ABC Ramps Research Overview

Frank Douma, Barbara Rohde, Adeel Lari, Yingling Fan, Jason Cao, Kevin Karner, Rachel Dame, Frank Alarcon

UofM Research Scope of Work

- Task 1: Project Management
- Task 2: History of ABC Ramps
- Task 3: Corridor Evaluation
- Task 4: Customer and Commuter Demographics
- Task 5: Employer Evaluation
- Task 6: Regional Stakeholder Goals
- Task 7: ABC Ramps management and oversight*
- Task 8: Policy, Ordinance and Guidance Review
- Task 9: Literature Review/Program Scan
- Task 10: Long Range Transportation Trends
- Task 11: Program Evaluation*
- Task 12: Outreach Evaluation*
- Task 13: Implementation Strategies and Recommendations*
- Task 14: Summary Report and Symposium
- Task 15-16: Final Report

* These tasks will be performed by a consultant
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### Review of Selected Parking and TDM Programs

**Technology:** Apps
- **Vancouver TravelSmart** – shows all travel options
- **SanDAG** – RFP for app to show potential carpool partners

**Outreach**
- **Arlington Co., VA** – Champions program partners with employers, landlords, etc. to build relationship to promote mode change
- **Columbus, OH** – downtown tax (perhaps on free parking spaces?) to pay for providing transit passes for downtown employees

**Pricing**
- **UofM** – Occasional Use Contracts with lower overall cost for limited number of days
- **Bundling Option (new innovation)** – contract that includes limited number of days to access ramps, plus transit pass, car share membership (subsidy?), bikeshare membership and/or Guaranteed Ride Home
- **Carpool rate innovations** – remove geographic restriction, provide discounted daily rate for carpools
Review of Selected Parking and TDM Programs

- Ramps’ location and programs help discourage driving in city center, encourage use of multiple modes
- Relatively low market rates encourage SOV travel, monthly contracts are unwieldy, carpool discounts may not be maximizing benefits
- Options for improvement include:
  - Flexible contracts allow for different mode use
  - Multiple modes for fewer payments (ideally one card)
  - Integrate with car sharing, bike sharing etc.
  - Expand transit and biking incentives
  - Mobile app

ABC Ramps History

1956: Mpls Plan to connect TH12 to downtown streets, including parking
1973-74: Approval for “fringe” garages serving planned I-394, with microtransit and skyway connections downtown
1980’s: Agreement reached to include HOV facilities, incentives
1989-92: Ramps Open

Or maybe LRT?
Operating Guidance

• Federal Laws
• State Statutes
• FHWA Maintenance and Operations Plan
• Agreement with City of Minneapolis
  • 20-year plus three 10-year extensions
• City Ordinances and policies

Statutes, Policies and other Guidance *

Ramps must serve a transportation purpose
• Constructed and maintained as bridges
• “Purpose:” improve capacity for movement of persons through reduction of vehicular traffic and promotion of HOV’s and transit (on I-394)
• Primary benefit to I-394, but not exclusive

Promotion of Alternative Modes
• Use of HOV’s “replace the need for additional capacity”
• “HOV” = occupied by two or more persons
• Expand this?
• Fees charged for SOV must be market rate

Non-transportation uses
• Must not interfere with existing transportation uses
• Must receive fair market value

*Nearly all changes must be agreed to by FHWA
Corridor Evaluation: How are they Used?

- Are all major routes entering downtown, not just I-394 and I-94 southbound, experiencing congestion, and how much is due to single-occupancy vehicles (SOVs)?

- If people now approach the ABC Ramps from all directions, would congestion in the core be decreased if more of these people were encouraged to carpool?

- If all drivers, not just those approaching from the west and north, were eligible to receive incentives to carpool, would congestion be lessened on downtown streets leading to the ABC Ramps?

Corridor Evaluation: How are they used?

- Overall increase of ‘severely’ congested roads since 2000
  - Most significant points entering downtown

- Corridor daily traffic change mirrors population growth
  - I-394/TH-12: -16 to +60%
  - I-35W: -30 to +40%
  - I-94: -23 to +100%
  - TH-55: -29 to +150%

- Twin Cities projected to grow 500,000+ people by 2030
  - Represents 400,000+ new cars

Population Density, 2010

AADT Increase, 1998 to 2018

- 5 to 10
- 10 to 25
- 25 to 50
- 50 to 100
- 100 to 150

Source: AADT-Metropolitan Area, Hennepin County, Minnesota Department of Transportation, 2010

Note: AADT-Metropolitan Area, Hennepin County, Minnesota Department of Transportation, 2010
Corridor Evaluation: How are they used?

