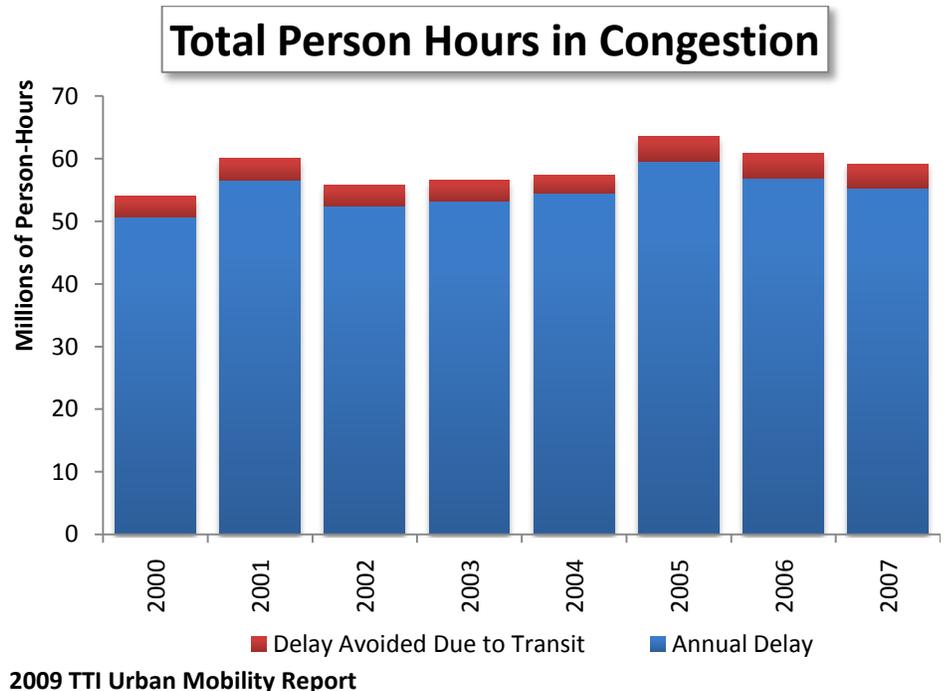


Chapter 11. Transit's Impact on Highways

The Texas Transportation Institute's 2005 Urban Mobility Report estimated that 61% of the region's peak vehicle miles traveled (VMT) were done so in congestion in 2005. This translated to 59.7 million person-hours spent in congestion in the region. It also estimated that congestion costs the region \$1.099 billion dollars in fuel and lost time.

Transit has the ability to increase the number of persons who can travel on a congested roadway by putting people in higher-occupancy vehicles. The Texas Transportation Institute estimated that an additional delay of approximately 3.9 million person-hours was saved due to the positive impacts of transit on the region's highway system in 2007.

Also, as congestion has increased over time, the positive benefits of transit on travel time have also increased. In 2006 and 2007, transit had the most significant impacts on congestion, despite a decrease in congestion from 2005 levels.



Corridor Specific Relief

The following map illustrates the raw number of transit riders travelling in congested highway corridors around the Twin Cities metropolitan area. The numbers are based on daily ridership figures, by route and corridor. The relationship between daily transit ridership and average daily traffic (ADT) volumes indicates the degree to which transit can mitigate congestion by taking single-occupancy vehicles off the road. It is important to also consider that while the transit trips are primarily provided during the peak-period commute, the ADT figures represent all-day totals. Thus, transit is an even more significant reliever during the congested peak periods.

