



TWIN CITIES

Drivers feel the pinch as I-94 construction rattles commutes and spills traffic onto city streets

Gridlock has been common on Franklin Avenue, Lake Street, University Avenue and Marshall Avenue as drivers try to take detours.

By **Tim Harlow**
The Minnesota Star Tribune

APRIL 11, 2025 AT 1:54PM

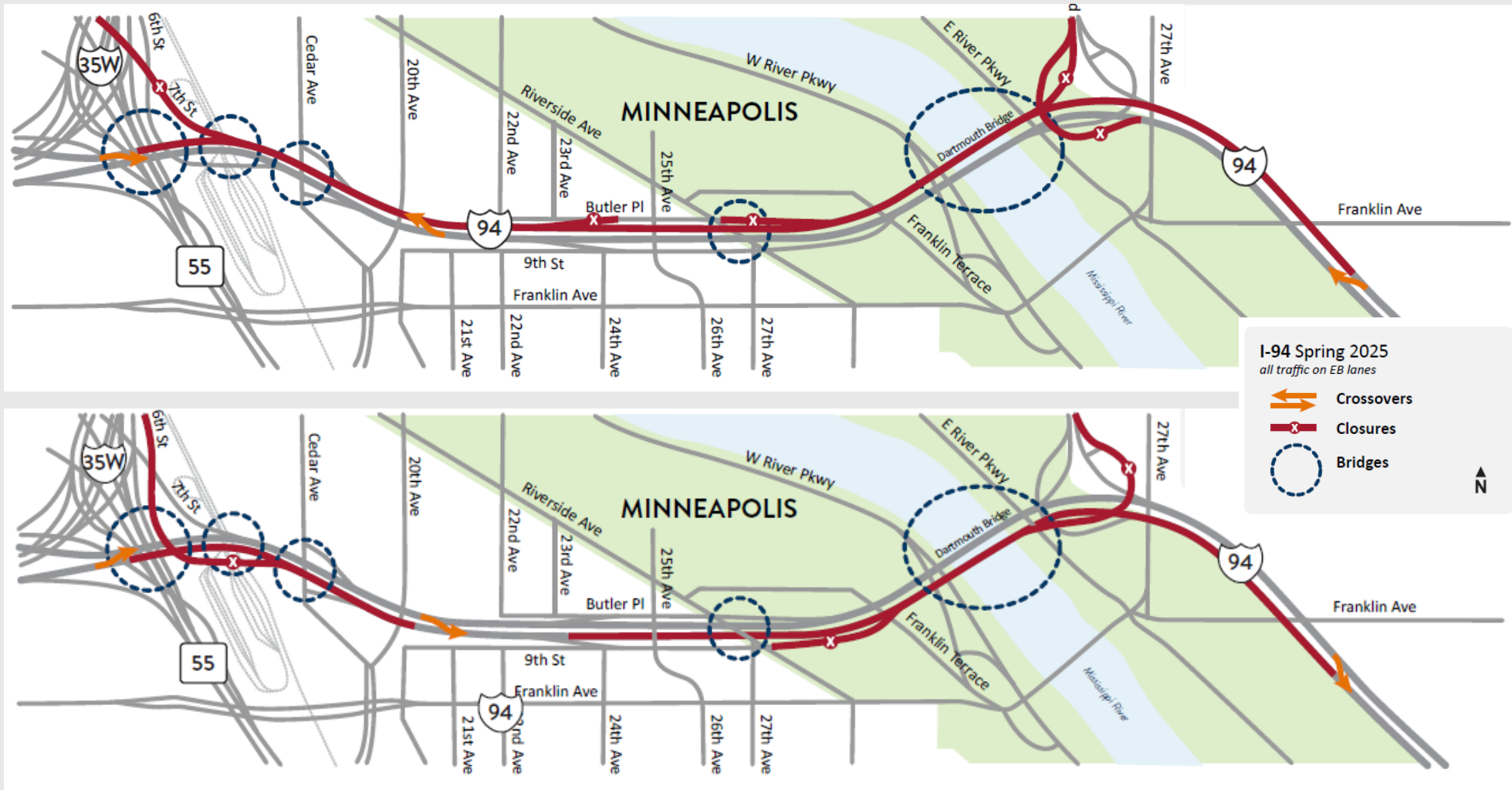
I-94 Construction Traffic Analysis Summary

Jim Henricksen, AICP | Metro District Dir. of Travel Behavior Analysis

Metro District

04/15/2026

I-94 is reduced to two lanes in both directions between 11th Ave. South and Franklin Ave. Southeast



