

# Improvements to speed and reliability

[metrotransit.org/speed-reliability](https://metrotransit.org/speed-reliability)



## Speed and Reliability Program

The Speed and Reliability Program is one of several Metro Transit initiatives for improving bus travel times and reliability. It was established in early 2018 with a goal of improving local bus service.

## Bus Lanes and Corridor Improvements



Corridor-level projects focus on bus lanes, Transit Signal Priority (TSP) and strategies to reduce dwell time. For example, a three-day pilot of bus lanes that help buses move more quickly on Hennepin Avenue tested a concept that was permanently implemented in 2019. For example, bus lanes on Hennepin Avenue allow buses to bypass traffic during designated times.

Other completed bus lane projects include 7th Street in downtown Minneapolis, a key transit corridor with combination of Bus Rapid Transit, local, and express bus service. Planned bus lanes include 10th St N, the

Hennepin/Lyndale Commons, 1st Ave NE/Hennepin Ave NE, and portions of Lake St. and Marshall Ave. These projects will be implemented in the next 2-3 years.

## Better Bus Routes (BBR)

The Better Bus Route program aims to improve high ridership local bus routes not identified for future BRT investments. These projects take a more holistic approach to improving service, with goals to:

- Make substantial improvements to speed and reliability of service, in part by eliminating bus stops with few boardings
- Improve the customer experience by ensuring that all bus stops are ADA-accessible, and by installing level concrete pads that make it easier to board and exit buses and installing shelters
- Where possible, simplify the route alignment and schedule to make the service more intuitive
- Help buses stay on schedule and ensure operators have adequate rest time between trips

Since 2018, routes 2, 3, 22 and 63 have seen improvements through the Better Bus Routes program. Improvements to Route 17 will be made in 2023, and routes 4, 61 and 11 will be improved in future.



## Timeline of improvements

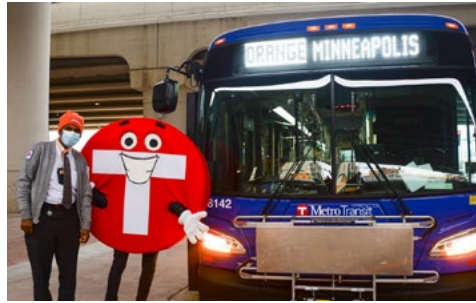
Metro Transit continuously looks for ways to improve the speed and reliability in our network. Every year, we add more improvements where customers need them. This effort is ongoing, and we continue to plan for future improvements years in advance.

- 2014** - Service launch: METRO Green Line
- 2015** - NexTrip: Signs added to transit centers, light rail
- 2016** - Service launch: METRO A Line
- 2018** - Development: Speed and Reliability program
  - BBR: Route 2
  - Bus lanes: Hennepin Ave pilot
- 2019** - TSP: Route 5
  - Service launch: METRO C Line
  - Bus lanes: Hennepin Ave
- 2020** - BBR: Route 63
- 2021** - Service launch: METRO Orange Line
  - Bus lane: 7th Street
  - BBR: Route 3
  - TSP: Route 2 BBR
  - Signal improvements: Light rail between American Boulevard and Terminal 2
  - Development: Network Next, 20-year plan, includes E, F, G, and H Lines.

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## Bus Rapid Transit (BRT)

Arterial Bus Rapid Transit lines like the METRO A Line, C Line and D Line provide faster and more reliable service in the the region's busiest transit corridors. When fully built out, a quarter of the region's residents will live within a quarter-mile of a BRT line.



## Network Next



Network Next established a vision for the bus network of 2040. Focused on improvements beyond existing available resources, it charts the course for new BRT lines as well as more frequent service, longer hours, and better weekend service on existing local and express routes and new bus routes in areas without fixed-route service today. Building on these past efforts, plans to add back service as resources allow will be shaped by a new program, Network Now. Engagement around this new five-year plan will begin in 2023. More information can be found at [metrotransit.org/network-next](https://metrotransit.org/network-next).

## Transit Signal Priority (TSP)

At signalized intersections, traffic signals play a critical role in controlling the flow and movement of road users. Transit Signal Priority helps buses avoid being stopped by red lights at intersections, reducing delays. TSP works best on congested intersections along busy routes.



## Partnerships

Many projects and improvements are in coordination with other local government entities, including cities, counties, and MnDOT. Their contributions help transit improve our services and reliability. Oftentimes, transit projects can only be realized once these entities complete their projects.

## Outcomes

To succeed, these projects rely on good data. Data sources common across all projects includes ridership, on-time performance, passenger delay, and travel speeds. We use this information, along with previous customer comments, input from operators, and additional data gathered from field assessments, to inform our recommendations.

We have seen very positive results from the four completed Better Bus Route projects. On Route 3 and Route 63, median travel times have decreased 3-7%, while the range of travel times have decreased 8-30%. So while these routes are modestly faster, they are significantly more reliable. We also have many more riders waiting at sheltered bus stops (up to 88% of all riders on Route 2), improved accessibility, and more service where demand is highest.

- 2022**
  - Service launch: micro
  - Service launch: METRO D Line
  - BBR: Route 22
  - New BRT shelters: Hennepin Ave
- 2023**
  - BBR: Route 17
  - TSP: Route 63 BBR
  - TSP: Lyndale Ave S
  - Bus lanes: 10th St N
  - Bus lanes: Hennepin/Lyndale
  - Development: Network Now, 5-year plan addressing service levels
- 2024**
  - Service launch: METRO B Line + Lake St/Marshall Ave bus lanes
  - TSP and BBR: Route 22
  - BBR: Route 4
  - Bus lanes: 1st Ave NE/ Hennepin Ave NE
- 2025**
  - Service launch: METRO E Line + Hennepin Ave bus lanes
  - Service launch: METRO Gold Line

