

Speed and Reliability Initiative Update

Metropolitan Council Transportation Committee
January 14, 2019

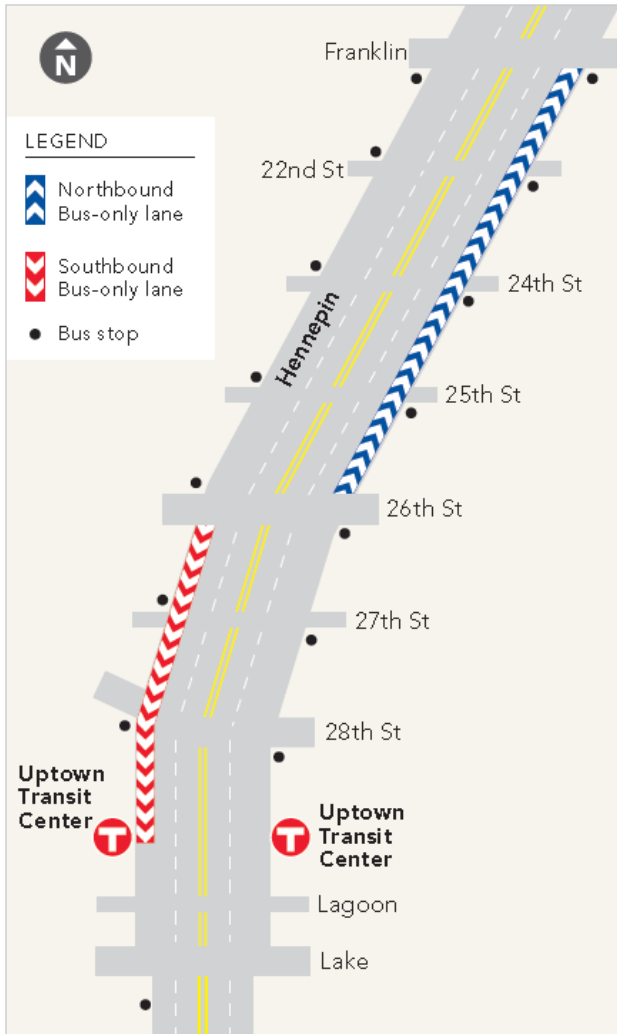
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Hennepin Bus Lane Pilot



- Three-day test in mid-May
- Data collection, public feedback, operations
- Very supportive public response
- Not proceeding with Hennepin bus lanes at this time
- Exploring other corridors for improvements
- City's American Cities Climate Change grant for additional bus lane pilots

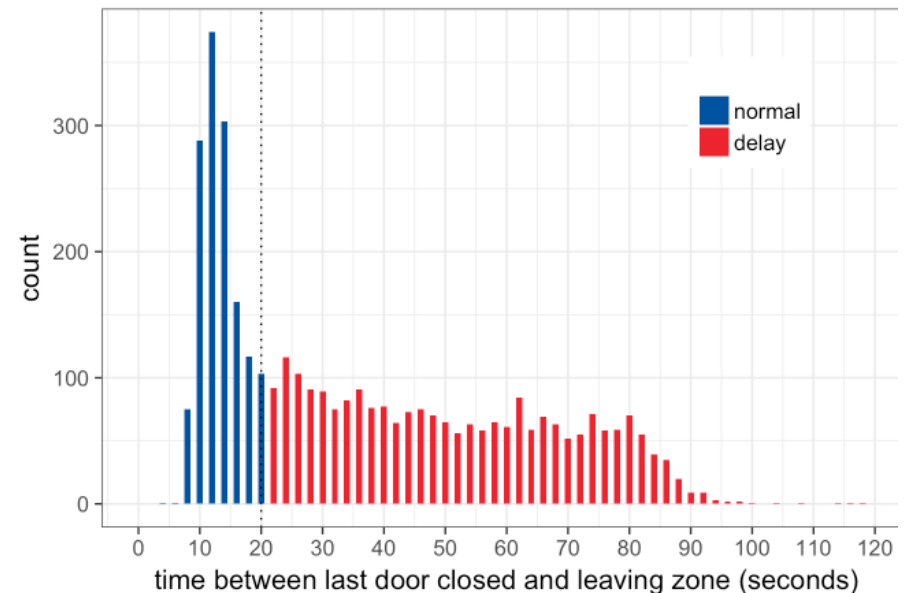


Route 2: Improvement Strategies

- Stop consolidation – up to $\frac{1}{4}$ mile spacing
- Transit signal priority
 - Limited by budget
 - Intersections prioritized based on analysis of delay
- Shelters