Stage 2:
Westbound
Lanes Closed.
April 7 – June 15,
2025

Stage 3:
Eastbound Lanes
Closed.
June 16 - August
18, 2025

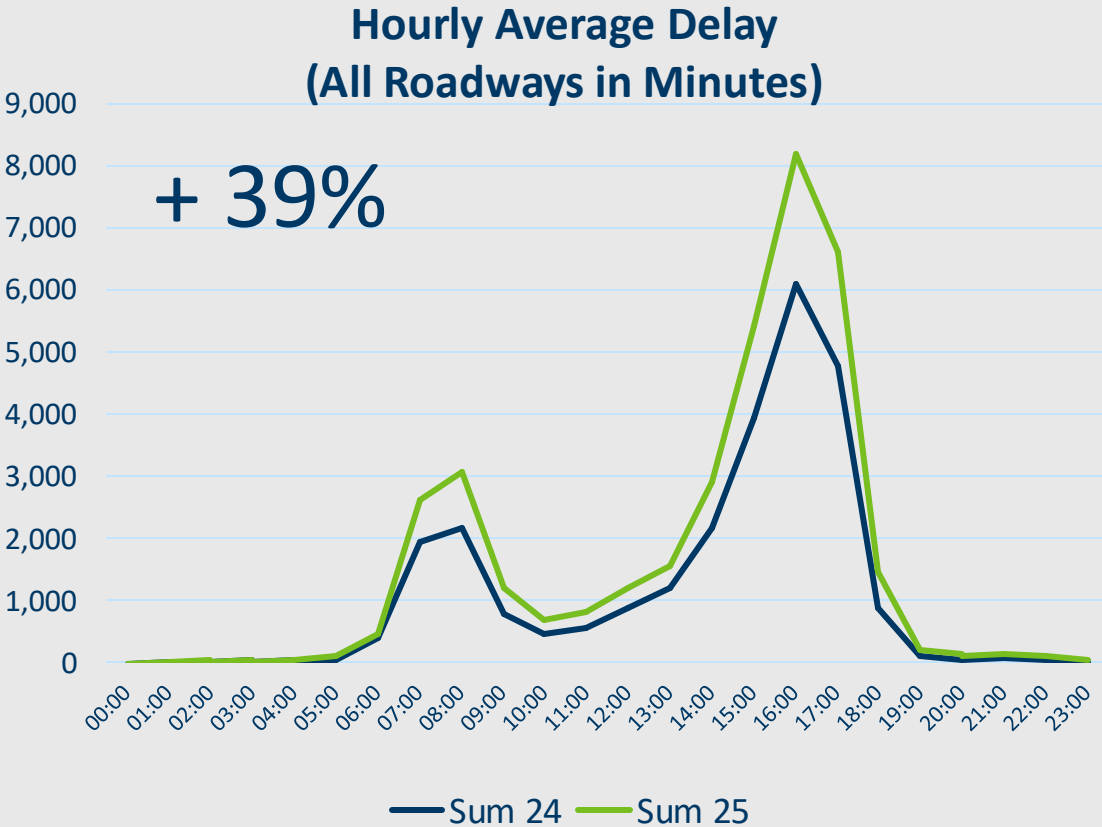
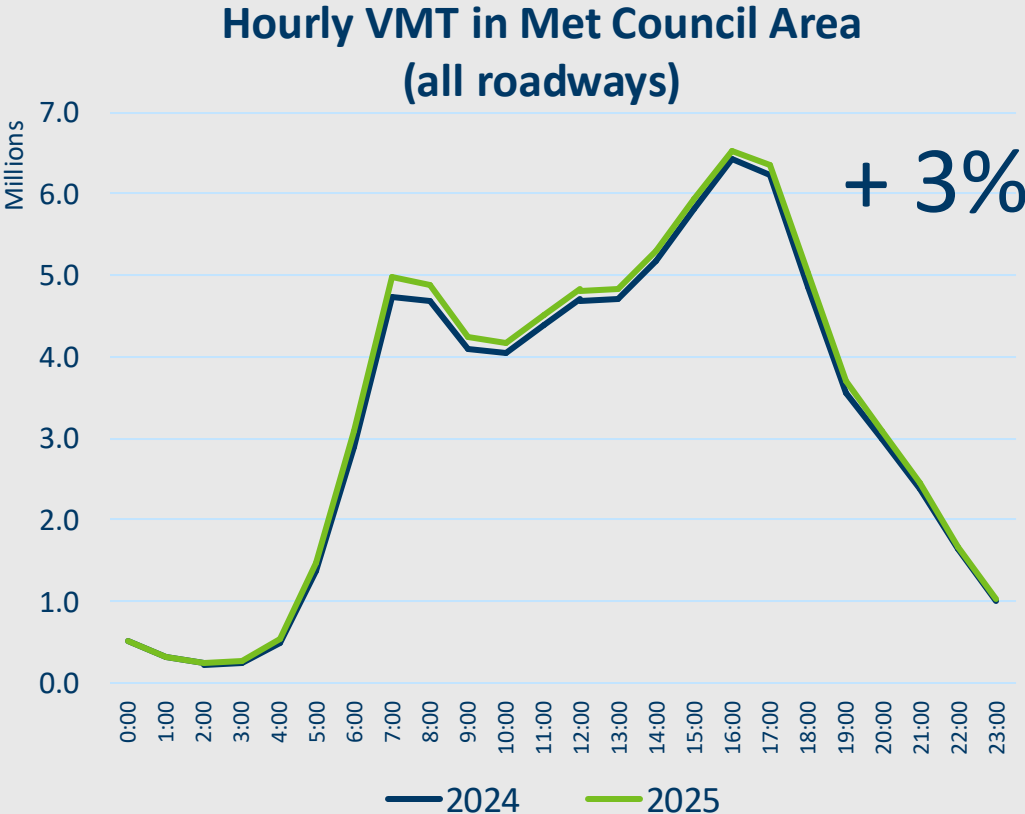
- Other Construction:**
- Plymouth Ave
 - University Ave
 - I-494
 - I-394

