









Arterial BRT Program Overview Committee of the Whole May 15, 2019

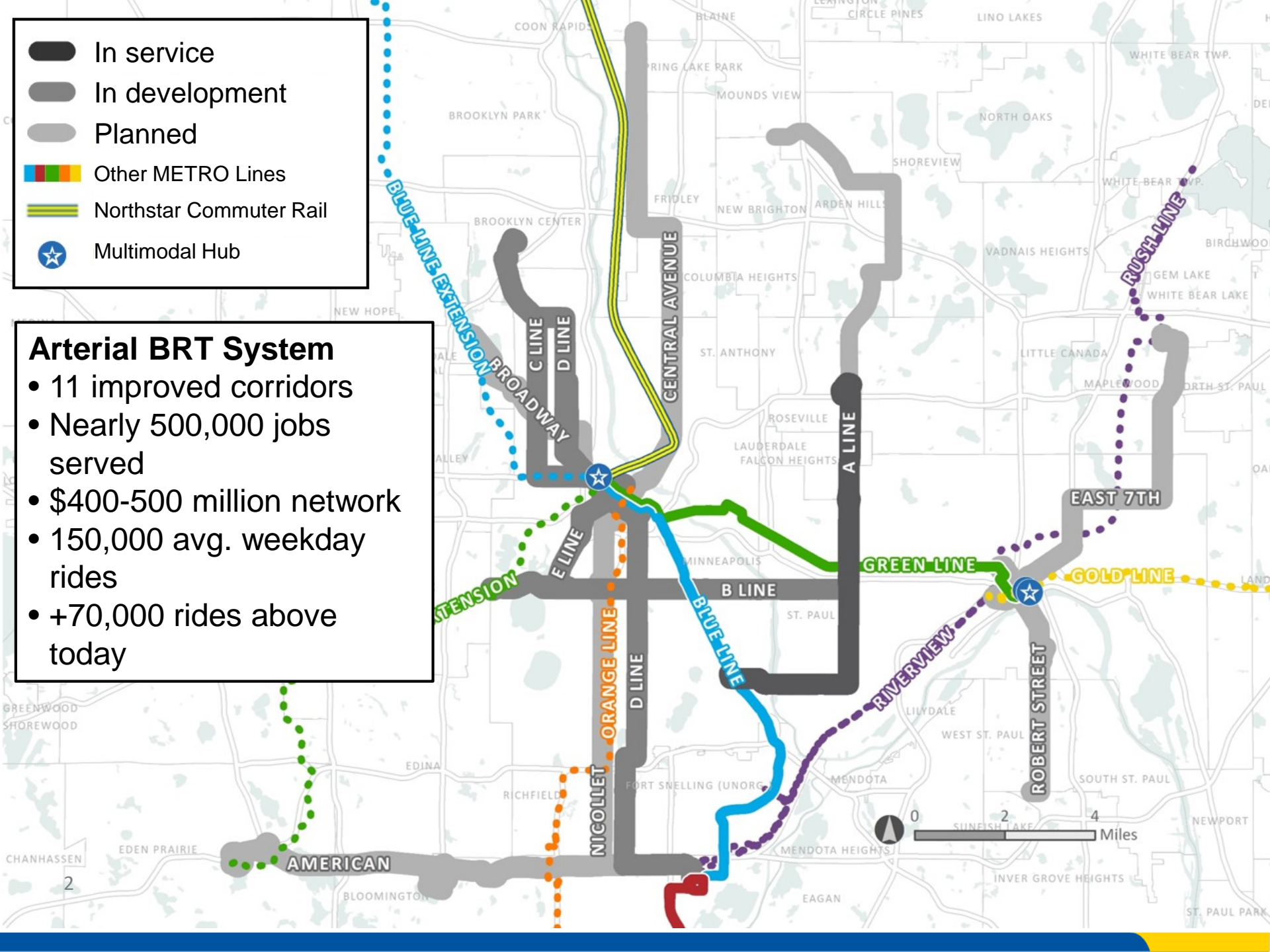
Katie Roth
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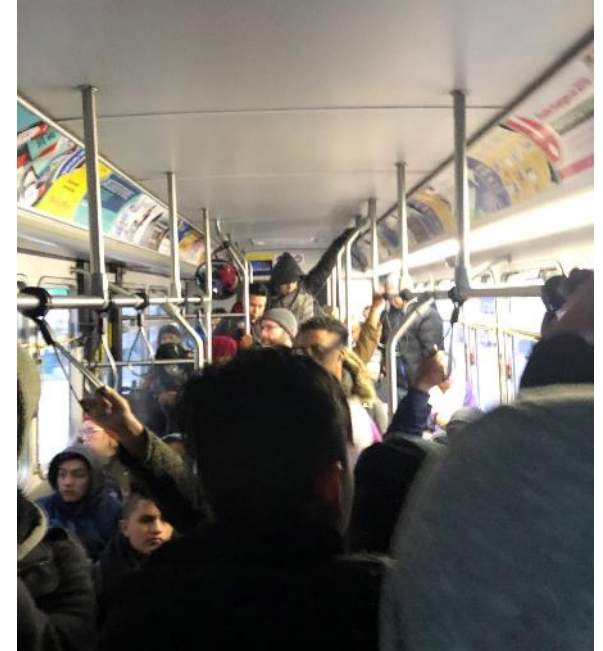
-  In service
-  In development
-  Planned
-  Other METRO Lines
-  Northstar Commuter Rail
-  Multimodal Hub

