

| | SNELLING | LAKE | AMERICAN | CENTRAL | BROADWAY | HENNEPIN | NICOLLET | CHICAGO | WEST 7TH | EAST 7TH | ROBERT |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| CONCEPT COMPONENTS | | | | | | | | | | | |
| Corridor Length (Miles) | 9.7 | 8.5 | 14.3 | 13.5 | 5.6 | 4.1 | 8.8 | 10.4 | 12.0 | 8.9 | 5.6 |
| Stations | 21 | 24 | 19 | 28 | 15 | 15 | 28 | 28 | 17 | 23 | 17 |
| Average Distance Between Stations (Miles) | 0.5 | 0.4 | 0.8 | 0.5 | 0.4 | 0.3 | 0.3 | 0.4 | 0.7 | 0.4 | 0.3 |
| Percent of Existing Customers Within 1 Stop of Proposed Station | 97% | 98% | 90% | 98% | 100% | 99% | 99% | 99% | 100% | 96% | 99% |
| Peak Buses | 9 | 14 | 6 | 16 | 5 | 8 | 13 | 12 | 8 | 9 | 4 |
| ANNUAL OPERATING & MAINTENANCE (O&M) COST (2011\$) | | | | | | | | | | | |
| Rapid Bus Base Service | \$4,870,000 | \$6,970,000 | \$3,220,000 | \$7,380,000 | \$3,380,000 | \$5,000,000 | \$7,870,000 | \$6,620,000 | \$4,790,000 | \$4,210,000 | \$2,690,000 |
| Change in Background Bus Service | -\$2,190,000 | -\$3,630,000 | -\$670,000 | -\$4,480,000 | -\$1,590,000 | -\$430,000 | -\$5,130,000 | -\$3,820,000 | -\$4,730,000 | -\$750,000 | \$660,000 |
| Net Change in Service Costs | \$2,680,000 | \$3,340,000 | \$2,550,000 | \$2,900,000 | \$1,790,000 | \$4,570,000 | \$2,740,000 | \$2,800,000 | \$60,000 | \$3,460,000 | \$3,350,000 |
| Additional Rapid Bus O&M Costs | \$1,070,000 | \$1,470,000 | \$780,000 | \$1,780,000 | \$670,000 | \$800,000 | \$1,640,000 | \$1,440,000 | \$890,000 | \$1,010,000 | \$760,000 |
| Total Change in Corridor Costs (2011\$) | \$3,750,000 | \$4,810,000 | \$3,330,000 | \$4,680,000 | \$2,460,000 | \$5,370,000 | \$4,380,000 | \$4,240,000 | \$950,000 | \$4,470,000 | \$4,110,000 |
| CAPITAL COST (2011\$) | | | | | | | | | | | |
| Total Corridor Cost (2011\$) | \$26,800,000 | \$42,500,000 | \$18,000,000 | \$58,000,000 | \$18,000,000 | \$20,700,000 | \$52,700,000 | \$43,000,000 | \$25,400,000 | \$28,800,000 | \$17,900,000 |
| Capital Cost per Mile (2011\$) | \$2,800,000 | \$5,000,000 | \$1,200,000 | \$4,200,000 | \$3,300,000 | \$5,000,000 | \$6,000,000 | \$4,100,000 | \$2,100,000 | \$3,200,000 | \$3,200,000 |
| WEEKDAY RIDERSHIP | | | | | | | | | | | |
| 2010 Corridor Ridership | 3,500 | 10,700 | 200 | 7,500 | 4,200 | 10,900 | 13,800 | 10,800 | 3,900 | 4,700 | 2,800 |
| 2030 Corridor Ridership (Baseline without Rapid Bus) | 5,700 | 14,300 | 400 | 10,700 | 5,200 | 17,100 | 17,300 | 13,100 | 6,000 | 11,100 | 6,000 |
| Additional Increment From Rapid Bus Improvements | 3,000 | 3,800 | 3,700 | 3,700 | 800 | 6,000 | 3,000 | 2,300 | 1,100 | 2,200 | 1,000 |
| 2030 Corridor Ridership (With Rapid Bus added) | 8,700 | 18,100 | 4,100 | 14,400 | 6,000 | 23,100 | 20,300 | 15,400 | 7,100 | 13,300 | 7,000 |

KEY PERFORMANCE RESULTS

ARTERIAL TRANSITWAY CORRIDORS STUDY