Data Source Options

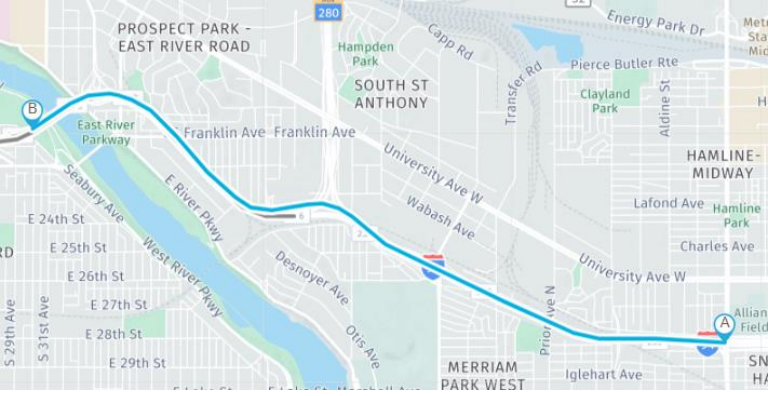
- **Detector Data (PeMS):** Freeway Volumes, Speeds, Vehicle Density
- **ClearGuide (HERE Data):** All Road Speeds, Delays, Travel Times, LOS, bottlenecks, TTI, PTI, BTI,
- **Streetlight (Probe Data):** All Road estimated AADT Volumes, VMT, Speeds, geographic area Trip Origin/Destination data
- **Transit Ridership (Met Transit)**
- **Reliable non-motorized travel data is not available.**