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



Project Goals



- A faster, more reliable ride that's 20-25% faster than existing local bus

- Frequent, all day, every day access to a network of destinations

- A dignified, improved experience at the station and on board

What makes BRT better?

Less frequent stops

Pre-boarding fare payment for faster stops

Transit signal priority

Higher-capacity buses & boarding through all doors

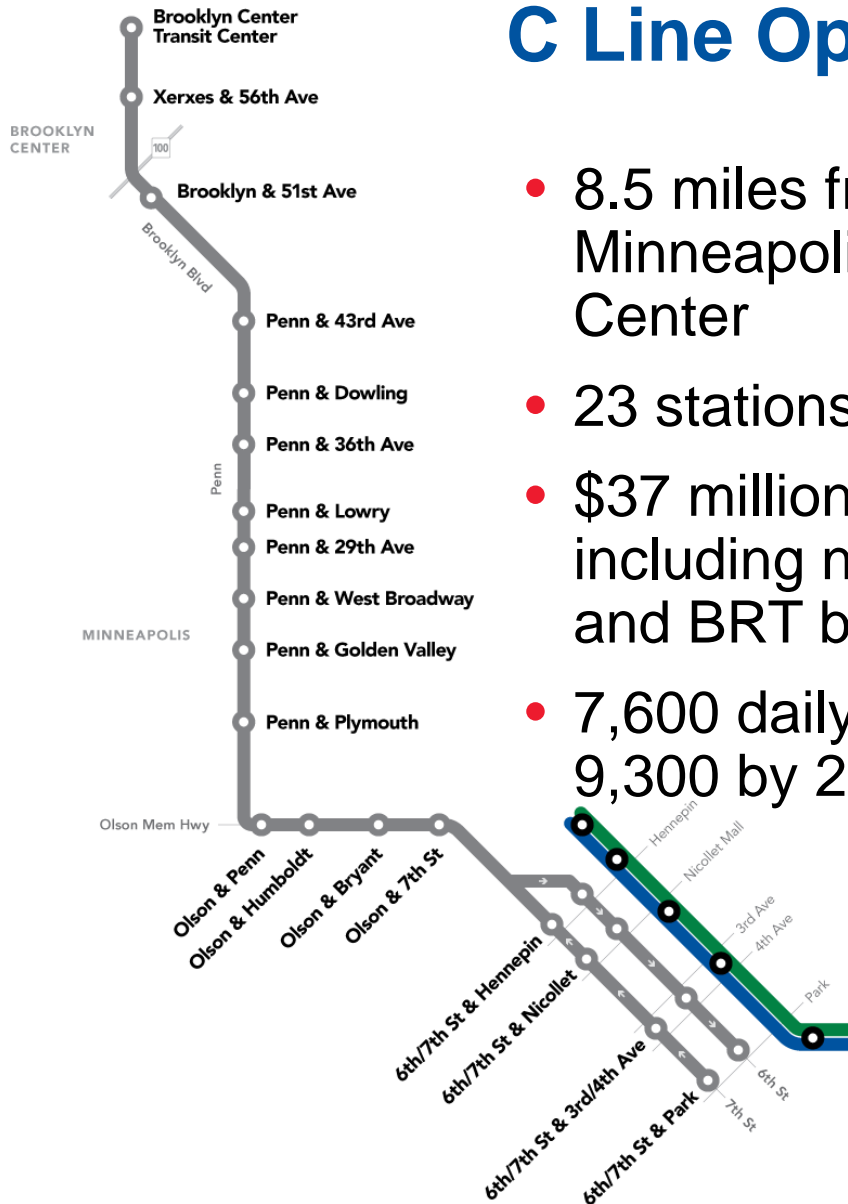
Enhanced, high-amenity stations

Frequent, all-day service

