2022 Year End Ridership

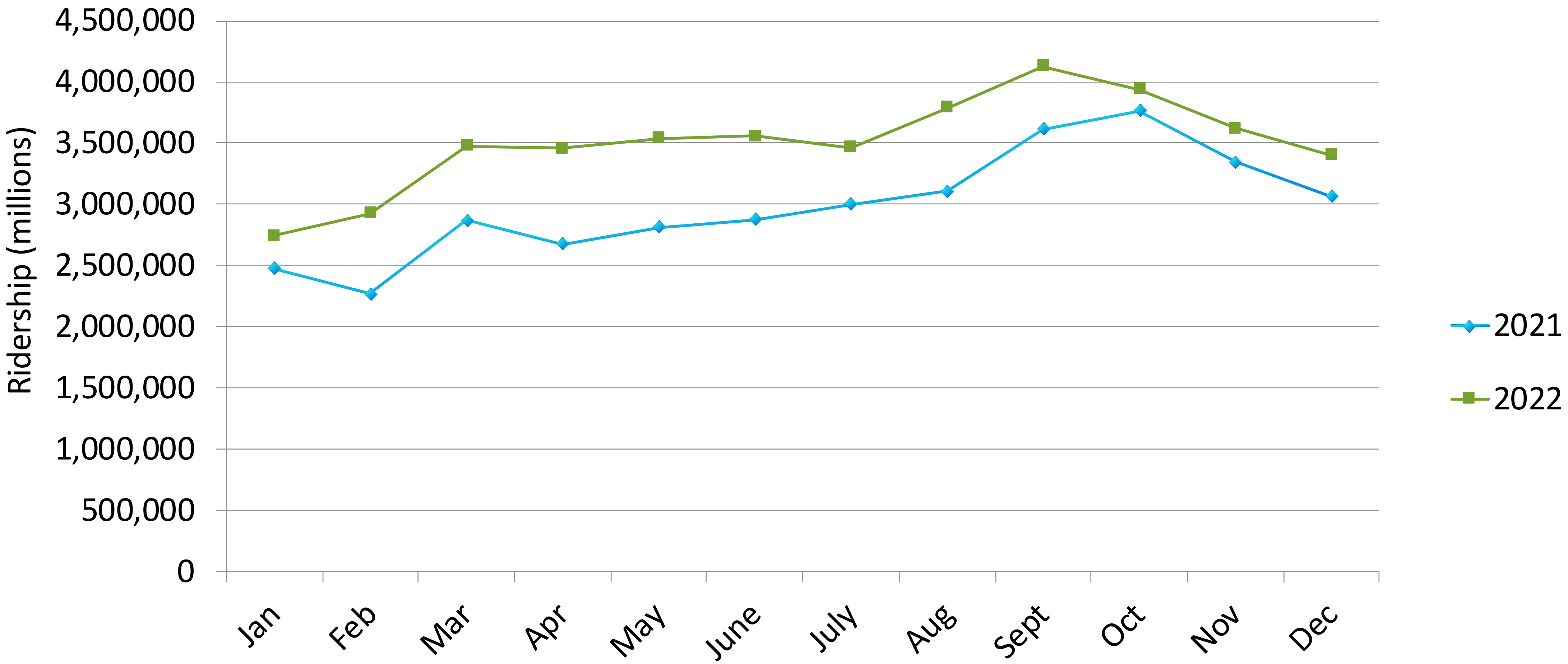
Transportation Committee

METROPOLITAN COUNCIL

13 February 2022

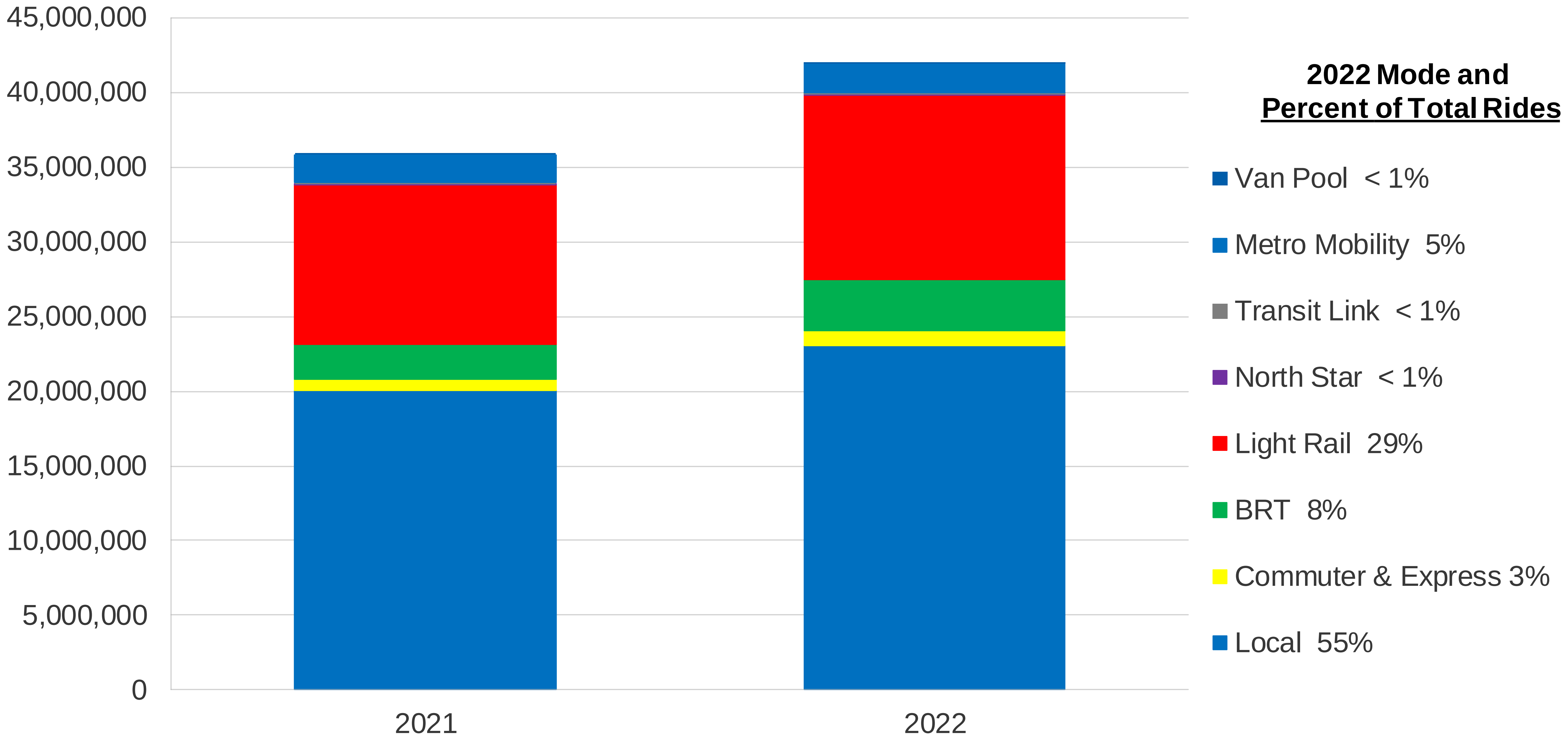
Council Ridership – Year End 2022

2021 Total: 35,885,429 2022 Total: 42,051,886 (17%)



Council Ridership by Mode – Year End 2022

2021 Total: 35,885,429   2022 Total: 42,051,886   (17%)



Council Ridership by Mode – Year End 2022

2021 Total: 35,885,429 2022 Total: 42,051,886 (17%)

Mode	2021	2022	Nominal Change	% Change
Bus	23,150,879	27,430,889	4,280,010	18%
Light Rail	10,673,554	12,366,632	1,693,078	16%
Northstar	50,433	77,076	26,643	53%
Metro Mobility	1,841,771	1,972,948	131,177	7%
Transit Link	116,904	126,998	10,094	9%
Vanpool	51,888	77,343	25,455	49%
Council Total	**35,885,429**	**42,051,886**	**6,166,457**	**17%**

