



Better Bus Route Evaluation and Prioritization

Spring 2025

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Better Bus Route Program

- Initiated in 2018 to improve the speed, reliability and customer experience on local bus routes
- Past projects
 - Route 2 (2018)
 - Route 63 (2020)
 - Route 3 (2021)
 - Etc.
- Goal to implement two new projects annually



Selection Process Before 2021

- Evaluation criteria primarily performance-based
- Not transparent
- Considered regional balance and pending opportunities
 - Route 2: large shelter initiative
 - Route 63: grant for service increase

Route	Speed	OTP	PPISH	Weekday Ridership		
				2019	2014	Trend
3	12.8	82.4%	37.2	6,908	9,885	-30%
4	13.1	76.4%	27.3	5,105	6,650	-23%
10	12.9	78.6%	34.5	6,337	8,670	-27%
11	11.3	80.5%	33.9	4,382	4,348	1%
14	12.7	82.7%	30.5	4,635	6,056	-23%
17	11.2	77.9%	35.7	4,791	6,748	-29%
18	10.4	83.2%	40.2	8,769	12,074	-27%
22	13.3	73.7%	26.8	4,615	6,504	-29%
32	15.9	86.4%	41.6	1,776	1,578	13%
54	18.9	85.1%	31.0	4,862	4,646	5%
64	14.4	87.3%	32.2	3,747	5,371	-30%
68	15.7	88.6%	28.8	2,972	3,995	-26%
74	14.0	89.5%	31.5	3,910	4,979	-21%
724	16.1	82.3%	37.1	1,880	2,569	-27%

Looking Ahead

- Future arterial BRT projects identified through Network Next
- Desire for a more rigorous evaluation, in part modeled off BRT
- Moving beyond individual projects to a program of projects
 - Benefit of city partners knowing future project
 - Better internal coordination, anticipating staff workloads

Evaluation Approach

- All Metro Transit / Met Council local and suburban local routes
 - Removed routes operated by suburban providers
 - Removed existing BRT routes
 - Removed express routes
 - 61 routes included
- Three selection principles = quantitative rating, grouped
- Data from Feb. 2024

Evaluation Approach

Selection Principles

- Provide **consistent and competitive travel times** for transit riders
- Improve **legibility and accessibility** of routes
- Promote **equity of transit service** in the region

