

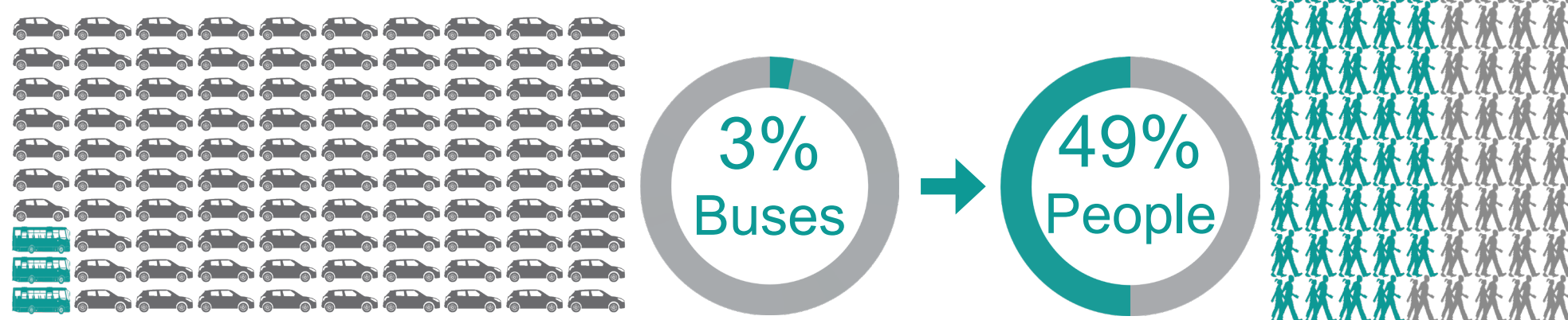
meet MINNEAPOLIS

Bus Only Lane Pilot

Highlights from Hennepin Avenue
what we've learned, where we're headed

Why Hennepin Avenue?

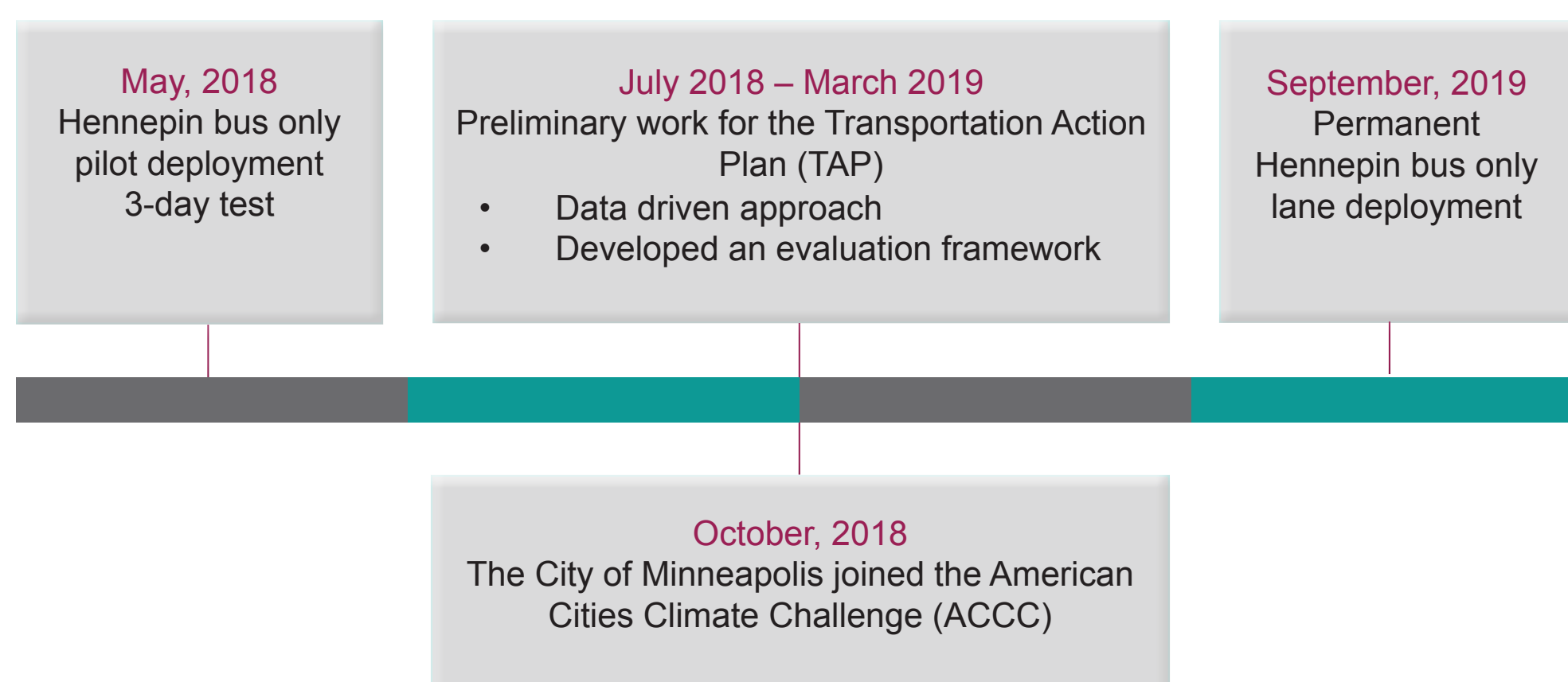
In the morning peak hour, buses are **3% of motor vehicles** and move **49% of people**



