



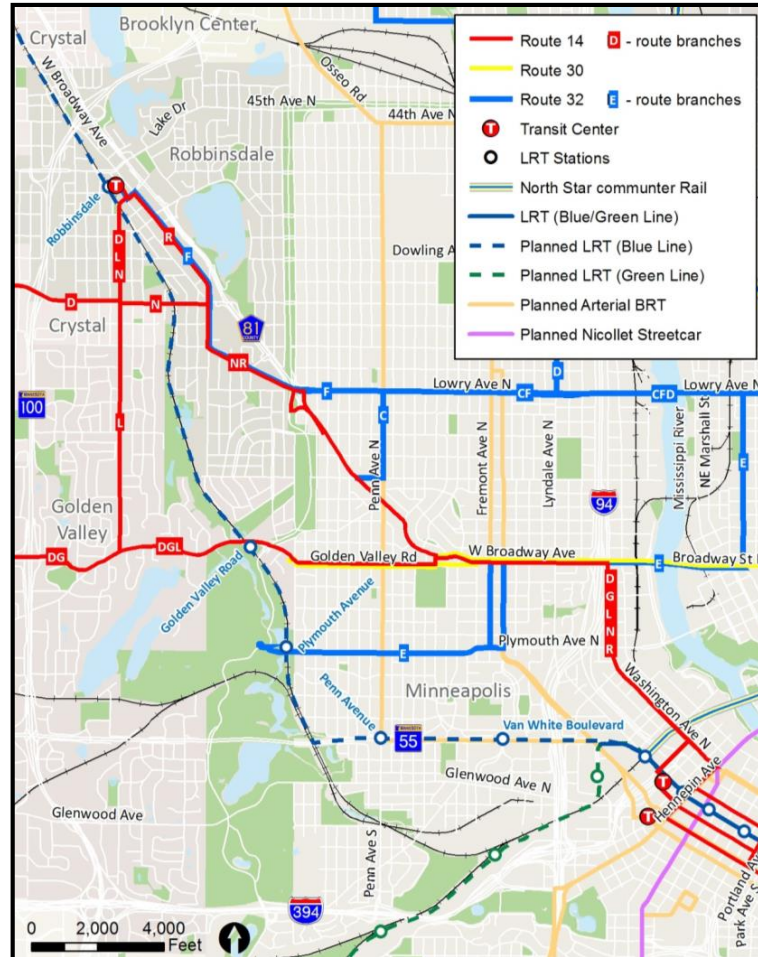
West Broadway Transit Study

Ridership Forecasts Presentation to TAC

August 4, 2015

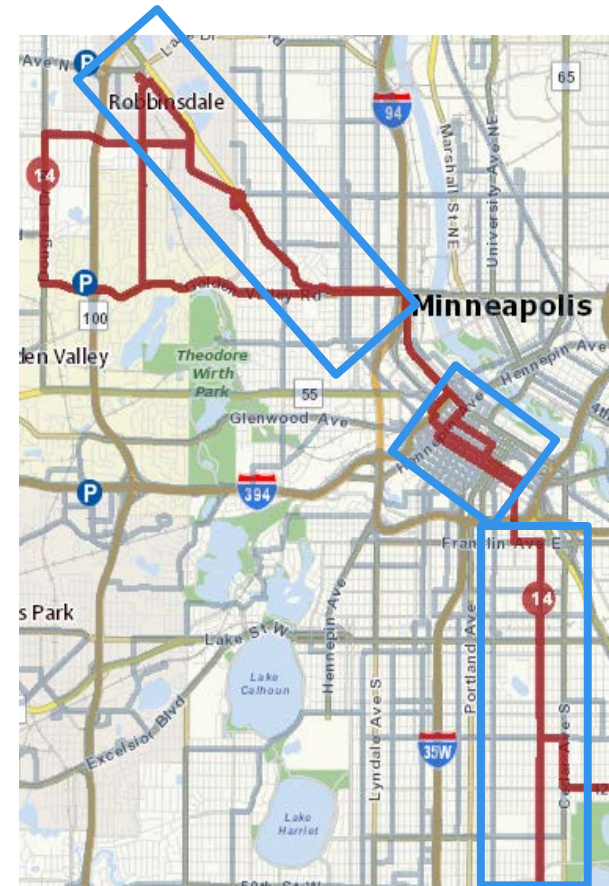


Corridor Routes



Route 14 Travel Markets

- 41% of the current route ridership occurs south of Downtown Minneapolis and therefore is not served by the West Broadway Corridor.
- The primary existing markets are between Northwest Minneapolis and Downtown Minneapolis.