Overall Trend: 2024 & 2025

Metro Area VMT +3% and Delay +39%

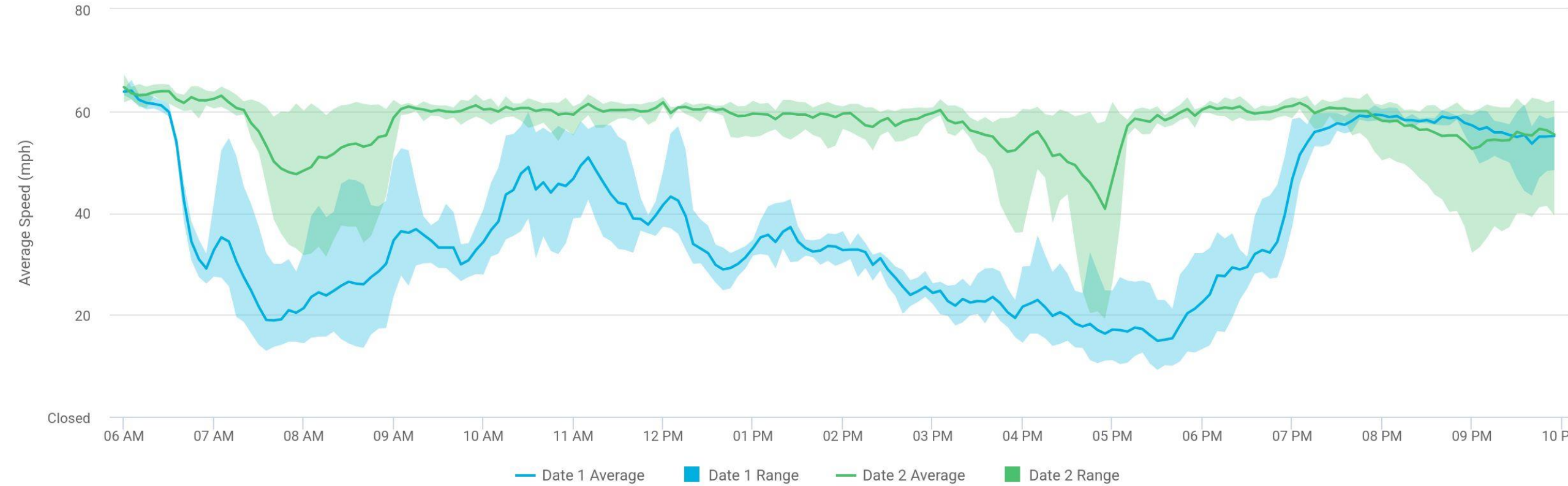


I-94 Corridor Experienced Slower Speeds

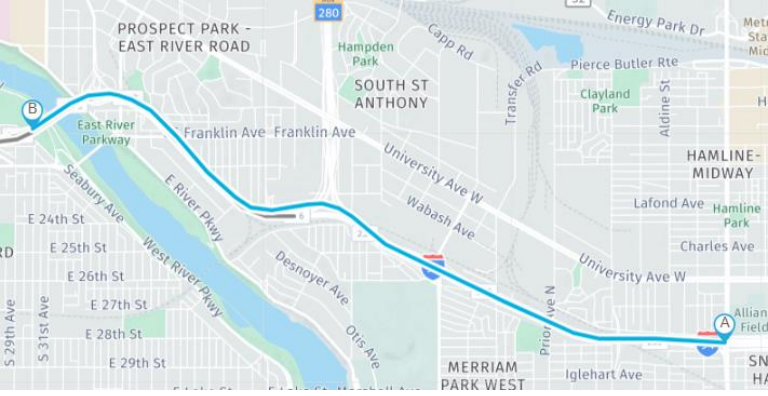


Route: I-94 WB (Northside) Lanes

MON 06/09/2025 TO FRI 06/13/2025 | 6:00 AM-10:00 PM | TUE, WED, THU, FRI AND MON 03/31/2025 TO FRI 04/04/2025 | 6:00 AM-10:00 PM | TUE, WED, THU, FRI