In the afternoon peak hour, buses are **2% of motor vehicles** and move **45% of people**



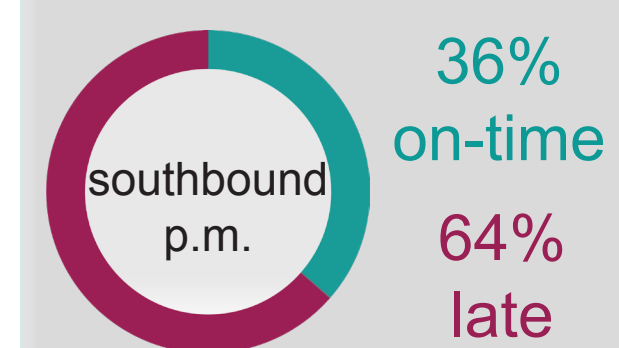
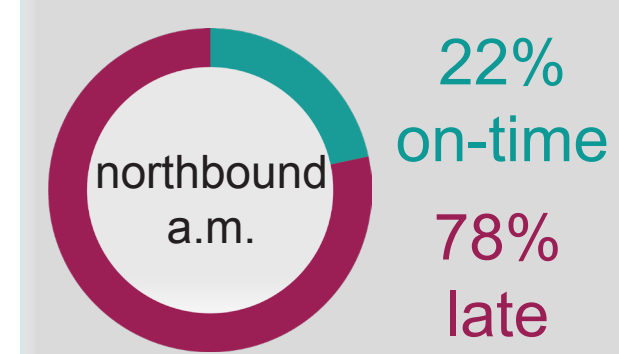
Pilot Timeline



Feedback

- 1) 75% of transit users thought bus lanes improved their experience
- 2) 63% of transit users are more likely to use transit
- 3) 92% of bus drivers felt there was an advantage to dedicated bus lanes

Bus Travel Times



Selection Criteria

- High-Frequency Service
- High Ridership
- Poor On-Time Performance
- High Total Passenger Delay

Pilot Test Results

- Northbound **24% time savings**
- Southbound **6% time savings**
- Bus travel speed more consistent



