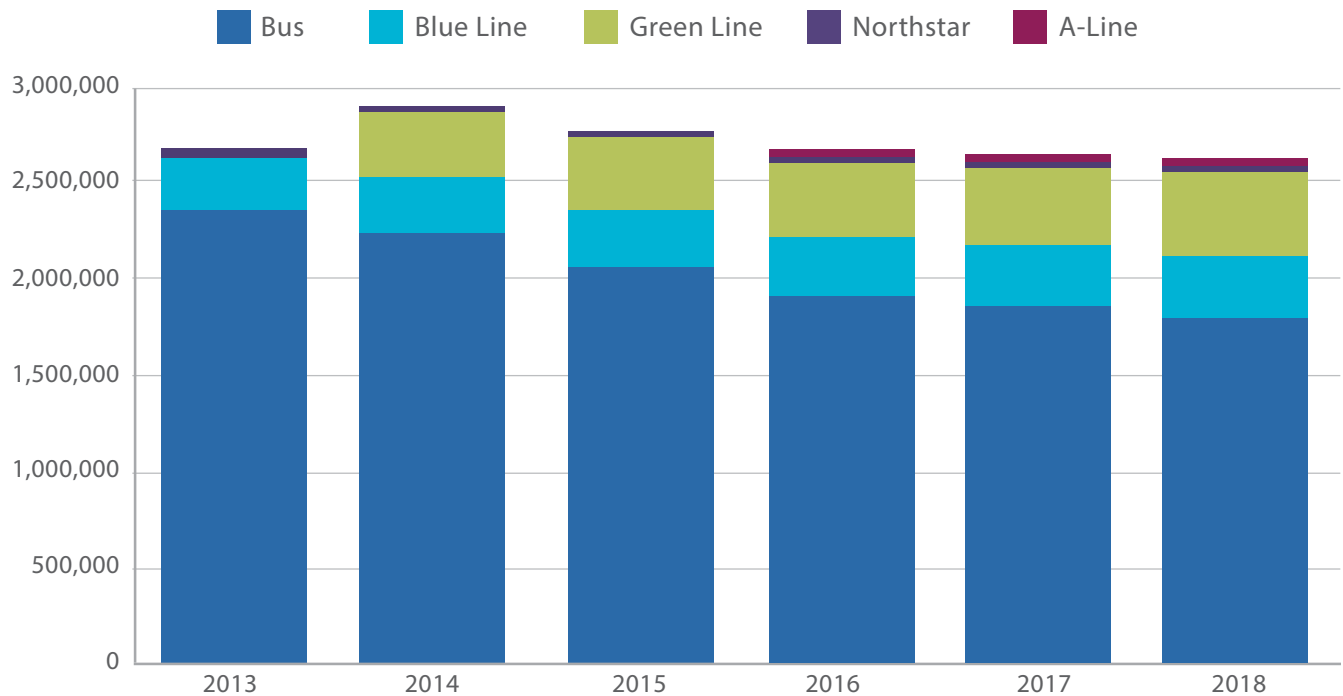


Transit snapshot in Minneapolis

TRANSIT RIDERSHIP OVER TIME

Metro Transit, as a part of the Metropolitan Council, operates most of the local transit service in the region. Despite increases in light rail (LRT) and rapid bus (BRT) use, the overall number of Metro Transit trips in the region declined by 9% between 2014 and 2018,⁹ after previous years of gains.

