

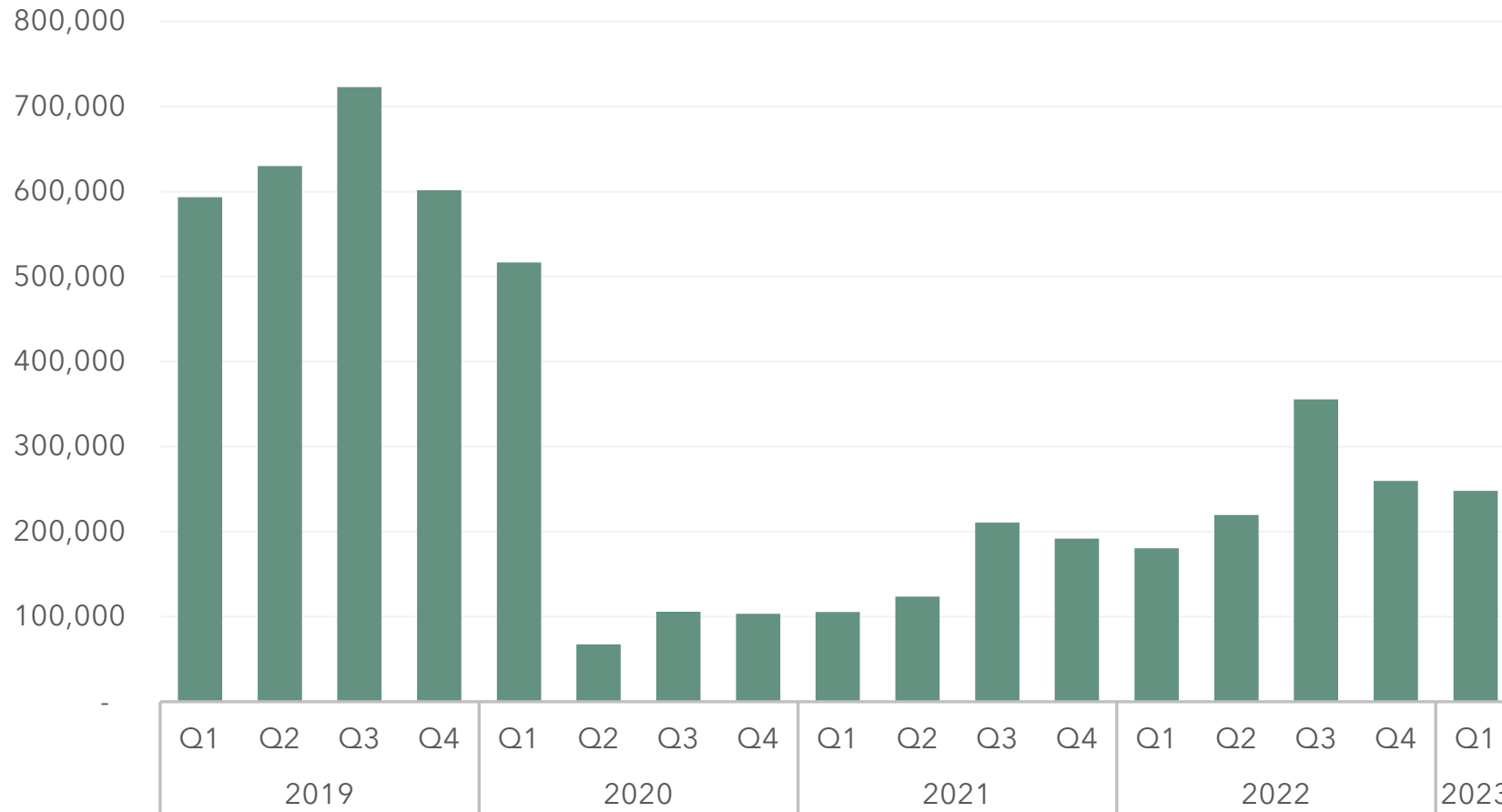


I-35W Solutions Alliance

April 2023

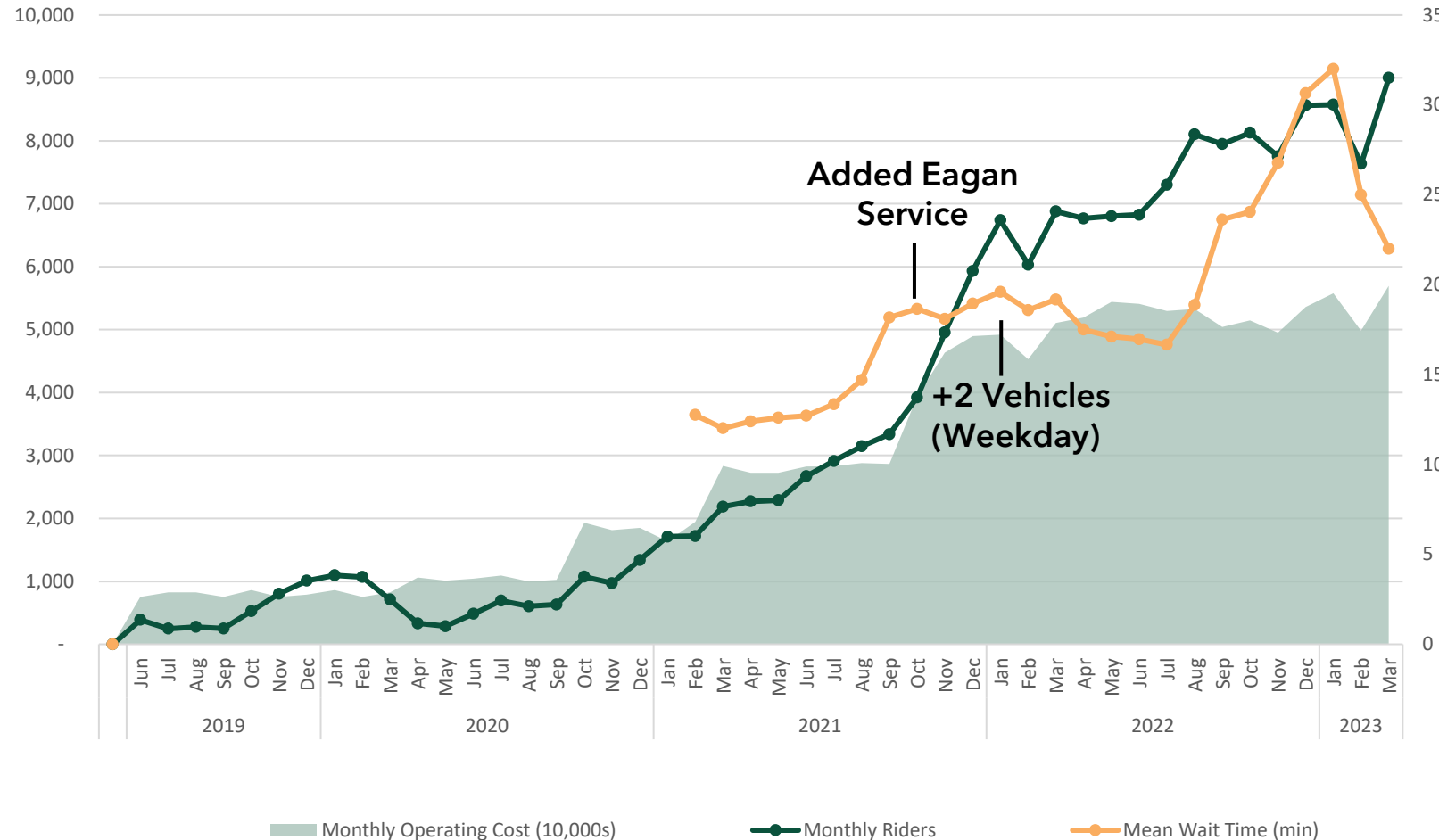


MVTA SYSTEMWIDE RIDERSHIP BY QUARTER



- 248,003 rides in Q1 2023
- 37% growth from Q1 2022
- Q1 2023 at about 42% of pre-pandemic levels (Q1 2019)

CONNECT



- New records
 - March: 8,999
 - Feb 9: 359
- Average of 240 riders per day in 2022
 - So far in 2023: 280
- Limited booking window reduces wait times even with near-record ridership
 - March 14 (357 riders): median wait time of 21.04 minutes
 - Nov 17 (356 riders): median wait time of 26.08 minutes



2023 SERVICE PLANS

- **Year-end ridership goal: 1.5 million**
 - 50% growth over 2022
 - Nearly 60% of pre-pandemic ridership
- **Service changes to be focused on:**
 - Performance reviews of existing services in the new normal of the post-pandemic world
 - Continued investment in special event services like the State Fair and Renaissance Festival
 - Airport service
 - Overall network redesign

35W RIDERSHIP AND CHALLENGES

- **Routes operating along corridor**
 - 460 and 465 from Burnsville to Minneapolis
 - 470, 472, 475, 477, 479 from 62 to Minneapolis
 - Express oriented routes from MVTA cities to Downtown Minneapolis
 - Weekday Service only
- **Total ridership on these routes in 2022 was 341,217 - or 75% of MVTA Express Route service and 57% of MVTA Express Route hours and miles.**
- **Challenges**
 - Known traffic issues along corridor during peak negatively impacts on-time performance.
 - During the AM peak, buses are often hitting 35W/Lake Street timepoint late, at just over 70% of the time at 9am
 - MVTA uses HOV lane 100% of the time on 35W. North of Lake Street, and closer to our downtown stops, this advantage disappears.
 - Limited shoulder-use opportunities along most of corridor.

OPPORTUNITIES FOR COORDINATION

- Looking for further opportunities to increase coordination at Burnsville Transit Station.
- Ensuring MVTA schedules align with schedules of other providers, especially for LRT and BRT connections.

