

“MnPASS Express Lanes” – I-394, Minneapolis, HOV to HOT Conversion Project



U.S. Department of Transportation
Federal Highway Administration

Project Goals

The MnPASS project began with several goals to:

- Improve the efficiency of I-394 by increasing the carrying capacity of HOV lanes, in terms of both individuals and vehicles
- Maintain free-flow speeds (45 mph) for transit and carpools in the express lanes
- Use excess revenues, if available, to make transit and highway improvements in the I-394 corridor
- Collect tolls electronically
- Employ the latest technologies to manage traffic and enforce laws in the lane, including dynamic pricing and in-vehicle electronic enforcement.

Project Length

11 miles total, 8 miles in concurrent section, 3 miles reversible barrier separated

Number of HOT lanes

The 8 mile segment has one in each direction, but the reversible is two lanes in each direction.

Midpoint Access

Eastbound: 5 entry/exit locations

Westbound: 6 entry/exit locations

Lane Separation

Double white line paint stripe in 8 mile section; concrete barrier separation in 3-mile section

Daily Traffic

Approximately 150,000 vehicles

Capital Costs

Approximately \$10 million

Operating Costs

\$1.2 million annually

Revenue

Just over \$1 million annually

Project Contact

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Project Description

The project is a conversion of the HOV lane to a HOT lane. It allows single occupant drivers access to the HOV lane by electronically paying a toll. There are two sections of the project. There is an 8-mile section from Wayzata to MN 100 separated by a painted barrier and a 3-mile reversible section from MN 100 to I-94 in downtown Minneapolis. The project opened in May 2005.

Pricing Parameters

- Western 8-mile section is open to solo drivers paying a toll Monday through Friday 6 a.m. to 10 a.m. and 2 p.m. to 7 p.m.; the lane is open to general traffic the rest of the day
- Reversible section is always tolled; Eastbound from 6 a.m. to 1 p.m. and westbound from 2 p.m. to 5 a.m.; it is closed other times
- Prices set dynamically based on demand
- Must have MnPASS transponder, if solo driver; \$1.50/month leasing fee
- 2+ carpools, vanpools, transit, motorcycles travel toll free
- Toll Rate – varies between sections between \$0.25 and \$8.00. Average toll during peak period is \$1.00 - \$4.00

Unique Features

- Implemented as a public-private partnership
- Tolling on lanes directly adjacent to non-barrier separated lanes with multiple access and egress points
- Dynamic pricing applications on multiple consecutive segments
- Technology applications to assist enforcement

Project Support

- 91 percent enrolled in MnPASS expressed satisfaction with the program
- 84 percent agreed or strongly agreed that the lanes provided them with “a fast, safe reliable commute every time”

Project Website

www.mnpass.net