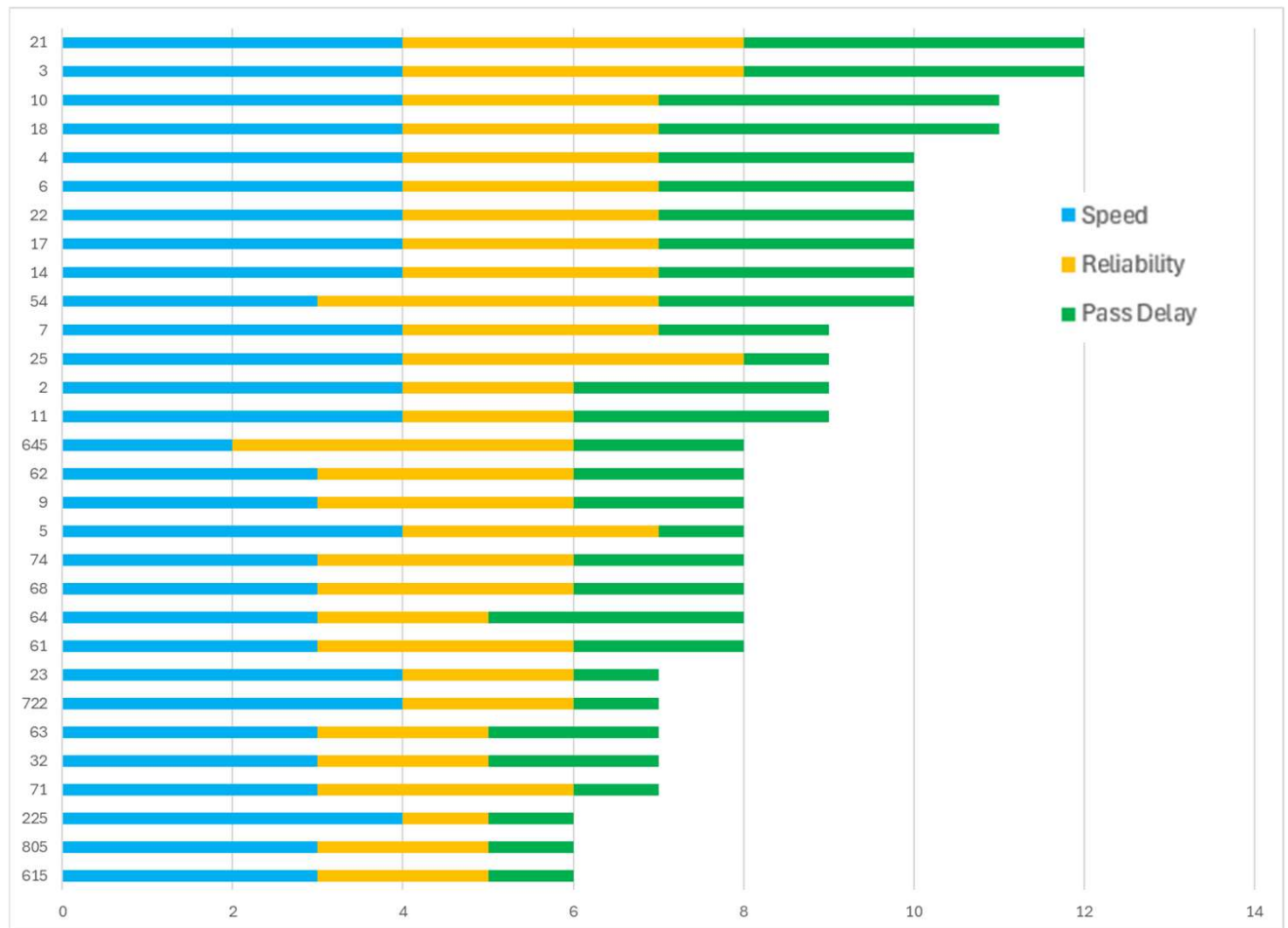
Methodology

- Routes are scored from 1-4 on each concept, with 4 being the highest
- Next, each principle score is the average of the individual concept scores
- Finally, overall score is the average of the three principles

Principle	Concept	Metric
Consistent and competitive travel times	Speed	Percent of time operating below 10 mph
	Reliability	Range of commonly observed variability in travel time
	Delay	Sum of passenger delay
Legibility and accessibility of routes	Bus stop accessibility	Sum of limited mobility index
	Shelters	Percent qualifying stops without shelter
	Route simplification	Number of patterns
Promote equity of transit service	BIPOC population	Percent of BIPOC people living in 10-min walkshed
	Low-wage jobs	Number of low-wage jobs reachable by route
	Renters	Percent of households in walkshed that rent their home
	Low-income population	Percent of people with low incomes living in 10-min walkshed

