



Better Bus Routes – Route 3

Transportation Accessibility Advisory Committee

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Program Manager

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Route 3 – Better Bus Route

- The desired outcomes to improve:
 - Speed and reliability of service
 - Bus stop accessibility
 - Customer satisfaction
 - Operator satisfaction



What is Better Bus Routes?

- Investment in local bus service
- Focus on low-cost, common sense improvements
- Began as pilot, now on-going program
 - Route 2 (fall 2018)
 - Route 63 (fall 2020)
 - Route 3 (planned fall 2021)
- Goal of new project every 1-2 years
- metrotransit.org/better-bus-routes

Comparison of Improvements



Improvement	Baseline	Better Bus	METRO BRT
Service frequency			
Shelters/facilities			
Signal priority			
Accessibility			
Route design			

Unlikely
 Possible
 Probable

Key Improvements – Stop Consolidation

Up to 1/4 mile apart so buses spend more time moving and less time stopping

Key considerations:

- Existing stop spacing
- Ridership
- Key transfer points
- Adjacent land uses
- Limited-mobility boardings



Typical Local Route



Better Bus Route



METRO BRT

Key Improvements – Improved Accessibility

Ensure all stops are ADA compliant; consider improvements to pedestrian network leading to bus stops



Key Improvements – Bus Shelters

Goal to place a shelter at all stops that meet boarding requirements



Key Improvements – Route Simplification

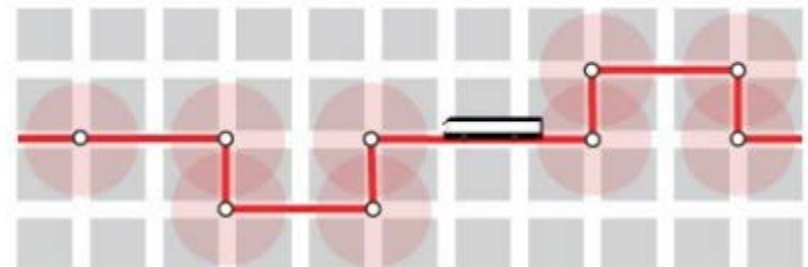
Simple, linear patterns are easier for customers to understand

- Reduce or eliminate branches
- More trips start and end at common terminals (fewer “shortline” trips)

Simple and direct



Indirect and more confusing

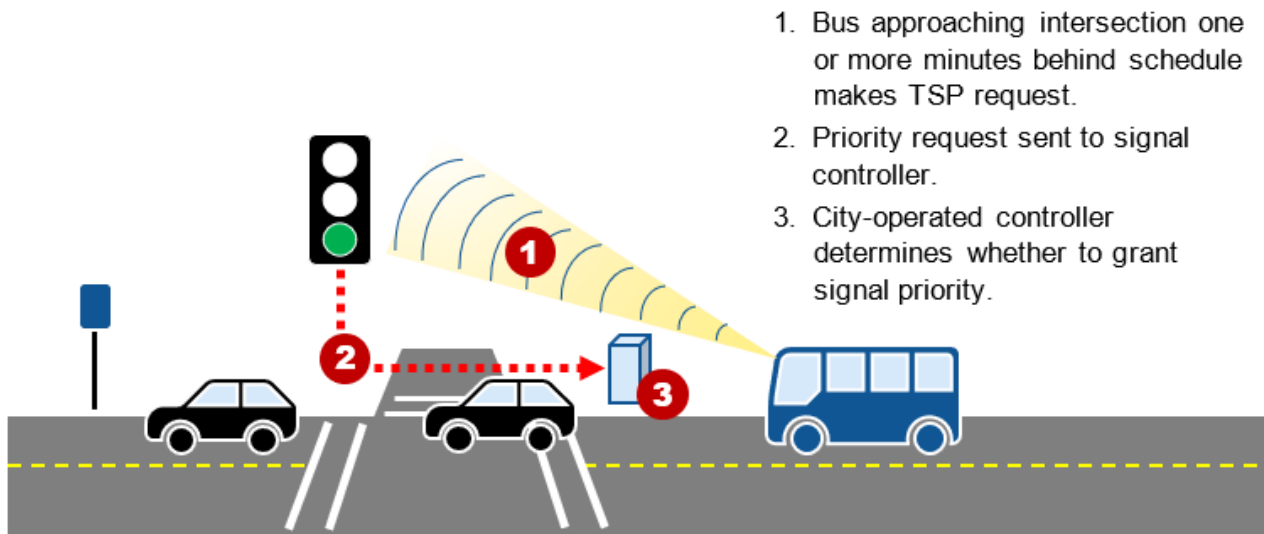


Key Improvements – Other Strategies

Other strategies

- Transit signal priority
- Increased frequency
- Bus lanes or other transit advantages

A bus approaching a farside stop requests to hold a green light ahead.



