Key Findings

- All five transitways improve access and travel times to grocery stores, health care, and high schools in the Twin Cities.
- The benefits brought by each transitway depend on factors such as where destinations are in relation to the route, the route frequency, and the demographics of the neighborhoods near transitway stops.
- The B, D, E, Gold, and Rush Lines shave minutes off important trips for tens of thousands of people in the Twin Cities.
- Those who benefit from the transitways are found to be diverse across age, income, education, and race demographic groups.

Additional Findings

- People living where transit service is currently minimal experience the greatest benefit from the new transitways.
- The five transitways improve access to grocery stores for the most people compared to the other destinations (schools and health care facilities) that were measured.
- Of residents living near future B, D, E, Gold, and Rush Line stops, those living near the D Line experience the greatest access improvement and shorter travel times as a result of the new line.
- People of color experience shorter travel times to health care by 3 to 9 minutes across the five transitway corridors.
- Places where existing transit service and new transitways meet create additional opportunity for residents to access more destinations in shorter travel times.

Project Methodology

The minimum travel time to two destinations was calculated for each Census block and each destination type; evaluating access to the second destination reflects the value of choice (or lack of choice) available to travelers. The transit calculations include time spent walking, waiting, transfers, and route frequency, among other details. Results are then analyzed by five demographic categories: age, education, monthly earnings, race, and sex.
Next Steps

This project established scenario evaluation tools and methods that can be reused to analyze how access may respond to future changes in transit networks, as well as to changes in the number and distribution of destinations. In addition, the data and knowledge gained from this research could help policymakers target transit service improvements based on access and equity goals. Neighborhoods where access to destinations improves most substantially should be considered for future development of affordable housing.

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