Current Arterial BRT Project Status

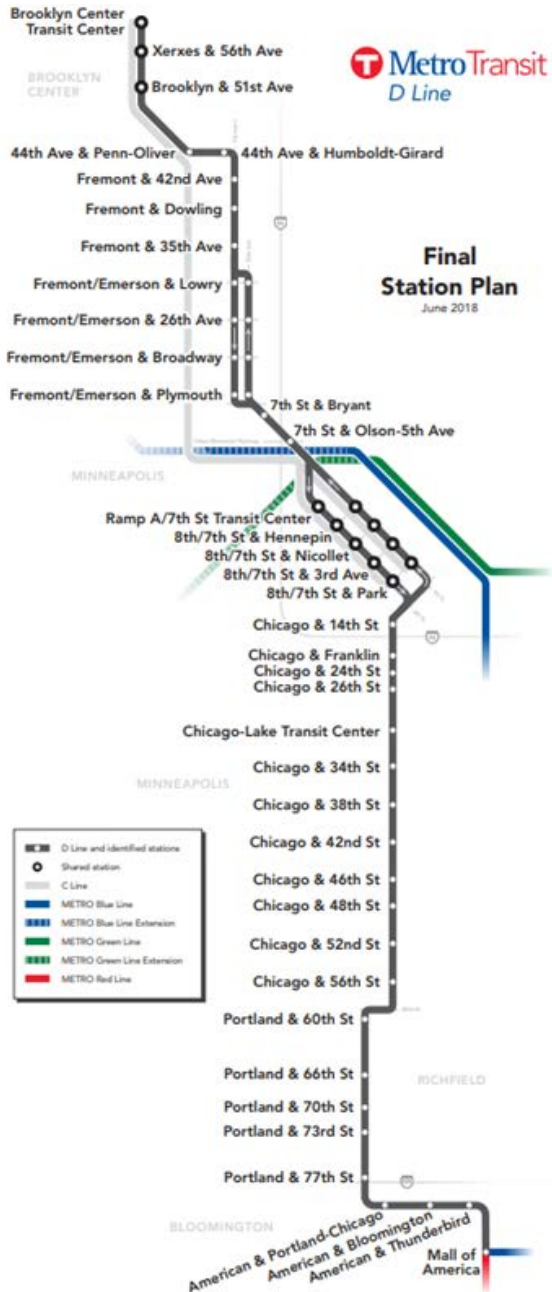
- A Line (Snelling Avenue) Open 2016
Ridership up about 40%
- C Line (Penn Avenue) Opening June 8, 2019
- D Line (Chicago/Fremont) Engineering
Planned operations 2022
- B Line (Lake/Marshall) Planning
Planned operations 2023
- E Line (Hennepin Avenue) Corridor study
Planned operations 2024

C Line Opens June 8



- 8.5 miles from downtown Minneapolis to Brooklyn Center
- 23 stations
- \$37 million project cost including new stations and BRT buses
- 7,600 daily rides today, 9,300 by 2030