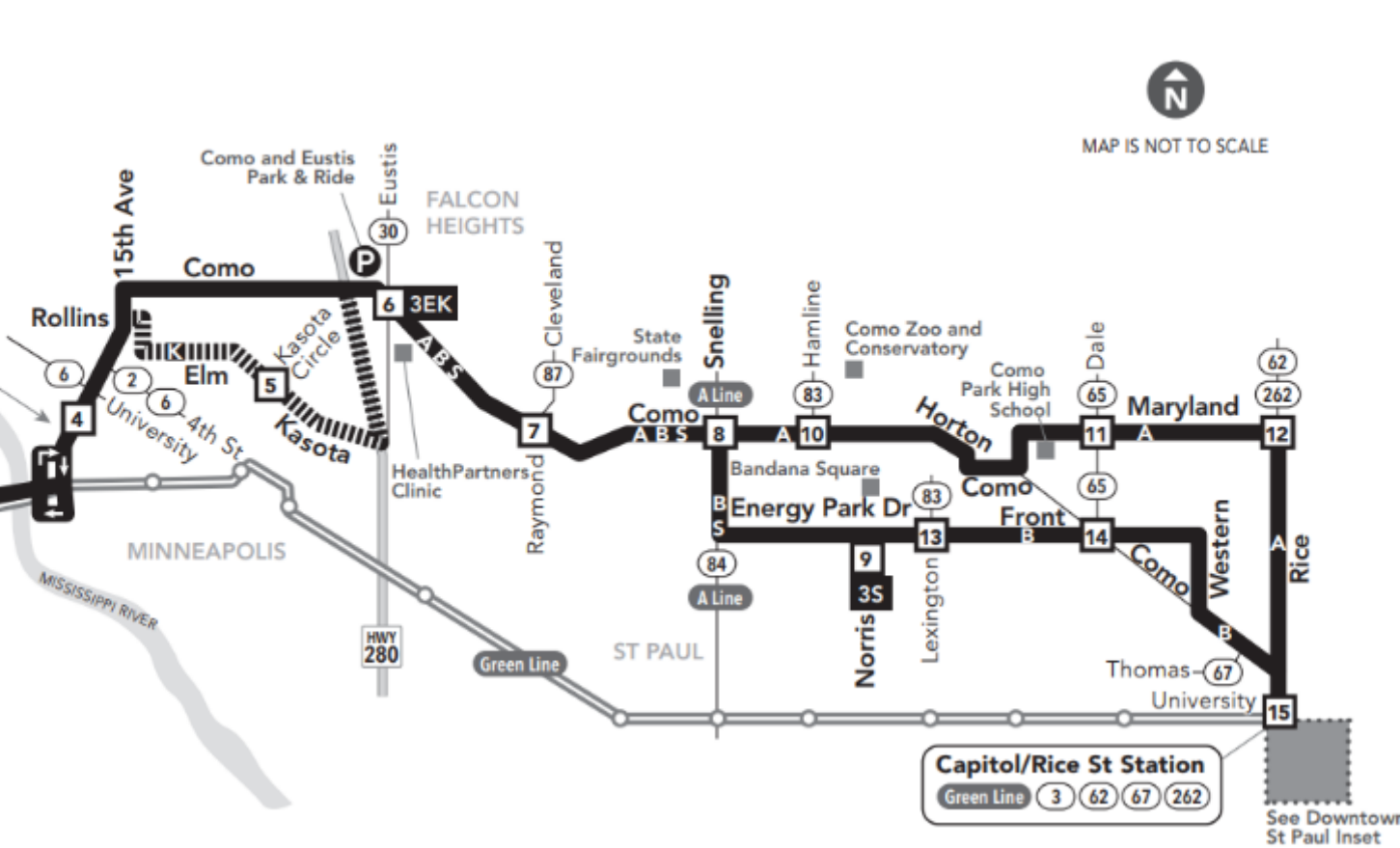
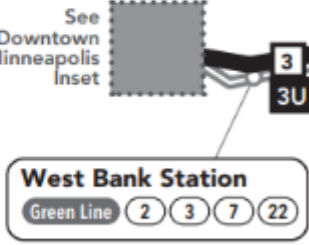
Why Route 3?

