

# AMERICAN BOULEVARD TRAVELSHED ANALYSIS

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## Initial Objectives

- Determine how many workers in the American Boulevard corridor live in MVTA communities.
- Determine if there are residents that live in the corridor but work in MVTA communities. What do these travel patterns look like.
- Identify the current access to transit for these workers.
- Determine corridor destinations that would be best served by transit

## Primary Objectives

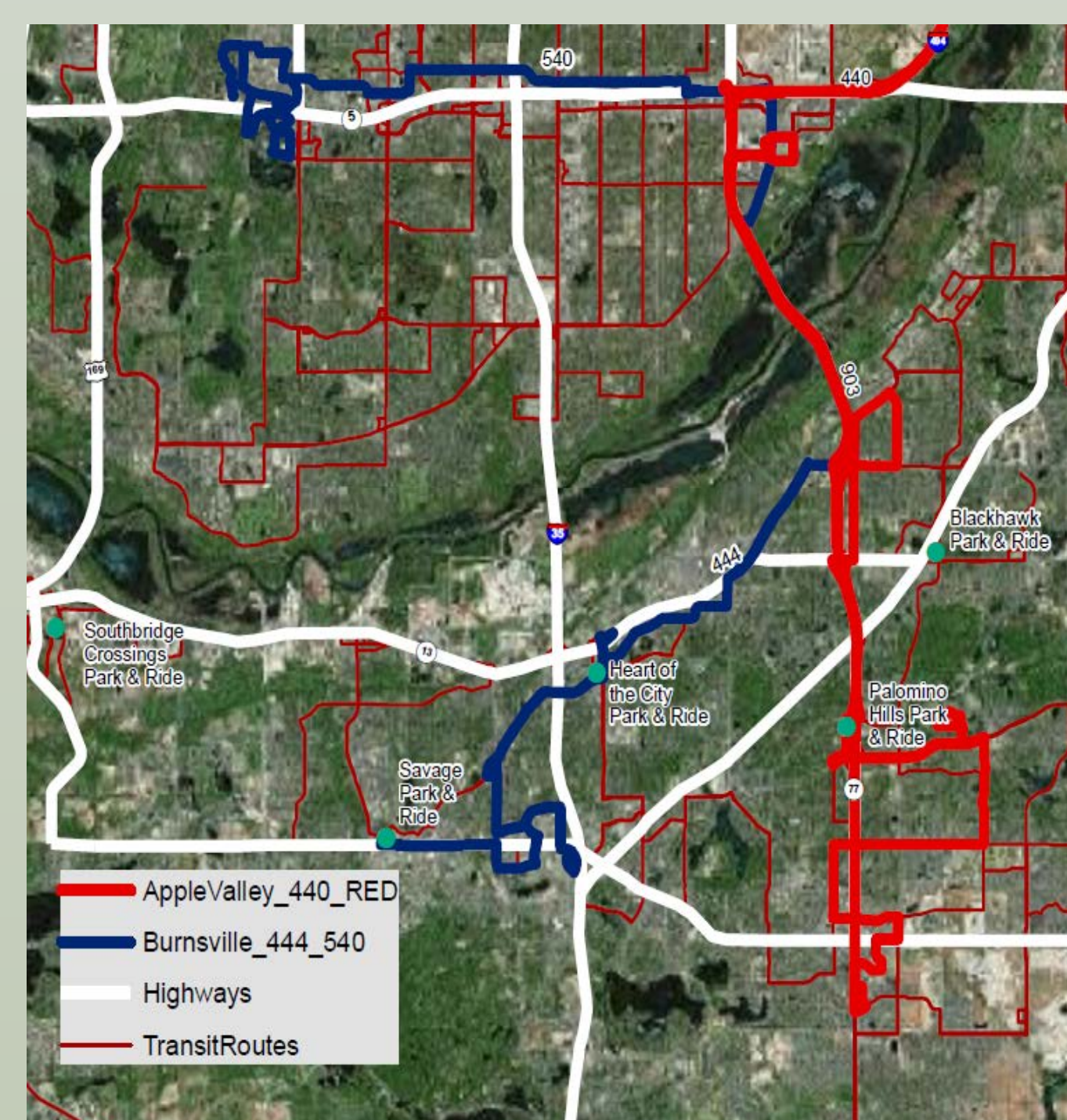
