

# Rethinking I-94 Phase 2

## Transit Working Group

### Monthly Meetings Recap:

*Last updated Oct. 1, 2020*

*The following is a summary of topics, outcomes, and action items that were discussed at the Transit Working Group meetings.*

#### November 2019

- Transit Technical Memorandum Discussion: Overview provided of existing services and usage. Discussion included contributing factors to ridership decrease included the following factors:
  - Consistently low gas prices
  - Increased telecommuting
  - Increased rideshare opportunities such as Uber and Lyft
  - Increased carpooling incentives
  - Expanded transit system
  - Home and/or work suburbanization
  - Major roadway construction projects
- Discussion included travel time and reliability issues and the corridors role in regional planning.
- Traffic Working Group Discussion: Overview of bus specific traffic simulations and stats.

#### September 2019

- Potential Questions Discussion: Ridership, speed and travel time data was presented; bus locator tool presented with data available for current project; Sample data presented the following:
  - The PM peak being much slower than the other peaks throughout the day with an average speed of 34 miles per hour in the eastbound direction and 31 miles per hour in the westbound direction.
  - A decrease in bus ridership between 2015 and 2018, which is apparently part of an overall nationwide decrease in transit use.

Possible reasons of Route 94 bus ridership decline discussed include:

- Low gas prices
- Increase in telecommuting
- Rideshare Services such as Uber and Lyft
- Construction projects in both downtowns
- The new Green Line
- Transit ridership is increasing on most BRT and LRT routes
- Traffic approach/consideration Discussion: Details on modeling existing/no-build conditions centered on use of micro-simulation model; 2040 future conditions forecast

model year; and use of Metropolitan Council Regional Model.

- Next Steps Discussion: Upcoming items; Scoping decision; defining the alternatives; choosing the range of those alternatives to ultimately model; inclusion of bus-only shoulders, converting a general-purpose lane to a MnPASS lane, adding a MnPASS lane to the existing corridor with no general-purpose lane reduction, and adding a stop at Allianz Field.

#### August 2019

- Purpose of Committee Discussion: The discussion centered on how understanding existing transit conditions and needs within the I-94 corridor will help inform the purpose and need document; determine how the committee can assist in identifying potential evaluation criteria and measures for transit alternatives; and how the committee can assist in identifying the range of transit alternatives.
- Schedule Discussion: Set expectation for Scoping document approval in December 2020/January 2021.
- Logical Termini Discussion: Overview of preliminary logical termini at the West – I-35W and Hwy 55, and east – Marion/Kellogg
- Metro Transit Overview Discussion: An overview provided of the current transit conditions Metro Transit's interest in the following for the corridor:
  - Bus only 12 ft. shoulders from Hwy 280 to downtown Minneapolis
  - Managed lane with direct connections intown downtown Minneapolis and Saint Paul
  - MnPass downtown connections (from Rethinking Phase 1)
  - Desire for an on-line station and Snelling Ave (connect with A-Line) – not documented in any published studies
  - The metropolitan area can support that Green Line and an on-line station on I-94 at Snelling Ave. – not documented in any published studies
  - Would like a Mobility Hub at Snelling Ave. – not documented in any published studies
- Data Request and Concerns Discussion: Information provided on existing services and the working group was encouraged to submit data requests at next meeting.