Development Trends Along Transit (DTAT) Transitways

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Section 1: Overview

Originator: Metropolitan Council - Metro Transit, Transit-Oriented Development Office (TOD)

Title: Development Trends Along Transit (DTAT) Transitways

Abstract: This dataset includes 3 feature classes described below:

The "DTAT Alignments", “DTAT Stations”, and “DTAT Areas” data are created and maintained as part of the annual Development Trends Along Transit (DTAT) report published by Metro Transit's TOD Office. The dataset consists of:

1) DTAT Alignments: Polyline features of planned and existing high frequency transit alignments within the Metro Transit system at the time of publishing the most recent DTAT report.

2) DTAT Stations: Point features representing each high frequency fixed route transit platform that is either existing or under construction in the year of the most recent DTAT report.

3) DTAT Areas: Polygon features consisting of all half-mile radius transitway station buffers dissolved by route, area boundaries for Downtown Minneapolis, Downtown St Paul, “All BRT”, and “All LRT”. Also included is a compilation of half-mile radius fixed-route transit station buffers, along with quarter-mile high frequency local bus alignment buffers active in the year of the most recent DTAT report, all dissolved into a single feature named, “All High Frequency Routes”.

Metro Transit defines high frequency transit as local bus, BRT, or LRT lines that operate every 15 minutes or less on weekdays between 6 a.m. and 7 p.m., as well as on Saturdays between 9 a.m. and 6 p.m. A transitway is added to this data set when one of the following is confirmed: 1) A New Starts project enters project development, 2) A Small Starts project enters project development, or 3) An Arterial BRT project has a Council-approved station plan. This data likely differs from MTS-maintained transitways because new station locations have been refined and approved, and projects are often in the construction phase of development when included in DTAT.

Purpose: The purpose of the DTAT Transitways dataset is to provide a defined set of high frequency transit areas of interest (AOIs) as a consistent basis for development trends analysis and proximity to potential TOD sites. This data is also used in other TOD web applications.

Time Period of Content Date: 11/08/2024

Currentness Reference: This data represents the high frequency transitway system used in the most current edition of the Development Trends Along Transit (DTAT) report (For example, data released in 2024 represents the high frequency transit system in 2023).

Progress: Complete

Maintenance and Update Frequency: Annually

Spatial Extent of Data: This dataset includes the high frequency fixed route transitway network that spans from Woodbury to Eden Prairie, and from Blaine to Burnsville, Minnesota. The spatial extent will expand as new high frequency routes are added to the system.

Bounding Coordinates:
-94.012
-92.732
45.415
44.471

Place Keywords: Twin Cities, Minnesota, Anoka County, Dakota County, Hennepin County, Ramsey County, Washington County

Theme Keywords: alignments, transit, stations, buffer, high frequency, public, DTAT, Transit Oriented Development, TOD, Metro Transit, development trends

Theme Keyword Thesaurus: none

Access Constraints: None. This dataset is public domain under the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). If the dataset is not available from the Online Linkage in Section 6, please contact the Distribution Contact Person.

Use Constraints: For planning purposes ONLY; This data consists of features that represent the most current extent of Metro Transit's high frequency transit network as included in the most recent version of the Development Trends Along Transit Report (DTAT).

Contact Person Information:

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Browse Graphic: Click to view a data sample.
A sample map showing DTAT transitway features

Associated Data Sets: High Frequency Network, DTAT Areas, DTAT Stations, DTAT Alignments

Section 2: Data Quality

Attribute Accuracy: The DTAT Transitways data are accurate to the year of the most recent DTAT Report. In alignment with Metro Transit TOD Policy, alignments are added to the data set once one of the following is confirmed: 1) A New Starts project enters project development, 2) A Small Starts project enters project development, or 3) An Arterial BRT project has a Council-approved station plan. At that time the most recent transit alignment version being built will be constructed using aerial imagery and internal project documents. Note that because some projects are constructed in multiple phases, not all stations may become active at the same time.

Logical Consistency: General Visual QC; 1/24/2025

Completeness: Complete

Horizontal Positional Accuracy: Based on research and internal data available at the time of publishing. No positional accuracy tests have been conducted.

Vertical Positional Accuracy: None

Lineage: DTAT Alignments Lineage:
This data set was created by, and to be consistent with internal TOD research and policy; The line work of this data set was created by tracing existing high frequency transit alignments as currently operational or as being constructed (as opposed to as planned). Each of the alignments are appended to the data set as they become officially approved by the Metropolitan Council (See also, “Accuracy”). The current version of the DTAT Alignments was constructed as defined below:
Prior to [data year] 2006: The METRO Blue Line (Hiawatha LRT) alignment is included.
2006: The METRO Green Line alignment (Central Corridor LRT) is included.
2011: The METRO Green Line Extension alignment is added (Southwest LRT).
2014: The METRO A Line alignment, as well as the METRO Orange Line alignment is added.
2016: The METRO C Line alignment is added to the data set.
2018: The METRO D Line alignment, and the METRO Gold Line alignment are both added to the data set. This version of the D Line alignment deviates slightly from the planned route along Chicago Ave (as it was first constructed).
2021: The METRO B Line alignment is added to the data set.
2022: The METRO E Line alignment is added to the data set (some stations were already being constructed in other road rebuilding projects).
2023: The METRO F Line alignment is added to the data set.

