

Highway Transitway Corridor Study – Highway 55 Update

Transportation Committee | January 26, 2015



Study Project Purpose

- Determine transit demand for all-day, BRT-like service
 - *Conceptual routes*
 - *Conceptual station locations*
- Better understand highway BRT demand in the multiple regional corridors and the range of costs and benefits
- Include analysis in future transit and highway studies

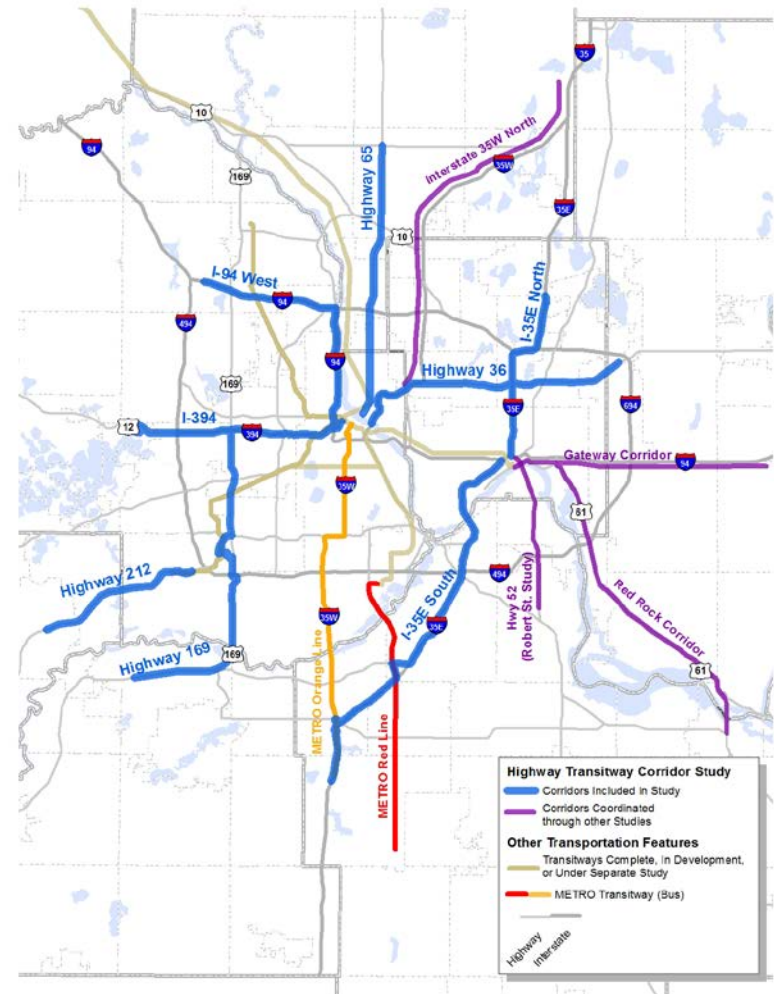
Which corridors were studied?

8 corridors for concept plan development:

- TH 212
- TH 65
- TH 169
- TH 36
- I-394
- I-35 E North
- I-94 West
- I-35 E South

Considerations:

- Express bus corridors
- MnPASS corridors
- Corridors identified by local stakeholders



