West Broadway Transit Study

Ridership Forecasts Presentation to TAC

August 4, 2015

Corridor Routes

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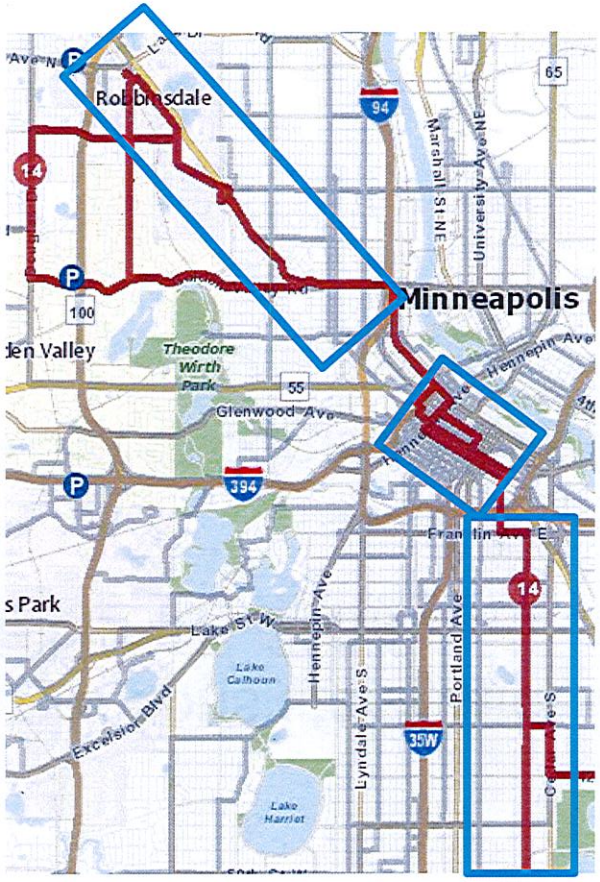
Route 14 Travel Markets

- 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.



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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

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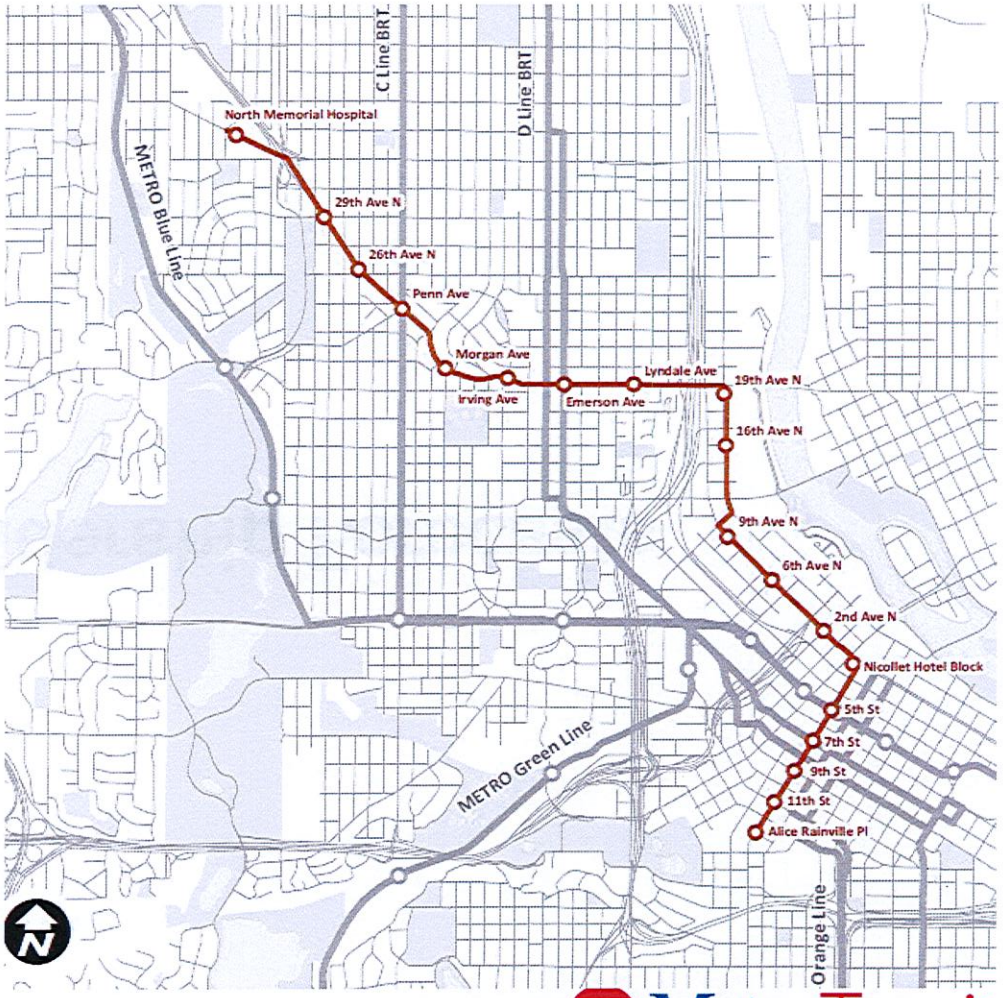
Build Alternative 1 – Streetcar

