



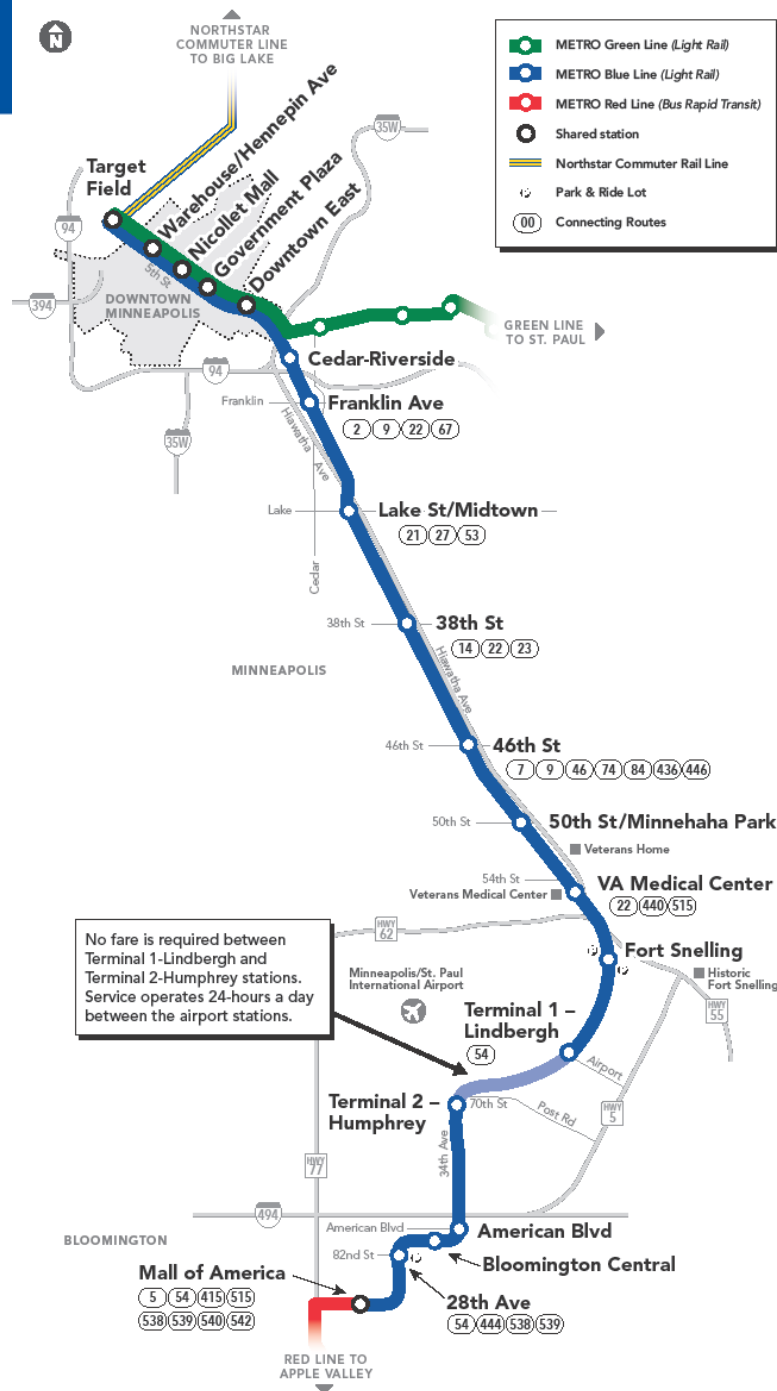
Integration of Twin Cities' METRO BLUE & GREEN LINE with Buses



