



Arterial BRT Program Update

Committee of the Whole | June 13, 2018







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- Studied corridors and past prioritization
- Current project status
 - A Line (Snelling)
 - C Line (Penn Avenue)
 - D Line (Chicago-Fremont)
 - B Line (Lake / Marshall)
 - E Line (Hennepin)
- Next steps

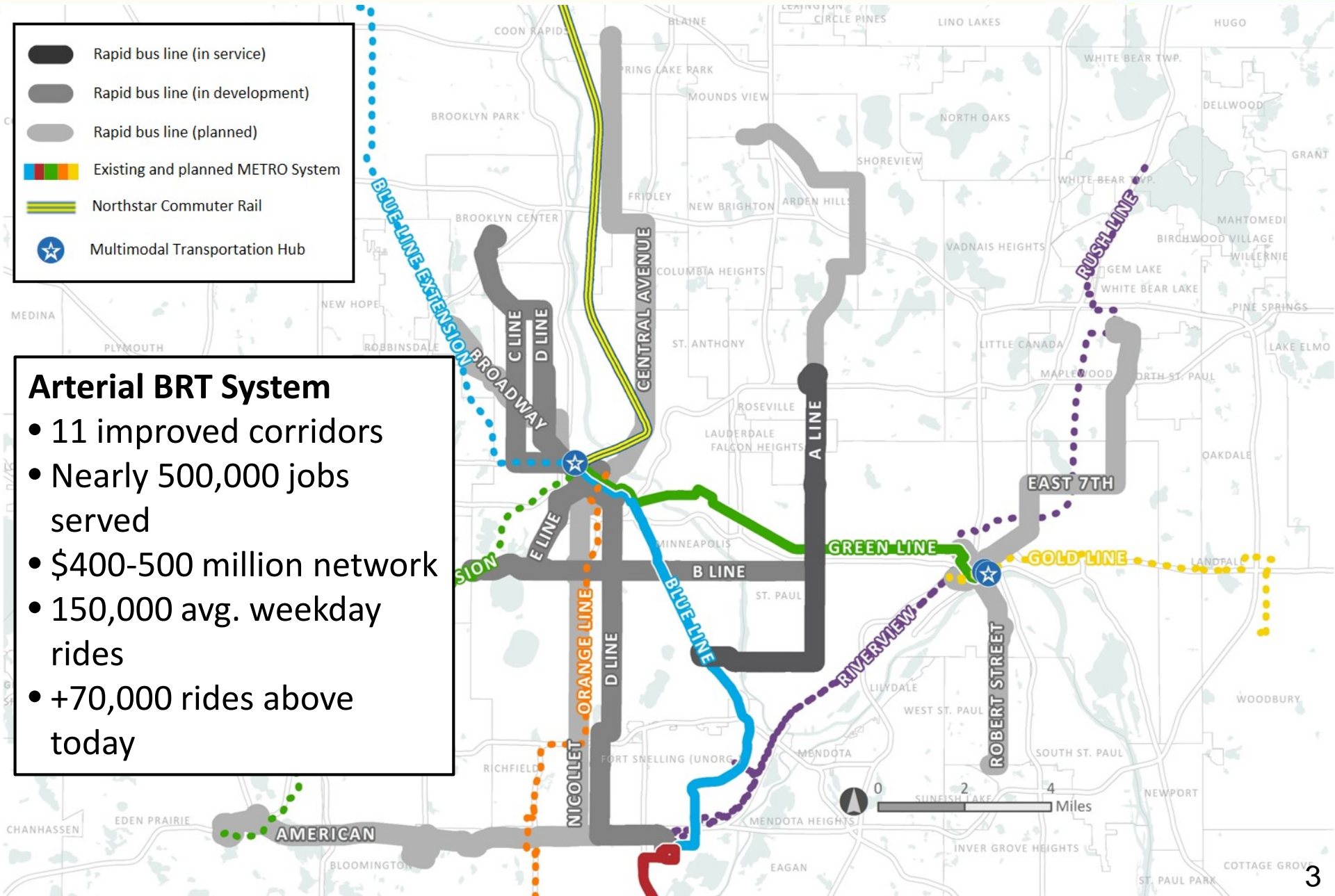
Planned arterial BRT system



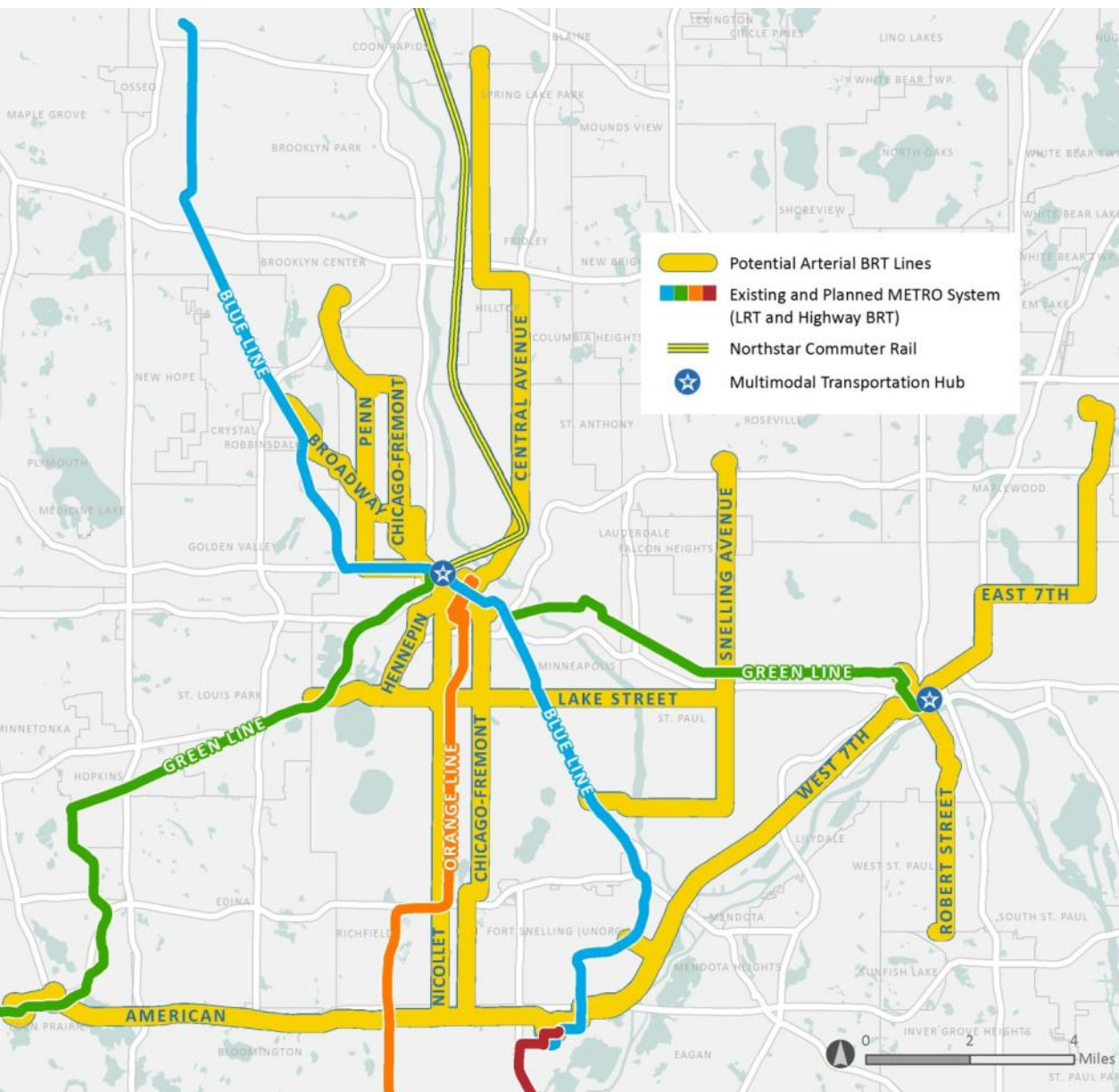
-  Rapid bus line (in service)
-  Rapid bus line (in development)
-  Rapid bus line (planned)
-  Existing and planned METRO System
-  Northstar Commuter Rail
-  Multimodal Transportation Hub

Arterial BRT System

- 11 improved corridors
- Nearly 500,000 jobs served
- \$400-500 million network
- 150,000 avg. weekday rides
- +70,000 rides above today