D Line (Chicago / Fremont)

- 18 miles from Bloomington to Brooklyn Center
- Substantial replacement of Route 5
- Approximately 40 new stations
- 16,000 daily rides today, 23,500 by 2030
- 2020-2021 construction, pending full funding
- \$75 million project budget
 - \$55 million identified
 - \$20 million remaining need

D Line – Major Milestones

July 2018:
Final Station
Plan
approved by
Council

**Summer
2019:**
Complete
preliminary
engineering

*2020-2021:
Construction
pending full
funding*

December 2018:
Engineering contract
awarded

February 2019:
Environmental
documentation approved

*2019-2020:
Complete
final design*

*2022:
D Line
Open for
service*

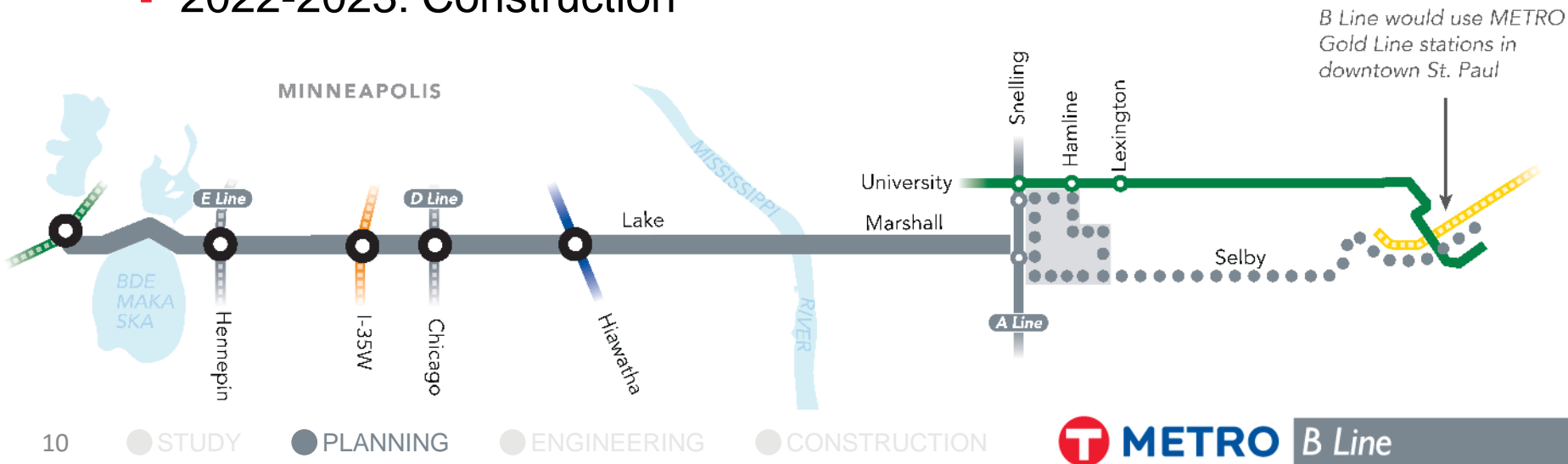
Who would the D Line serve?

- More than 120,000 people live within 1/2 mile of the D Line
 - About 1/4 are youth
 - Nearly 10% are seniors
 - 57% are people of color
 - More than 40% have low incomes
- One-bus access to more than 200,000 jobs
- 1 of 4 households on the D Line does not have a vehicle



B Line (Lake Street / Marshall Avenue)

- Upgrade of Route 21, region's second busiest route
- Planned service every 10 minutes, approximately 20% faster than Route 21
- Planned operations in 2023, pending full funding
 - 2019-2020: Planning
 - 2020-2021: Engineering
 - 2022-2023: Construction