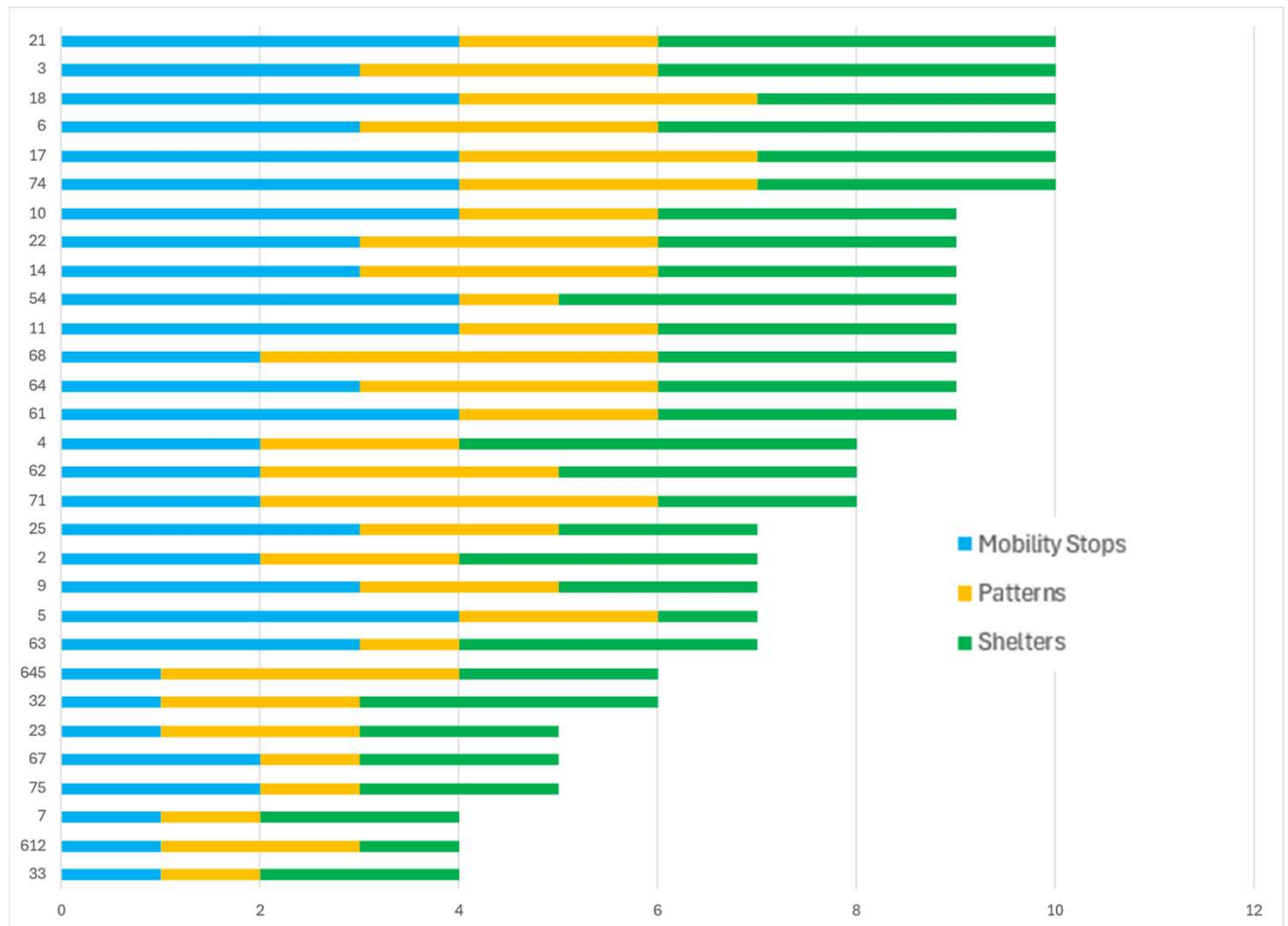
Consistent and competitive travel times

Showing top 30