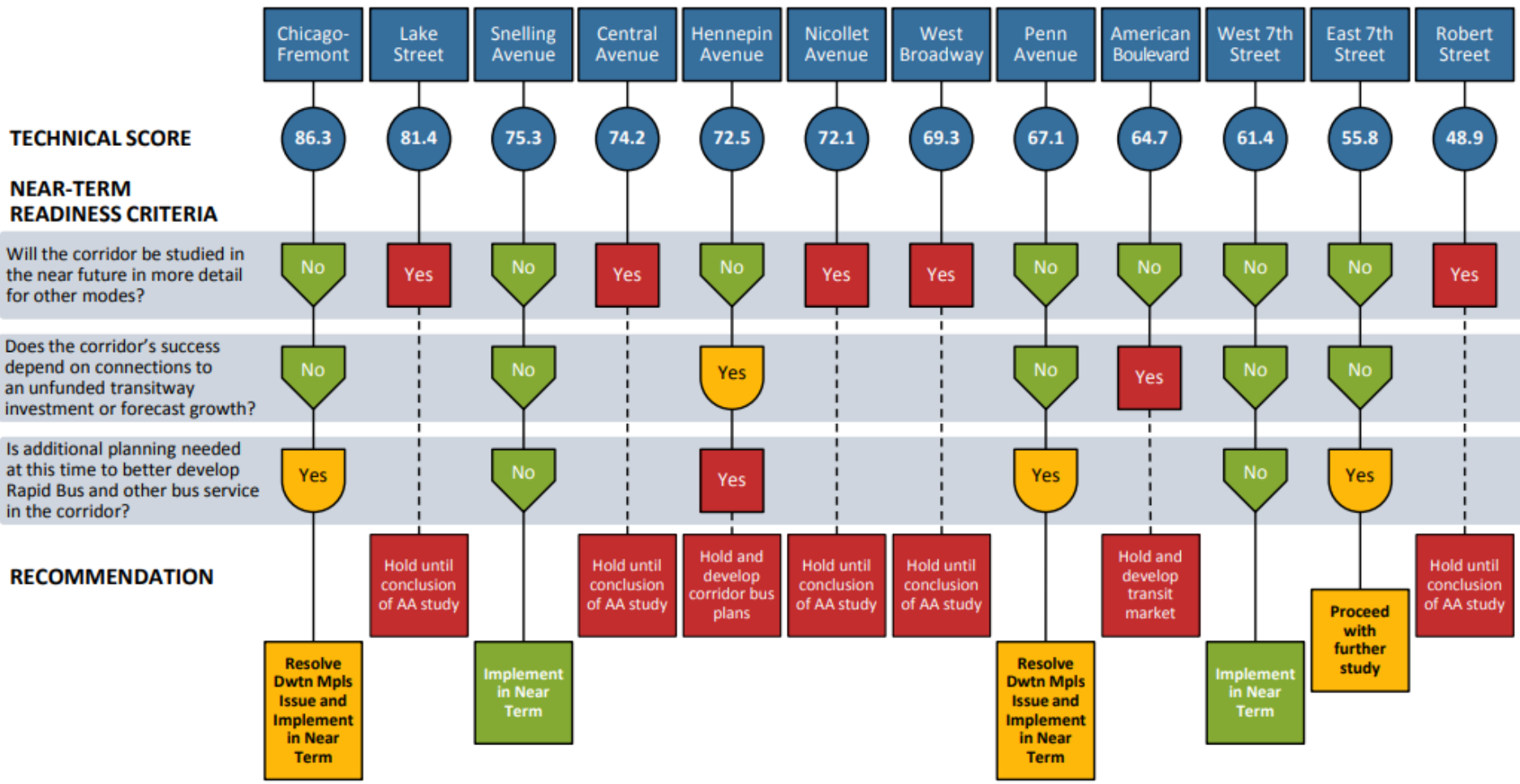


12 corridors studied for arterial BRT

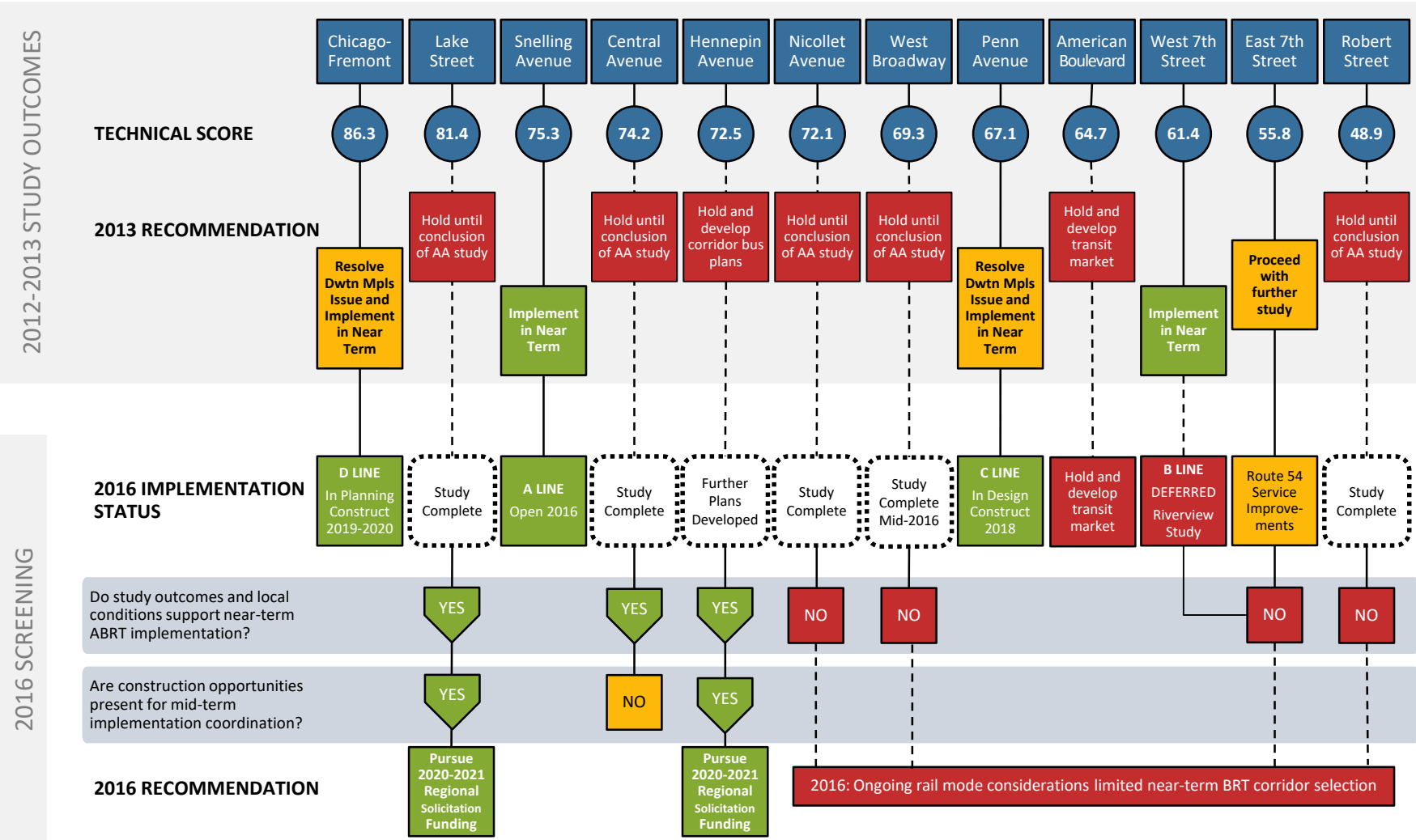


- Arterial Transitway Corridors Study completed April 2012
 - Developed Arterial BRT concept
 - Prioritized corridors for near-term implementation:
 - *Snelling*
 - *7th Street*
- Subsequent 2013 study
 - Penn Avenue
 - Emerson-Fremont extension of Chicago Avenue

