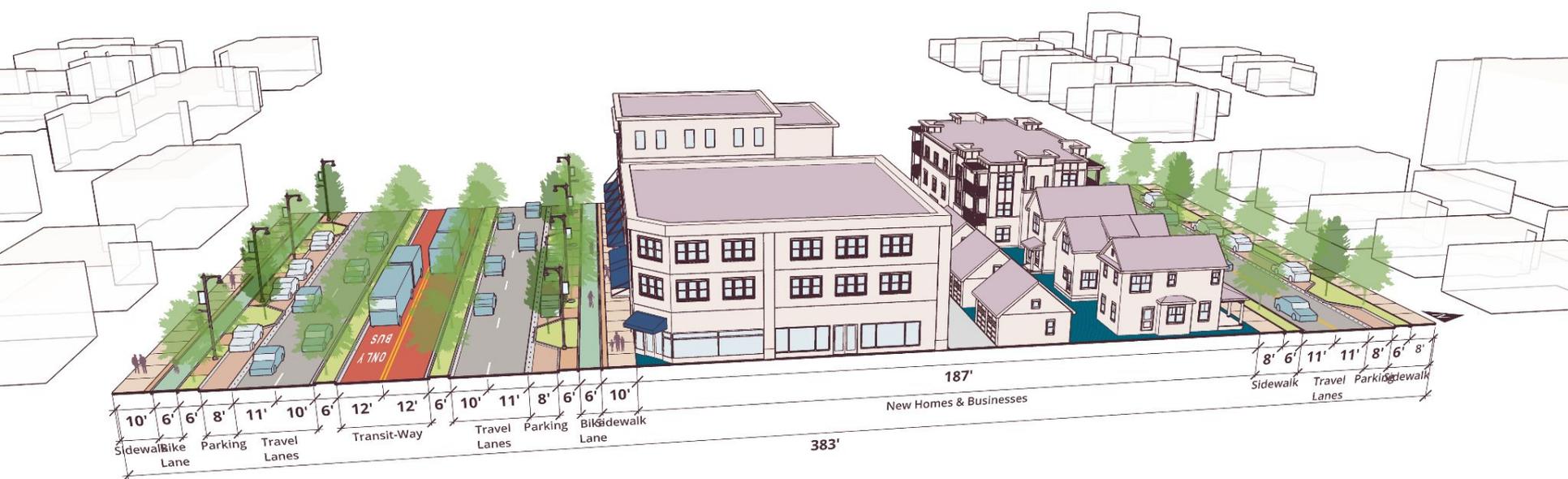


Existing Conditions

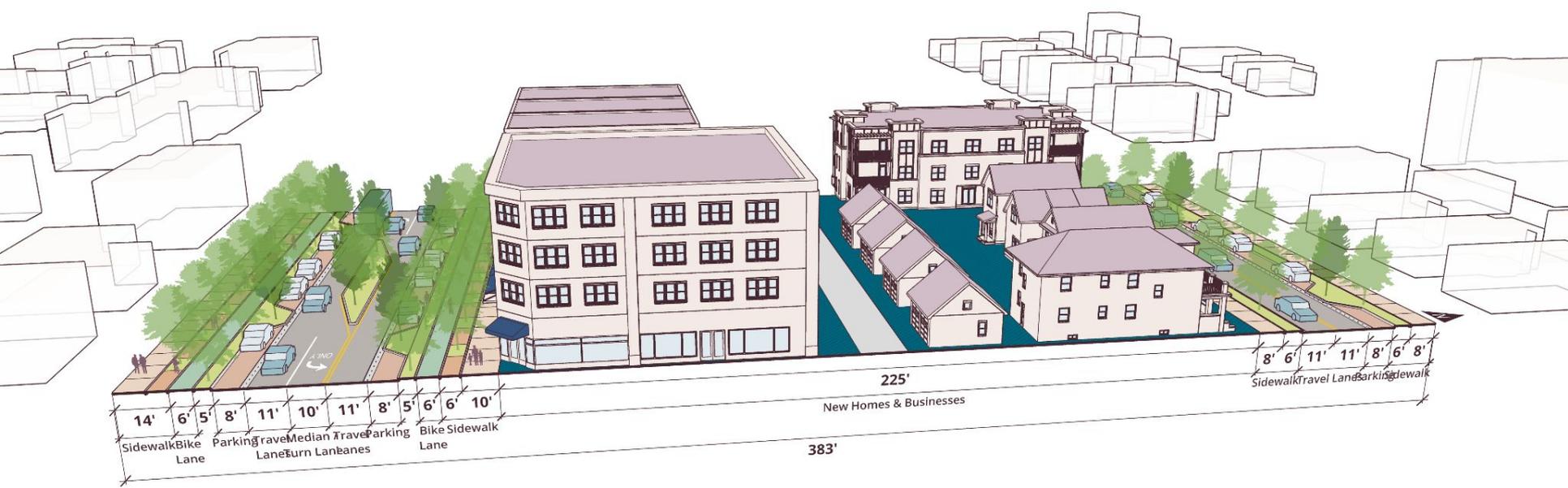
Rondo



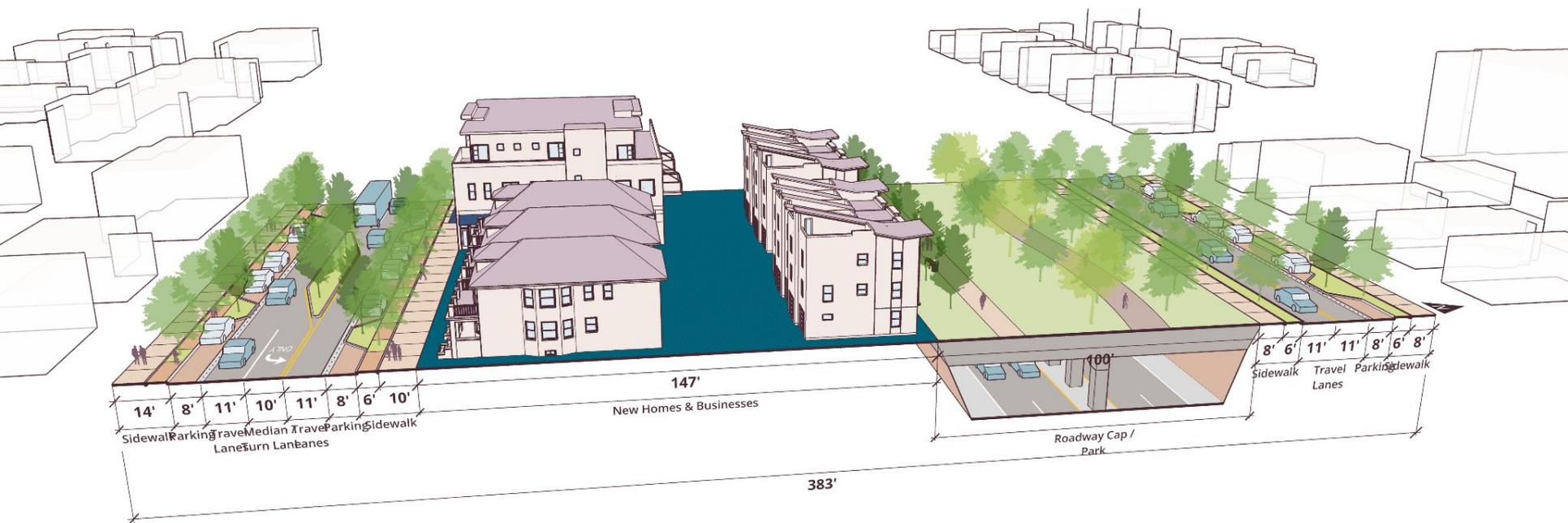
A-Boulevard



B-Restored



C-Boulevard conversion with land bridge









© 2025

FREEWAY TO
MAY 290 2 PM
P-20

STATE ST
1/4
1/4

55
40

12



© 2022 Google



© 2022 Google



© 2021 Google

© 2021 Google



© 2021 Google

© 2021 Google

© 2021 Google

Google







DO NOT
ENTER

DO NOT
ENTER

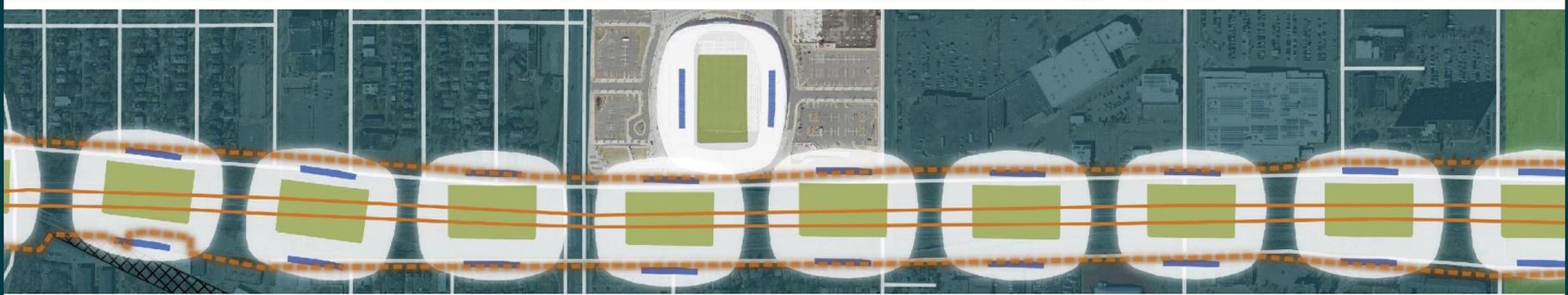
ONE
WAY







Gauging the Scale of the I-94 Corridor



Land Use Density Sampling from Local Commercial Streets



**Low
Density:**

Cleveland Ave
(5.9 du/ac)



**Modest
Density:**

Payne Ave
(7.5 du/ac)



**Moderate
Density:**

Franklin Ave
(19.2 du/ac)

Land Capacity for New Community Development by Neighborhood



Cedar-Riverside



South St. Anthony Park/Merriam Park



Midway



Rondo

Summary of Prospective Boulevard Conversion Outcomes

	Low Density	Modest Density	Moderate Density
			
Additional Housing Units	510 - 565	650 – 720	1,665 – 1,840
Permanent Jobs	230 – 255	870 – 965	1,665 – 1,845
Added Market Value	\$202M - \$223M	\$153M - \$169M	\$267M - \$295M
Additional Local Property Tax Revenue	\$3.2M - \$3.6M	\$2.3M - \$2.6M	\$4.7M - \$5.2M