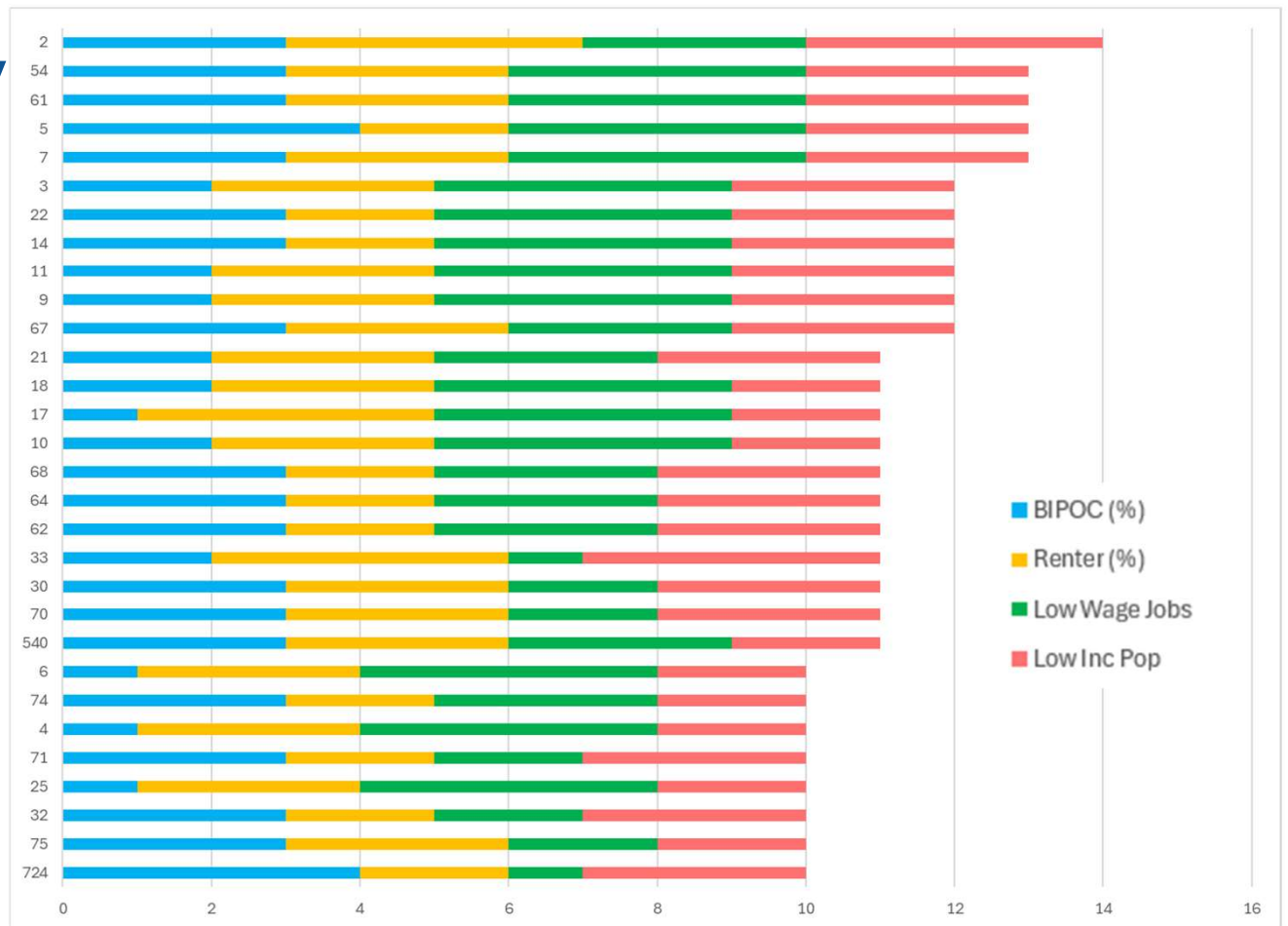
Legibility and accessibility of routes