Example of signal delay



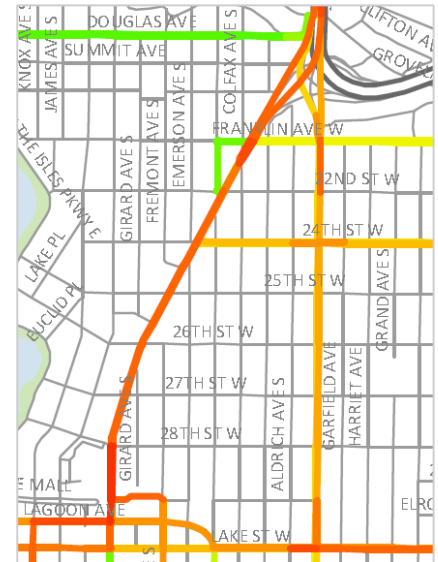
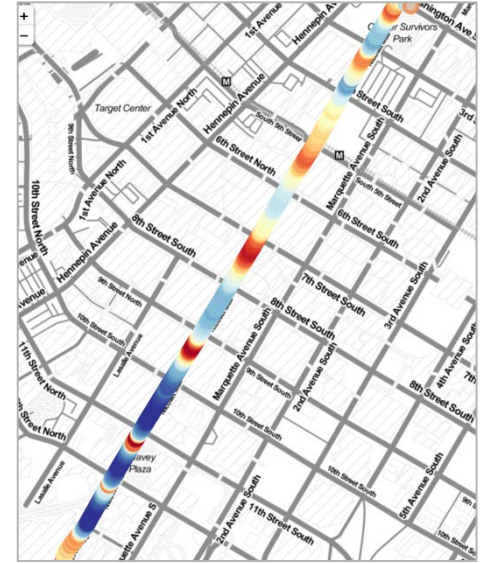
Route 2: Initial Results and Next Steps

- Initial results
 - 3% travel time reduction from routing change
 - 6% travel time reduction from stop consolidation
 - 1,200 more boardings at sheltered stops – 88% of total
- Next steps
 - Further schedule refinements for March 2019
 - Continue planning for TSP



Measuring Performance

- Traditional metrics
 - Segment speed, on-time performance, dwell time
- Advanced metrics
 - Stop spacing
 - Detailed speed
 - Signal delay
 - Passenger delay

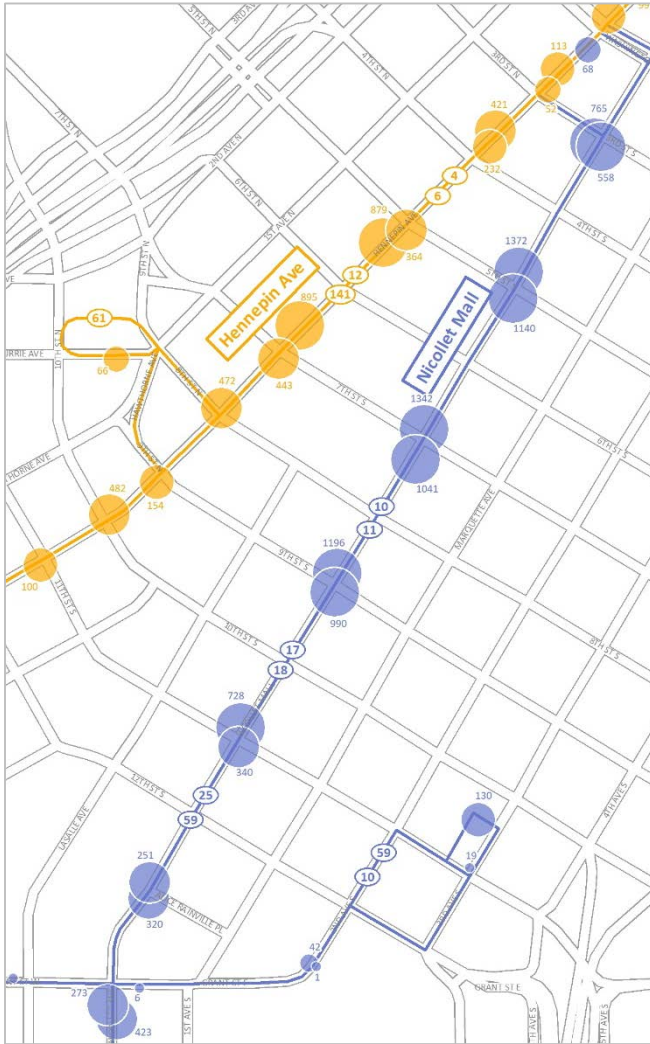


Route 63

- Route description
 - Grand Ave – downtown – 3rd St East
 - METRO Green Line, colleges, Sun Ray Transit Center
 - 4,500 weekday boardings, 20” frequency
- Project overview
 - Similar to Route 2
 - Partner with St. Paul
 - Federal funding for service
 - March 2020 implementation



Nicollet Mall Working Group



- Improve bus speeds
 - Not *FAST*, but faster
- Average speed of 5.2 mph in PM peak
- Over 10,000 weekday boardings
- Explore signal timing and strategies to speed boarding
- Partnering with City of Minneapolis



Looking Ahead to 2019

- Next Steps
 - Continue to refine data tools
 - Grow partnerships with city staff
 - Build on lessons-learned from 2018 projects
- Timelines
 - Route 63: spring and early fall public outreach; March 2020 implementation
 - Nicollet Mall



THANK YOU

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