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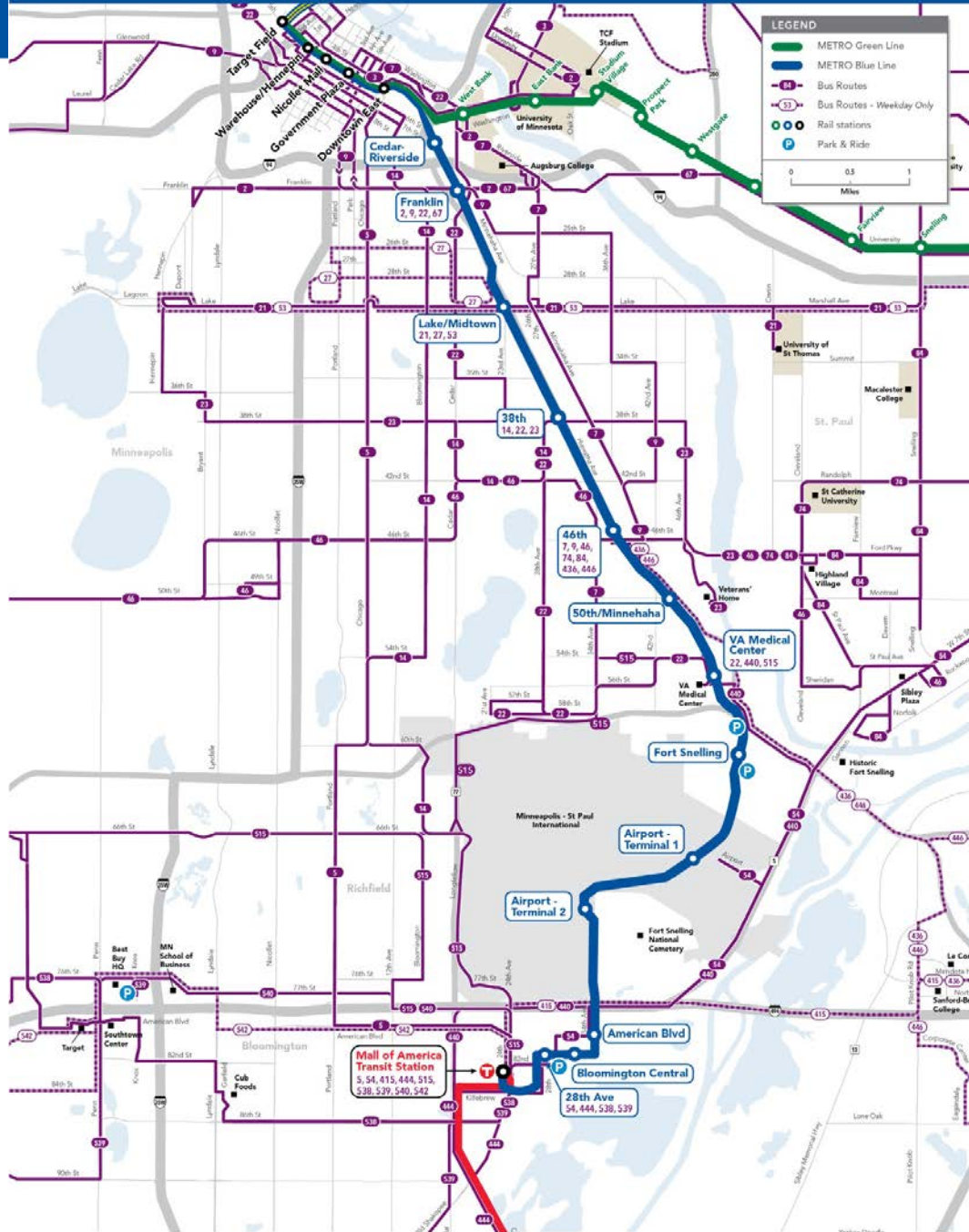
METRO Blue Line Minneapolis – Mall of America



METRO Blue Line: Summary of Key Improvements

- Traditional Public Outreach Process – Many Changes to Plan
- Strengthened bus network, connections at Blue Line stations
- Resources shifted from reduced bus service on Hiawatha avenue and I-35W to improve connecting bus service
- Connecting bus service generally operates more frequently, and begins earlier, ends later, 7 days a week
- New cross-town route connecting Edina, South Minneapolis and Saint Paul with Blue Line at 46th St Station
- Two new routes added from Eagan and three routes extended to Blue Line's 46th St Station from Saint Paul

Connecting routes to the METRO Blue Line



METRO Blue Line: Key Bus Ridership Changes: 2003-15

- Cross-town bus routes at Blue Line stations Increased rides by about 1,390/ weekday, *including* new routes 46, 436 and 446
- Radial bus routes parallel to Blue Line lost about 4,410 Rides/ weekday due to major shifts from buses to Blue Line's trains
- Ridership growth has been biased toward the off-peak
- Combined Blue Line and Bus rides/ weekday = **+27,100** in 12 Years