Highway 55

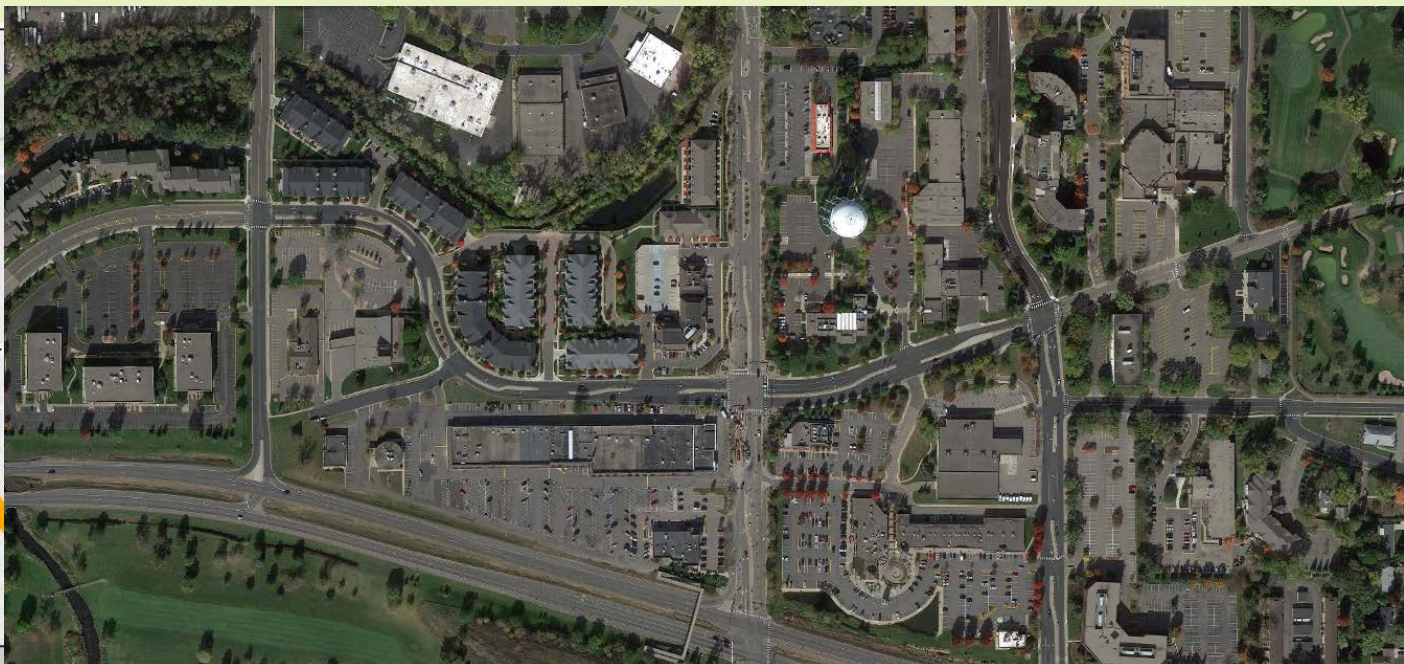


Preliminary Station Location

- In-Line
- Off-Line
- F** Proximity to Future Park and Ride
- P** Proximity to Existing Park and Ride
- Other Highway BRT Corridors
- Arterial BRT Corridors
- Blue Line (LRT)
- Green Line (LRT)
- Orange Line (BRT)
- Northstar Commuter Rail
- Downtown Routing TBD