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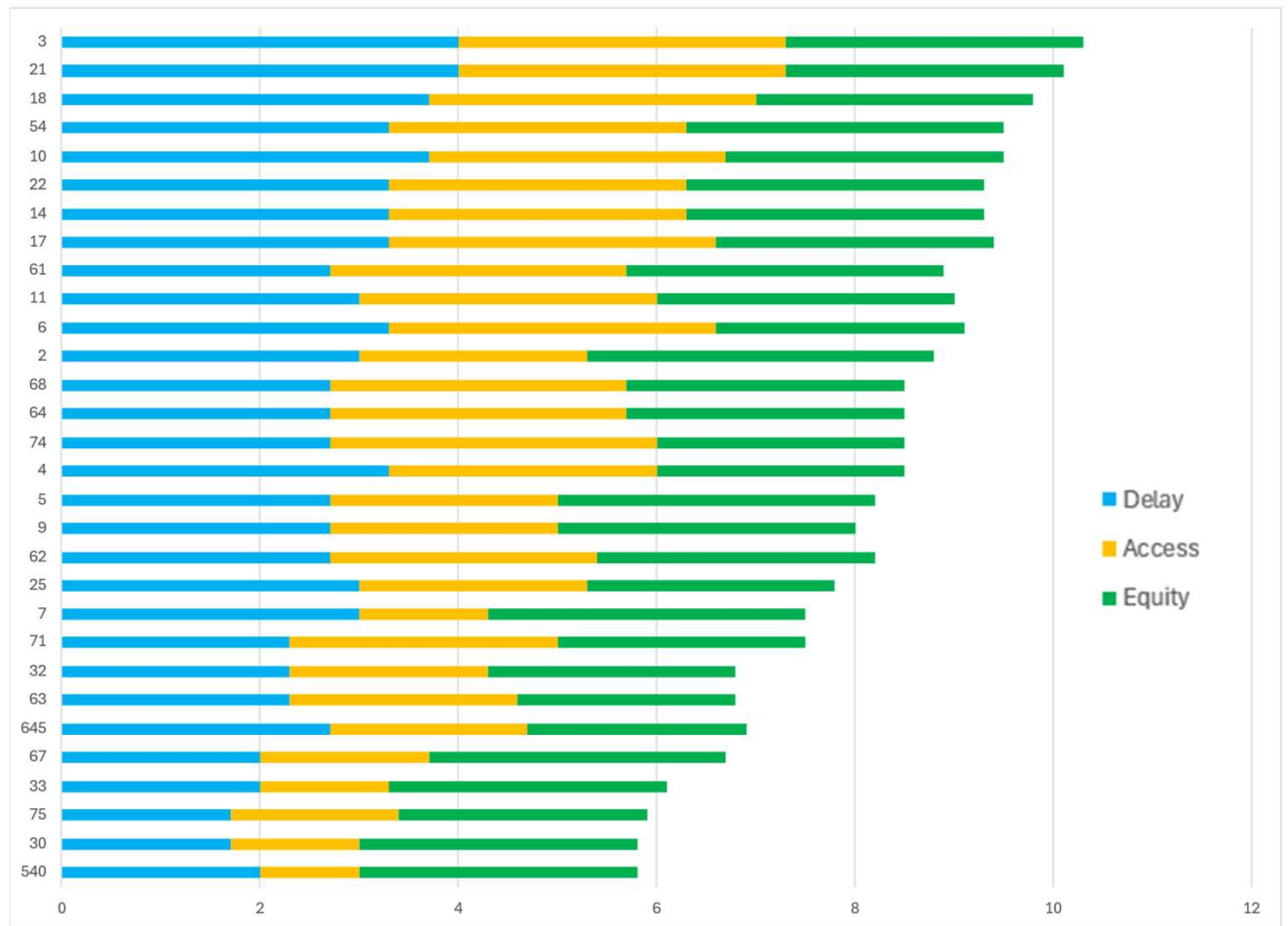
Promote equity of transit service