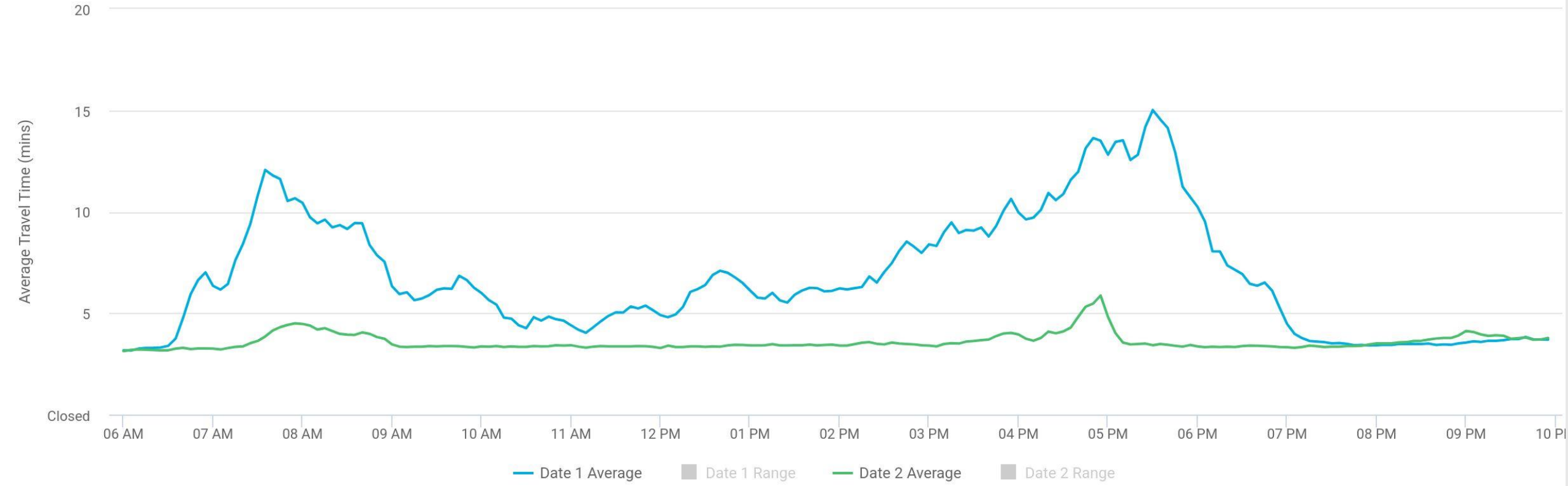


I-94 Corridor Experienced Higher Delay



Route: I-94 WB (Northside) Lanes

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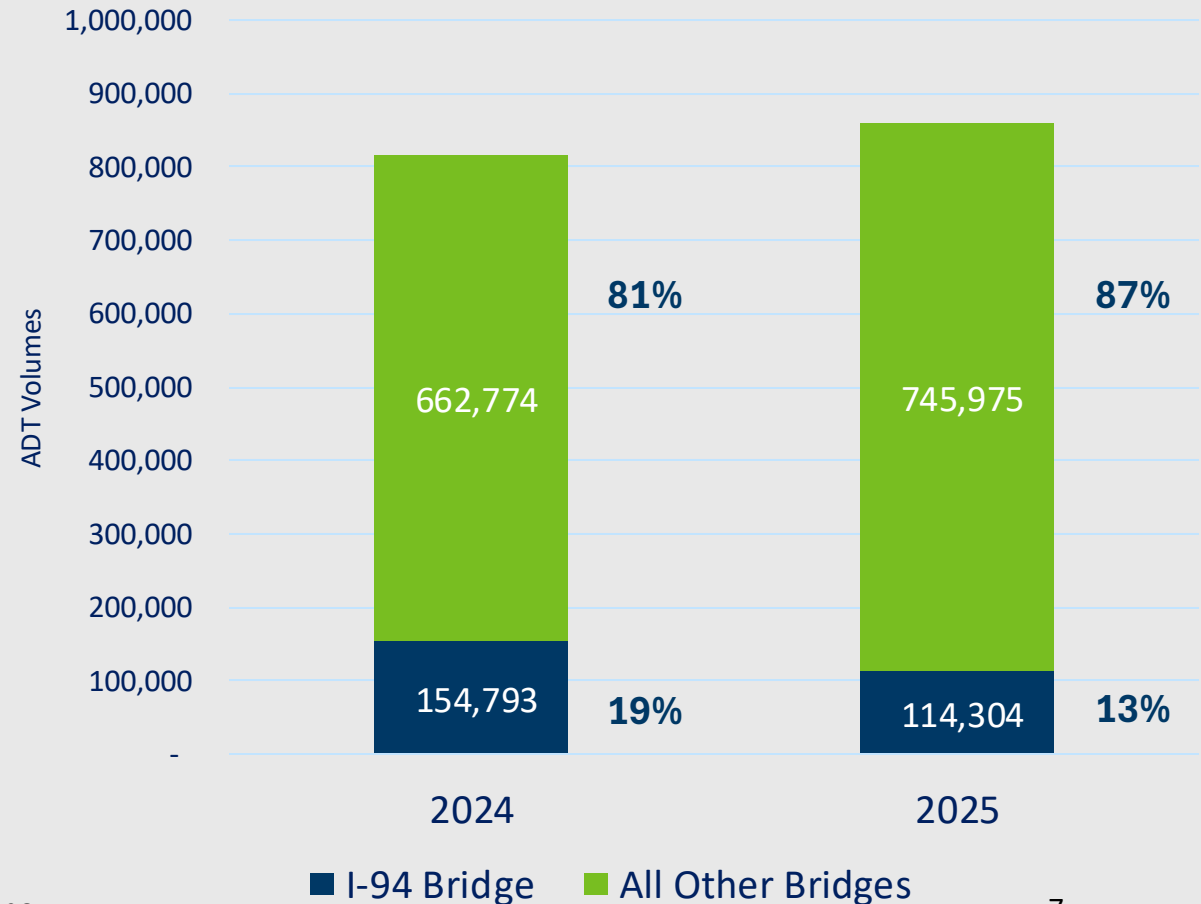
I-94 Bridge decreased 40,000 vpd

- I-94 bridge traffic down 26% (155,000 → 114,000 ADT volumes).