0 1 2 Miles

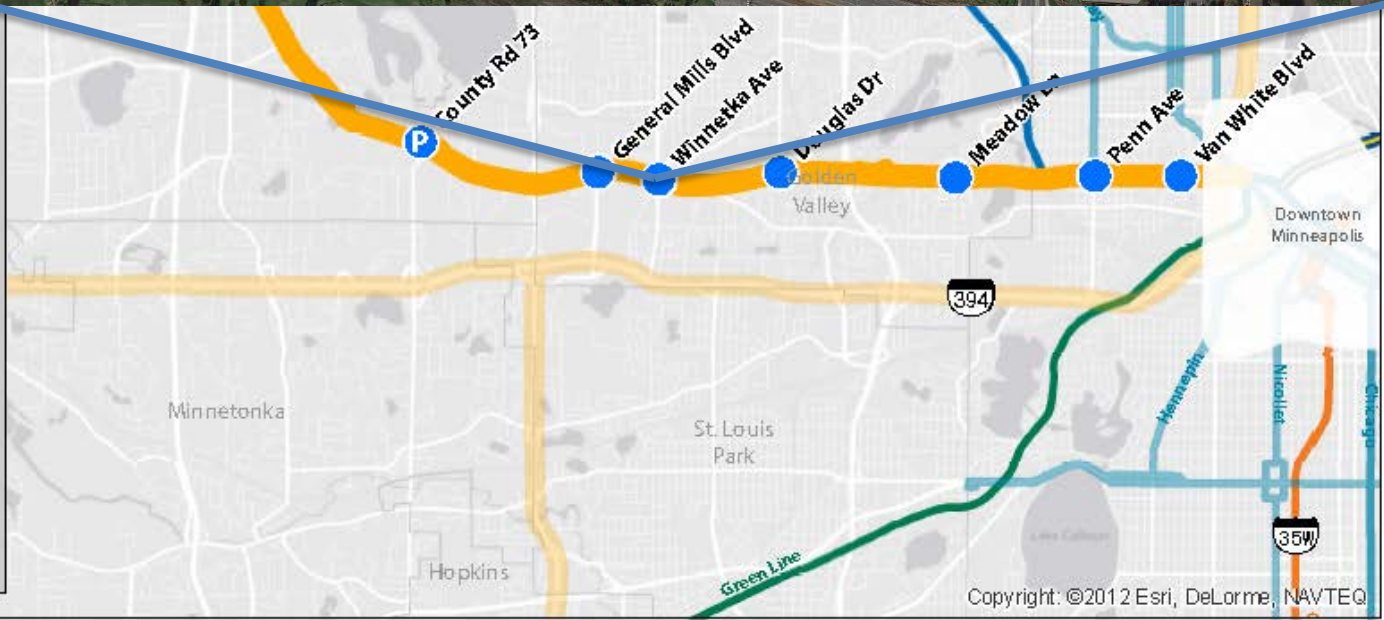
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