

Rethinking I-94: A New Vision for Integrating Transportation and Community

Metropolitan Council Transportation Committee

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Study Area



History: Behind the Initiative

Effects

- Construction of Interstate 94 in the 1960s destroyed homes and businesses and disconnected neighborhoods
- Those most affected were predominantly lower income, minority or immigrant communities
- Led to a pattern of community distrust with the Minnesota Highway Department (now MnDOT)



What is Rethinking I-94?

Rethinking I-94 has three main purposes

Develop a community-based approach focused on reconnecting neighborhoods, revitalizing communities and ensuring residents have a meaningful voice in transportation-related decisions that affect their lives.

Make it easier to travel to, along and across the I-94 corridor and establish a sense of place for the communities that live, work and play there.

Enhance safety and mobility for people walking, biking, driving and using transit.

What Have We Done So Far?



About the Communities

13

Farmers markets

23

Neighborhoods

70

Schools

10

Stadiums/arenas

24

Theaters

54

Parks/green spaces

59

Places of worship

7

Libraries

About the Highway

2+ million

Transit users per year

15

Miles of infrastructure

80+

Lane miles of pavement

4

Average hours of
congestion per day

8,000

Freight trips per day

4

Tunnels

145

Bridges

150,000+

Vehicles per day

Physical Characteristics

15

Miles of infrastructure

36

Miles of drainage pipes

80+

Miles of pavement

4

Tunnels

145

Bridges

2,162

Drainage structures

116

Retaining walls

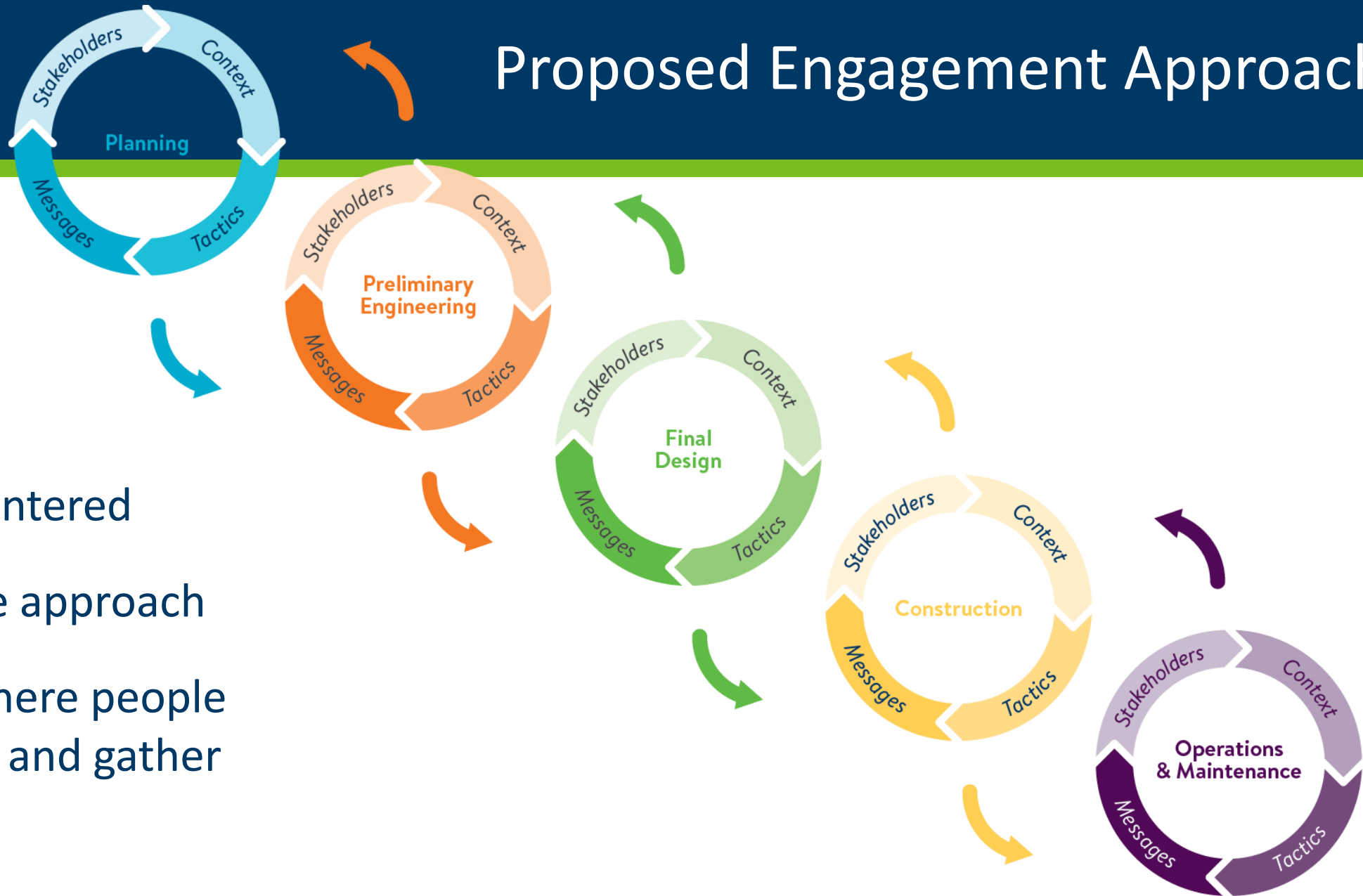
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Noise walls