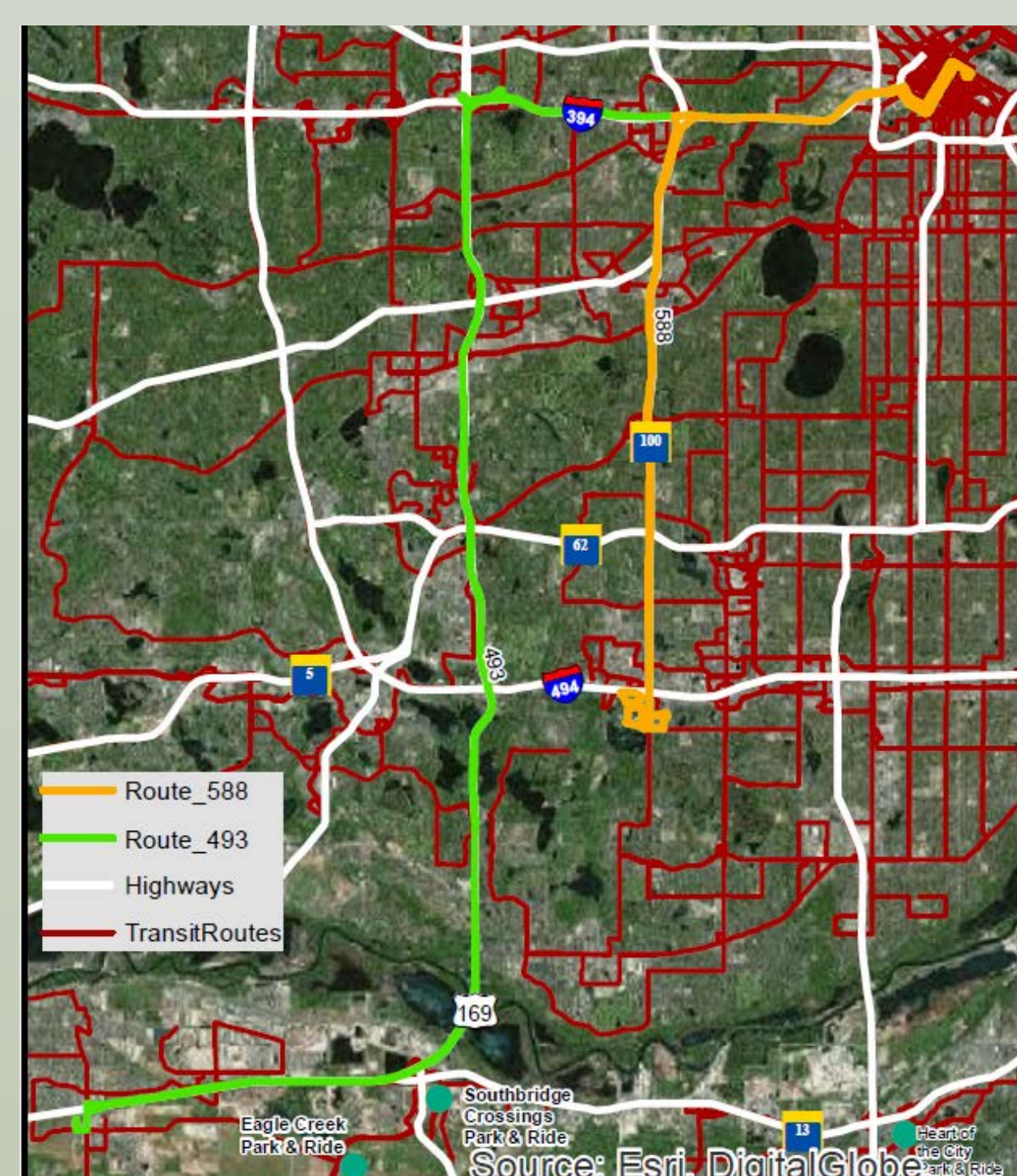
Determine MVTA routing for three transit options:

- From Marshall Rd Station P&R to the Southwest corner of Hwy 100 and 494 via Hwy 169 and then onto MOA via American Blvd.
- From Burnsville P&R to American Blvd via 35W. Then determine whether there is a potential for higher ridership going from 35W to the southwest corner of Hwy 100 or going from 35W to MOA.
- From Apple Valley P&R to MOA via Hwy 77 and then on to the southwest corner of Hwy 100 via American Blvd.