- 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-Freemont BRT
  - Downtown Minneapolis



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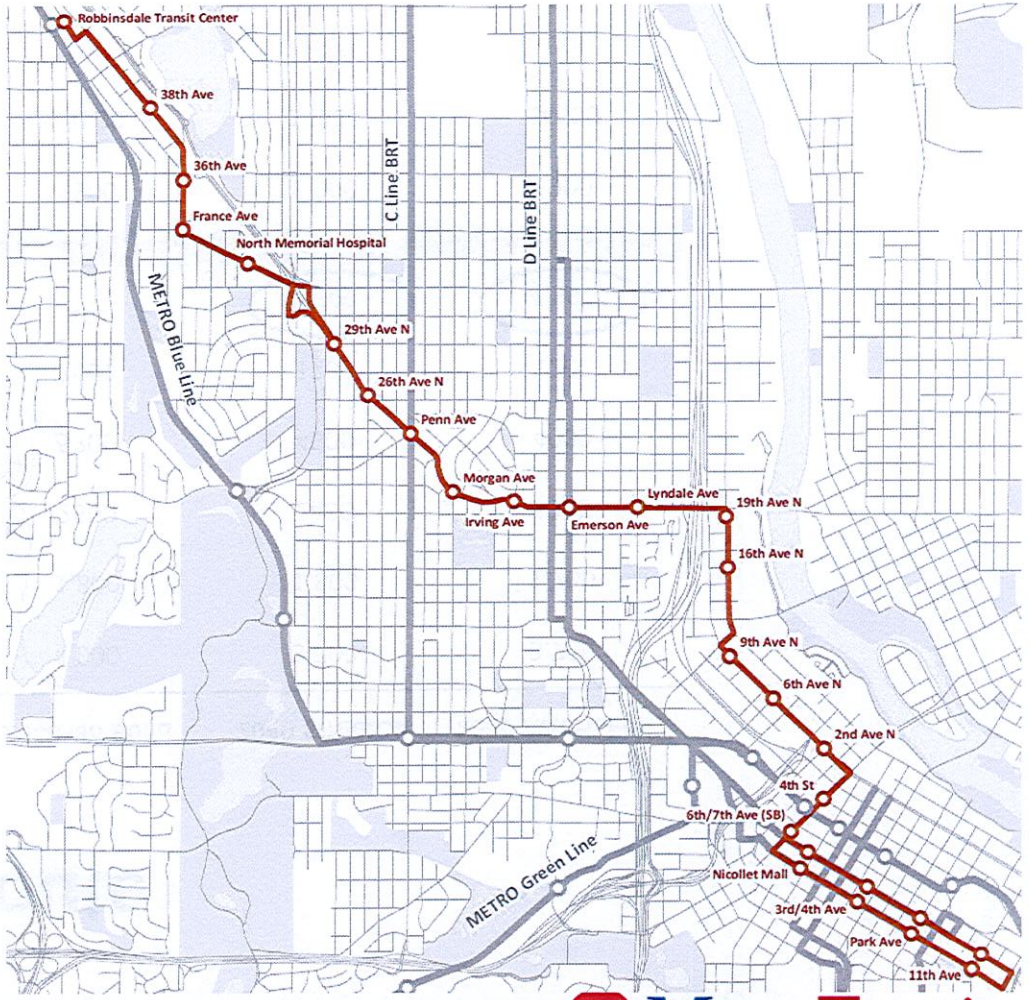
Build Alternative 2 – Arterial BRT

- 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-Freemont BRT
  - Downtown Minneapolis



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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.

