



MnPASS Express Lanes Update

I-35W Solutions Alliance – February 14, 2019

MnPASS Express Lanes

- MnPASS = MN's system of priced managed lanes (a/k/a High Occupancy Toll Lanes)
- MnPASS lanes currently in operation:
 - I-394 since 2005
 - I-35W south of Mpls. since 2009
 - I-35E north of St. Paul since 2015
 - Under construction on I-35W north of Mpls. (opening 2021/22)
- MnPASS is a key strategy for improving the efficiency of the region's highway and transit systems by providing a reliable, congestion-free option for commuters during peak-travel times



How the typical MnPASS lane works

- During peak-travel times (Monday-Friday: 6-10AM and 3-7PM)
 - Transit buses, vehicles with two or more people (HOV2+), and motorcyclists can use the lanes for free
 - Solo motorists who have a MnPASS account and a MnPASS tag can use the lanes for a fee that varies between .25¢ and \$8.00 depending on congestion levels - the fee manages the demand for the lanes and keeps them flowing at congestion-free speeds (50-55mph)
 - Average trip fee is app. \$1.50
- Outside of peak-travel times, the lanes function as regular general purpose lanes open to all motorists (which is nearly 90% of the time)



How the typical MnPASS lane works cont.

1. MnPASS Express Lanes are separated from regular lanes by solid, double white lines and dashed, double-white lines.
2. Overhead signs alert you to the entry and exit locations for the MnPASS lanes. You may only enter and exit MnPASS lanes where there are dashed, double-white lines.
3. Overhead electronic signs display the current fee – the price you see is the price you pay.
4. The MnPASS tag is read electronically and the posted fee is automatically deducted from your prepaid MnPASS account balance (no toll booths).
5. You enjoy a reliable, easy commute and arrive on time – time after time.



Visit www.mnpass.org for more information on how to sign up for and use the MnPASS lanes

Hierarchy of Regional Highway Mobility Strategies

Active Traffic Management

Transportation partners should first work to apply traffic management technologies to improve traffic flow without adding capacity



Spot Mobility Improvements

The next strategy should be to investigate implementing lower cost/high benefit projects that improve safety and traffic flow at spot locations



MnPASS Express Lanes

If more extensive lane capacity is needed, the regional priority is to evaluate the feasibility of MnPASS Express Lanes



Strategic Capacity Enhancements

This strategy includes interchange improvements and in rare instances traditional lane capacity projects if the above strategies cannot address the problem



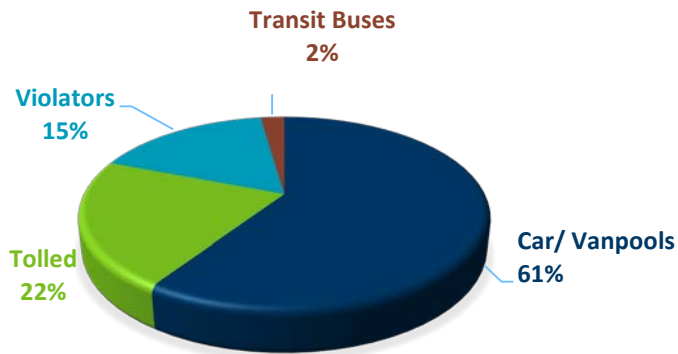
What are the Benefits of MnPASS?

MnPASS lanes reduce and better manage congestion in a manner that's sustainable over the long-term by:

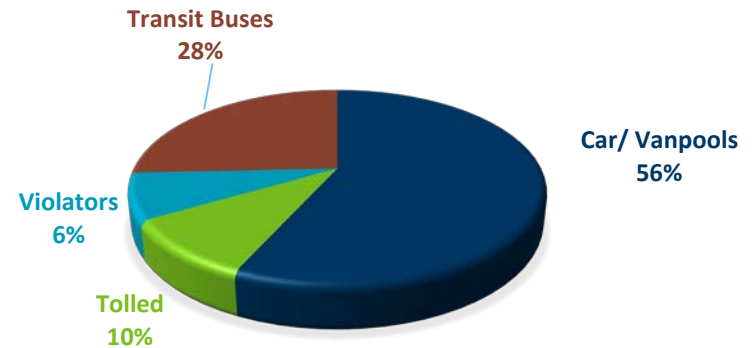
- Maximizing person throughput
 - A single MnPASS lane can carry twice as many people as a single general purpose lane during peak-hour congestion
- Improving travel time reliability
 - Transit buses, commuters and businesses can plan for and rely on a 50-55 mph trip in a MnPASS lane (general purpose lanes are prone to congestion and much less reliable)
- Improving bus transit service/ridership and increasing carpooling
 - 80% of the people using the MnPASS lanes are either riding on buses or in carpools

I-35W MnPASS Lane Use – 2017 Average Daily Throughput

Vehicles



People



I-35W	Vehicles	People
Car/Vanpools	8,165	17,146
Transit Buses	325	8,423
Tolled	2,958	2,958
Violators	1,992	1,992
Total	13,440	30,519