Engagement

Proposed Engagement Approach



- People-centered
- Adaptable approach
- Impact where people live, work and gather

Engagement Goals

- Early – Often – More

Toolkit Purpose

- Assists project managers and teams to create project-specific public engagement plans.



Cultural Mapping and Historical Overviews

Purpose:

Advises the team in designing an engagement strategy for this historically, socially and geographically complex corridor

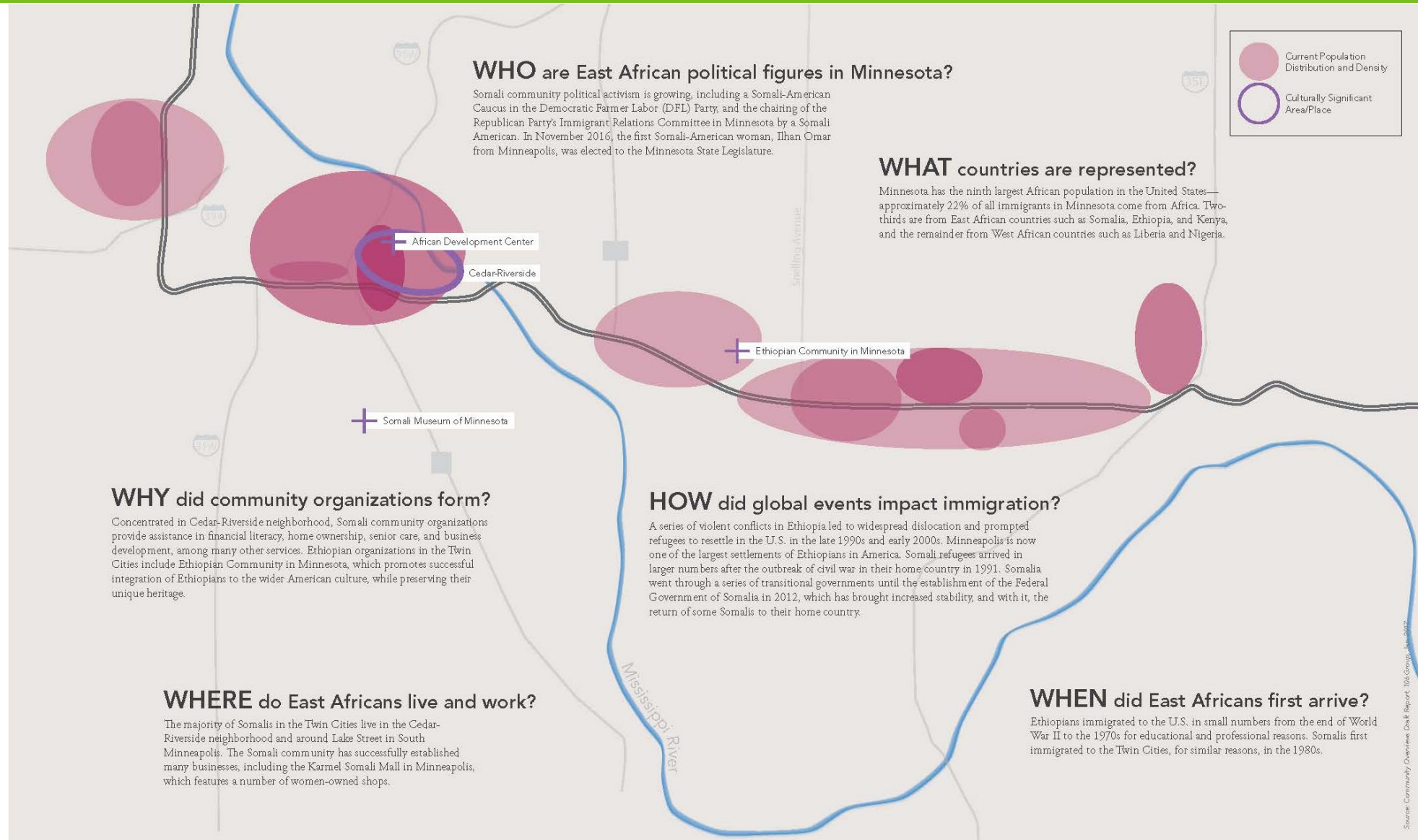
- Indigenous (American Indian)
- European-American
- African-American
- Asian-American
- Latino-American
- Recent African Immigrant