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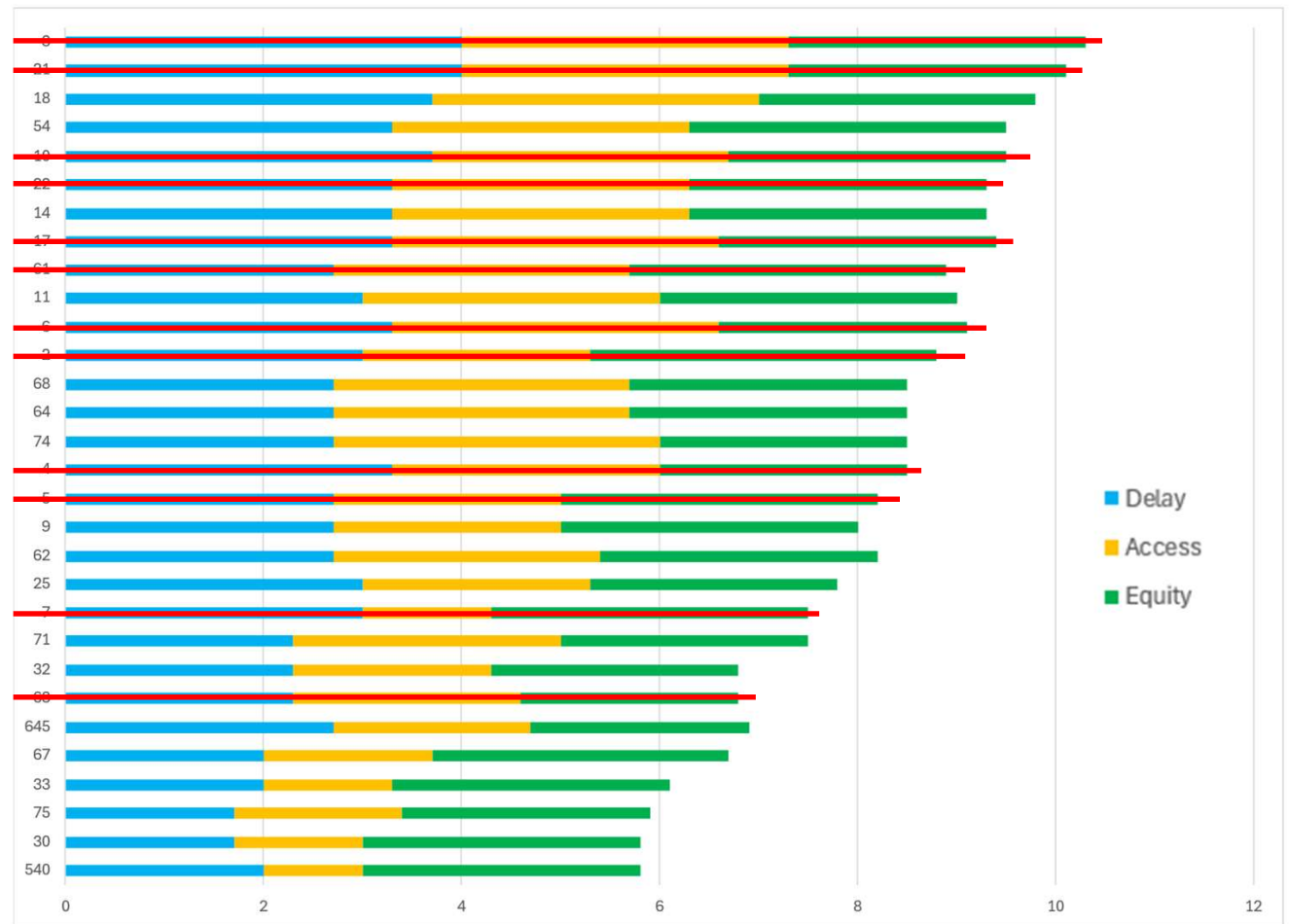
Combined Scores

