Why was the study needed?
This project asked where—and by how much—job accessibility changes when new transitways are added to the Minneapolis–Saint Paul area transit network. The findings may inform planning and investments to best serve metro residents.

What are the scenarios?
One scenario compares the baseline to the funded network, which includes two lines under construction. Four scenarios compare the funded network to the prospective network.

- Baseline: the transit network operating in May 2019.
- Funded network: the baseline plus the C Line aBRT (now in service), Orange Line BRT, and Green Line LRT extension.
- Prospective network: the funded network plus the B Line aBRT, D Line aBRT, and E Line aBRT. These three lines are evaluated individually and as a combination.

General findings
- All scenarios improve accessibility across the region.
- The improvements are felt most by workers living near transit stops.
- Across the Twin Cities, workers may experience an average job accessibility increase of 2.29 percent when the funded network is complete.

Findings for B, D, and E Lines
- If all three proposed aBRT lines—B, D, and E—are added to the funded network, accessibility for workers increases on average by another 5.51 percent.
- Lines B, D, and E augment local routes 21, 5, and 6, respectively. Considering all service changes, the net accessibility change for the Twin Cities region is positive, although some blocks experience decreased accessibility.
- The D Line has the greatest impact on connecting more workers with jobs in shorter travel times.
- The B Line appears to provide a “backbone” of transit service. Saint Paul workers gain the most accessibility benefits as a result of B Line connections and frequency.
- The E Line and the changes to local Route 6 introduce accessibility gains of more than 100 percent in some neighborhoods but decrease accessibility by up to 35 percent in areas that lose Route 6 service.
What routes were studied?

- **C Line** arterial bus rapid transit (aBRT): Penn Avenue from Minneapolis to Brooklyn Center; began service June 2019.
- **Orange Line** BRT: I-35W from Minneapolis to Lakeville; opening late 2021.
- **B Line** aBRT: Lake Street connecting Minneapolis and Saint Paul.
- **D Line** aBRT: Emerson/Fremont and Chicago Avenues between Brooklyn Center and Bloomington.
- **E Line** aBRT: Hennepin and France Avenues from Minneapolis to Edina.

What wasn’t included in the study?

The research did not account for local bus schedule coordination with the prospective transitways. Any changes to the transit schedules provided for this study may increase or decrease accessibility results depending on route alignment, stop spacing, frequency, and many other factors.

Park-and-rides were not included in the study, but people who drive to transit would experience an increase in access to jobs under the proposed transitway additions.

“...we can shorten wait times and travel times for our riders. This analysis shows that these improvements cascade through the bus system to improve connections in areas not immediately adjoining the transitways in question—resulting in widespread benefit to employees and employers across the Twin Cities.”

—Eric Lind, Manager, Research & Analytics, Strategic Initiatives, Metro Transit