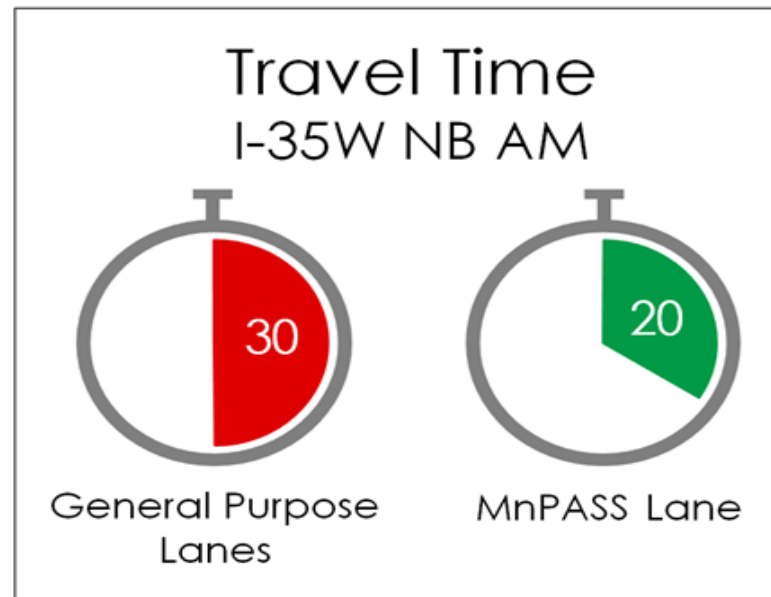
I-35W MnPASS Lane Performance – 2017 Speeds

- Federal law requires priced managed lanes to maintain travel speeds at 45 mph or above at least 90% of the time during hours of operation

	Road		MnPASS	General Purpose
AM	I-35W NB	Split to 494	95%	68%
	I-35W NB	494 to Downtown	93%	80%
	I-35W SB	Downtown to 494	95%	77%
PM	I-35W NB	494 to Downtown	99%	95%
	I-35W SB	Downtown to 494	98%	89%
	I-35W SB	494 to Cliff Rd	98%	85%

I-35W MnPASS Lane Performance - 2017 Travel Time Savings & Reliability

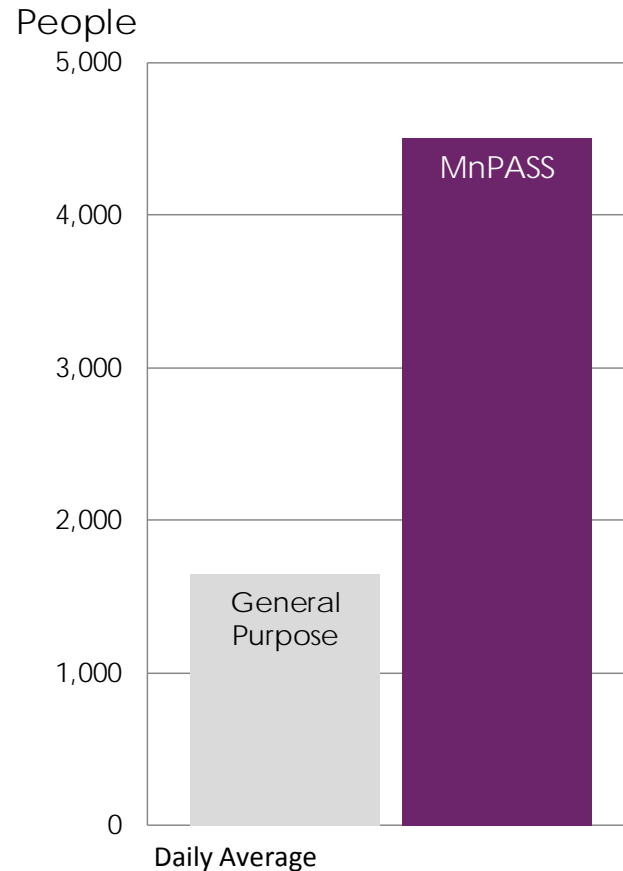
- Commuters on northbound I-35W travelling from Lakeville to downtown Minneapolis in the morning peak period must plan for at least a 30 minute commute, while MnPASS users only need to plan for 20 minutes (33% time savings)



I-35W MnPASS Lane Performance - 2017 Person Throughput

- The northbound MnPASS lane on I-35W at Lake St. can carry more people than two general purpose lanes during the morning peak hour