Screen-line

Bridge Crossing ADT Volumes 2024 & 2025



Other Bridges Absorbed Traffic

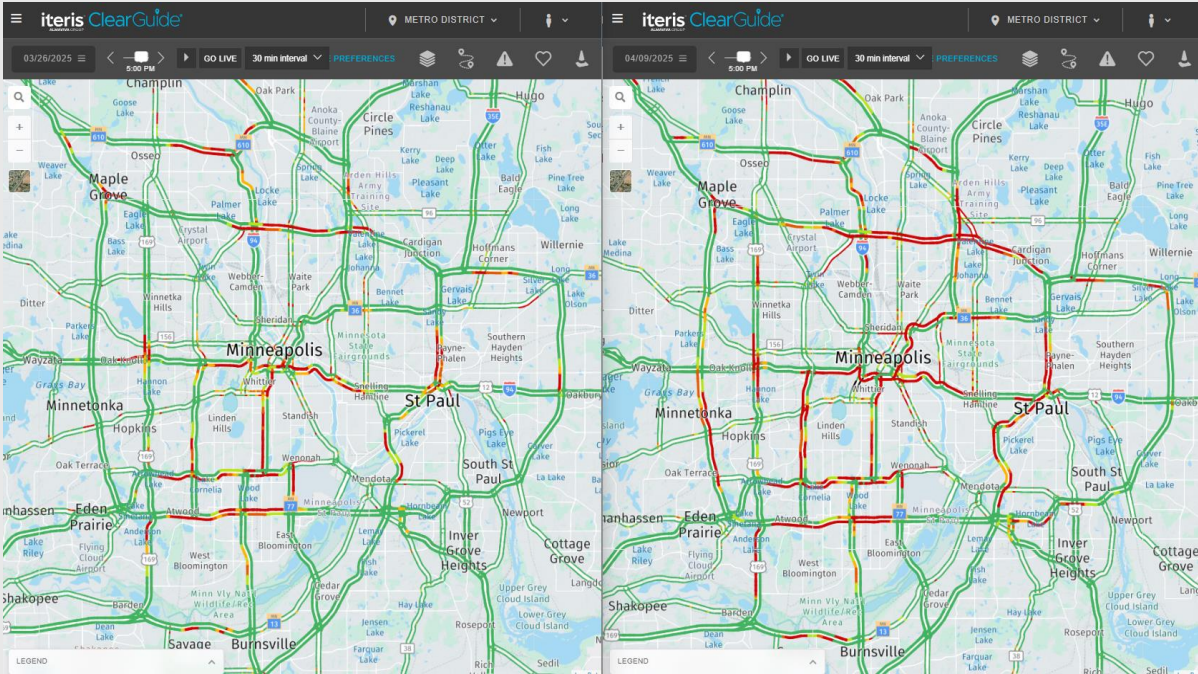
- Other river crossings increased by **12.5%** absorbed construction traffic causing significant increases in volumes and congestion.

Bridges:

- Washington Ave +105% / +9,500 vpd
- Franklin Ave: +73% / +7,688 vpd
- Lake/Marshall Ave: +31% / +5,424 vpd
- I-694: +9% / +13,467 vpd
- I-35W +9% / +13,802 vpd