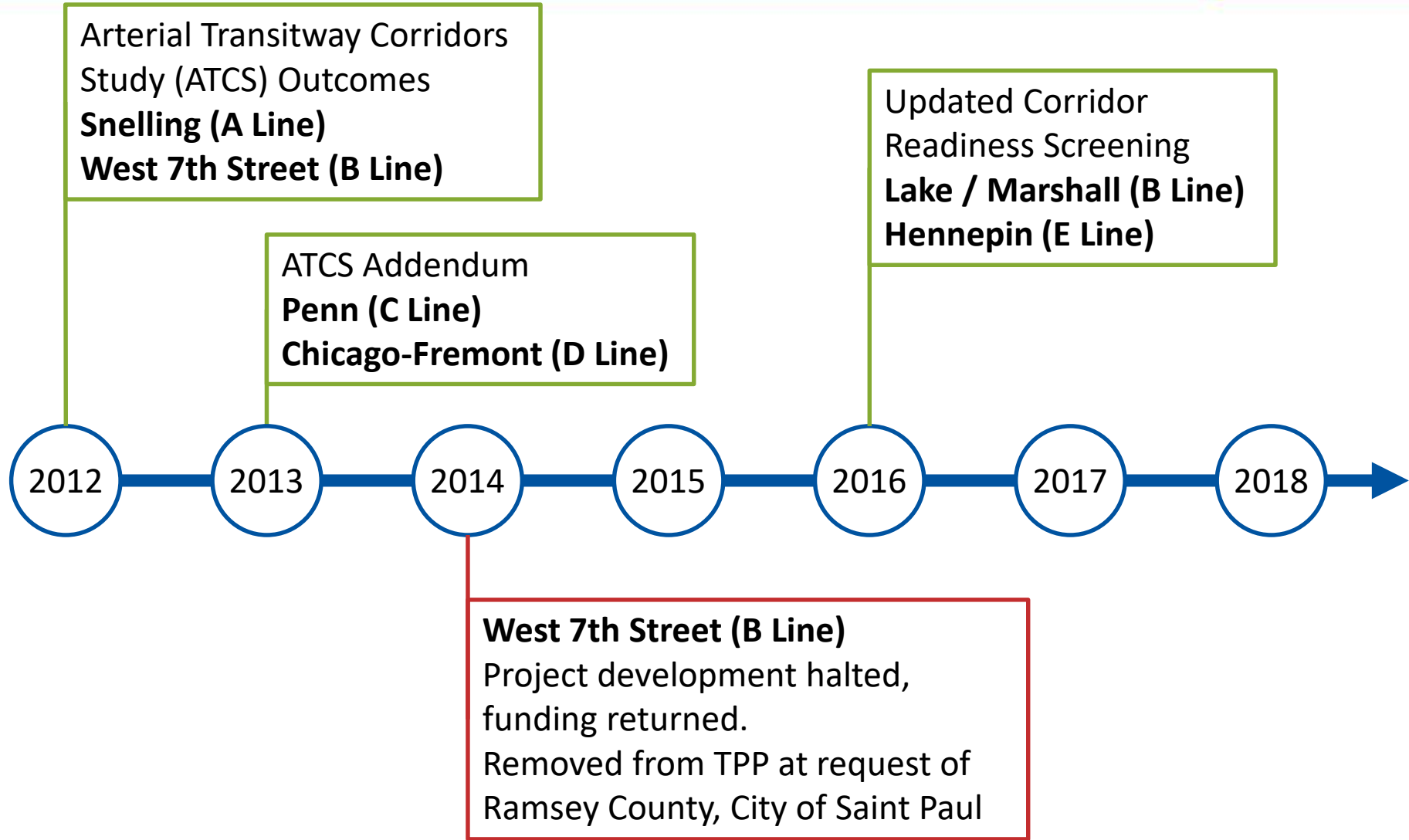
2013 corridor readiness evaluation



2016 corridor screening



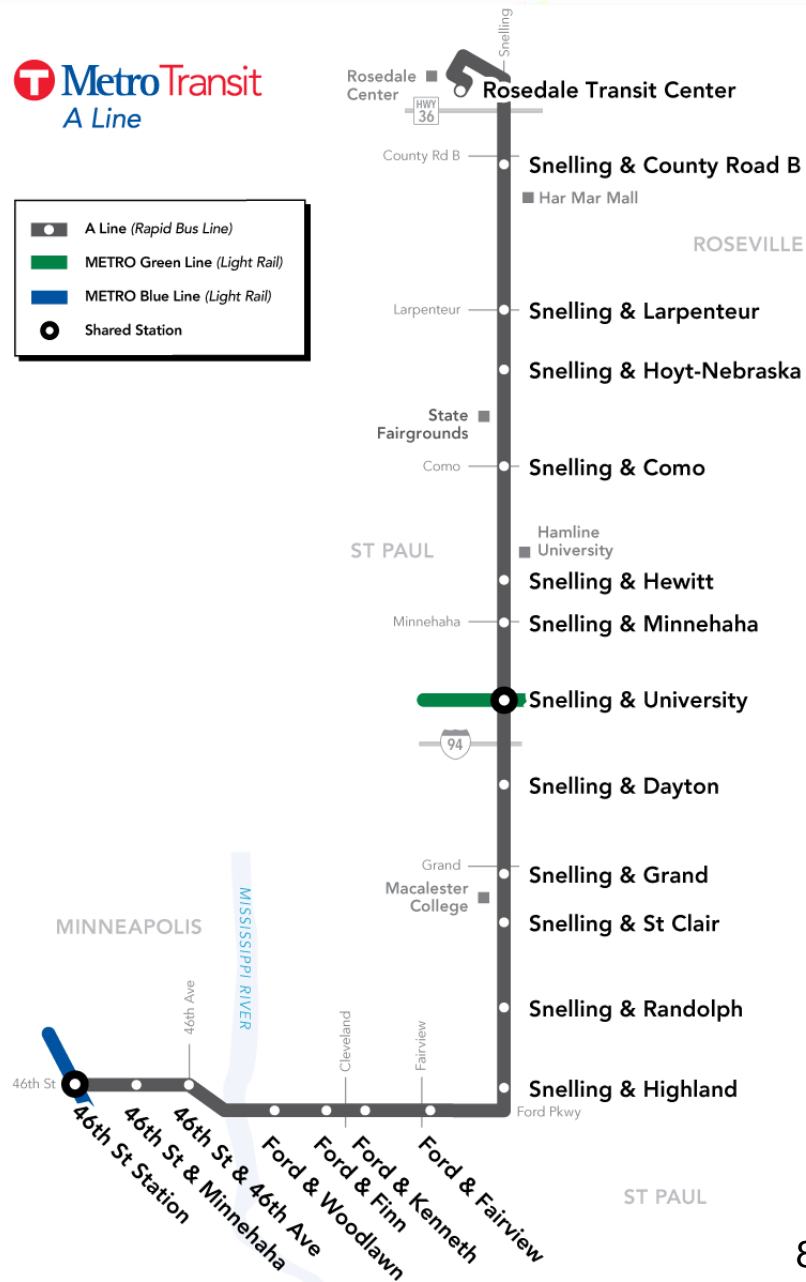
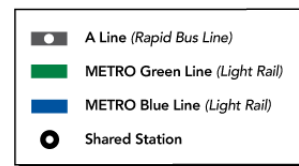
Corridor identification to date: A–E Lines