- Solid ridership route (7,350; 6th busiest in 2019)
- Complicated schedule/route structure
- Occasional complaints about stop spacing
- Not **previously** identified for rapid bus improvements
 - Now in top tier of future BRT corridors
 - Proposed changes consistent with BRT principles of streamlining route and simplifying schedule

Route 3 Route Map



MAP IS NOT TO SCALE



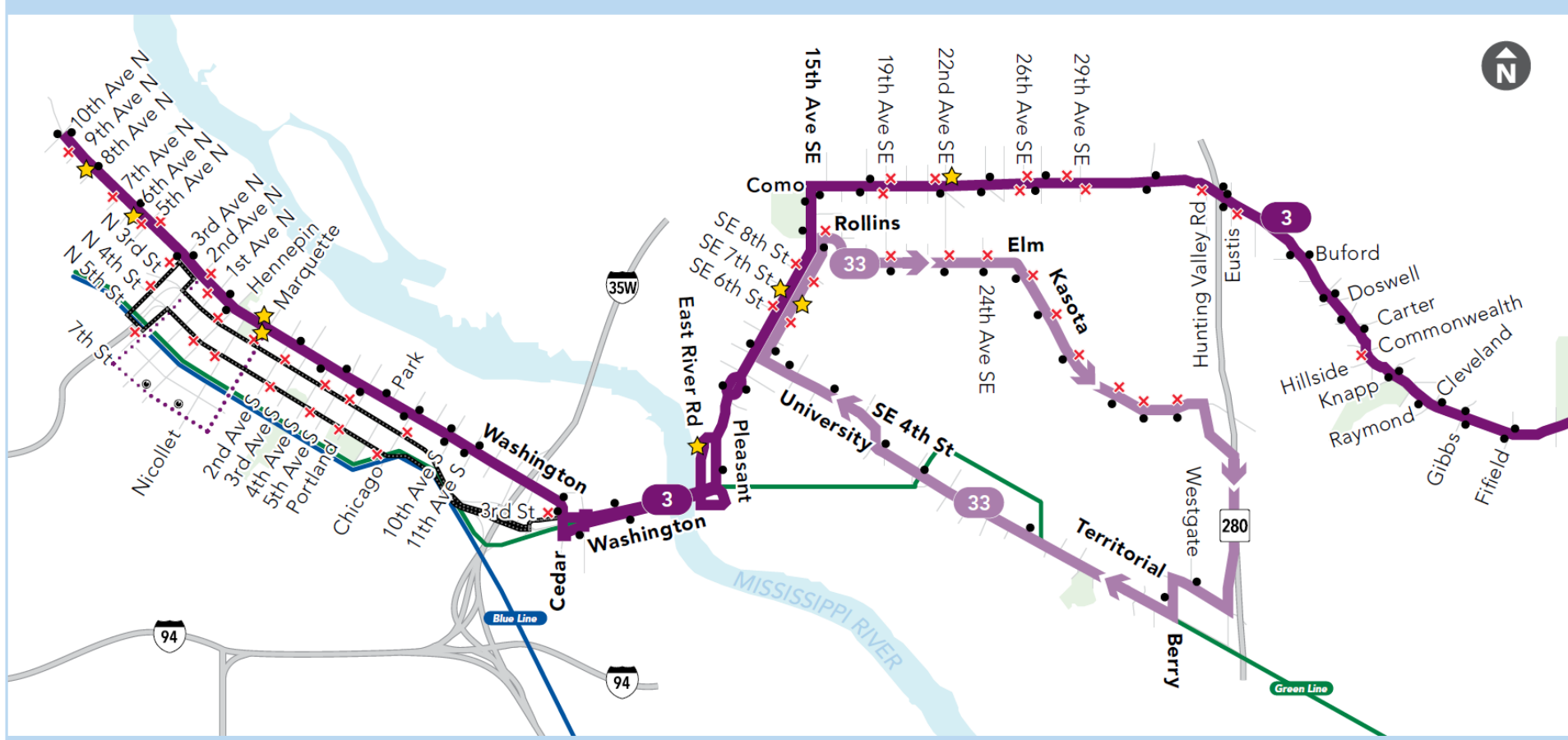
Notable Proposed Changes

- Bus stop consolidation
- New alignment through downtown Minneapolis
- Extension to serve the North Loop
- Replace Elm/Kasota branch with separate route