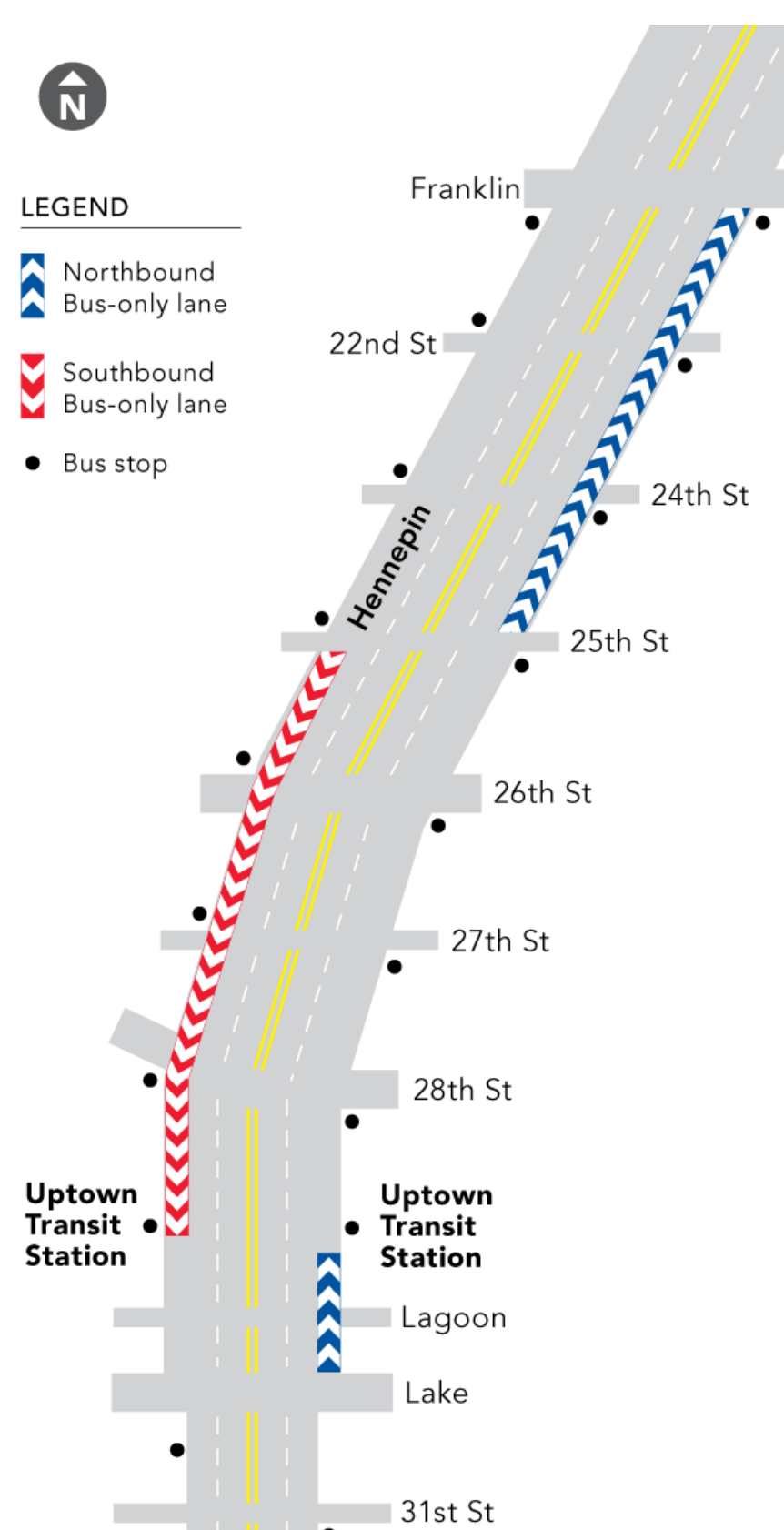
meet

MINNEAPOLIS

From Pilot to Implementation

Highlights from Hennepin Avenue
what we've learned, where we're headed

Hennepin Permanent Bus Only Lane Deployment



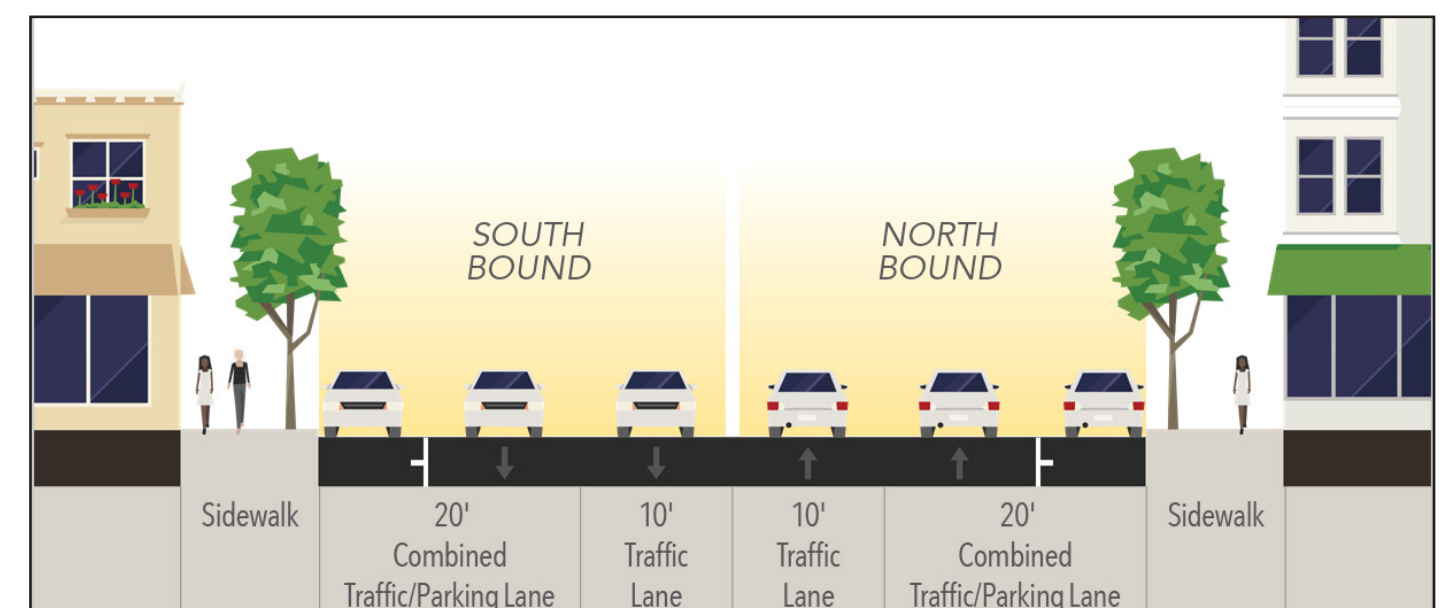
Project Details

- Northbound from Lake Street to Uptown Transit Station (7-9 a.m.)
- Northbound from 25th Street to Franklin Ave (7-9 a.m.)
- Southbound from 25th Street to Uptown Transit Station (4-6:30 p.m.)