First corridor: A Line

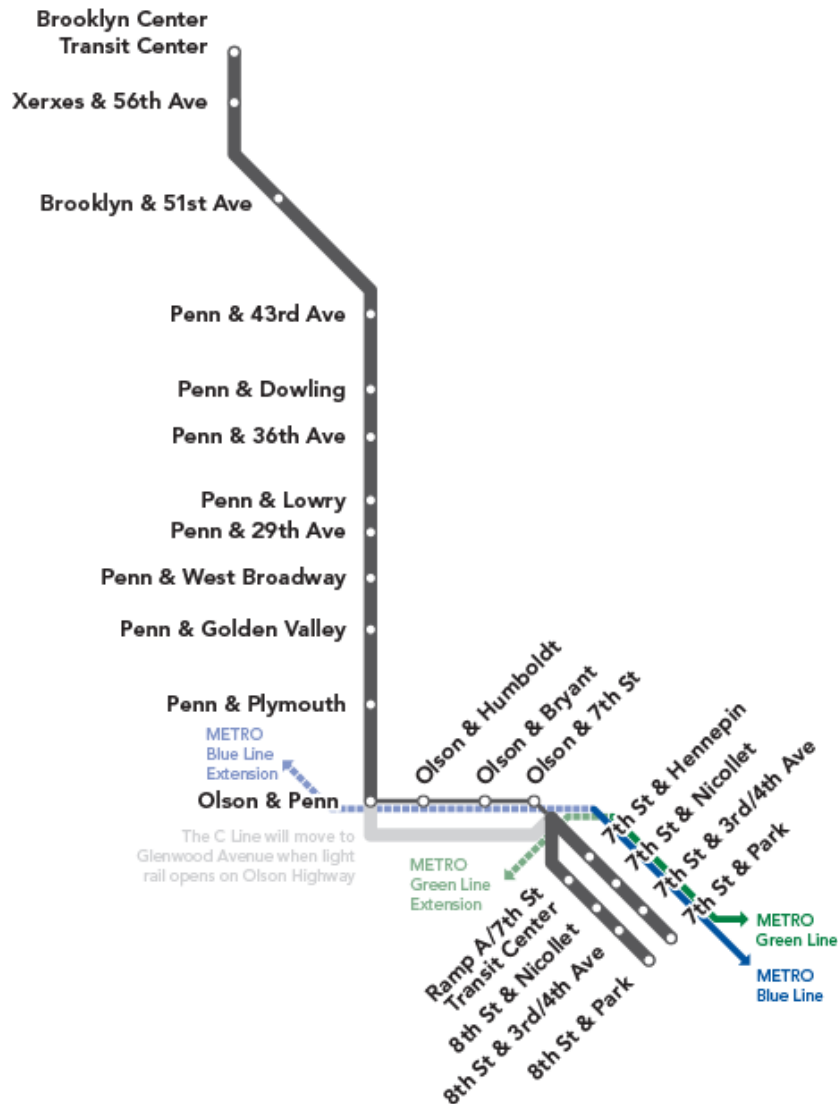


- Opened June 2016
- 10 miles, 4 cities
- \$27 million project cost
- 32% ridership increase in first year of operations
- Over 3 million rides carried to date



- 2012-2014: \$30 million secured for West 7th, East 7th
- July 2014: Ramsey County and Saint Paul requested project deferral, removal of B Line from arterial BRT plans
- West 7th funds returned to MnDOT, TAB and reallocated
- Transit improvements advancing in combined corridor
 - Riverview Corridor planning proceeding, led by Ramsey County Regional Railroad Authority
 - East 7th funds retained, Metro Transit advanced separate Route 54 Extension project (opened June 9, 2018)
 - Shelter improvements implemented with Better Bus Stops

C Line (Penn Avenue North)



- 8.5 miles from downtown Minneapolis to Brooklyn Center
- Substantial replacement of Route 19
- 23 stations
- 7,600 daily rides today, 9,300 by 2030
- \$37 million project budget
- First deployment of battery-electric buses for Metro Transit
- 2018 construction
- 2019 service launch

C Line / Penn Avenue Construction



Penn & Plymouth Station (Looking north)

**April 2018–
December 2018**

**Winter
2018 / 2019**

**Spring
2019**



Future: C Line moves to Glenwood Avenue when light rail opens on Olson

D Line (Chicago / Emerson-Fremont)



- 18 miles from Bloomington to Brooklyn Center
- Substantial replacement of Route 5
- Approximately 40 stations
- 16,000 daily rides today, 23,500 by 2030
- 2020/2021 construction, pending full funding
- \$75 million project budget
 - \$40 million identified
 - \$35 million remaining need