Showing top 30

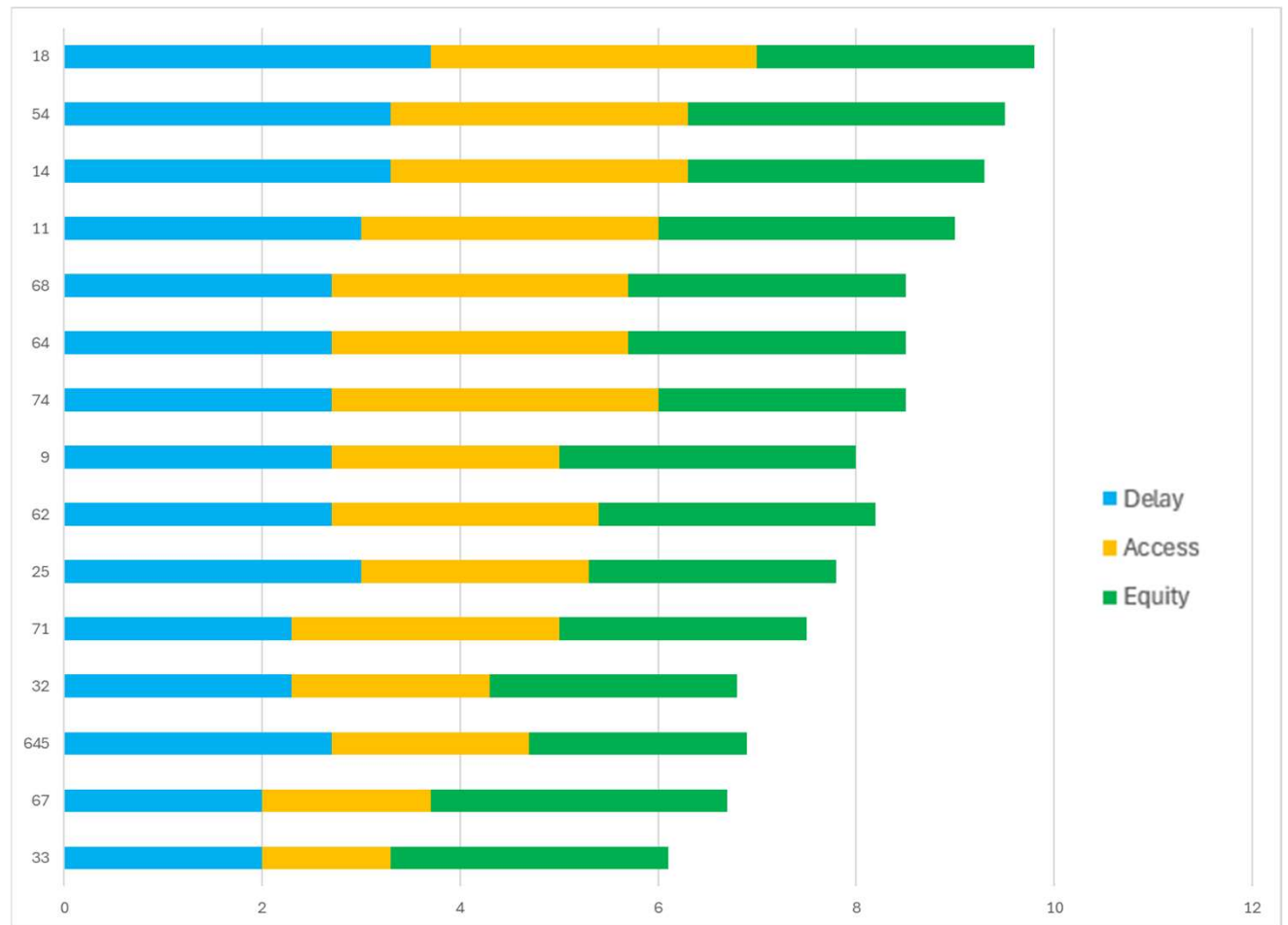


Combined Scores - Revised

Remove past BBR routes, pending arterial BRT routes



Combined Scores – Top 15



Prioritization Factors to Consider

- Technical score
- Regional balance
- Anticipated improvements (Network Now)
- Upcoming road and/or transit projects
- Other factors

Recommendation

Year	Routes
2026	14, 74
2027	11, 32
2028-2029	9, 25, 67, 71
2030+	62, 64, 68, 645

- Removed Route 18 due to fall 2025 stop consolidation, future arterial BRT (K Line)
- Removed Route 54 due to pending MnDOT project, future arterial BRT (J Line)