Development Assumptions

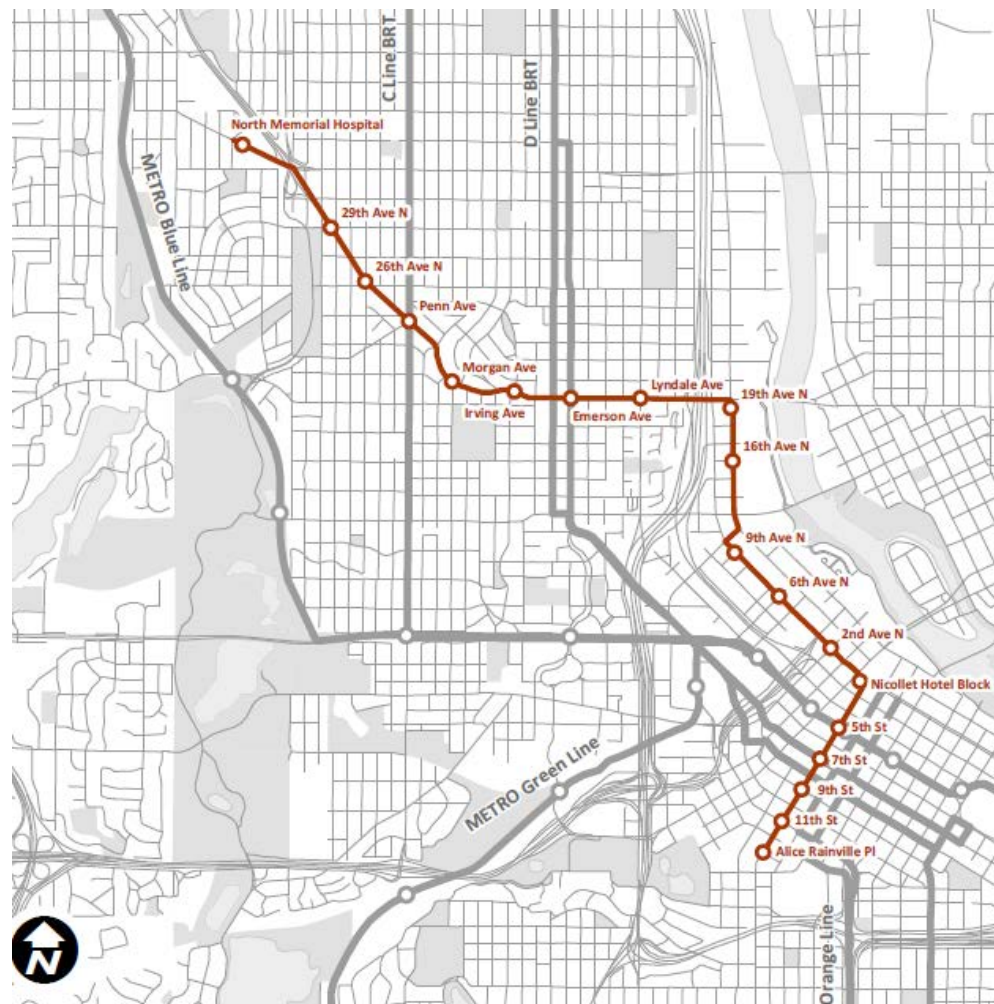
- Municipal development assumptions are consistent with Thrive MSP 2040 forecasts as of October 15, 2014
- Development allocation by TAZ was sent to communities for review in June 2015