Plymouth Ave Closure Apr 21 – Oct 3

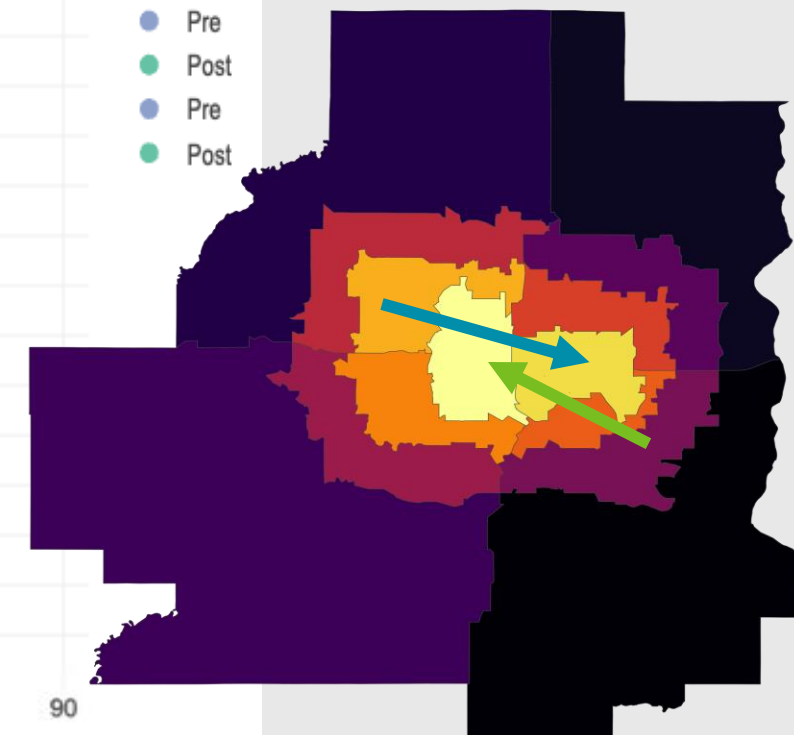
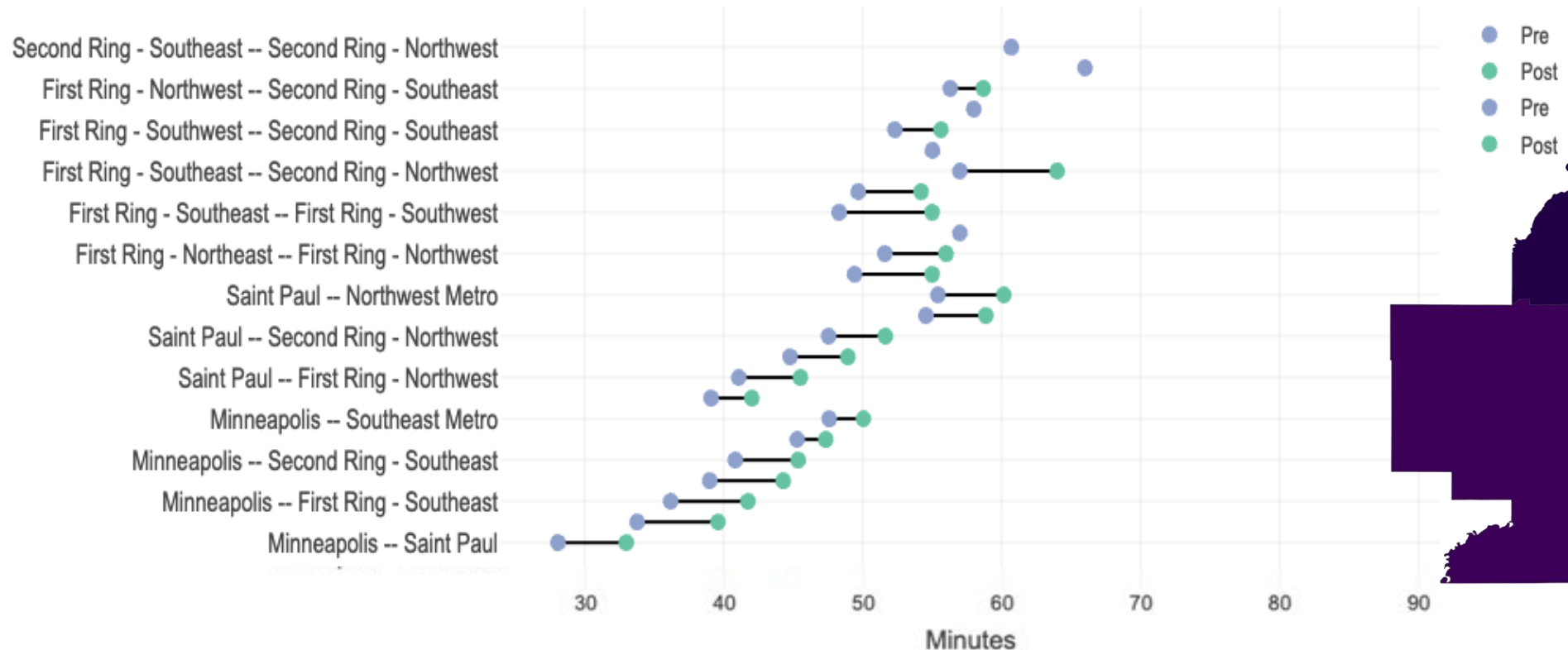
- 3rd Ave: +82% / +9,344 vpd
- Hennepin Ave: +32% / + 6,991 vpd