Recent African Communities

Key Takeaways ...

- 12.8 percent of the total population of the I-94 Corridor (Somali & Ethiopian two largest populations)
- Somalis first immigrated to Twin Cities in 1980s (educational & professional reasons)
- Arrived in larger numbers in early 1990s due to civil war in Somalia
- Growing number returning to Somalia (stability back home)



Overview

- Arranged in six separate zones
- Demographics, Survey Results, Organizations, Media outlets, Elected Officials
- How they Use I-94
- How and Where to Engage with People

Comprehensive and Small Area Plans

Historical Reports

Local Knowledge and Expertise



Rethinking I-94 Zone Profiles

December 2017

Community Comments Database

Overview

- Learn how we can better engage with communities and begin to form resilient relationships
- Obtain a better sense of community needs
- Store and organize all comments – actual comment, location specific, phase of the project, “owner”
- Helps inform project teams of the underlying vision, values, and issues
- Helps guide future transportation project development and investment



Segmentation Survey

Purpose

- Gain an understanding of the **attitudes, desires** and **values** of residents impacted

Listening for “Values” Segmentation of Corridor

- Identify specific actions how emotions and values *influence* actions and activities
- Understand media usage and their preference for how they wish to engage with MnDOT



Levels of Engagement by Market Segment

Active Contributors

- Mostly White
- Higher Income
- Contributes to charities
- Everyone has an opportunity to be involved in local community decisions

Concerned about:

- More traffic lanes
- Better maintenance
- Better traffic flow
- Wider roads or lanes

Informed Observers

- Mostly Men
- Boomers/Students
- Everyone should stay informed of community, local and state news
- Everyone should provide input to local reps when asked

Concerned about:

- More traffic lanes and traffic flow
- Better maintenance
- Safe ramps and better access
- Noise

- The engagement efforts point to the need to consider impacts associated with:
 - air quality,
 - noise impacts,
 - walkability,
 - biking and
 - other active transportation options

Guiding Commitments for project teams

MnDOT developed these commitments based on what people expect from MnDOT. They will guide how we work with communities in the future.