Year 2040 Ridership Forecasts

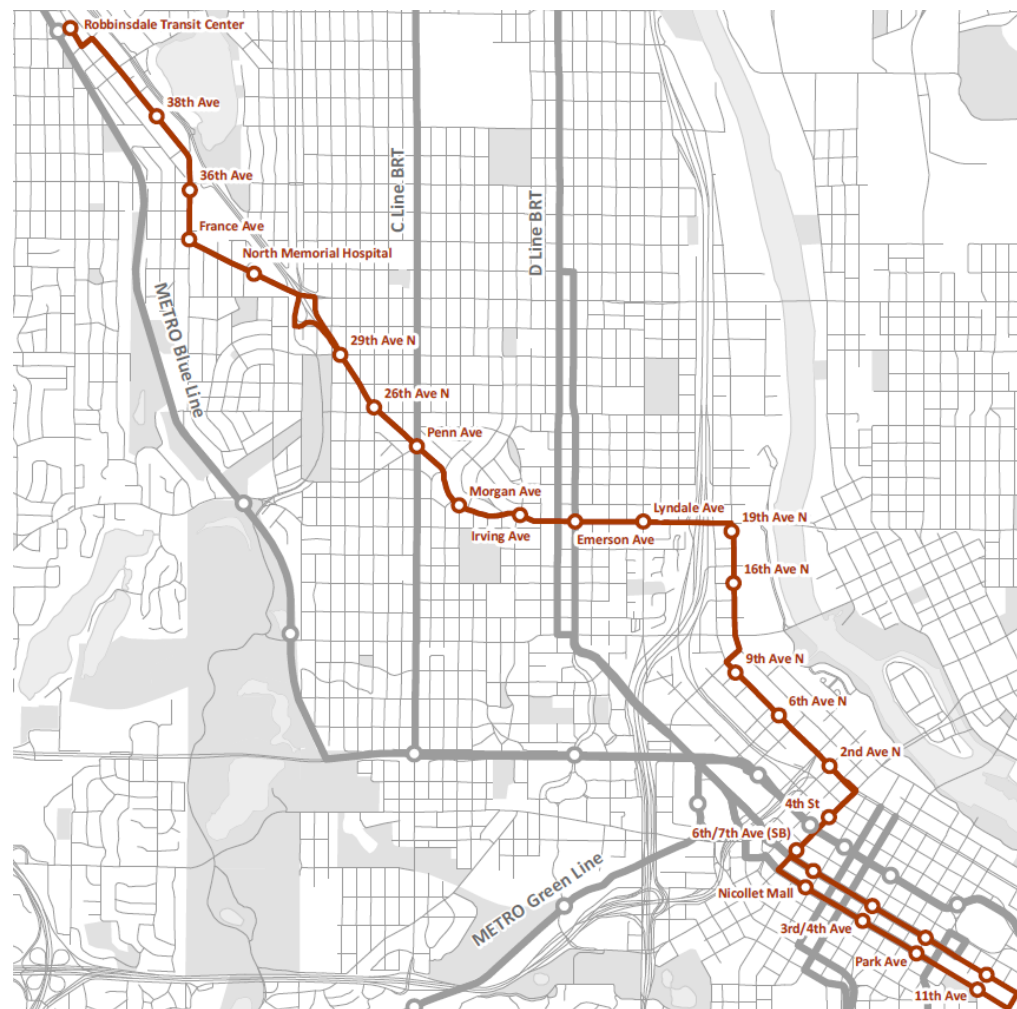
Build Alternative 1 – Streetcar

- 19 Stations
- 4.9 miles long
- 32.7 minutes end-to-end runtime
- 9 MPH Average PM Peak Period Speed
- Streetcar frequency (15 minute peak and midday)
- Background Bus frequency (30 minute peak and 60 minute midday)
- Key transfer opportunities
 - C Line
 - Chicago-Fremont BRT
 - Downtown Minneapolis



Build Alternative 2 – Arterial BRT

- 23 Stations
- 7 miles long
- 43.9 minutes end-to-end runtime
- 9.8 MPH Average PM Peak Period Speed
- Arterial BRT frequency (15 minute peak and midday)
- Background Bus frequency (60 minute peak and midday)
- Key transfer opportunities
 - **Blue Line LRT**
 - C Line
 - Chicago-Fremont BRT
 - Downtown Minneapolis



Daily Ridership by Route

Route	2014 Count	2040 No Build	2040 Streetcar	2040 Arterial BRT
7	2,413	4,000	3,700	3,700
30	620	1,800	1,800	1,700
32	1,577	2500	2400	2300
Total 14 ⁽¹⁾	6,535	5700	4500	4000
(North) 14 ⁽¹⁾	3800	3000	1700	1200
West Broadway station-to-station ⁽²⁾		n/a	3,900	4,800
C Line station-to-station		6900	6,900	6900
Chicago-Fremont station-to-station		14500	14500	14600
Blue Line LRT		TBD	+150	+300

(1) All proposed patterns of Route 14 included

(2) The Streetcar and Arterial BRT station-to-station daily ridership includes 500 and 300 downtown to downtown rides respectively.