- Drawn from multiple sources
  - INRIX origin/destination data (SRF)
  - Carpool evaluation report (Kimley Horn)
  - Historical corridor AADT, congestion reports, population projections

- INRIX/Carpool Findings
  - Trips fit commuter profile
    - 49 – 57% of traffic entering during peak AM/PM hours
    - 85% of traffic to ramps on weekdays
  - Clear pull from west, northwest and south metro
    - I-394 and I-94 carry the most ramp traffic
    - I-35W, WB I-94 not far behind
  - Typically 2 person (adults) carpools

Conclusions

- Current Projections indicate several hundred thousand additional trips into downtown
- Slightly more than half of trips to ramps come from North and West
- Extending Incentive for SOV alternatives to rest of metro could decrease downtown SOV traffic
Demographic Analysis: Who Uses the Ramps?

- **Analysis of who uses the ramps**
  - How can programing reflect public/customer needs?

- **Drawn from multiple sources**
  - INRIX origin/destination data (SRF)
  - LEHD, ACS profiles (Census)
  - Travel Behavior Inventory (Met Council)
  - Intercept surveys, ramp records
Demographic Analysis: Who Uses the Ramps?

- Findings
  - Ramp users mainly Caucasian, in $100,000+ household, living with spouse/children
  - Carpoolers more diverse in income/race, slightly younger
  - Spouse the most common carpool partner
  - 63%+ used skyways to arrive at final destination
  - Nearly all traveling for work
  - 60% of respondents not using their preferred mode of commute
    - Of 54% that reported driving, only 12% cited as their ideal
    - Top ideal options (in order): Transit, biking, teleworking, being dropped off
  - Biggest barriers (in order): Social demands, time, need for car during day, lack of transit, employer benefit covering only parking OR transit (no flexibility)

Employer Travel Demand Management

- Overview of MSP’s regional TDM goals and resources
- Analysis of 34 developments in downtown Minneapolis with TDM plans (2005-2016)
- Ordinance 535.140 requires all non residential development to include a TDM plans that addresses transportation and environmental impacts
**Employer Travel Demand Management**

**Recommendations:**
- Strengthen TDM
  - Requirements (e.g. Seattle)
  - Follow-up
- Strengthen TMO's
  - Coordination and outreach through employers
- Unbundle / cash-out parking

**Stakeholder Goals**
- Provide visitors and residents with alternative modes of transportation
- Government Stakeholders want to give users options
- MnDOT and the City of Minneapolis are adopting policies and transportation projects that are equitable

**Stakeholders**
- MnDOT
- City of Minneapolis
- Downtown Council
- Move Minneapolis
- Warehouse District Business Association
- Metro Council
- Metro Transit
- Minnesota Twins: Target Field
- Minnesota Timberwolves: Target Center
- Neighborhood Associations:
  - Northloop Neighborhood Association
  - Downtown Minneapolis Neighborhood Association
Stakeholder Goals

- Target Field and Target Center are looking to find alternative modes of transportation for employees
- 2040 TPP by the Metropolitan Council
  - Course of action to maintain and enhance existing facilities to better connect people through transportation
- Access Minneapolis by the City of Minneapolis
  - Partner with organizations to make a citywide multimodal transportation plan. Providing citizens with equitable options

Symposium Themes

Theme 1:
Promotion of Mode Shift

Theme 2:
Technology and Transportation
Symposium Highlights

Keynote Speakers:
• Michael Kodransky – Director of Global and U.S. Initiatives, Institute for Transportation and Development policy
• Jonathan Hopkins – Executive Director, Commute Seattle

Panels:
• Mobility Hubs and Public-Private Partnerships
• Transportation and Equity

Transportation and Equity

• Discussion around the Ramps can be used to promote equitable transportation
• ABC Ramps must address issues related to access, opportunity and equity
• Equity in Transportation was a large portion of discussion at the Symposium and within stakeholder engagement discussions
• Strategies for the ABC Ramps must promote equitable transportation
Transportation and Equity

Equity should be part of

- Uses of the ramps
- Operation of the ramps
- Engagement with ramp stakeholders
- Long term strategies

Long Range Scenarios

Identify long range transportation changes

- Autonomous vehicles
- Car-sharing, Ride-sharing and other shared economy initiatives
- Telework
- Vehicle electrification
- Changes to transportation finance mechanisms
Changes in parking “may be closer than they appear”
Key drivers: Technology, Pricing, Policy (land use, zoning)
  • Recognize change is coming: reframe role to “Mobility Hub”
  • Watch market – are new facilities being built or replaced / repurposed?
  • Coordinate with other major public parking providers to provide common incentives and practices (including more pay-per-use options)
  • Consider upgrades to serve “shared” vehicles
    • Pick-up / drop off facilities
    • Layover / maintenance areas
    • Increase EV charging facilities