



## VII – KEY STUDY FINDINGS

Key findings of the busway feasibility study are summarized as follows:

### Market Assessment

- Based on responses from the focus group participants, telephone survey respondents, and on-board bus survey respondents, a market for busway service in the 29th Street/Southwest Corridor does exist.
- Connections to other regional systems such as the proposed Hiawatha LRT and downtown Minneapolis were viewed as critical to the corridor's success as a transit service.
- A modest preference for LRT over busway service was expressed; however, a busway was viewed as a positive precursor to LRT given LRT's long-term implementation prospects in this corridor.
- Current Transit riders in the corridor are highly transit-dependent with 51 percent not owning an automobile and 36 percent riding the bus 10 or more times per week.

### 2020 Ridership Forecasts

- A substantial number of riders would be attracted to rapid transit service provided in the 29th Street and Southwest Corridors

#### Route 1: West Lake to Hiawatha:

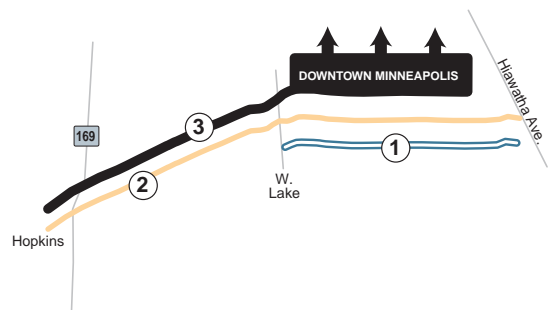
- 7,300 daily busway riders
- 7,700 daily LRT riders

#### Route 2: Hopkins to Hiawatha

- 11,500 daily busway riders
- 12,100 daily LRT riders

#### Route 3: Hopkins to downtown Minneapolis:

- 16,000 daily busway riders
- 16,500 daily LRT riders



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### Cost Estimates

- Busway construction costs and operations and maintenance (O&M) costs are within a reasonable range. Based on regionally acceptable criteria, a busway will be operationally cost-effective.

**BUSWAY COSTS (2005 DOLLARS)**

|                     | ROUTE 1       | ROUTE 2       | ROUTE 3         |
|---------------------|---------------|---------------|-----------------|
| <b>Construction</b> | <b>\$59M</b>  | <b>\$104M</b> | <b>\$84-95M</b> |
| <b>Annual O/M</b>   | <b>\$2.0M</b> | <b>\$4.9M</b> | <b>\$9.1M</b>   |

**LRT COSTS (2005 DOLLARS)**

|                     | ROUTE 1       | ROUTE 2       | ROUTE 3           |
|---------------------|---------------|---------------|-------------------|
| <b>Construction</b> | <b>\$122M</b> | <b>\$234M</b> | <b>\$244-289M</b> |
| <b>Annual O/M</b>   | <b>\$2.3M</b> | <b>\$4.9M</b> | <b>\$8.4M</b>     |

### Issues Analysis

- Sufficient space exists in both the 29th Street and Southwest Corridors to accommodate both transit (Busway or LRT) and a Bicycle/Pedestrian trail, assuming the use of fencing, retaining walls and bridge modifications.
- Unresolved issues include issues relating to transit service (rapid transit or collector service using trolleys or other vehicle types), existing freight rail service, physical design (transit stations, transitway treatments, retaining walls, bridge work, and landscaping), and the environment. These issues will be explored in greater detail if future transit planning is initiated in the 29th Street and Southwest Corridors.