Bus Ridership – Year End 2022

2021 Total: 35,885,429 2022 Total: 42,051,886 (17%)

Bus Mode	2021	2022	Nominal Change	% Change
Local	20,051,883	23,018,436	2,966,553	15%
Bus Rapid Transit	2,350,304	3,361,297	1,010,993	43%
Express	748,692	1,051,156	302,464	40%
Council Total	**23,150,879**	**27,430,889**	**4,280,010**	**18%**

System Ridership – Year End 2022

2021 Total: 38,071,659 2022 Total: 45,911,159 (21%)

Mode	2021	2022	Nominal Change	% Change
Metropolitan Council	35,885,429	42,051,886	6,166,457	17%
Maple Grove	98,797	179,987	81,190	82%
MVTA	592,816	1,018,697	425,881	72%
Plymouth	87,879	133,266	45,387	52%
Southwest Transit	209,915	373,062	163,147	78%
U of MN	1,196,823	2,154,261	957,438	80%
Regional Total	**38,071,659**	**45,911,159**	**7,839,500**	**21%**

Understanding Ridership Trends

Transit use is when supply meets demand

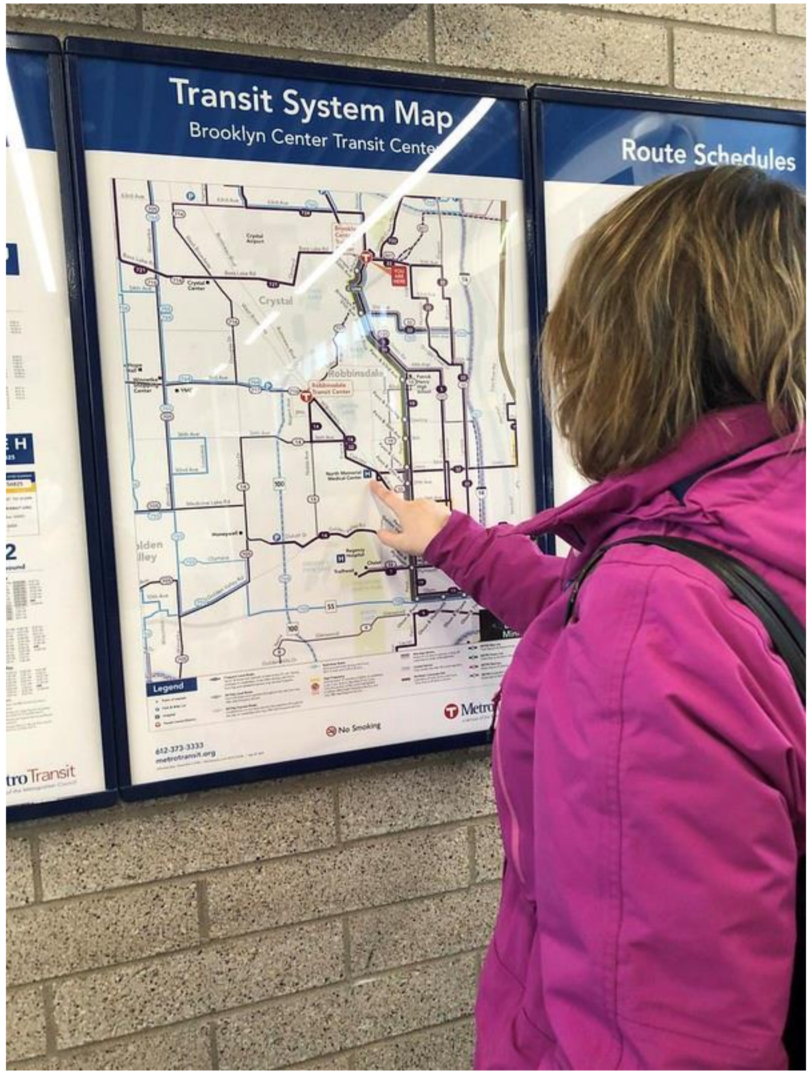
Ridership

=

decision to travel

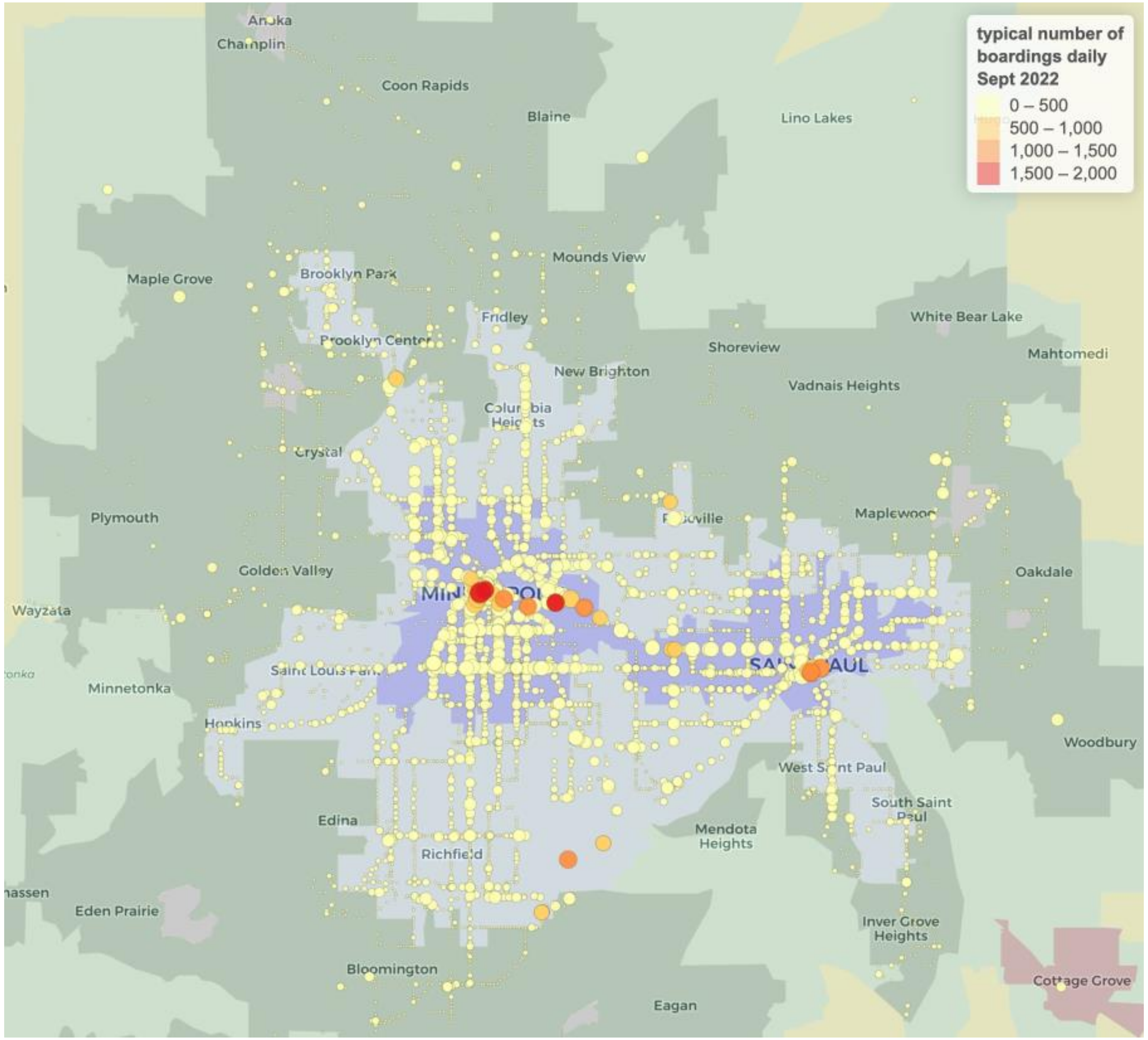
x

opportunity we provide



pattern:
ridership strongest in core

- 66% of boardings in Transit Market Area 1
- 94% of boardings in TMA 1 + 2

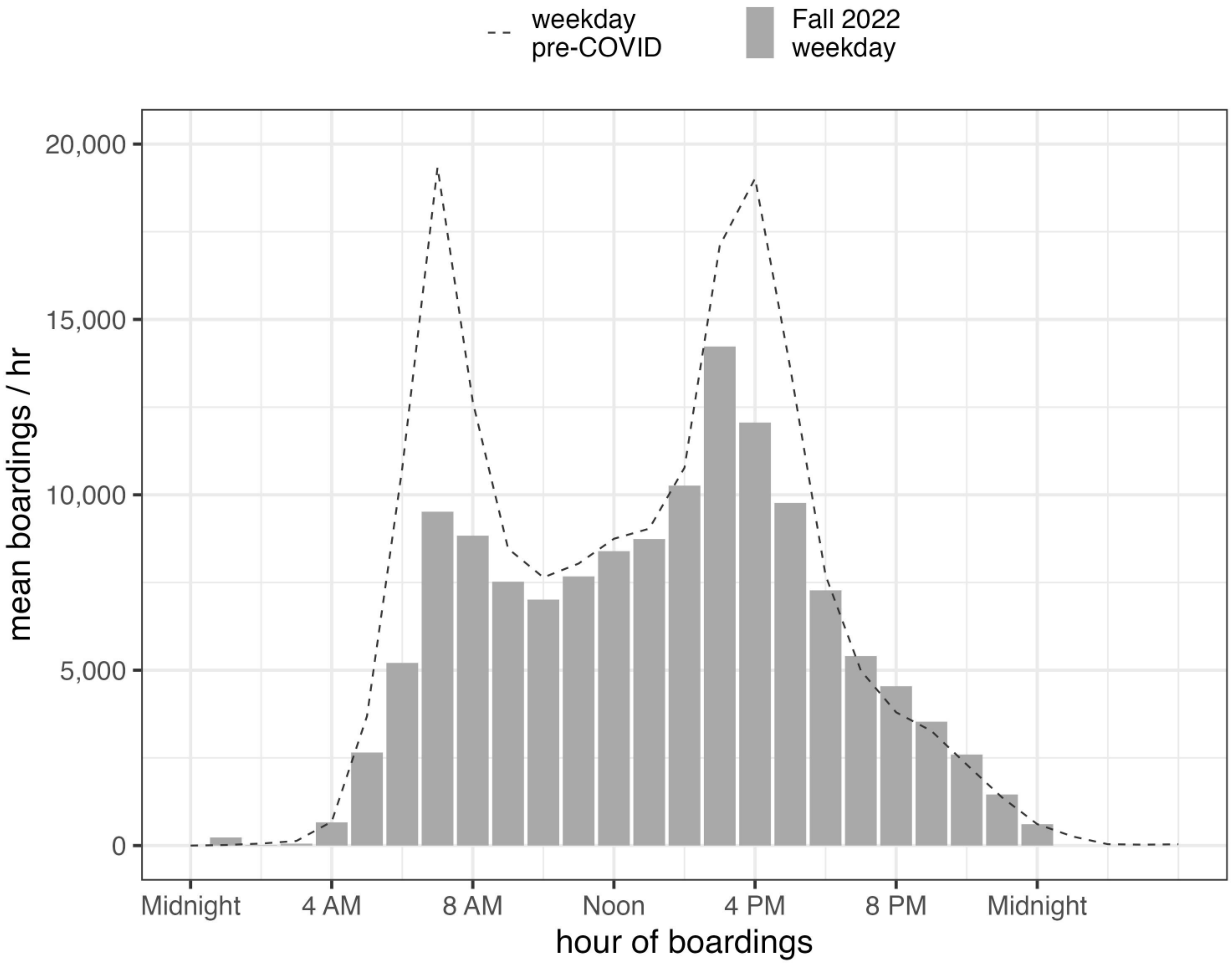


Transit Market Areas defined in [Appendix G](#) of the Transportation Policy Plan

