



*System Study – Phase 3*

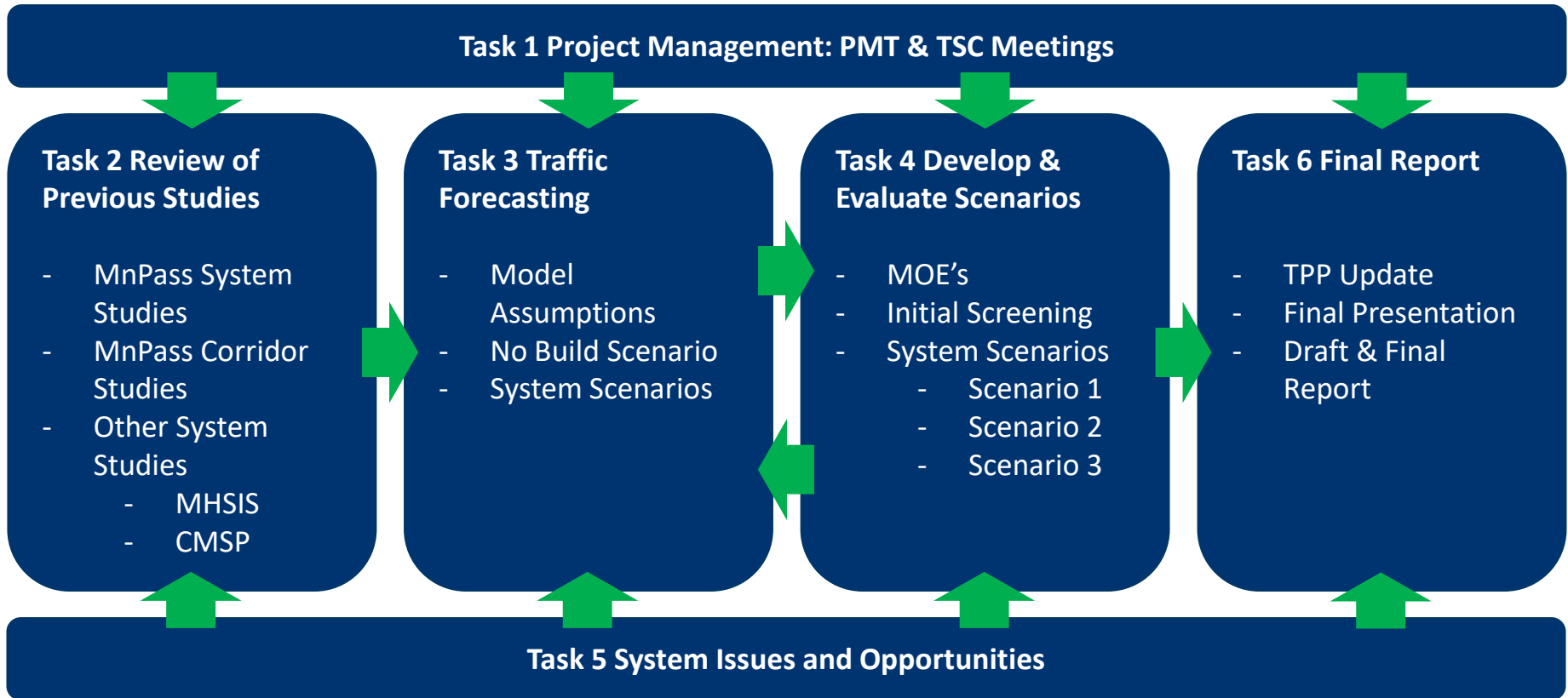
# TAC Planning Committee

September 2017

# MnPASS System Study 3 Goals

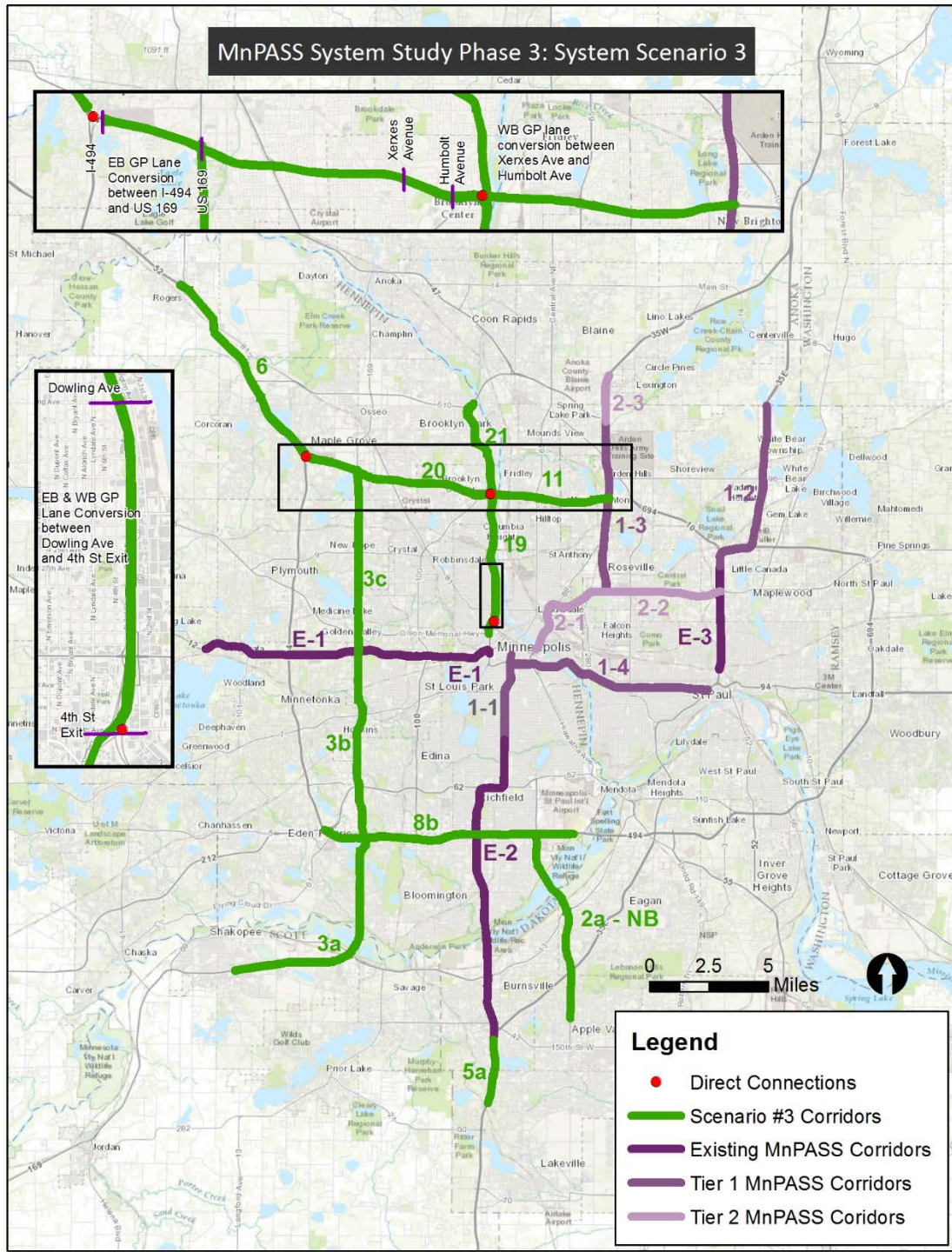
- Update the MnPASS system vision for inclusion in the 2017/18 TPP Update
- Evaluate key MnPASS issues, opportunities, and risks from both a regional needs perspective and a national state-of-the-practice perspective

# MnPASS System Study 3 Process



Technical Steering Committee (TSC) consisted of representatives from MnDOT, Met Council, transit providers, metro counties and FHWA

# MnPASS System Study Phase 3: System Scenario 3



# Evaluation Summary Table

Corridor	Change in Average Person Throughput	Total Person Hours Saved	Percent Travel Time Savings	Cost (M)	Cost Variability
<b>2a -NB</b>	3,118	747	3.2%	\$50	Medium
<b>3a</b>	7,985	1,765	5.8%	\$130	Low
<b>3b</b>	15,492	768	3.8%	\$200	High
<b>3c</b>	7,788	760	4.2%	\$180	Medium
<b>5a</b>	3,490	795	8.9%	\$40	Medium
<b>6</b>	3,846	1,106	3.7%	\$80	Low
<b>8b</b>	18,786	4,121	9.8%	\$220	High
<b>11</b>	2,361	936	3.9%	\$120	Medium
<b>19</b>	16,552	-119	-1.2%	\$110	Med / High
<b>20</b>	3,044	1,487	4.9%	\$110	Med / High
<b>21</b>	36,925	1,186	39.7%	\$140	Medium