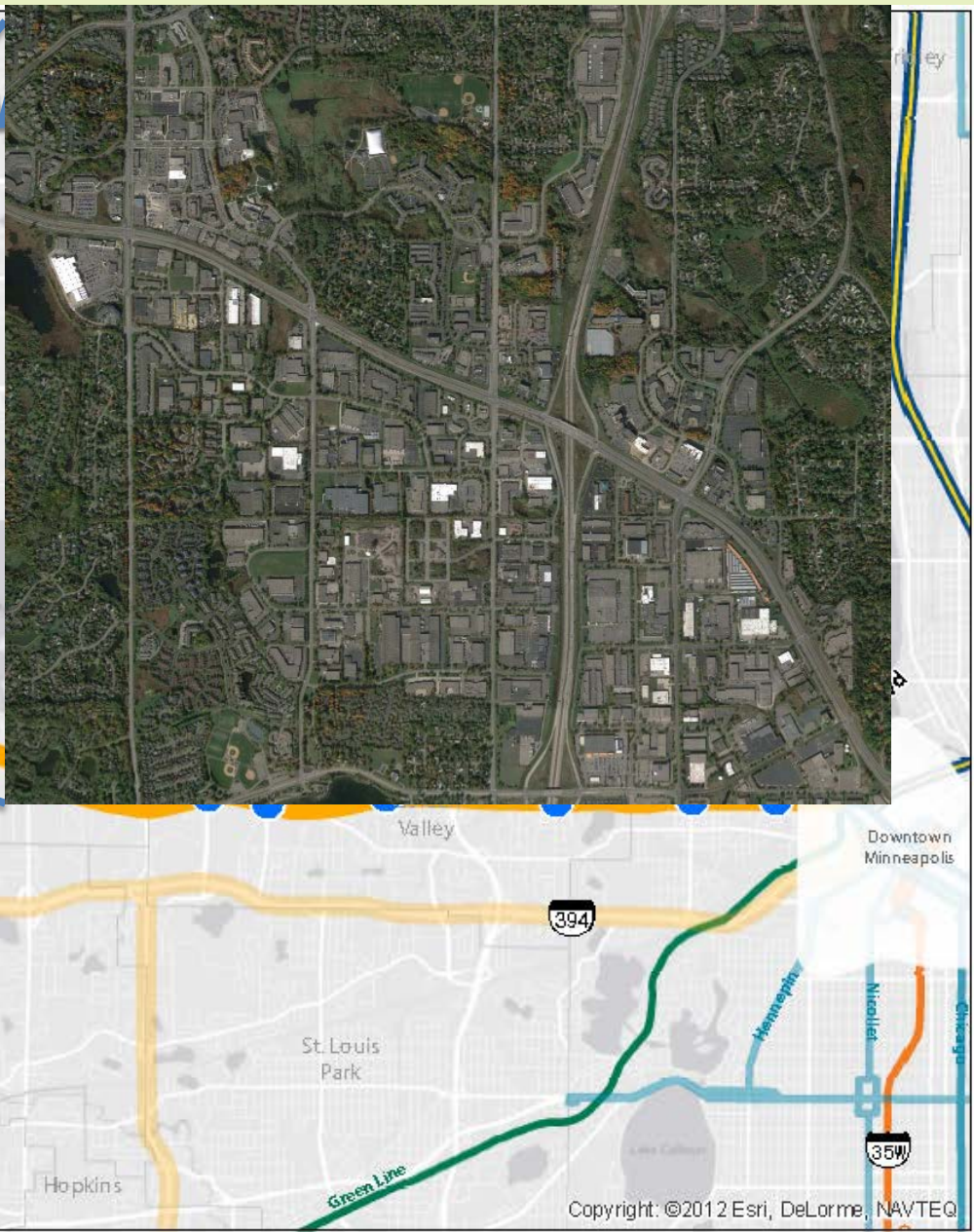
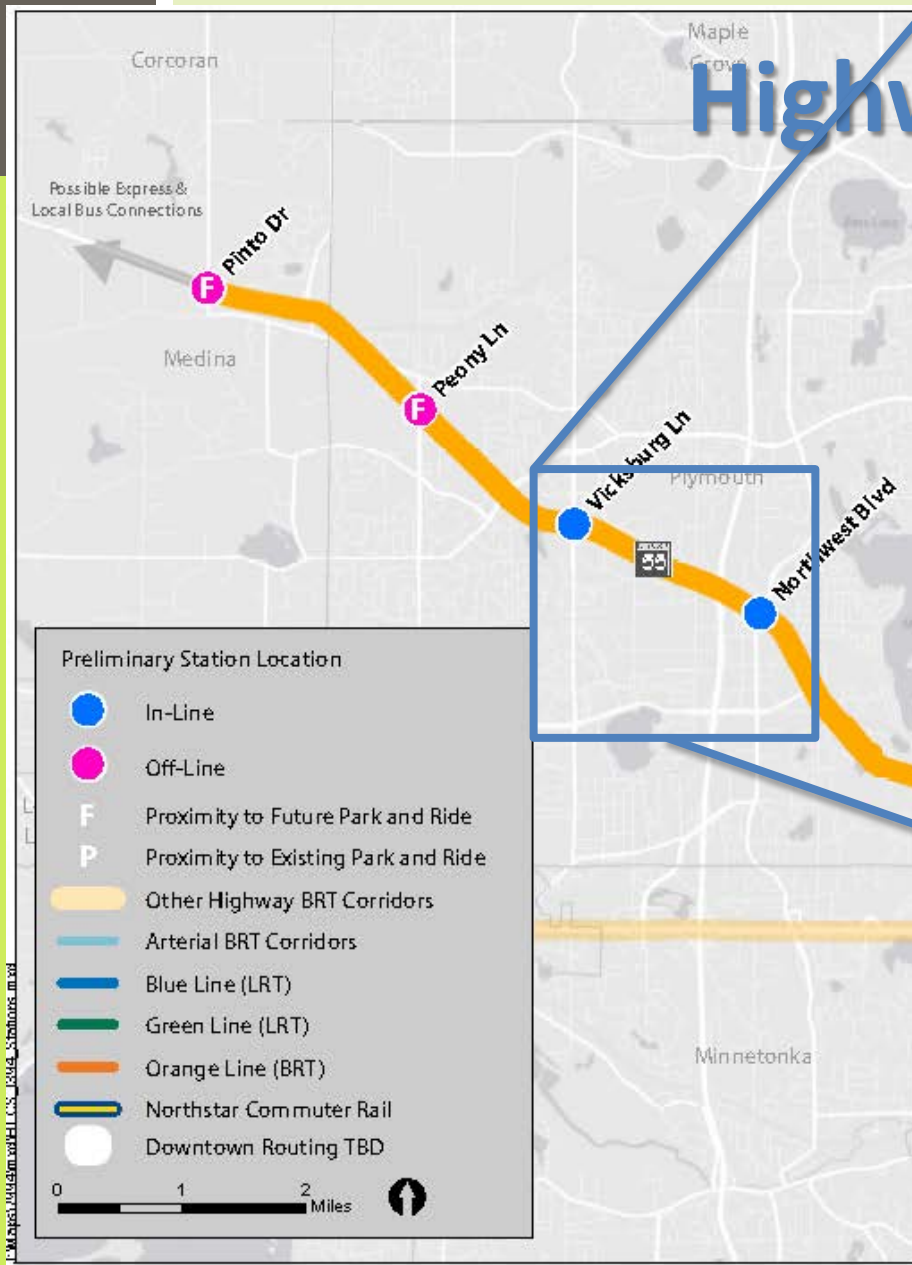
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