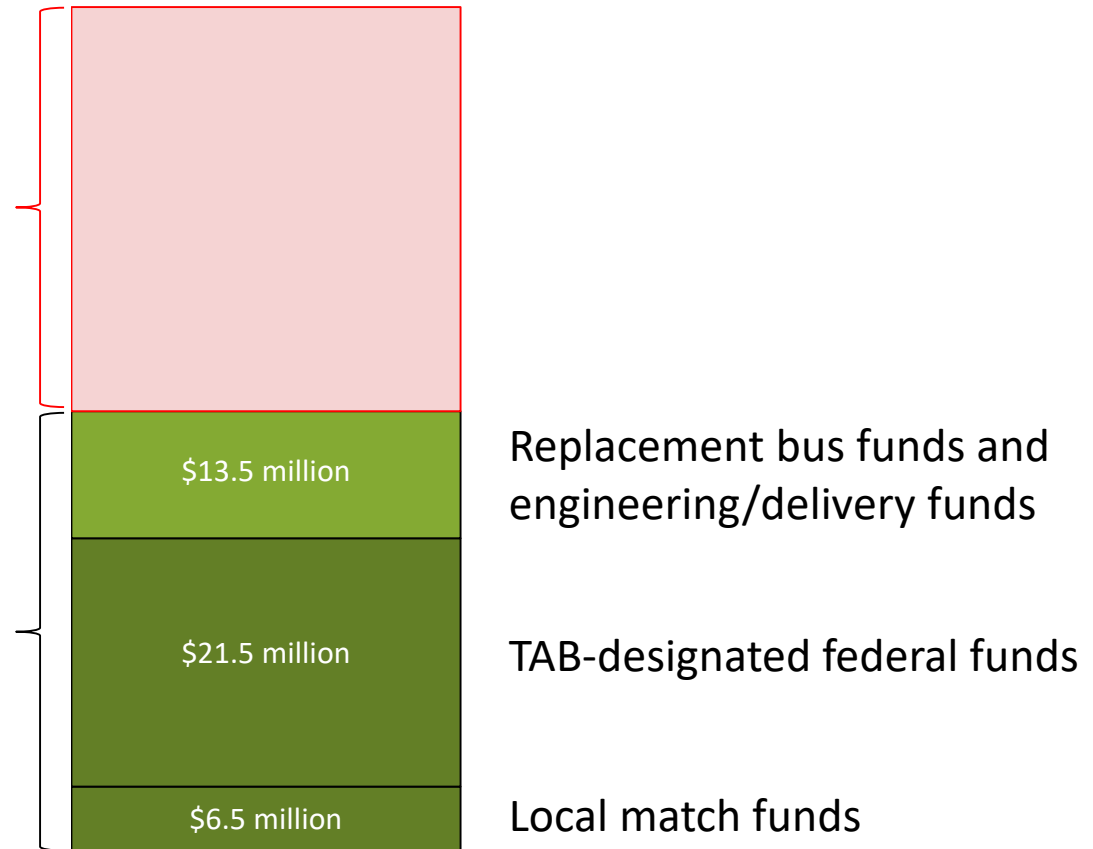
\$75 million

preliminary project cost estimate

\$35 million remaining need

- Full corridor construction
- Recommended in Governor's 2018 Proposed Bonding Bill
- Not included in House, Senate, or final bill

\$40 million identified to date



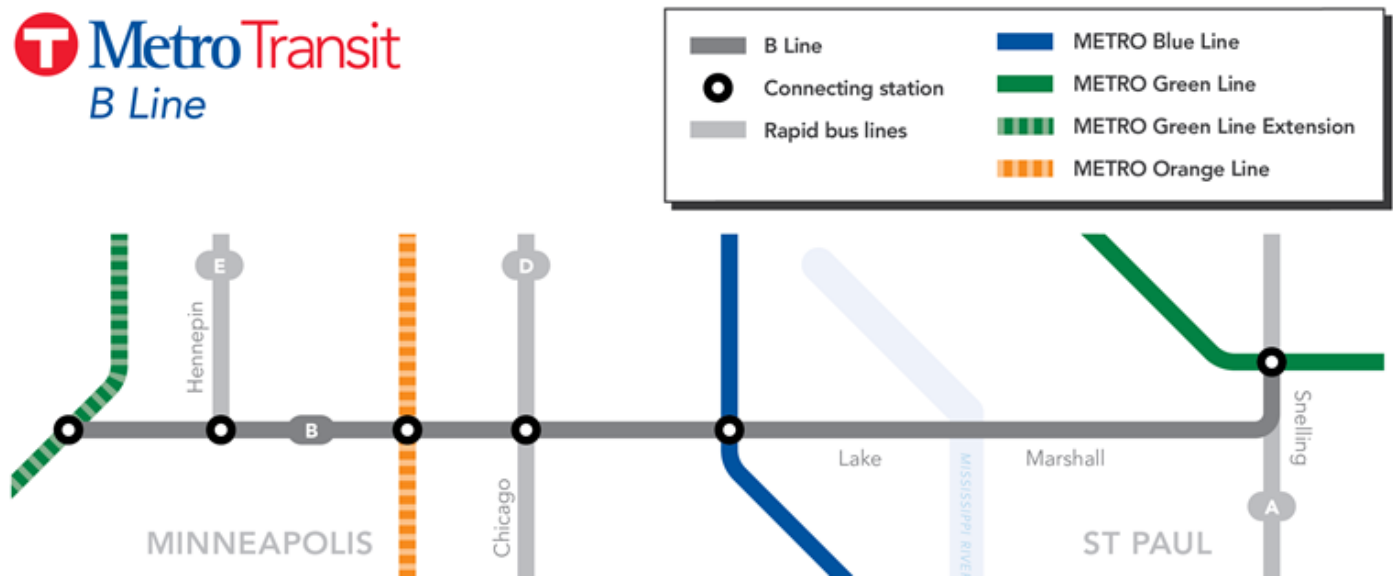


- Near-term: Continue advancement of entire project
 - Final plan for Council approval
 - RFP for engineering services consultant
 - Environmental document
- 2018 – Early 2019
 - Initiate engineering with available Council funds
 - Refine project budget through engineering
 - Continue to seek full project funding
 - Revisit path in 2019 if needed