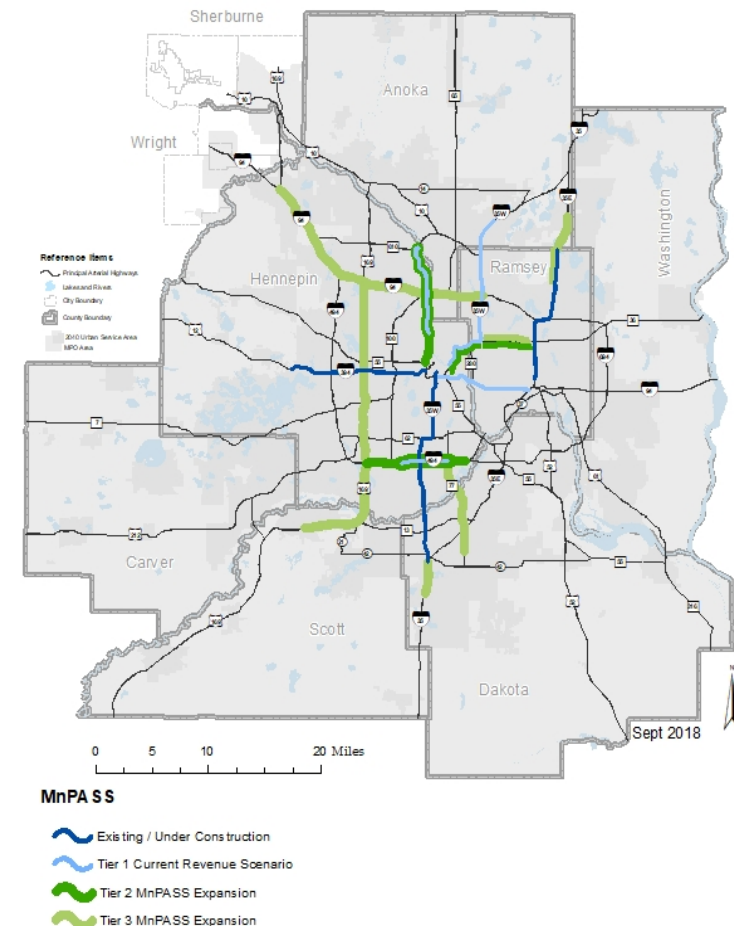
I-35W Northbound at Lake Street AM Peak Hour



MnPASS System Development Update

- I-35W@I-94 – MnPASS extension – under construction – anticipated completion 2021
- I-35W North (Hwy. 36 – Lexington Ave.) – under construction – anticipated completion 2021/22
- I-494 (Hwy. 169 – MSP Airport) – environmental review
- I-35W North Gateway (Hwy. 36 – downtown Mpls.) – environmental review
- I-94 (between the downtowns) – environmental review
- Hwy. 252/I-94 (Hwy. 610 – downtown Mpls.) – environmental review
- Hwy. 77 northbound (Apple Valley-Bloomington) and Hwy. 169 (Shakopee-Golden Valley) – feasibility studies completed
- Hwy. 36 (Roseville-Maplewood) and I-35W/I-35 South Extension (Lakeville) – feasibility analysis completed

MnPASS Projects: Increased Revenue Scenario



Recent MnPASS Planning Studies

- MnPASS System Study 3 – evaluated potential of corridors to benefit from MnPASS
 - I-494 ranked at the top in terms of increased person throughput and travel time savings
 - I-35W/I-35 Lakeville CR 50 Extension, Hwy. 77 northbound and Hwy. 169 also ranked well
- I-494/Hwy. 62 Congestion Relief Study
 - Evaluated MnPASS and spot mobility improvements on I-494 and Hwy. 62 between Eden Prairie and MSP Airport
 - Found MnPASS lanes would be feasible and provide long-term benefits on both corridors, but I-494 between West Bush Lake Rd. and Hwy. 5 was recommended as the priority due to greater potential benefit in terms of person throughput, travel time reliability and travel time savings, as well as broader connectivity to destinations and other MnPASS facilities
 - Spot mobility improvements (e.g. auxiliary lanes) were recommended on Hwy. 62
- Hwy. 169 Mobility Study
 - Evaluated BRT, MnPASS and spot mobility improvements on Hwy. 169 between Shakopee and Golden Valley
 - Found BRT and MnPASS would be feasible, compatible and provide significant long term mobility benefits in the corridor.
 - Recommended BRT between Marschall Rd. and downtown Mpls. via Hwy. 55, and adding MnPASS lanes on Hwy. 169 in three phases: 1) Marschall Rd. – I-494, 2) I-394/Hwy.55 – I-94, 3) I-494 – I-394/Hwy. 55
- I-35 MnPASS Extension Feasibility Analysis
 - Technical evaluation of extending the MnPASS lanes on I-35W/I-35 from their current southern termini in Burnsville to CR 70 in Lakeville
 - While congestion is lower and other projects such as the I-35W Minnesota River Bridge project will help relieve some of the congestion in this segment, traffic volumes and transit demand are growing quickly in this area and extending the MnPASS lanes would reduce future congestion and provide benefits to existing and future MnPASS users (Lakeville is home to the largest number of MnPASS customers)

Thank you!

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