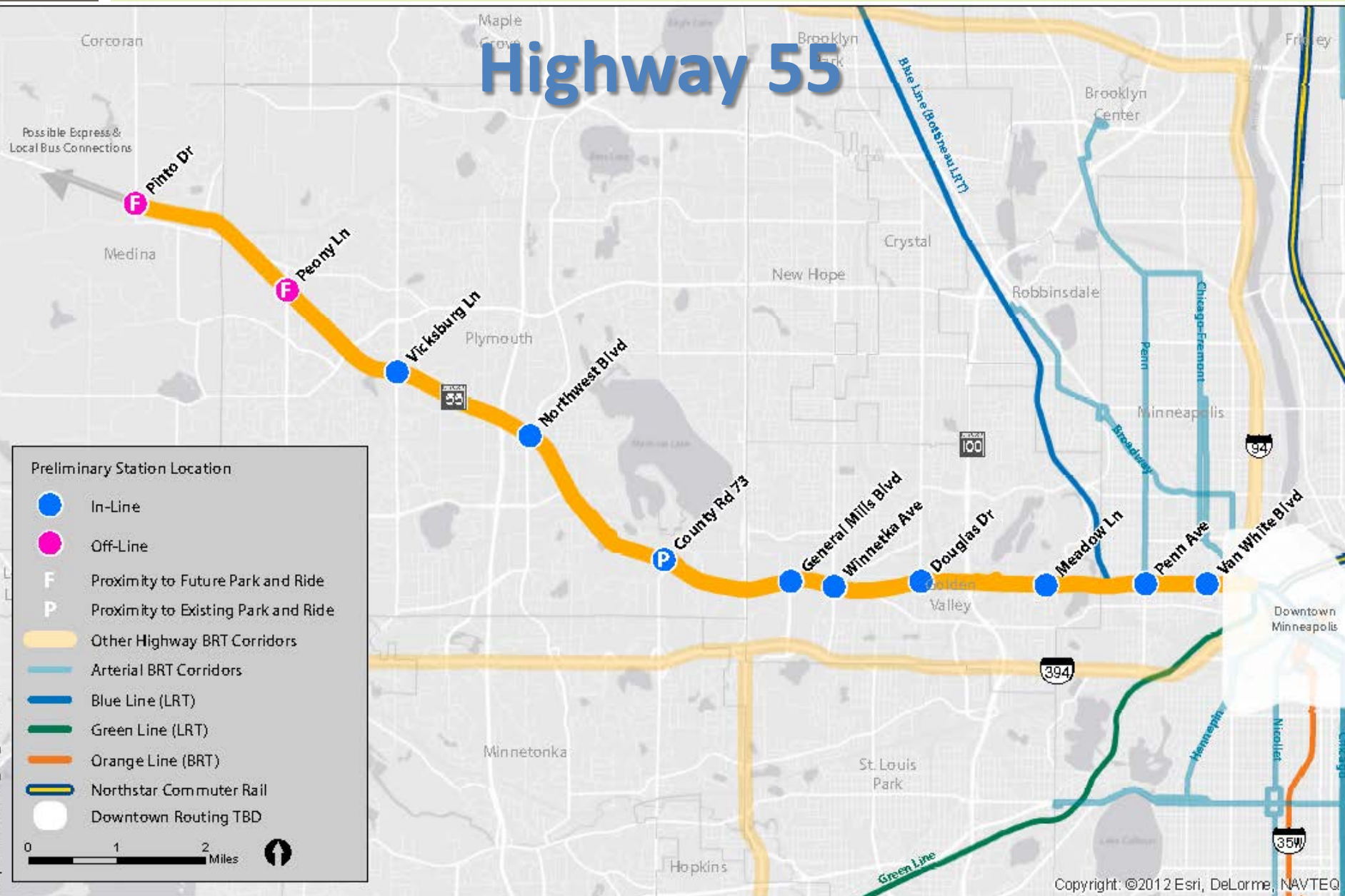
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Highway 55