Figure 10: Average weekday transit ridership



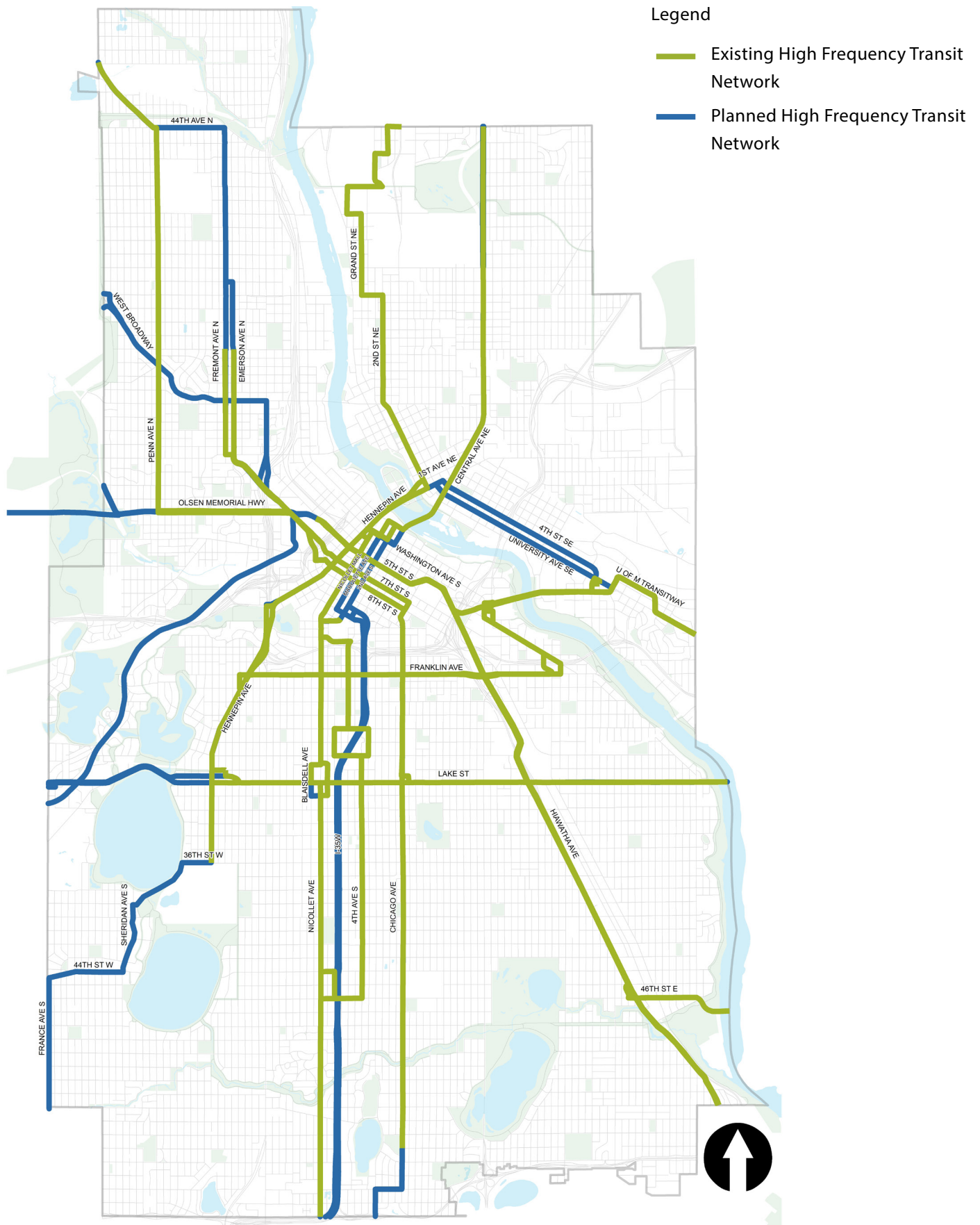
LOCAL AND HIGH FREQUENCY TRANSIT ROUTES

Transit routes are distributed throughout the city and operate as either local or high frequency bus routes or light rail lines. High frequency routes mean buses or light rail arrive every 15 minutes or better.¹⁰ High frequency routes (bus and light rail) have the highest ridership in the city, operating most of the day and throughout the week. A total of 153 total transit routes, including 11 high frequency routes, serve residents, workers and visitors in the city.

⁹ Metropolitan Council Boardings and Alightings Data, 2013-2018.