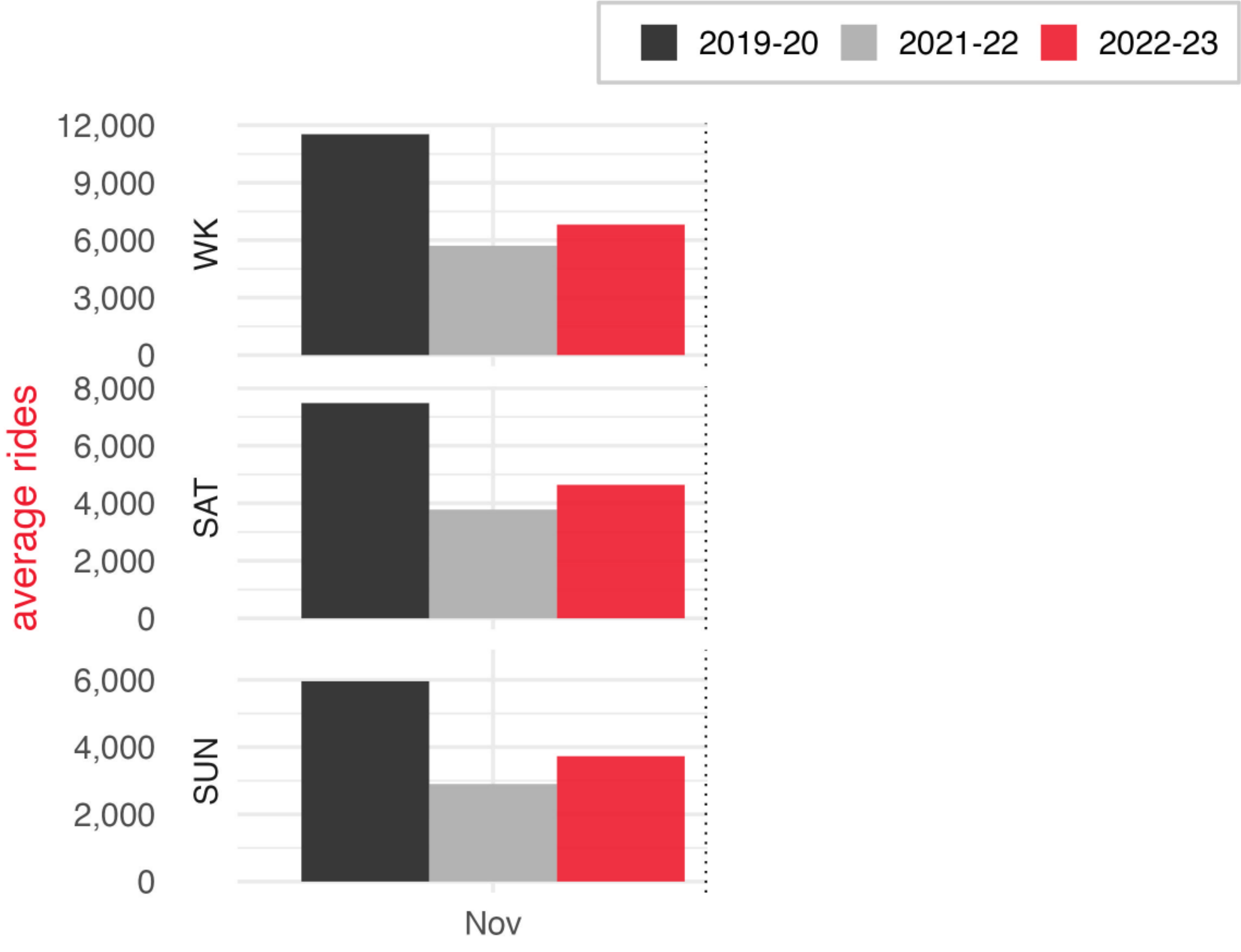
pattern:
afternoons busier than mornings

- **3 PM hour** busiest of day, emphasizing student travel (HS & College / Univ)