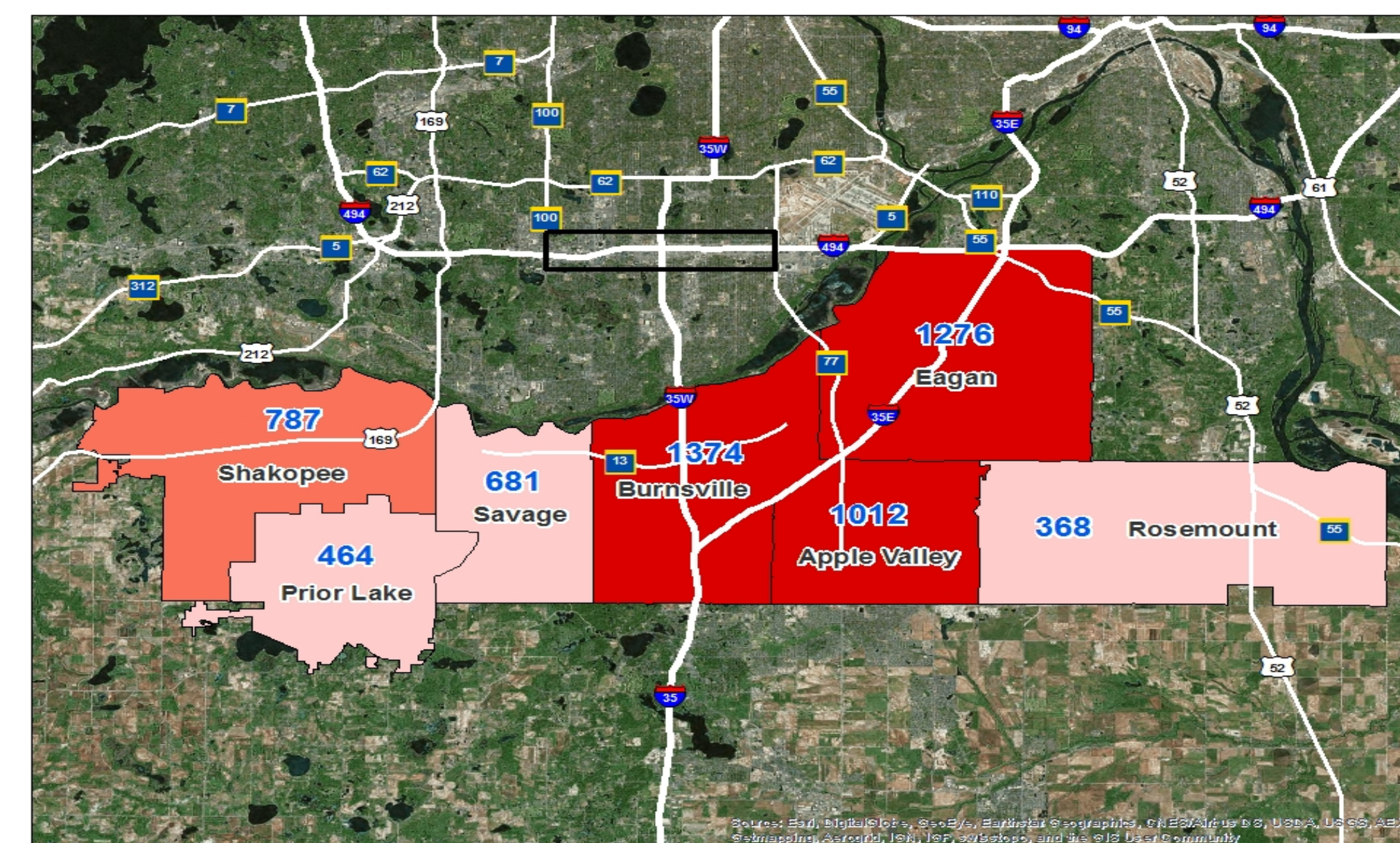
## Parameters:

- Total trip no longer than 1 hour.
- No more than 1 transfer.
- Determine service span needs (peak for traditional 8 am to 5 pm workers; multiple shift start/end times for retail and non-traditional employers; potential for a reverse commute market)

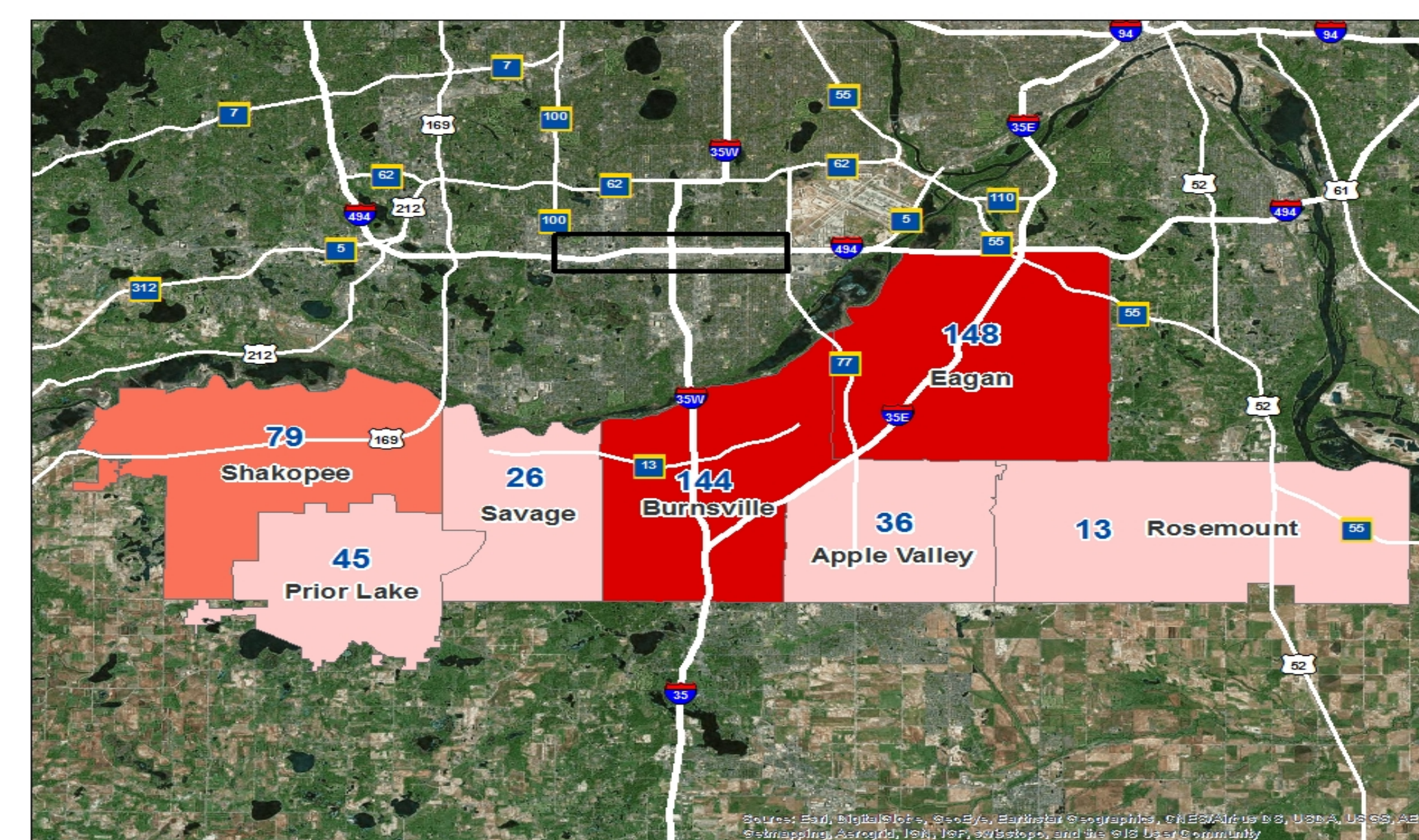
## Current Access to Transit (MVTA to American Blvd)