¹⁰ Metropolitan Council (2018)

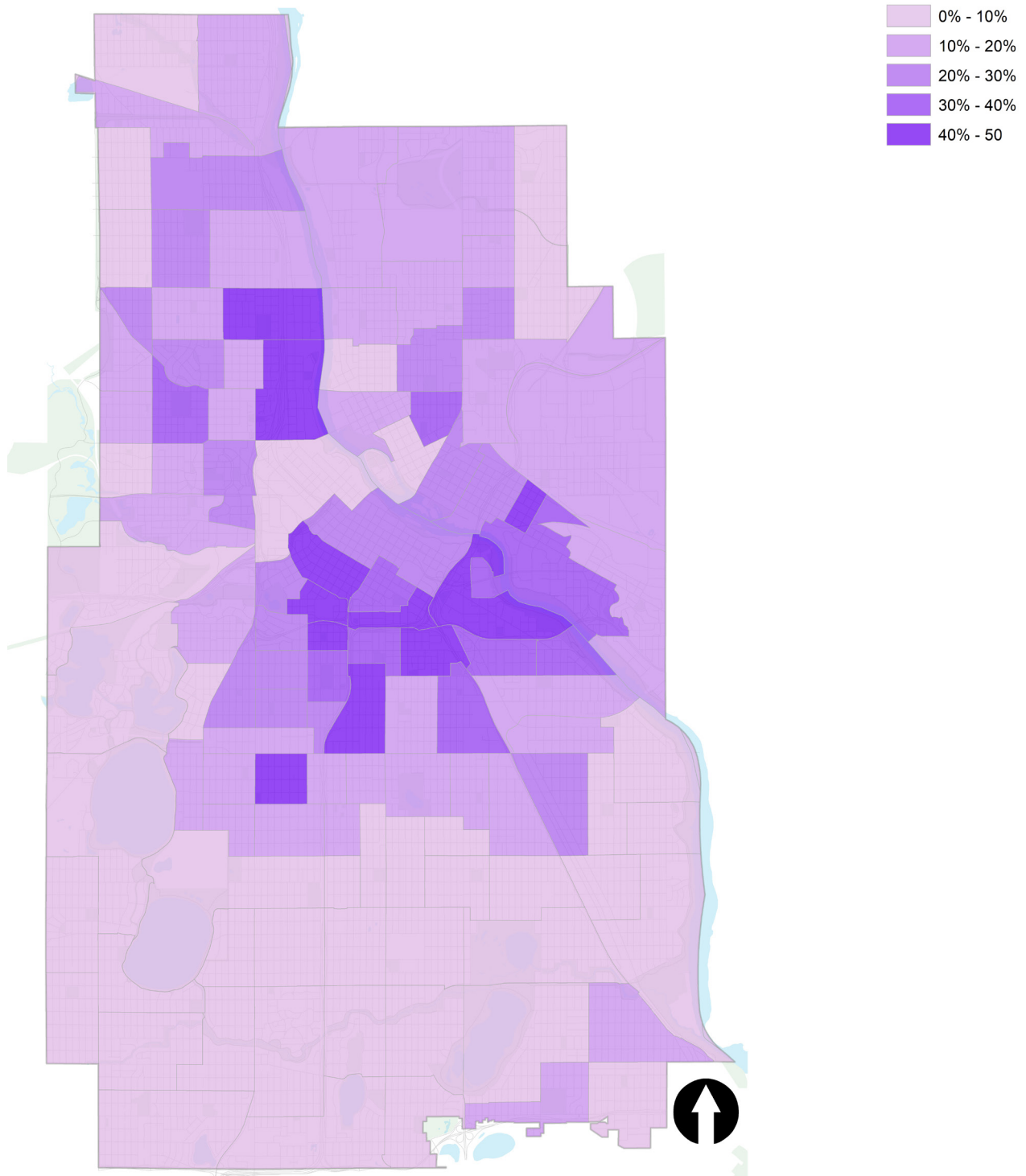
Figure 11: Existing and planned high frequency transit routes



HOUSEHOLDS WITHOUT VEHICLES

More than one of every six people in Minneapolis (16.5%) live in households without access to an automobile,¹¹ by choice or necessity. Car-free households are more common in densely-populated urban areas and high poverty neighborhoods where vehicle ownership is challenging. Less auto dependence typically correlates with higher transit ridership.

Figure 12: Percent of households without a vehicle, 2014-2018



Source: 2018 American Community Survey 5-Year Estimates

¹¹ [Household Size by Vehicles Available, U.S. Census Bureau, 2014-2018, American Community Survey 5-Year Estimate](#)