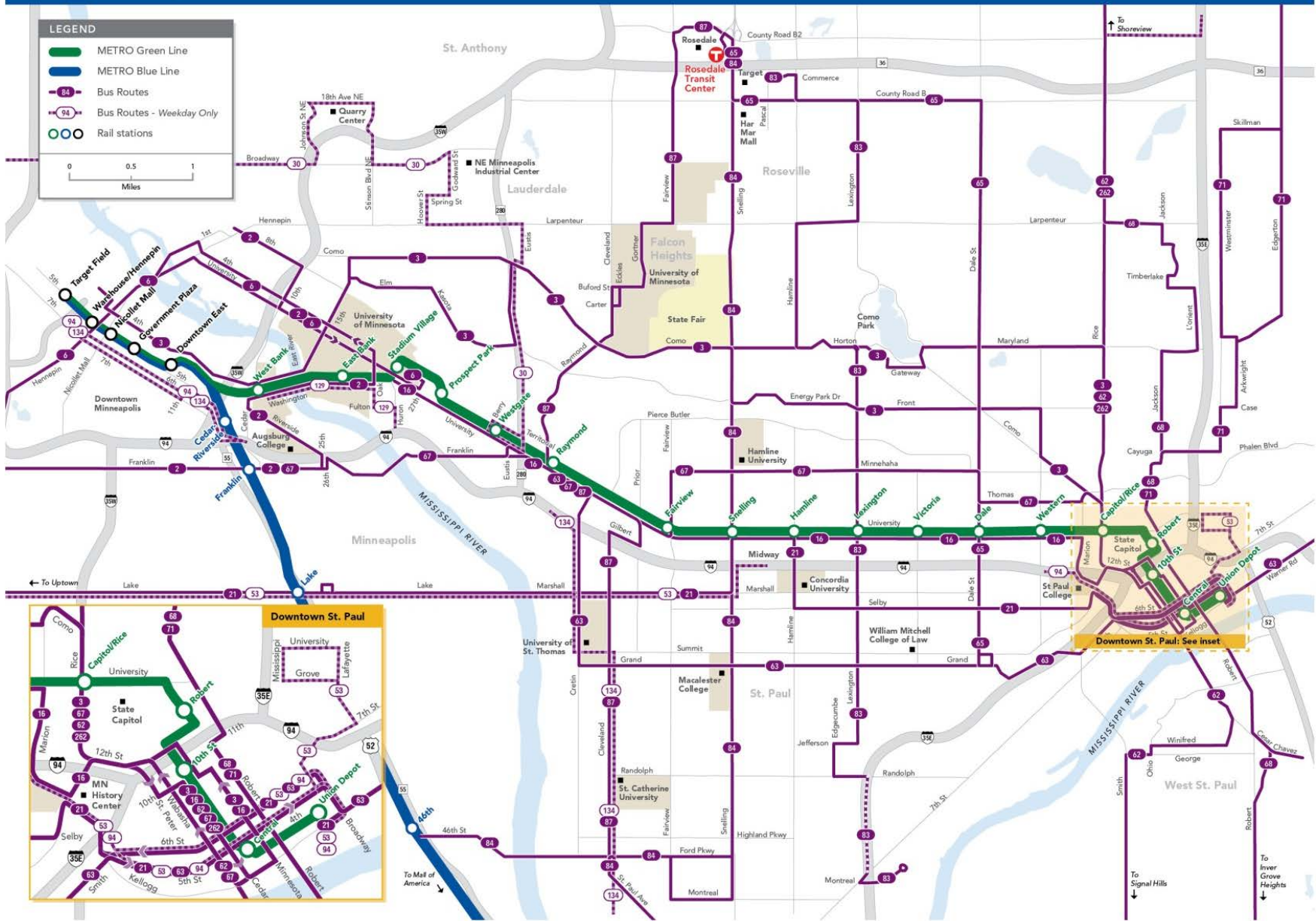
The METRO Green Line Minneapolis – St. Paul



METRO Green Line: Summary of Key Improvements

- Early Public Outreach pre-Concept Plan - Trusted Advocates – Few Changes to Bus Plan, Few Complaints about Service
- Strengthened bus network, connections at Green Line stations
- Resources shifted from reduced bus service on University Avenue and I-94 to improve connecting bus service
- Connecting bus service operates more frequently, and begins earlier, ends later, 7 days a week
- Two new routes added and selected routes extended to Green Line stations

Connecting routes to the METRO Green Line



METRO Green Line: Key Bus Ridership Changes Year 1

- Cross-town bus routes at Green Line stations Increased rides by about 2,600/ weekday, *including* new routes 30 and 83
- Ridership growth has been biased toward the off-peak
- I-94/University Ave bus routes' rides decreased by about 19,500/ weekday
- Combined weekday Green Line and Bus rides = **+18,000** and, in just over one year

Rail – Bus Lessons Applicable for Any Metro Area

- In **Urban** Corridors, Design METRO & Bus with:
 - Stations located for direct access from existing bus routes.
 - Cross-town bus access a priority, access to major activity centers,
 - Diverted nearby parallel lines to METRO stations, but *don't* duplicate with Cross-town bus lines,
 - Set frequencies that are compatible for easy, consistent connections,
 - Span of service daily of primary bus routes should match METRO's,
 - Forget Park & Ride, Focus on Pedestrians and Bus Connections!

Rail – Bus Lessons Applicable for Any Metro Area

- In **Suburban** Corridors, Design METRO & Bus with:
 - Select stations should have direct access w/existing bus routes if possible. Focus on cross-town bus lines and major activity centers!
 - Select stations for large Park & Rides, but *don't* focus buses here,
 - Set frequencies that are compatible for easy, consistent connections,
 - Span of service daily of primary bus routes should match METRO's,
 - Focus on Pedestrians and Buses at the non-park & ride stations.

CONCLUSIONS

- **Ridership Goals have been exceeded on Blue Line**
 - In 2003, Projected 9.5 million annual rides by year 2020
 - In 2015, Actual, 10.4 million annual rides
 - About 27,000 any day or 29% new rides to transit system since '03
- **Ridership Goals probably to be exceeded on Green Line**
 - In 2010, Projected 13.2 million annual rides by year 2030
 - Estimated Annual Rides for 2015 are about 12.2 million
 - About 14,000 any day or 18% new rides to transit system since '13
- **METRO lines + Connecting Buses now attract 41,000 new daily rides to a growing Twin Cities transit system.**
- **Extensive and Careful Planning = Success**



Thank you.



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