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0 1 2 Miles

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Service Plans

- Corridor service plans based on *Regional Transitway Guidelines*
- Span
 - 16 hours on weekdays and Saturday
 - 13 hours on Sunday
- Frequency
 - 15 minutes all day on weekdays
 - 30 minutes on Saturday evenings and Sundays

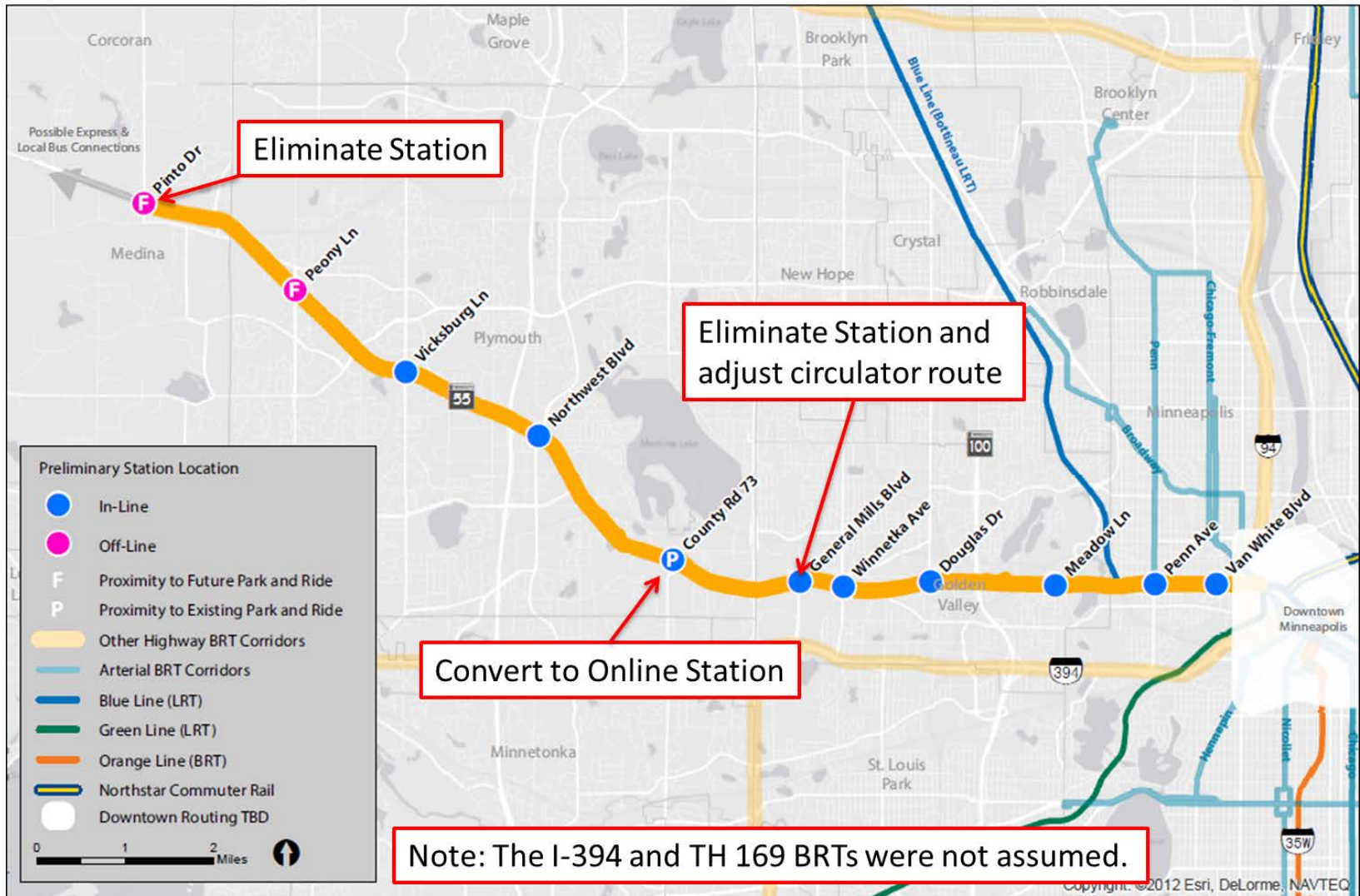
Corridor Daily Ridership Summary

	Corridor	Hwy 55	Hwy 36	I-94	Hwy 65	I-35E North	I-35E South	I-394	Hwy 169	Hwy 212
Existing Service	2010 No Build Guideway Bus Routes	1,000	1,800	8,200	0	180	800	3,400	2,900	2,300
	2030 No Build Guideway Bus Routes	3,400	2,100	9,300	600	300	1,500	6,500	3,400	2,400
With BRT Service	2030 Build Highway BRT Station-to- Station	4,300	9,300	5,400	800	2,500	4,000	6,600	7,800	600
	2030 Build Other Guideway Routes	4,000	2,100	8,300	400	900	1,700	7,800	4,200	3,200
	2030 Build Guideway Total	8,300	11,400	13,700	1,200	3,400	5,700	14,400	12,000	3,800

Evaluation

	I-94	Hwy 65	I-35E North	Hwy 36	I-35E South	Hwy 169	Hwy 212	I-394	Hwy 55	
Goal 1: Provide mobility benefits and respond to trip patterns/needs and deficiencies for markets identified in the purpose and need.										
1	Guideway total ridership	●	○	○	●	◐	●	○	●	◐
2	Growth in guideway total ridership	◐	○	◐	●	◐	●	○	●	◐
3	Off-peak hour ridership and reverse-commute direction	●	●	○	◐	●	●	●	●	●
4	Transit-reliant ridership	●	○	◐	◐	◐	○	◐	●	
5	Minority residents in the service area	●	○	●	◐	○	○	○	◐	