- later evening not too different from pre-COVID

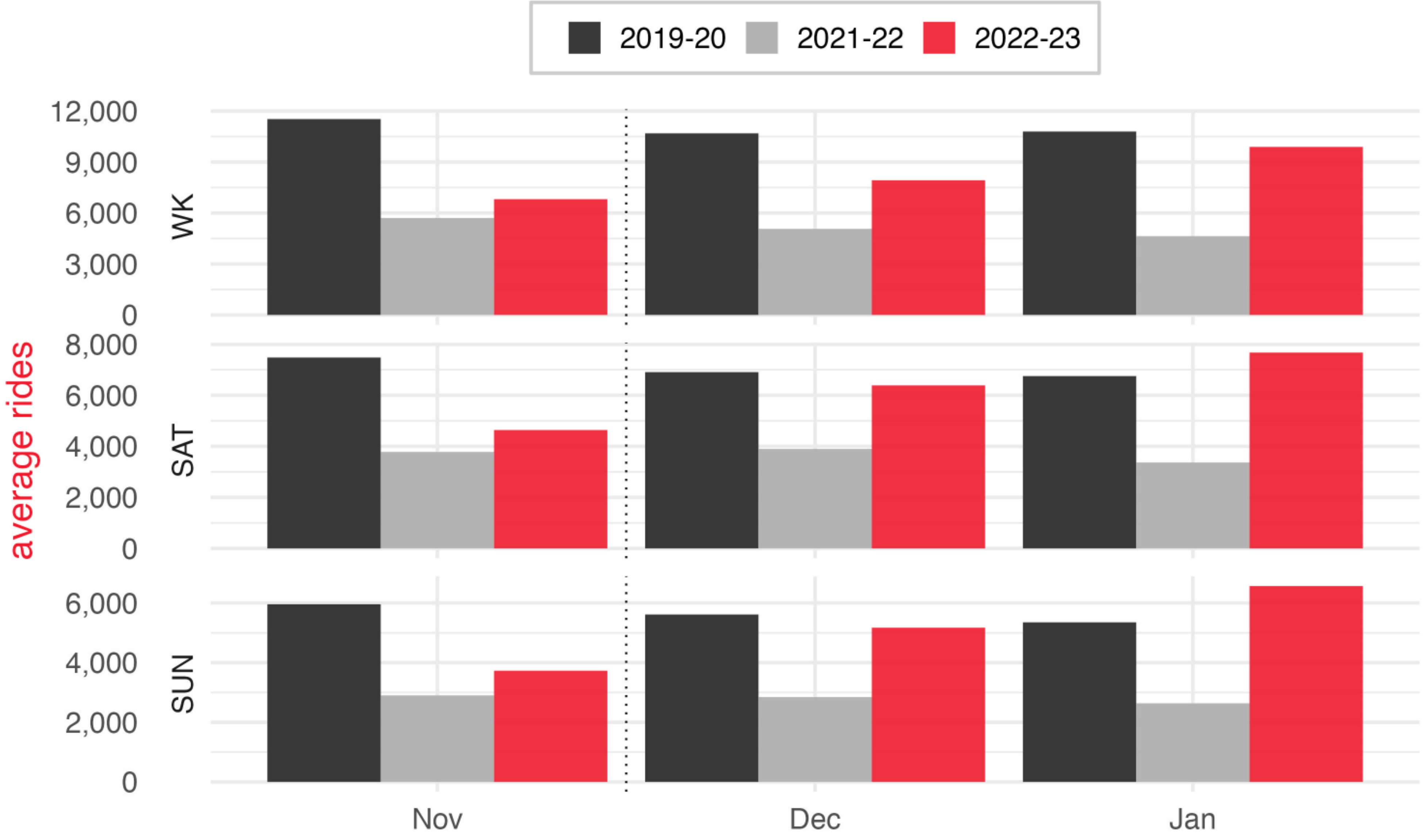


D Line off to a strong start



Route 5

D Line off to a strong start



Route 5

D Line + Route 5

Key Take-Aways

Ridership growth across all modes

- 2022 ridership building on recovery
- BRT nearing 10% of regional rides
  - D Line immediate ridership return
- core, all-purpose rides

Expectations for 2023

- hiring operators dictates service provision
- telework drives commute demand
- Network Now engagement & planning

Metropolitan Council

Questions

METROPOLITAN
COUNCIL