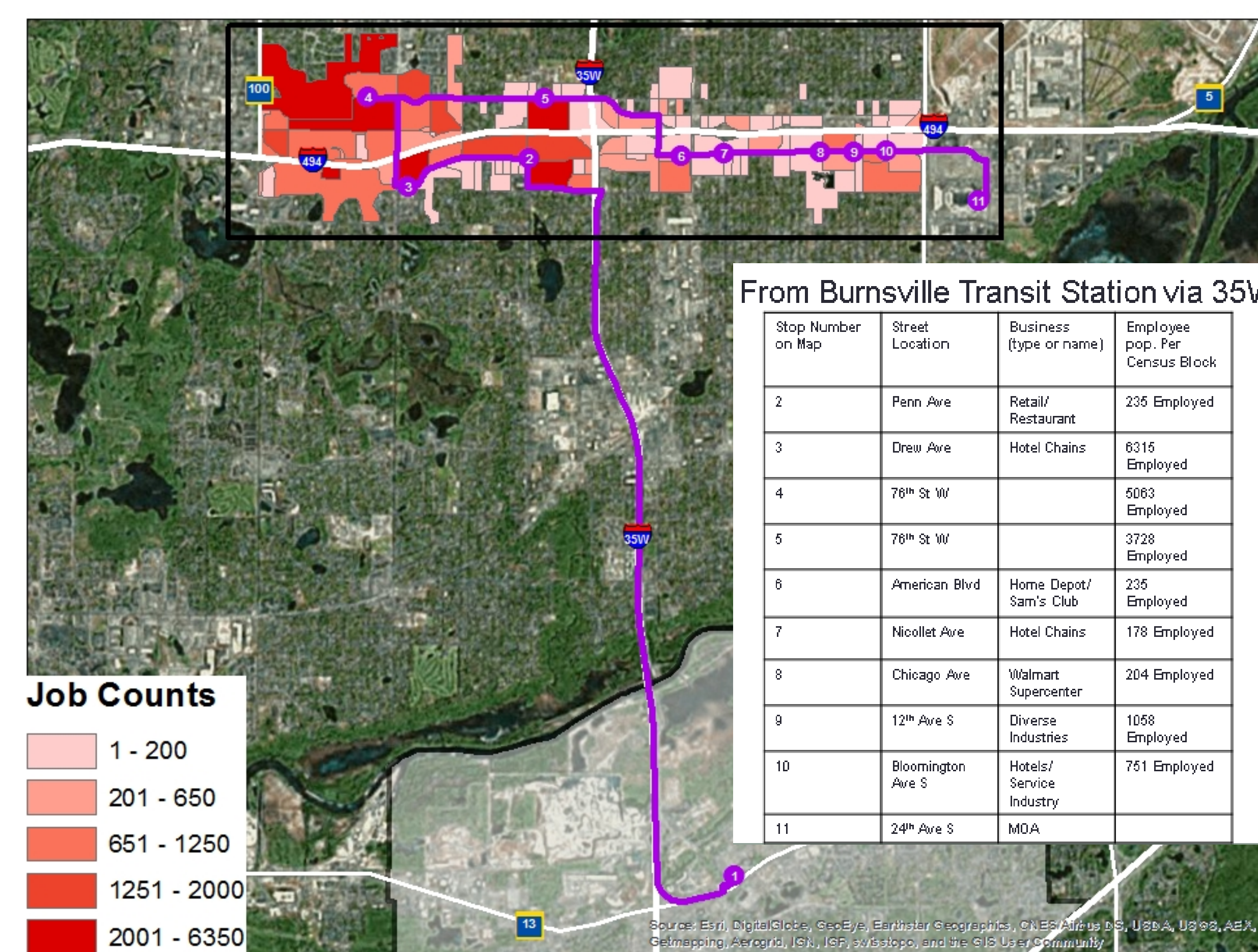
## Number of MVTA Residents who work on American Blvd