Goal 2: Provide affordable, effective transportation improvements.										
6	Cost effectiveness	◐	○	◐	●	◐	○	●	◐	
Goal 3: Meet Transportation Policy Plan (TPP) ridership goals.										
7	Station-to-station ridership	◐	○	○	●	◐	●	○	●	◐
8	New transit riders	●	◐	○	◐	◐	●	○	●	◐
Goal 4: Seamlessly integrate with existing systems and provide valuable regional connections.										
9	2010 Trips with the build alternative	◐	○	○	●	◐	●	○	●	◐
10	Connections to existing or planned high frequency transitways	○	○	○	◐	●	◐	○	○	●
Goal 5: Support area development plans, forecast growth assignment, redevelopment potential										
11	Forecast growth in population	○	○	○	○	○	◐	●	○	◐
12	Forecast growth in employment	●	○	◐	○	○	◐	◐	○	○
	TOTAL	●	○	○	●	◐	●	○	●	●

Modeling Sensitivity Tests



Corridor Daily Ridership Summary

	2010 No Build Guideway Bus Routes	2030 No Build Guideway Bus Routes	2030 Build Highway BRT Station-to- Station	2030 Build Other Guideway Routes	2030 Build Guideway Total
Hwy 55	1,000	3,400	4,300	4,000	8,300
Modified Hwy 55	1,000	3,400	4,700	4,300	9,000

- Corridor modifications were made to test impacts to ridership
- 10% higher ridership with fewer stations
- 25% faster trip, end-to-end
- Estimated 15% lower capital and operating cost

Next Steps

- Local champion – project not yet included in the Transportation Policy Plan
- Increased revenue scenario
- Potential additional analysis – Highway/shoulder improvements, pedestrian improvements, more refined transit analysis

Questions?

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