Station-to-Station Ridership Summary

Scenario	2040 Daily Ridership	Peak	Off Peak	Daily Ridership If Built Today	Daily Ridership Dependent on Development
Streetcar	3,900	1,800 46%	2,100 54%	2,800 72%	1,100 28%
Arterial BRT	4,800	2,200 46%	2,600 54%	3,400 71%	1,400 29%

- Ridership balanced between peak and offpeak
- 70% of the 2040 ridership would use station-to-station service if built today
- 30% of the 2040 ridership is dependent on development

Station-to-Station Ridership Summary

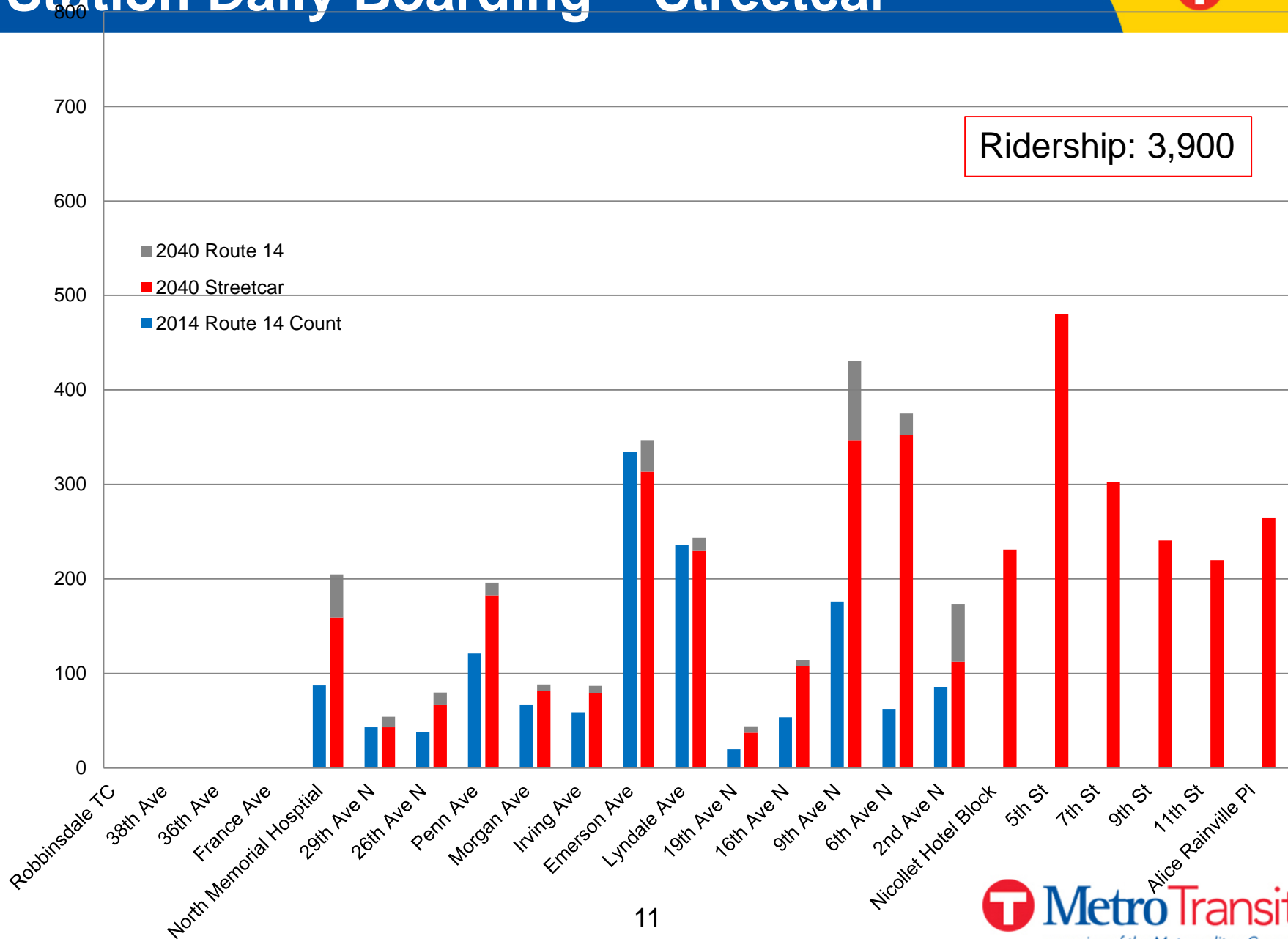
Scenario	2040 Daily Ridership	Work Trips	Non Work Trips	Zero Car Rides	New Transit Rides	Change in VMT
Streetcar	3,900	2,000 51%	1,900 49%	1550 40%	900 23%	-4,200
Arterial BRT	4,800	2,450 51%	2,350 49%	1,900 39%	1,550 32%	-11,300

- Ridership is balanced between work and non-work
- 40% of the 2040 daily ridership is associated with zero car households

Station Daily Boarding – Streetcar



Ridership: 3,900



Station Daily Boarding – Arterial BRT



Ridership: 4,800