DTAT Stations Lineage:
This data set was created by and to be consistent with internal TOD research and policy;
Points were digitized using a combination of aerial imagery, current route alignments, and research of internal data used for construction of the stations. Only fixed-route, high frequency stations are included. Single platform stations are represented by a single point, while split platform stations are represented by a point for each platform. Shared stations include a point for each transit route that uses that station, so there may be overlapping points at shared stations.
The high frequency routes that these stations are based on are those included in the most recent version of the Development Trends Along Transit report, published annually by the TOD Office.

DTAT Areas Lineage:
This data set was created by and to be consistent with internal TOD research and policy; Polygon features consisting of all half-mile radius transitway station buffers dissolved by route, area boundaries for Downtown Minneapolis, Downtown St Paul, “All BRT”, and “All LRT”. Also included is a compilation of half-mile radius fixed-route transit station buffers, along with quarter-mile high frequency local bus alignment buffers active in the year of the most recent DTAT report, all dissolved into a single feature named, “All High Frequency Routes”.

The high frequency routes that these buffers are based on are those included in the most recent version of the Development Trends Along Transit report, published annually by the TOD Office. The current version of the DTAT Areas buffer was constructed as defined below:
Prior to [data year] 2006: The METRO Blue Line (Hiawatha LRT) half-mile station areas are included.
2006: The high frequency local bus route 16 alignment buffer was replaced by the METRO Green Line station areas (Central Corridor LRT). The local bus route 515 alignment buffer was added, as it became high frequency.
2011: The METRO Green Line Extension half-mile radius station areas were added (Southwest LRT).
2014: The high frequency local bus route 84 alignment buffer was replaced by the METRO A Line station areas, as well as the addition of the METRO Orange Line station areas.
2016: The high frequency local bus route 19 alignment buffer was replaced by the METRO C Line half-mile radius station areas.
2018: The high frequency local bus route 5 alignment buffer was replaced by the METRO D Line station areas, and the METRO Gold Line station areas were added to the buffer.
2021: The high frequency local bus route 21 alignment buffer was replaced by the METRO B Line half-mile radius station areas. The high frequency local bus routes 3 and 63 quarter-mile alignment buffers were added.
2022: The high frequency local bus route 6 alignment buffer was replaced by the METRO E Line half-mile radius station areas. The formerly high frequency local bus route 515 was removed because the line discontinued high frequency service.
2023: The high frequency local bus route 10 alignment buffer was replaced by the METRO F Line half-mile radius station areas.

Section 3: Spatial Data Organization (not used in this metadata)

Section 4: Coordinate System

Horizontal Coordinate Scheme: Universal Transverse Mercator

UTM Zone Number: 15

Horizontal Datum: NAD83

Horizontal Units: meters

Web page https://resources.gisdata.mn.gov/pub/gdrs/data/pub/us_mn_state_metc/trans_dtat_transitways/metadata/metadata.html, as the Wayback Machine captured it on 2026-01-09

Vertical Datum:

Vertical Units:

Depth Datum:

Depth Units:

Section 5: Attributes

Overview:

In addition to the mandatory spatial fields, additional attributes include:

DTAT Alignments:
RT_NAME: The common name used for a given transit route (txt, 35)
RT_STATUS: The status of a given transit route at the time of the most recent DTAT report (txt, 10)
-Existing: Route is currently in operation
-Planned: Route is either under construction or in engineering
MODE: The type of transit service provided by a particular route (txt, 4)
LENGTH_MI: Total length of a transit route in miles (float)
LAST_EDITED: Date of the last data update (date)

DTAT Stations:
CITY: The name of the city that a station point is within (txt, 50)
STATION: The common location name of a station (txt, 50)
DIRECTION: The primary direction of travel along a route (txt, 2)
RT_NAME: The common name of a transit route (txt, 35)
LAST_EDITED: Date of the last data update (date)

DTAT Areas:
AREA_NAME: The common name of the area buffered (txt, 35)
AREA_ACRES: The total area of the dissolved buffer feature, calculated in US Survey Acres by ArcGIS Pro (double)
LAST_EDITED: Date of the last data update (date)

Detailed Citation:

Table Detail:

Section 6: Distribution

Publisher: Metropolitan Council - Metro Transit TOD Office

Publication Date: 01/24/2025

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Distributor's Data Set Identifier: DTATAlignments, DTATStations, DTATAreas

Distribution Liability:

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Ordering Instructions: See the Minnesota Geocommons web site for download.

Online Linkage: Download Page

Section 7: Metadata Reference

Metadata Date: 01/24/2025

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Metadata Standard Name: Minnesota Geographic Metadata Guidelines

Web page https://resources.gisdata.mn.gov/pub/gdrs/data/pub/us_mn_state_metc/trans_dtat_transitways/metadata/metadata.html, as the Wayback Machine captured it on 2026-01-09

Metadata Standard Version:	1.2
Metadata Standard Online Linkage:	http://www.mngeo.state.mn.us/committee/standards/mgmg/metadata.htm

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