Context Sensitive Policies, Operations and Design Through the Urban Partnership Agreement

Context Sensitive Solutions Forum
February 27, 2012
UPA Summary

• Funded 24 different projects and initiatives
  • Telework
    – e-WorkPlace
  • Tolling
    – MnPASS
    – Priced Dynamic Shoulder Lanes (PDSL)
  • Transit
  • Technology
Minnesota's UPA Team

- Metropolitan Council
- Minnesota Department of Transportation
- FTA
- Metro Transit
- MVTA
- Minnesota Valley Transit Authority
- Anoka County
- Dakota County
- Ramsey County
- Hennepin County
- Minneapolis (City of Lakes)
- CTS
- Center for Transportation Studies
- University of Minnesota
- Hubert H. Humphrey Institute of Public Affairs
UPA Goals

• UPA goal: to reduce congestion by 20% on the I-35W corridor
• Demonstrate how the four strategies contribute to the goal
• eWorkPlace goal was to reduce 500 peak-period trips on I-35W each week
How are these policies, operations and designs contextually sensitive?

- Small footprint or virtually none
  - Telework
  - ATM
- Optimizes use of existing highway investment
  - Met Council Regional Plan embraces MnPASS
- Enhances efficiency and performance
- Sends users a price signal
- Encourages transit and carpooling
- Sustainable
Who Benefits with eWorkPlace?

• Employee Benefits
  – Saves time and money
  – Enhances work life balance

• Employer Benefits
  – Improves productivity
  – Employee retention, motivation, work quality

• Community Benefits
  – Improves highway safety
  – Improves air quality
  – Reduces energy consumption
e-WorkPlace Results

- 40 participating employees
- 3,000 eWorkPlace Participants
- 163,500 Estimated Weekly Miles of Travel Saved
- 7,613,000 Estimated Annual CO2 Emissions Saved (lbs)
- 82 Minutes (Avg. Weekly Time Savings per Teleworker)
- $945 Est. Accrued Annual Employee Savings
- Benefit / Cost of 9:1

Enormous Capacity and Sustainable
What Does MnPASS Offer?

• Improve the efficiency of HOV lanes by increasing their person and vehicle carrying capacity.
• Maintain free flow speeds for transit and carpoolers
• Use excess revenues to improve highway and transit in corridor
• Employ new technologies for pricing and enforcement
Managed Lanes and ATM Strategies

- Regional Transportation Management Center (RTMC)
- Incident Management
- Ramp Meters
- MnPASS Congestion Pricing
- Bus Only Shoulders
- Priced Dynamic Shoulder Lanes (PDSL)
- Intelligent Lane Control Signals (ILCS)
- Variable Speed Advisories
- Bus Rapid Transit
I-35W MnPASS
Accomplishments

- 2500-3000 toll paying users per day
- Improved efficiency and performance of HOV lane
- Violations under 10%
- 90+ percent customer satisfaction
- Enforcement is significant challenge
- Long-term sustainable project
Priced Dynamic Shoulder Lanes

• Why is the PDSL a good solution
  – Without PDSL 5 lanes become 4 lanes
  – Provides lane continuity – 18 miles of MnPASS
  – Priced dynamically to maintain free flow speeds
  – Works with Intelligent lane control signals (ILCS)

• No additional R-O-W needed
  – Development cost is much reduced over full build
PDSL/Managed Lanes: Driver Views

MinetPass Rate
To Downtown $1.00

31st St
Downtown 1
Washington Ave UofM 2

45 MPH
45 MPH
45 MPH
45 MPH

3' 12' 2' 12' 12' 12' 12' 3'
Questions and More Information

Visit
www.mnpass.org

Or
www.dot.state.mn.us/upa

or Contact:
kenneth.buckeye@state.mn.us