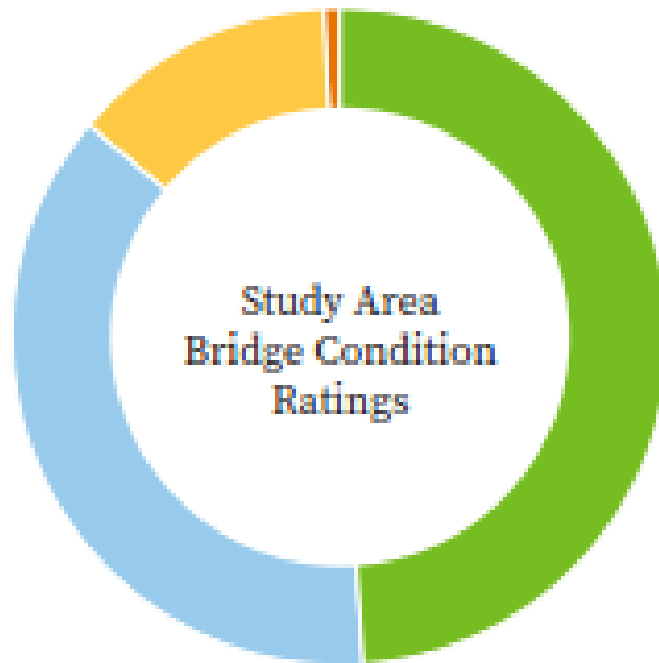


Livability Framework for communities

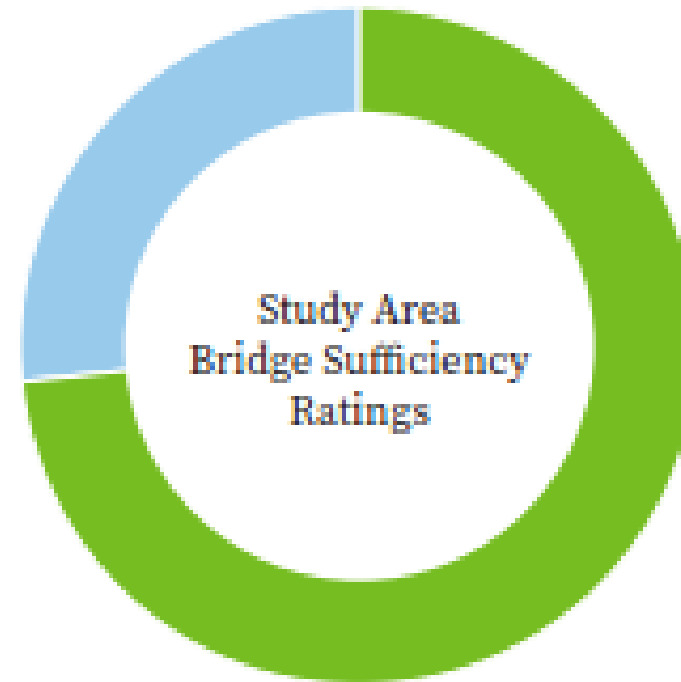
MnDOT developed this framework based on what people expect from the project work. It will guide how we work design and evaluate projects in the future.