B Line: Lake Street / Marshall Avenue



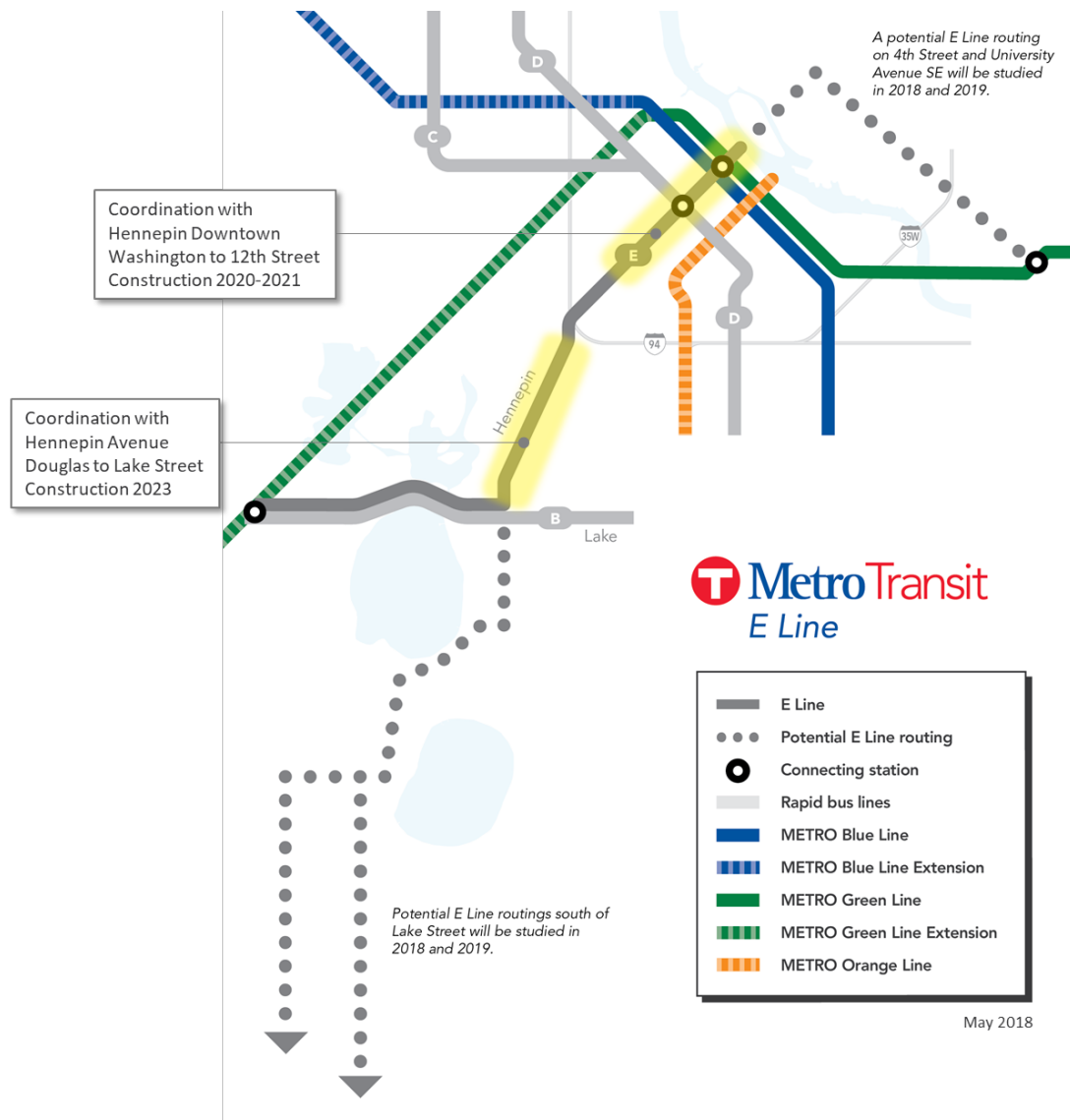
- Replacement of much of Route 21
- Builds on 2012-2013 Midtown Alternatives Analysis
- West Lake Station to Snelling & University
- Coordination with Lake Street Connections / METRO Orange Line, Lake & Hiawatha projects
- 2018-2019 Planning, 2019-2020 Engineering
- \$16 million identified



