



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

Context Sensitive Solutions Forum  
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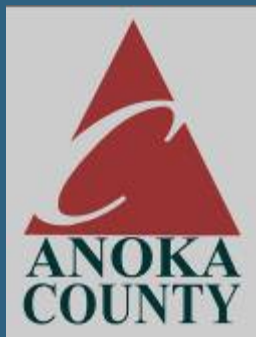
# UPA Summary

- Funded 24 different projects and initiatives
- Telework
  - e-WorkPlace
- Tolling
  - MnPASS
  - Priced Dynamic Shoulder Lanes (PDSL)
- Transit
- Technology





# Minnesota's UPA Team



CENTER FOR  
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# 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





# 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







# Questions and More Information

Visit

[www.mnpass.org](http://www.mnpass.org)

Or

[www.dot.state.mn.us/upa](http://www.dot.state.mn.us/upa)

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