Asset Condition: Bridges



49% Good
37% Satisfactory
13% Fair
1% Poor



78% More than 80
**22% Between 50
and 80**

Asset Condition Summary

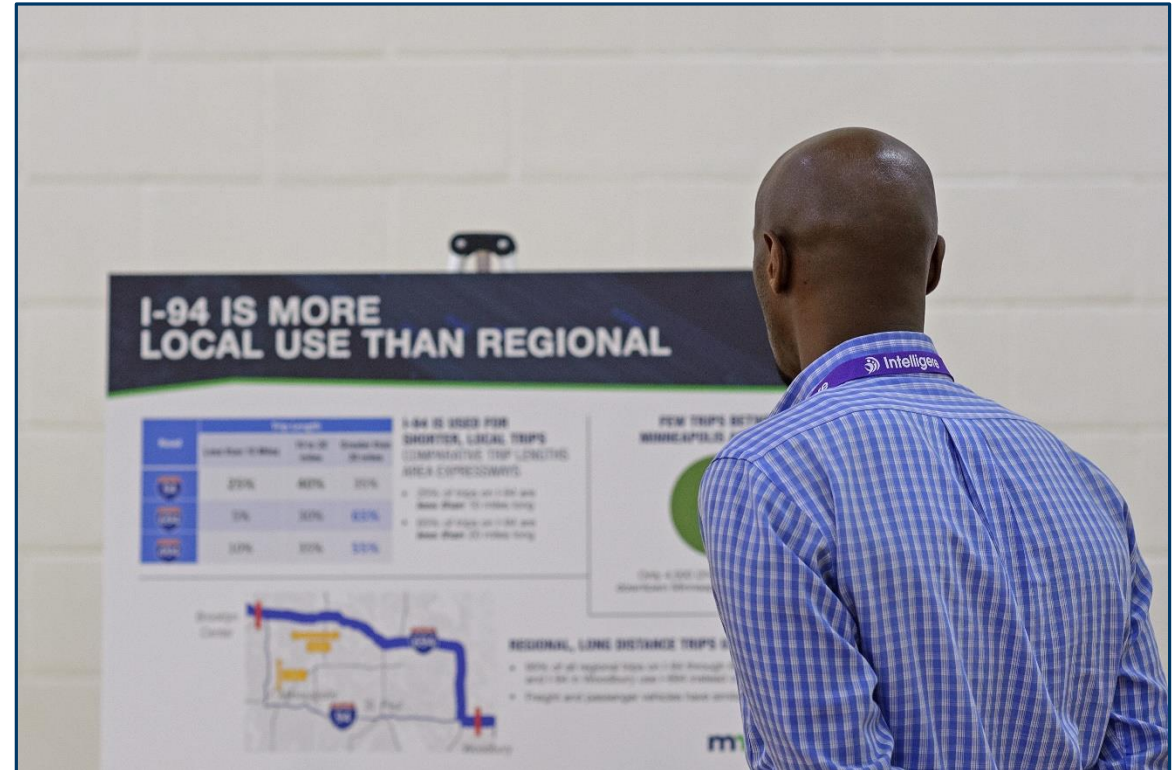
- I-94 infrastructure is aging
- Infrastructure needs significant repair or be replaced
- Infrastructure upgrades will be necessary for mobility projects, adding to cost



Travel Patterns

Travel Patterns Summary

- **165,000** Daily Trips along the 15-mile stretch
- **95%** of regional traffic uses I-694 as a regional bypass.
- **25%** of Trips on I-94 are *less than* 10 miles long
- **1 out of 12 cars** (*approximately*) is going between downtown Minneapolis and downtown St. Paul
- **8%** of I-94 traffic is between Cretin Ave and Snelling Ave