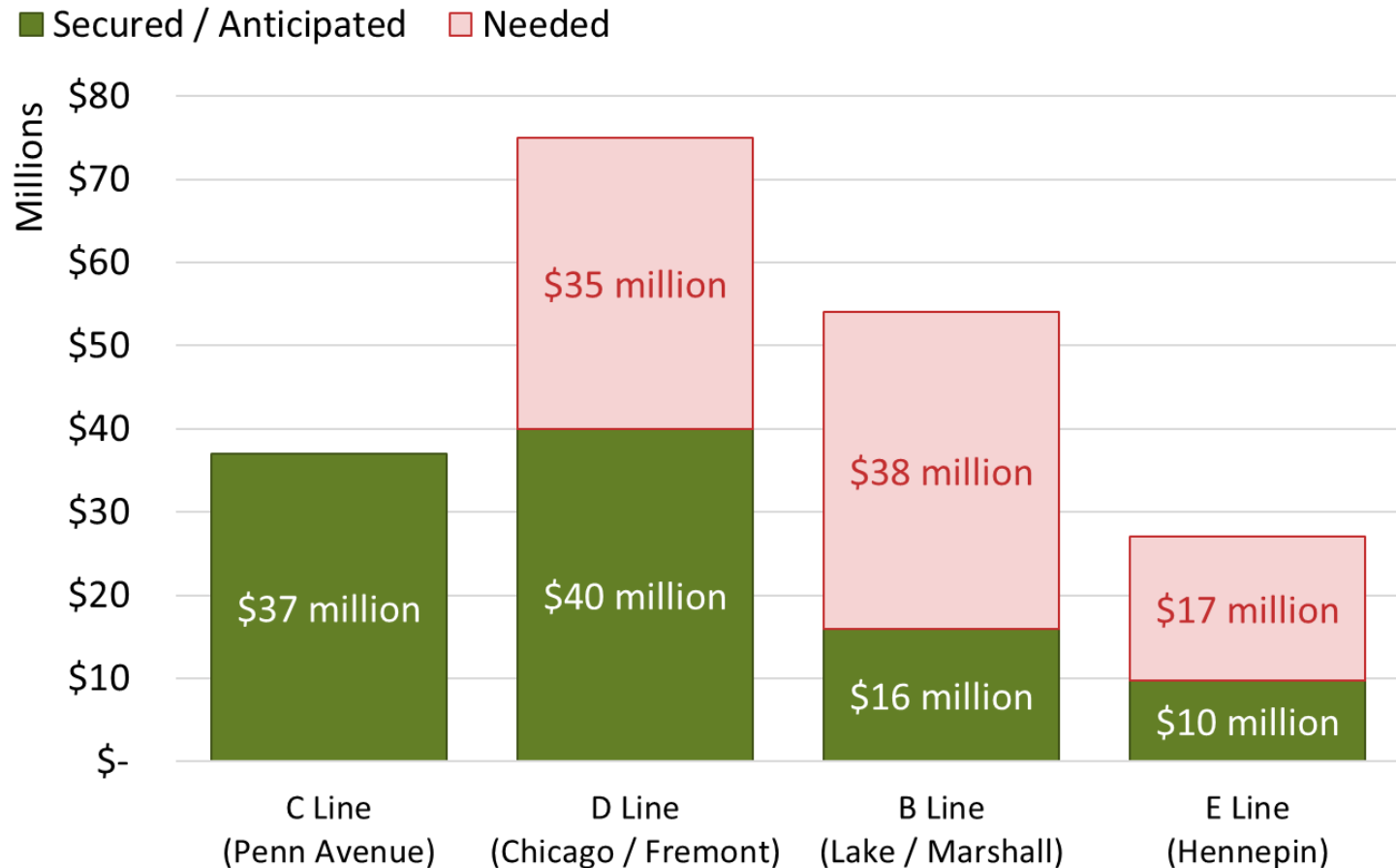
E Line: Hennepin Avenue



- Substantial replacement of Route 6
- Coordination with street reconstruction projects
- 2018-2019: Corridor study / pre-planning
- 2019-2020: Planning
- 2020-2021: Engineering
- \$10 million identified



Secured and needed funding



9,300 daily rides

23,500 daily rides

18,000 daily rides

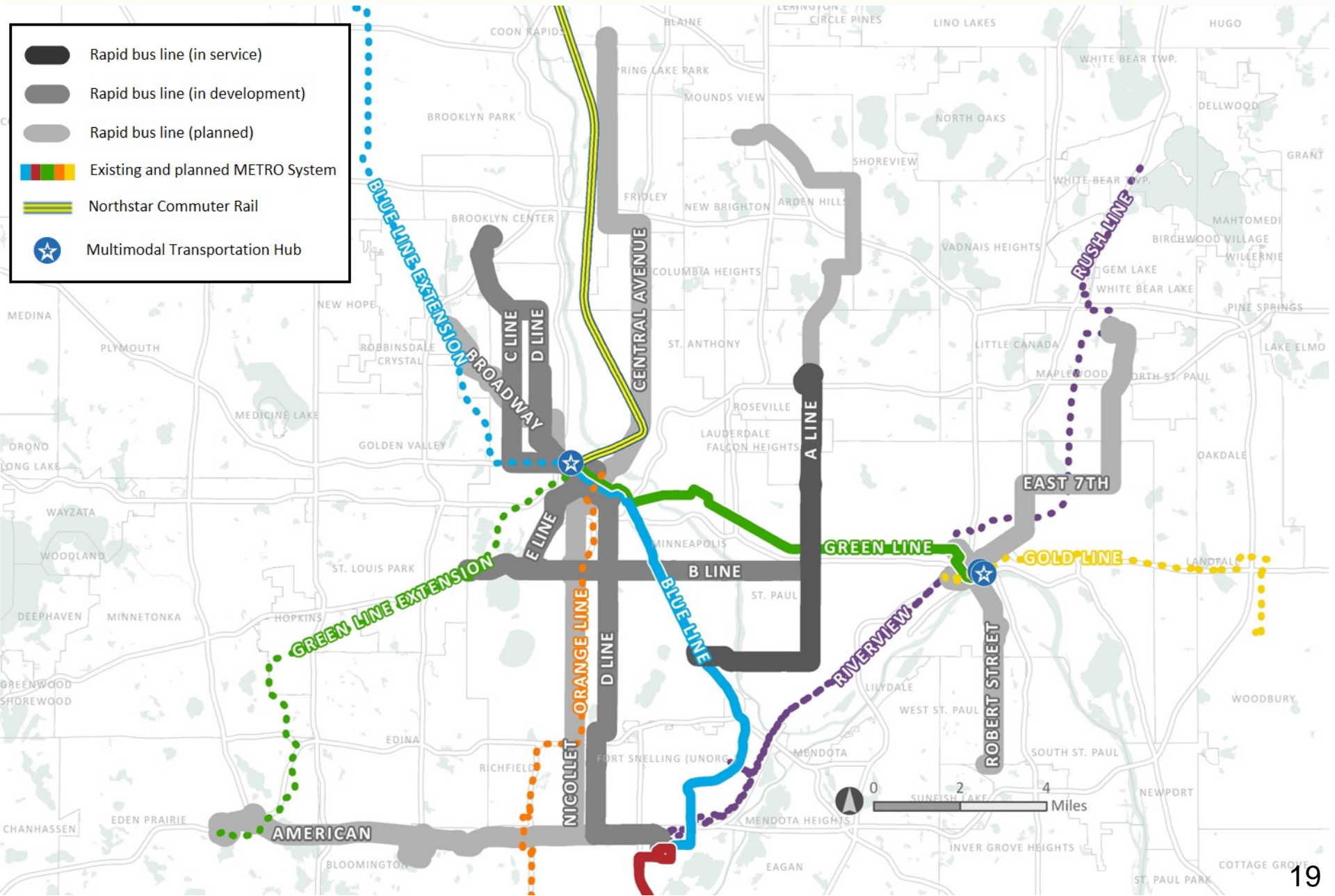
23,000 daily rides

Source: 2030 corridor forecast ridership, Arterial Transitway Corridors Study (2012)

What's next after E Line?



- Rapid bus line (in service)
- Rapid bus line (in development)
- Rapid bus line (planned)
- Existing and planned METRO System
- Northstar Commuter Rail
- Multimodal Transportation Hub



- Review and refresh previously studied corridors
 - American, Central, East 7th, Nicollet, Robert, West Broadway, A Line extension
- Study new corridors
 - Connect to Service Improvement Plan (SIP)
 - Engage stakeholders on local priorities
- Develop & apply evaluation criteria and framework for prioritization

- Applications Due July 13, 2018
- Modernization focus to complement already-secured expansion grants
 - D Line Corridor
 - B Line Corridor
 - E Line Corridor
- Expansion projects
 - No Arterial BRT expansions recommended
 - Local Route 68 (Robert St) service improvement