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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	2,100	2,800	1,100
		46%	*54%*	*72%*	*28%*
Arterial BRT	4,800	2,200	2,600	3,400	1,400
		46%	*54%*	*71%*	*29%*

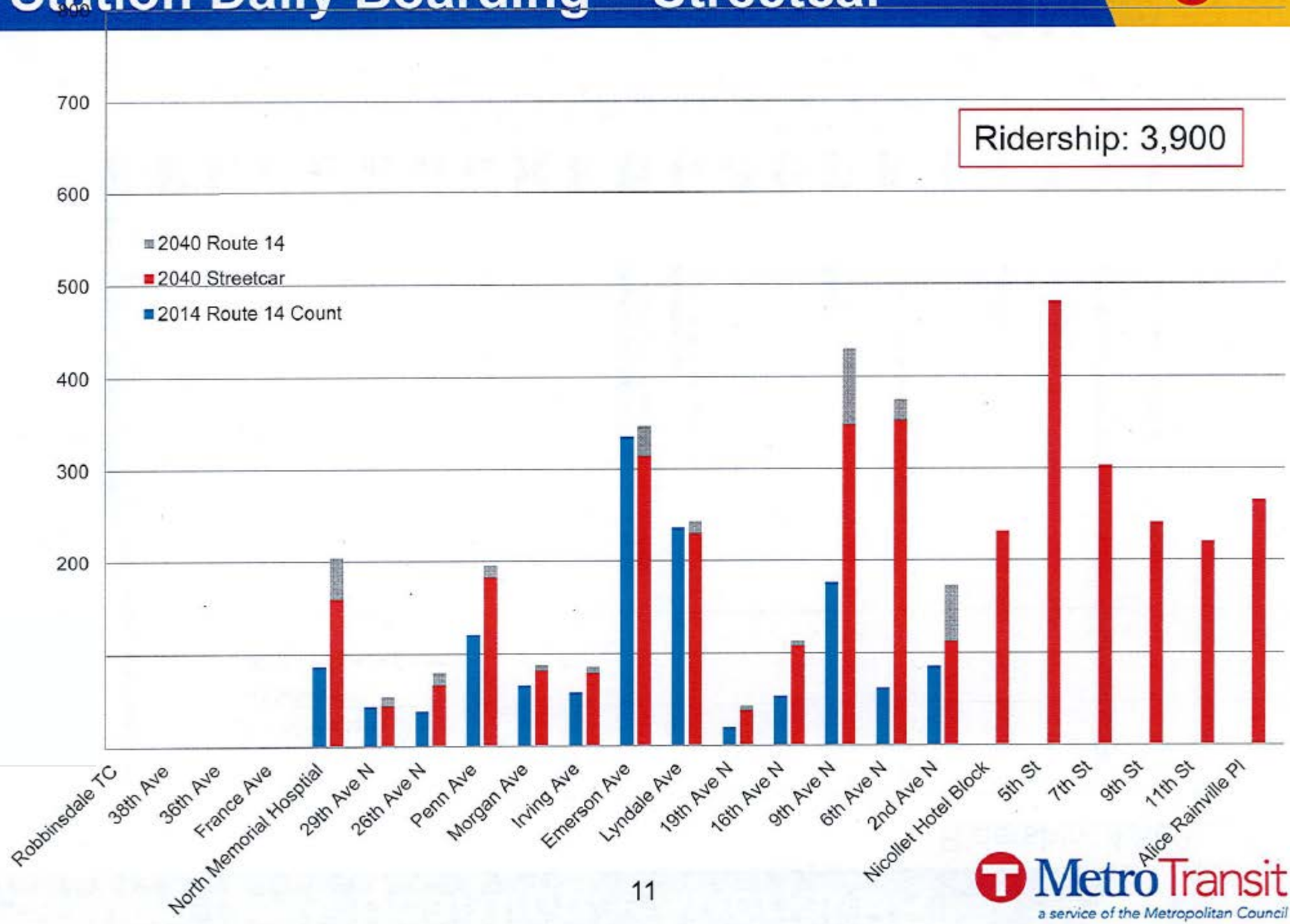
- Ridership balanced between peak and offpeak
- 70% of the 2040 ridership would use station-to-station service if built today
- 30% of the 2040 ridership is dependent on development