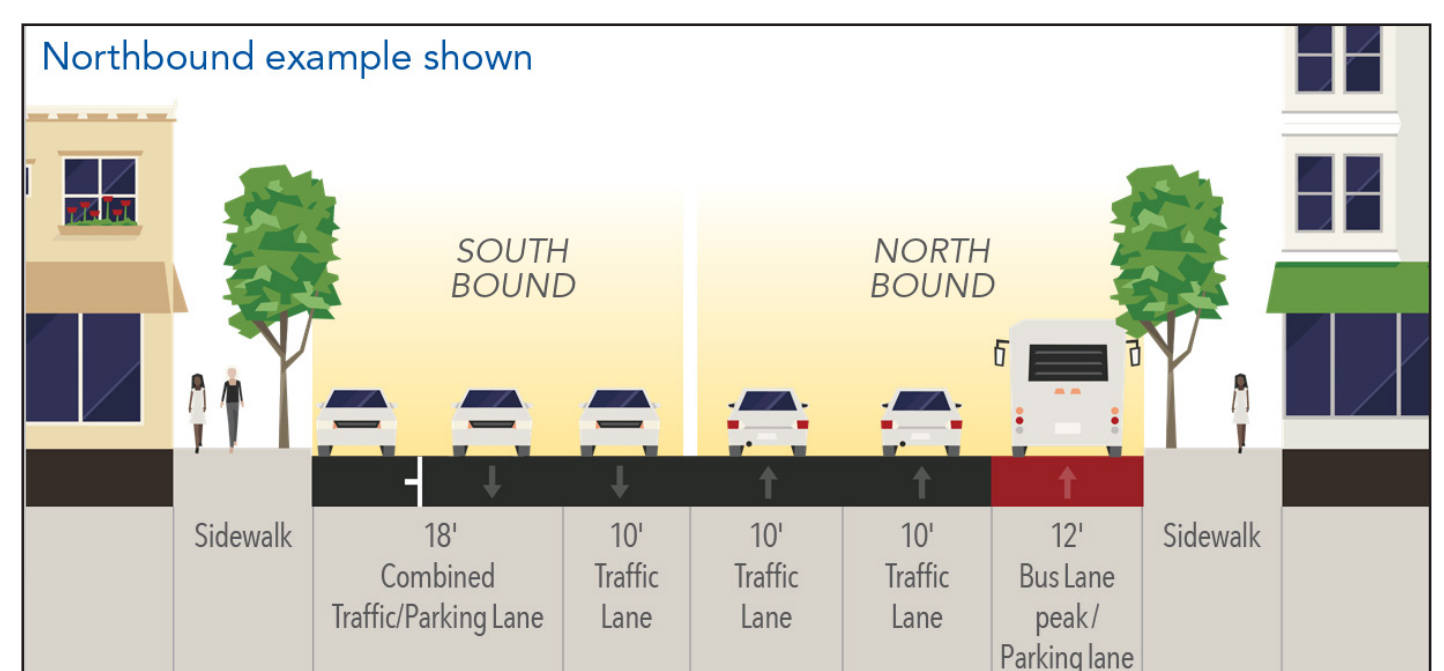
Takeaways

- 10 foot lanes were challenging
- Trim street trees near curbside lane
- Street furniture/furnishing zone near the bus lanes
- Vehicles encroaching from parking lots/side streets
- Uneven roadway conditions

Before

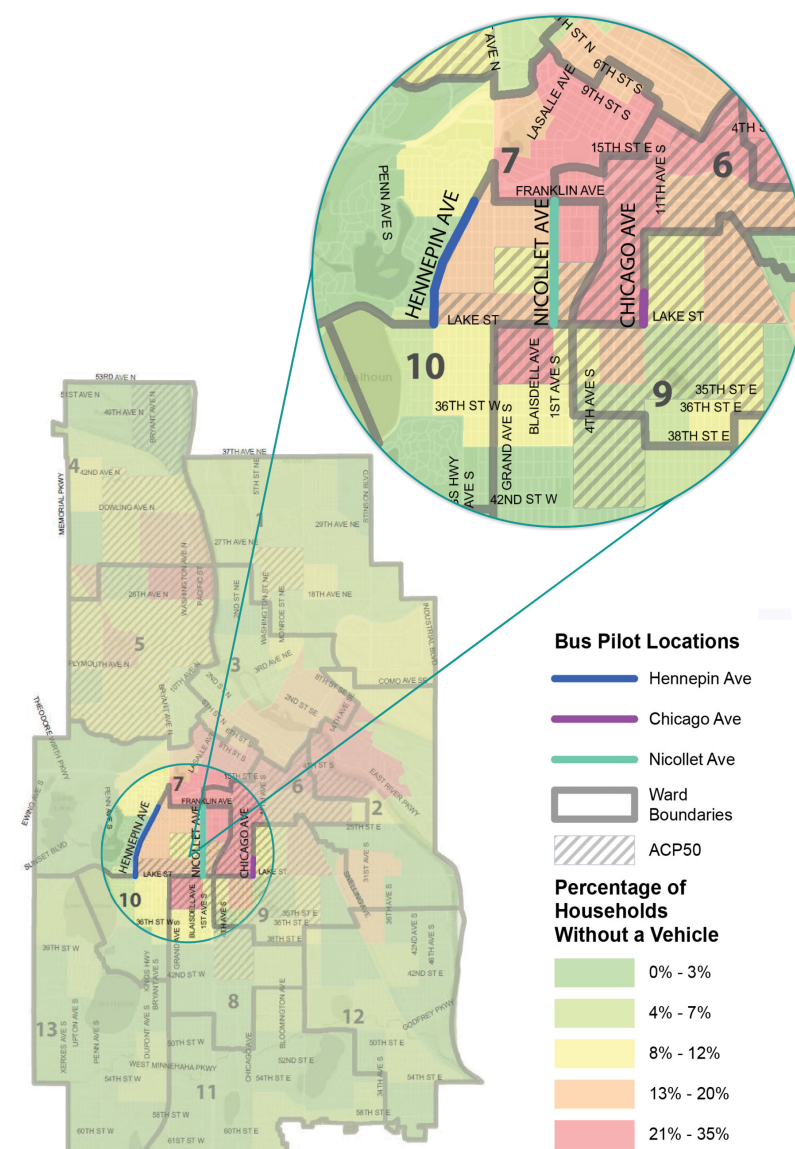


After



Future Coordination

- The City and Metro Transit will continue to partner to advance transit initiatives
- Will test and deploy pilot projects based on performance metrics
- Currently working with Metro Transit on a list of projects
- Goal is to build support for concept citywide
- Specific corridors will be identified in the Transportation Action Plan
- Opportunistic implementation



Chicago Avenue Bus Lane