Median Average Travel Time between Subareas

Travel time percentiles, I-94

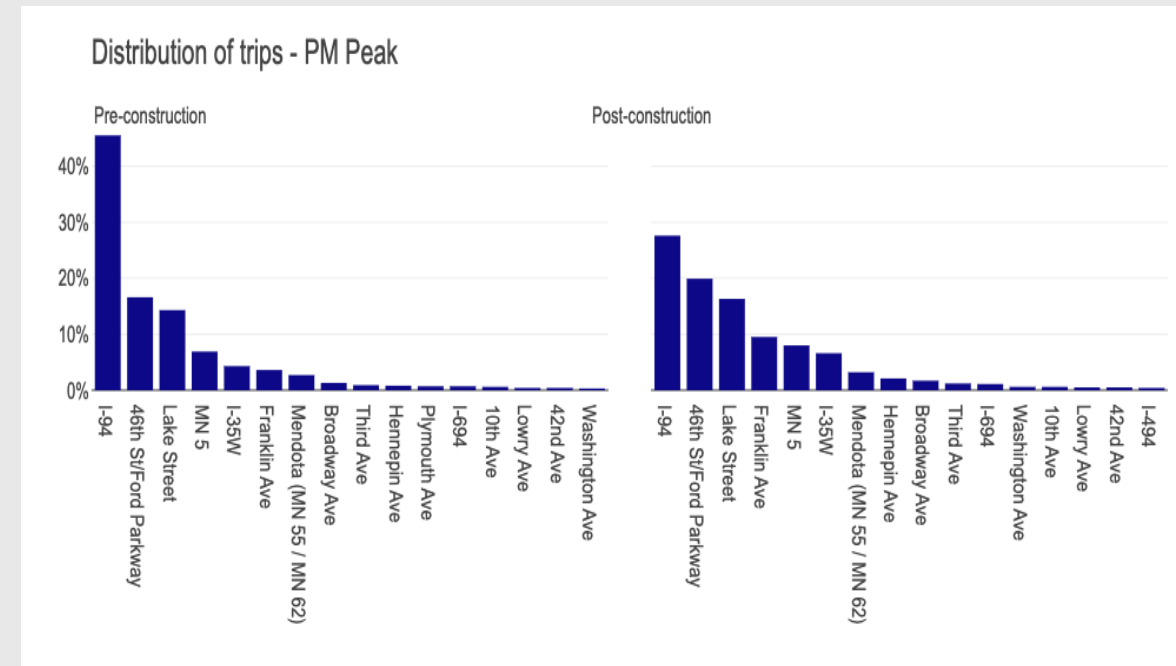
50th percentile travel time



Trip Redistribution Patterns

Origin–Destination (O/D) analysis found:

- Trips between Minneapolis ↔ Saint Paul using I-94 dropped from ~45% to 27% of all trips.
- Core city and 1st ring suburb trips rerouted to **local bridges**.
- Many second-ring or outer-ring regional trips shifted to **I-694, I-35W, I-494**.
- **Regional and local networks both absorbed significant rerouted traffic.**



Transit Was *Not* Significantly Affected by Construction

- Route 94 ridership rose **38%**, but likely due to a **50% service increase**, not construction.
- Express routes saw **+12% growth**, consistent with long-term trends.
- Green Line ridership increases could not be attributed confidently to construction.
- **There was NOT a transit advantage during construction.**
- **Conclusion: Transit impacts from the I-94 work zone were effectively neutral.**

The I-94 construction produced substantial and measurable transportation impacts:

- ❖ Major diversion of traffic from I-94. Remaining trips willing to tolerate Average 10-15 minute peak hour delays
- ❖ Increases in delays and decreases in speed across the network
- ❖ Alternate river crossings saw heavier traffic beyond the diverted I-94 traffic (+5%).
- ❖ No clearly attributable shift to transit
- ❖ All trips experienced decreases in travel-time reliability, yet no apparent trip reduction.
- ❖ Traffic shifts increased volumes and delays on both freeway and local network river crossings.
Freeway / Local = **43% / 57%** or **+36k / +47k**

Conclusion Caveats/Questions

- ❖ Did the relatively short and specific timeline (4 months), deter more significant changes in travel decisions?
- ❖ While travel grew between 2024 and 2025, would it have increased more if not for the construction?
- ❖ How to isolate traffic diversions associated other construction projects?
- ❖ How do we create transit advantages?
- ❖ Are there non-motorized mode advantages, and how do we measure those?

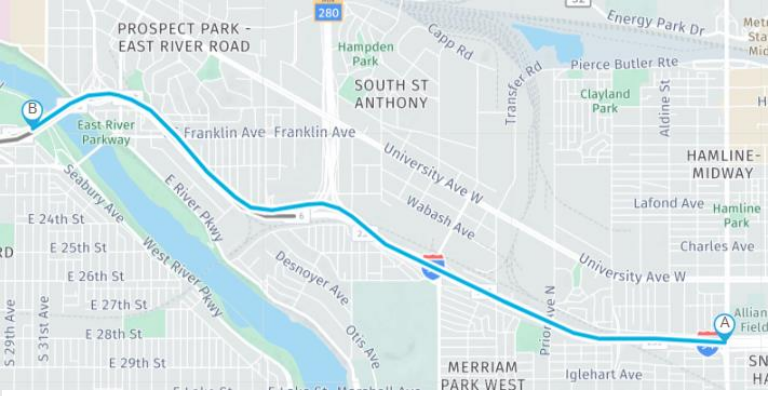
Questions – Comments?

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651-234-7782

Week 2 vs 11 Travel Times Westbound



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