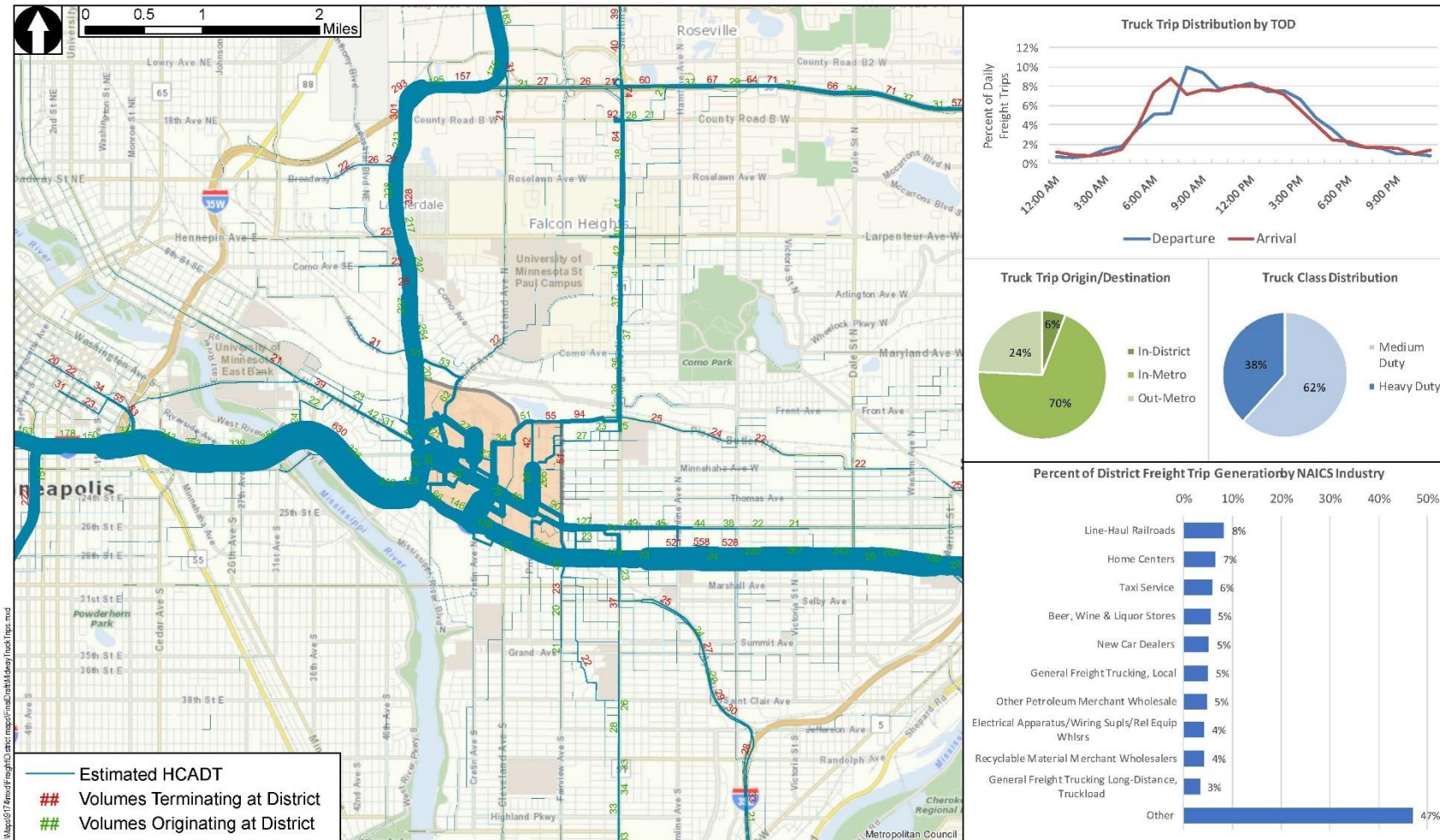
Freight

Snapshot of I-94 Freight Districts

- The Freight Analysis analyzed the following:
 - Freight dependent business characteristics
 - Estimated number of truck trips
 - Critical freight routes
 - Freight trip distribution
 - Freight trip distribution by truck type



Example Snapshot: Midway District



Safety

Safety Summary

- High I-94 crash rates
- TH 280 interchange high crash rates
- High interchange crash rates on I-94
- High fatality crash rate along I-94



The crash rate is twice the average in the metro area, largely due to congestion.

Non-motorized Crossings

Crossing Opportunities Summary

Draft Factors Suggesting a Crossing Need

- Distance to next crossing
- Proximity to destinations (schools/parks)
- Proximity to residential concentrations (equity considerations)
- Pedestrian trip generators
- User safety and comfort
- Others to be identified

Draft Factors Suggesting a Crossing Location Priority

- User comfort, safety, convenience
- Part of walk/bike networks
- Serves a large number of people
- Connects to/provides access to mass transit
- Serves transit-dependent households
- Connects to schools and libraries
- Identified as a priority in a city plan
- Cost
- Others to be determined

Parallel Pedestrian and Bicycle Facility Opportunities

Parallel Bikeway Opportunities



Transit

- Over 2 million riders along the I-94
- Proximity to the Green Line
- Key questions
 - Will the “Transit Advantage” be restored within the corridor?
 - What coordination is needed with the cities and Metro Transit to address future service proposals and local road characteristics?

What Have We Learned?

Adaptive approach

- Rethinking I-94 is a pilot effort and an evolving process
- MnDOT intends to incorporate lessons learned into department processes within the study area.
- Could potentially expand to future MnDOT projects outside of the Rethinking I-94 study area.





Leader



Partner



Facilitator

Rethinking I-94 will continue ...



More Info: Google Rethinking I-94

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