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	1,900	1550	900	-4,200
		51%	*49%*	*40%*	*23%*	
Arterial BRT	4,800	2,450	2,350	1,900	1,550	-11,300
		51%	*49%*	*39%*	*32%*	

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

Station Daily Boarding – Streetcar



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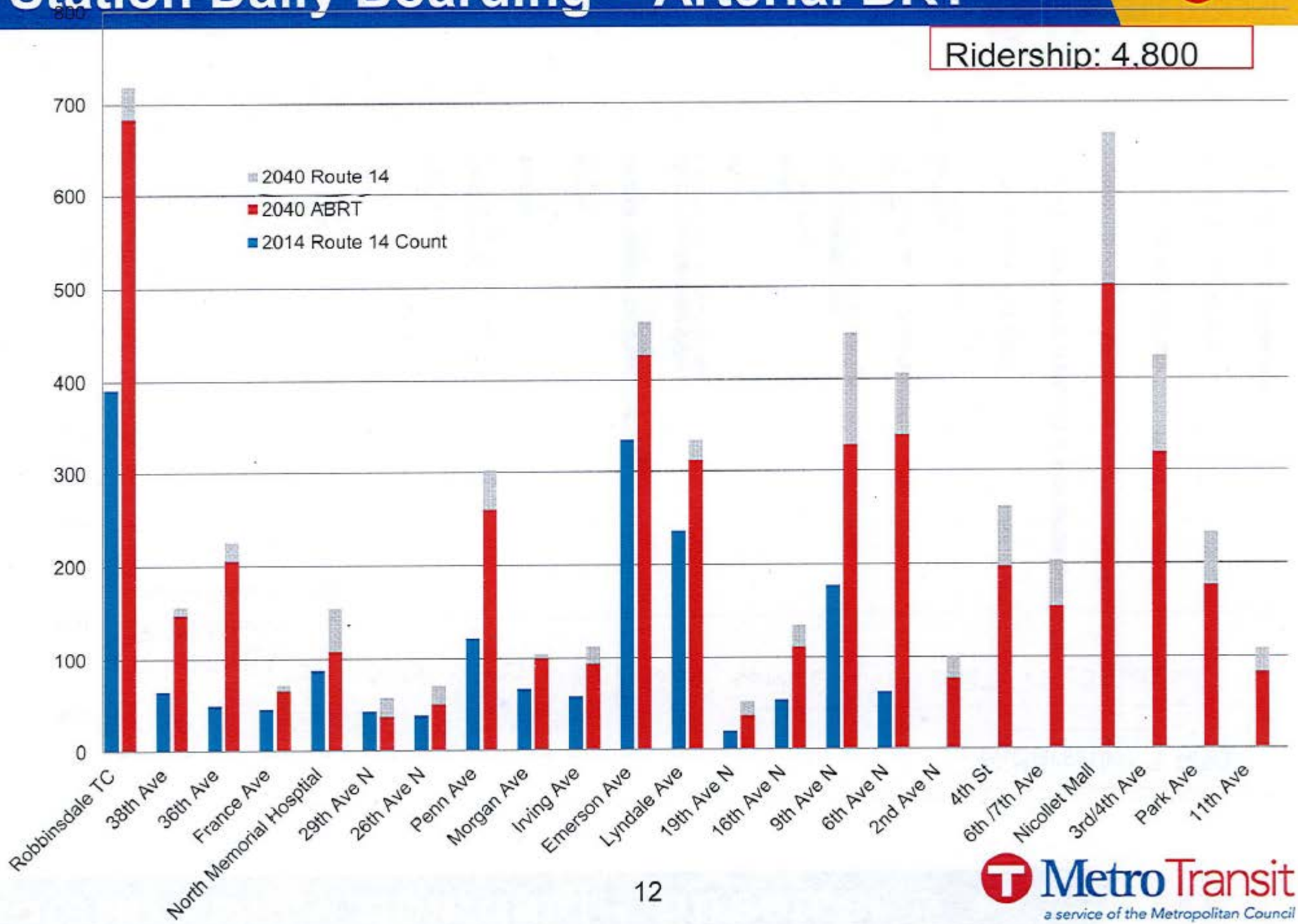
Station Daily Boarding – Arterial BRT



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