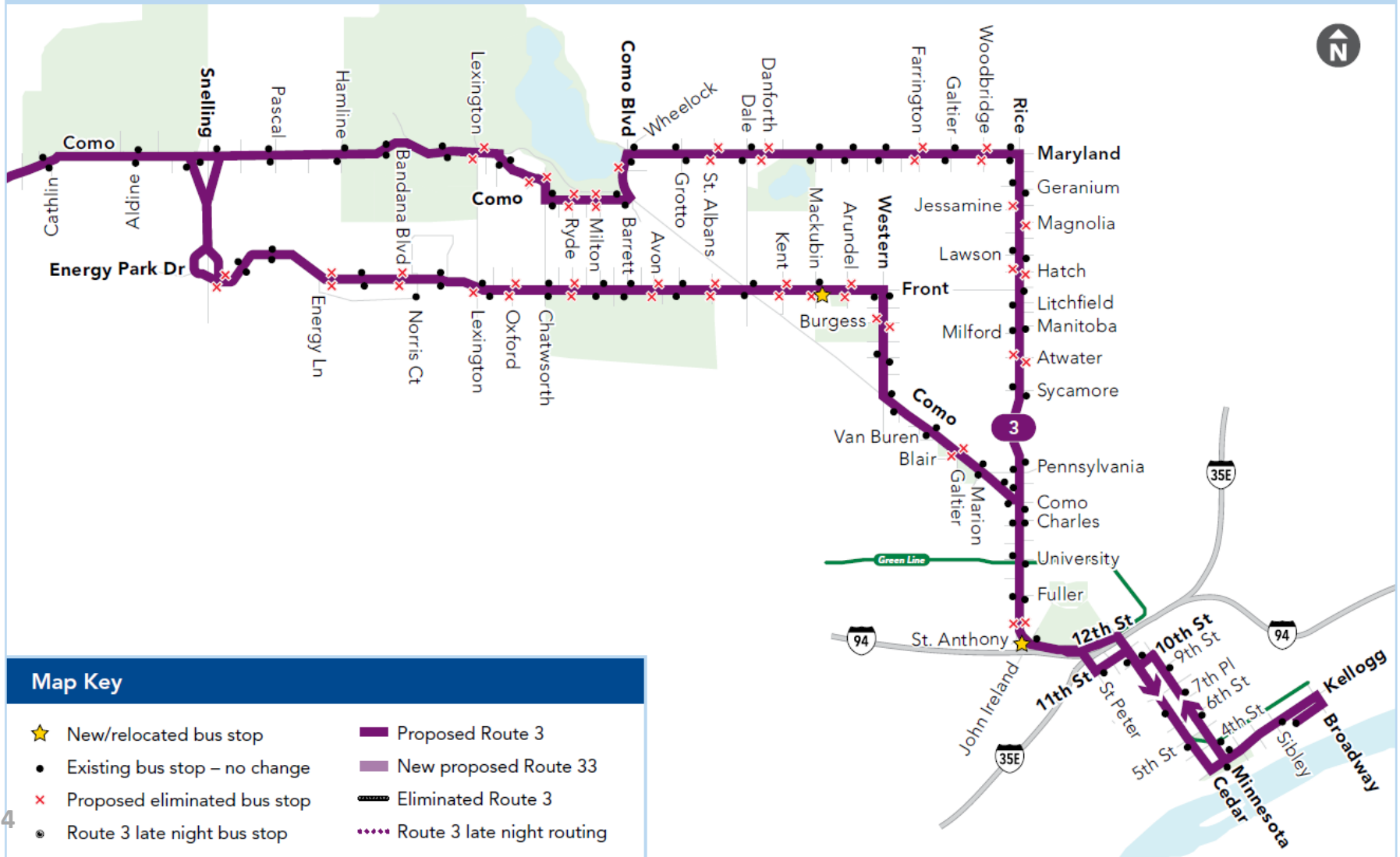
Proposed Bus Stop Changes – West

West side of route



Proposed Bus Stop Changes – East

East side of route



Downtown East Development



- 2004
- 2006
- 2009
- 2012
- 2015
- 2018
- 2020

Washington Ave

North Loop Development



Route 3 Project Timeline

Task	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Initiate project	█							
Project team discussions			█	█				
Draft recommendations				█				
Public engagement					█		█	
Final recommendations					█			
Facility improvements						█	█	
Bus stop changes							█	
Service improvements							█	

We are here

Route 3 Next Steps

- Continue to solicit public input (ending March 12)
- Review feedback and update plan
- Coordinate changes with city and county staff
- Early-August rider outreach
- August 21 implementation



THANK YOU

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