Key Conclusions

- **I-94 is not serving its intended purpose of long-distance, inter-city travel**
- **MnDOT's model is inaccurate and the misleading results should not be trusted to predict future speeds and travel times**
 - Traffic projections do not reflect real world examples
 - A boulevard conversion can adequately serve transportation needs
- **Repurposing highway right-of-way would have significant economic benefits** by new housing, businesses, parks and growing the local tax base
- **Minnesota has an opportunity to set a national standard**



Recommendations

- **Broaden the study area**
 - Include both downtowns and additional parallel streets
 - Add the portion of Highway 280 south of Energy Park Drive
- **Add a “Restored Network” option to the alternatives analysis**
- **Fix misleading traffic models**
 - Model should account for short-term behavior changes and long term land use changes following highway removal
- **Create a working group on highway conversion projects**
 - Further explore lessons from completed / underway projects

Recommendations cont.

- **Improve community engagement**
 - Create neighborhood specific concepts that show potential for repurposing land
 - Disclose the full range of social and environmental impacts of each project option
- **Update the evaluation process to reflect the priorities of impacted communities**
 - Social and environmental harms should take precedence over travel times
 - Cost considerations must include maintenance and the economic potential of repurposing highway land

Righting Wrongs

Many homeowners **still benefit** from the racist redlining practices that displaced and further disenfranchised Black and other marginalized residents.

Thousands permanently lost their homes and businesses to urban highways.

Neighboring communities **continue** to suffer from health issues due to highways

We know this is wrong.

Can you give up a few minutes of driving to help repair what was lost & create a better future?



A Generational Opportunity

Ramming I-94 through city neighborhoods was a **mistake**.

We must look out 50 years and think about the consequences of this decision.

Minnesota can set the standard for infrastructure that advances reparative justice.

MnDOT has a moral obligation to build a project that advances reparations in Rondo, reconnects all neighborhoods, and addresses ongoing social and environmental harms.





So I actually live