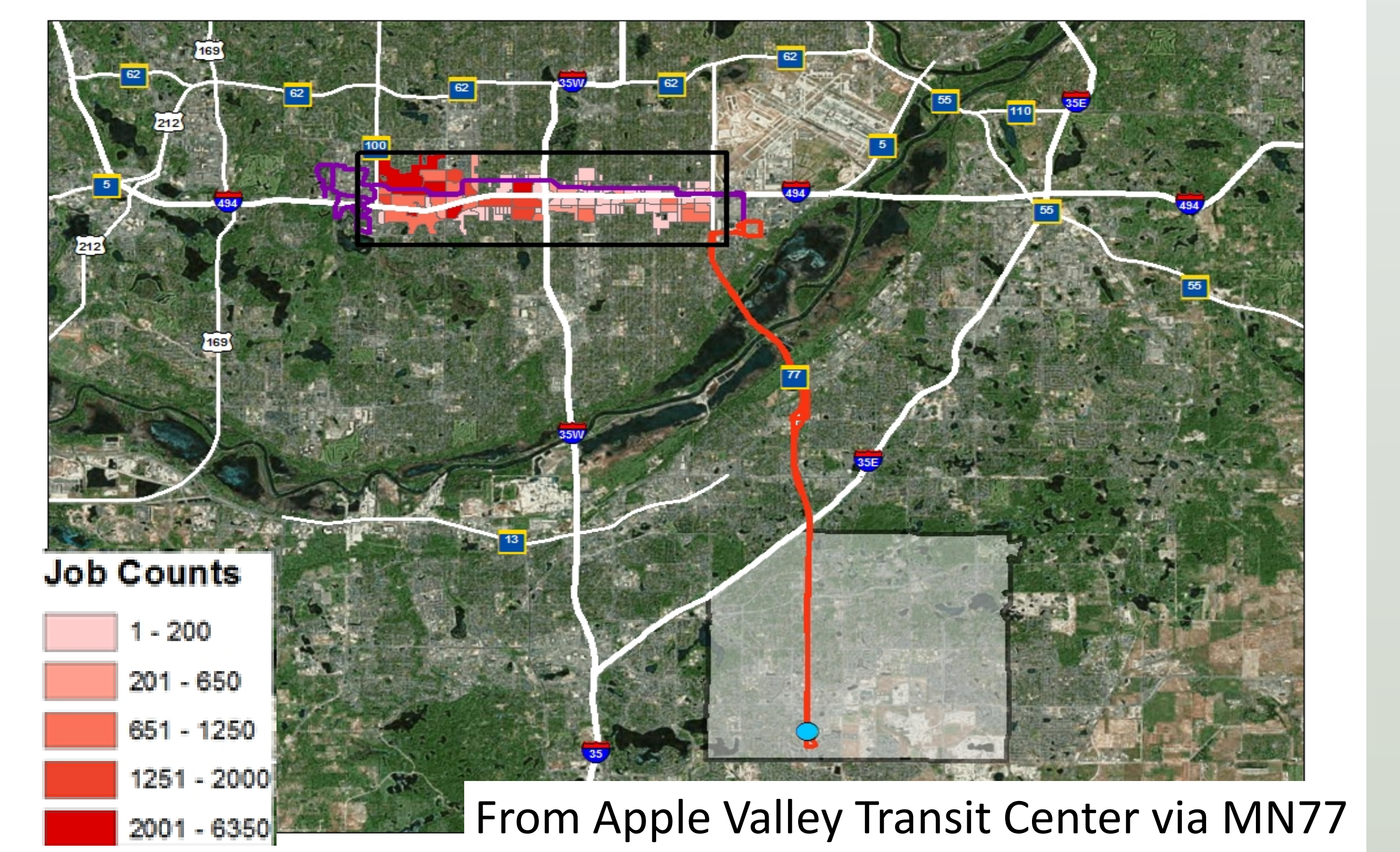
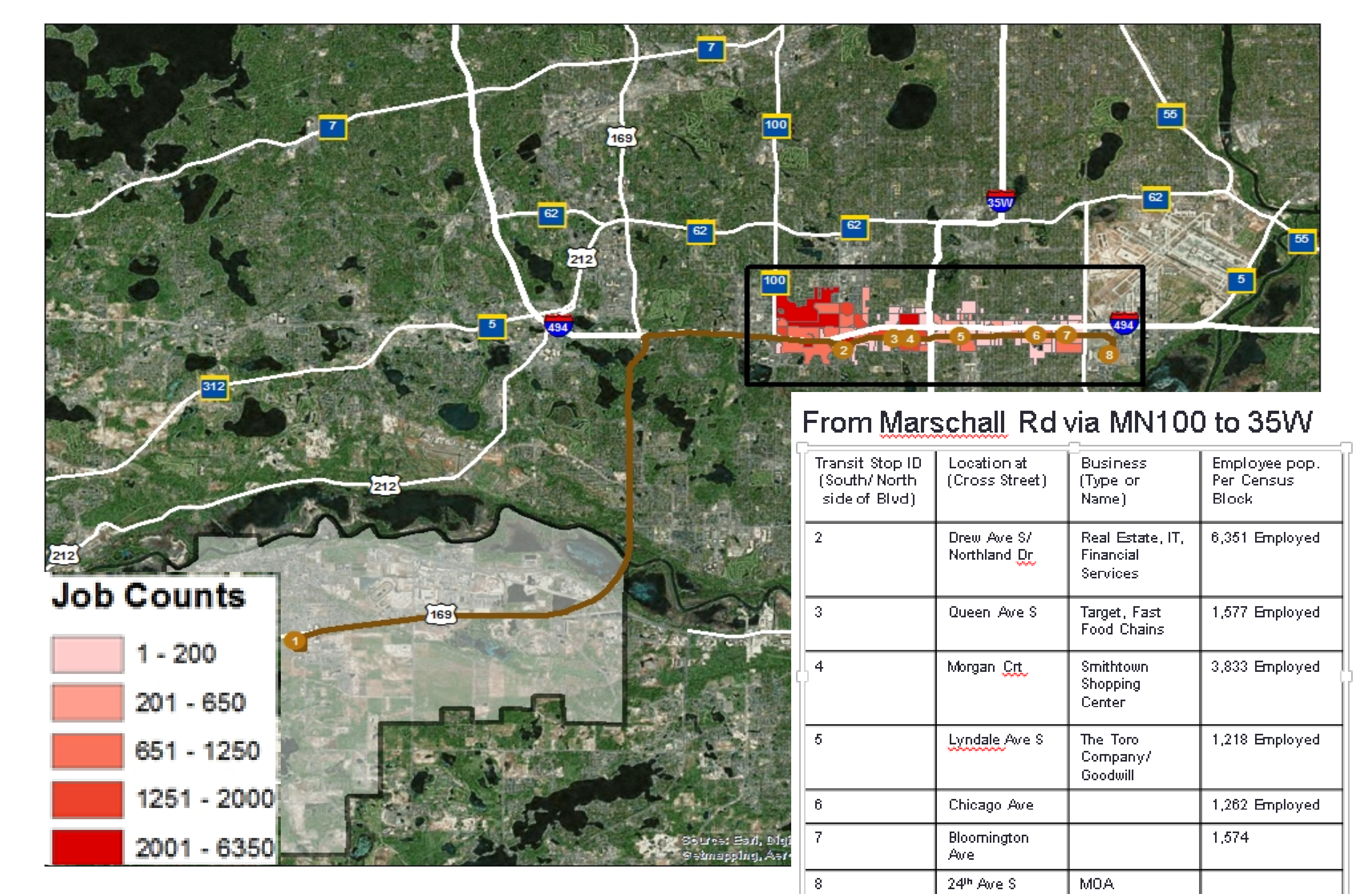
## Number of American Blvd Residents who work in MVTA Communities



## Recommended American Blvd Stop Locations



## Recommended American Blvd Stop Locations



## Challenges and Next Steps

- Was not able to successfully use GTFS data which would have:
  - Allowed us to map transit accessibility based off transit schedules
  - Determine the time it takes for transit to travel during any time of day/ day of week
- Was not able to determine specific stops for current Metro Transit Route 540 because our Transit Stop GIS file did not contain general route numbers (provided by Metro GIS)
- Due to time constraints, we were not able to determine potential (exact) ridership each route

## Methods

- Collected tabular data and GIS spatial data from:
  - Metro GIS
  - MVTA
  - U.S. Census Longitudinal Employer- Housing Dynamics (LEHD)
  - U.S. Census OnTheMap
  - Social Explorer
- Utilized several spatial analysis tools in ArcMap (ESRI ArcGIS)