# Corridor Evaluation Ranking

Rank	Corridor	Change in Average Person Throughput	Cost (M)	Change in Average Person Throughput per \$M
1	21	36,925 <sup>1</sup>	\$140 <sup>1</sup>	264 <sup>1</sup>
2	19	16,552	\$110	151
3	5a	3,490	\$40	87
4	8b	18,786	\$220	85
5	3b	15,492	\$200	78
6	2a -NB	3,118	\$50	62
7	3a	7,985	\$130	61
8	6	3,846	\$80	48
9	3c	7,788	\$180	43
10	20	3,044	\$110	28
11	11	2,361	\$120	20

# Results Summary

- Scenario 3 has similar benefits to previous scenarios, but a lower cost per mile and total cost
- Corridor 21<sup>1</sup> and corridor 8b are very strong
- Corridor 19 has a large increase in throughput, but fewer hours saved
- Corridor 5a has moderate benefits, but very low cost
- Corridors 2a-NB, 3a, 3b also score moderately

# Schedule/Next Steps

- Draft final report available in October
- Council staff drafting TPP update are considering:
  - MnPASS corridor tiering
  - Increased revenue scenario



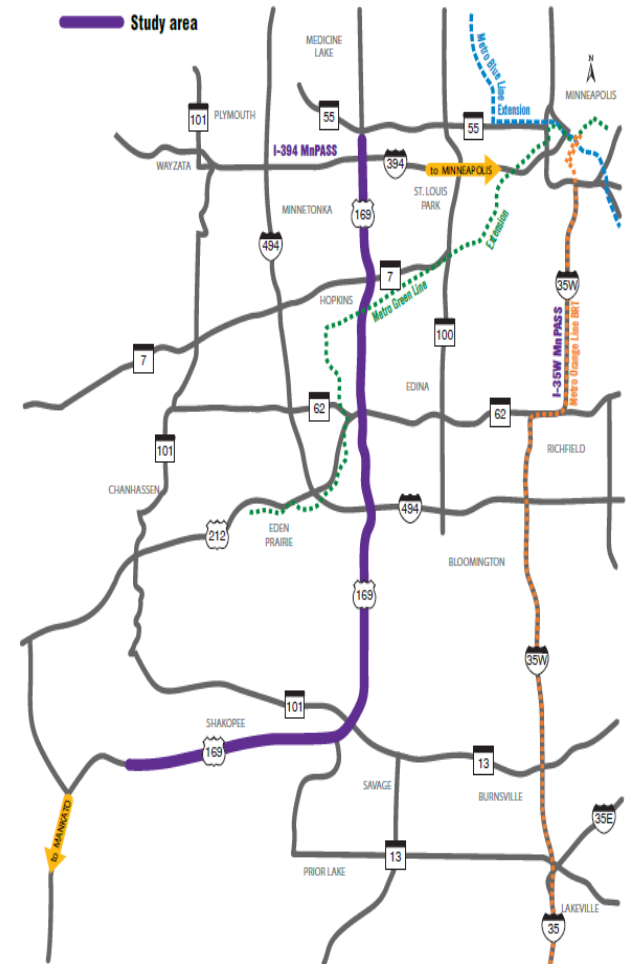
# I-494/Hwy. 62 Congestion Relief Study

- Study evaluated MnPASS lane options and spot mobility improvements on I-494 and Hwy. 62 between the MSP Airport and Eden Prairie.
- Study is nearing completion and a recommended implementation plan of improvements has been developed that includes adding MnPASS lanes on I-494 between W. Bush Lake Rd. and Hwy. 5, as well as implementing several spot mobility improvements on Hwy. 62 and I-494



# Hwy. 169 Mobility Study

- Study focused primarily on evaluating highway BRT alternatives, MnPASS options and spot mobility improvements on Hwy. 169 between Shakopee and Golden Valley
- Collaborative effort between MnDOT, Met Council and Scott County
- Study completion anticipated Nov./Dec. 2017 – the key evaluation findings to date include:
  - Two good BRT alternatives:
    - Marschall Rd. to downtown Mpls. via Hwy. 169 and I-394
    - Marschall Rd. to downtown Mpls. via Hwy. 169 and Hwy. 55
  - Adding MnPASS lanes on Hwy. 169 between Marschall Rd. and Hwy. 55 would provide significant mobility benefits and there are a range of design options at specific locations
  - Several viable spot mobility improvements



# Questions/Comments

## Contact:

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