B Line: Key planning questions

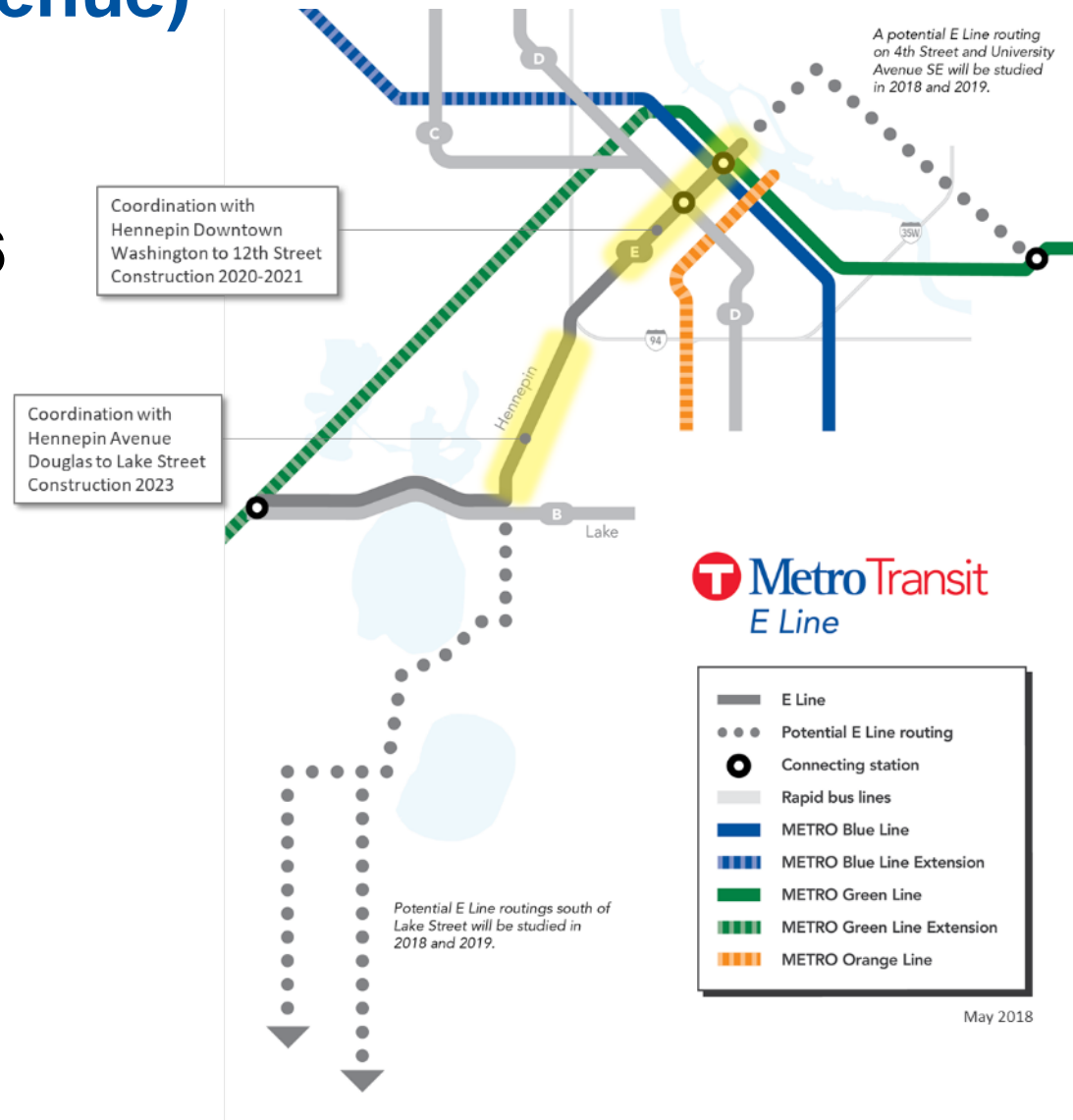
- Termini: Should the B Line continue east of Snelling Avenue to Downtown St. Paul?
 - Routing: How should the B Line connect people between Marshall & Snelling and Selby & Lexington?
- Station spacing & service mix
- Transit advantages
- Where should *stations* be sited?
- Where should *platforms* be constructed?
- Corridor Plan for Council approval mid-2020



May 2019 Open Houses

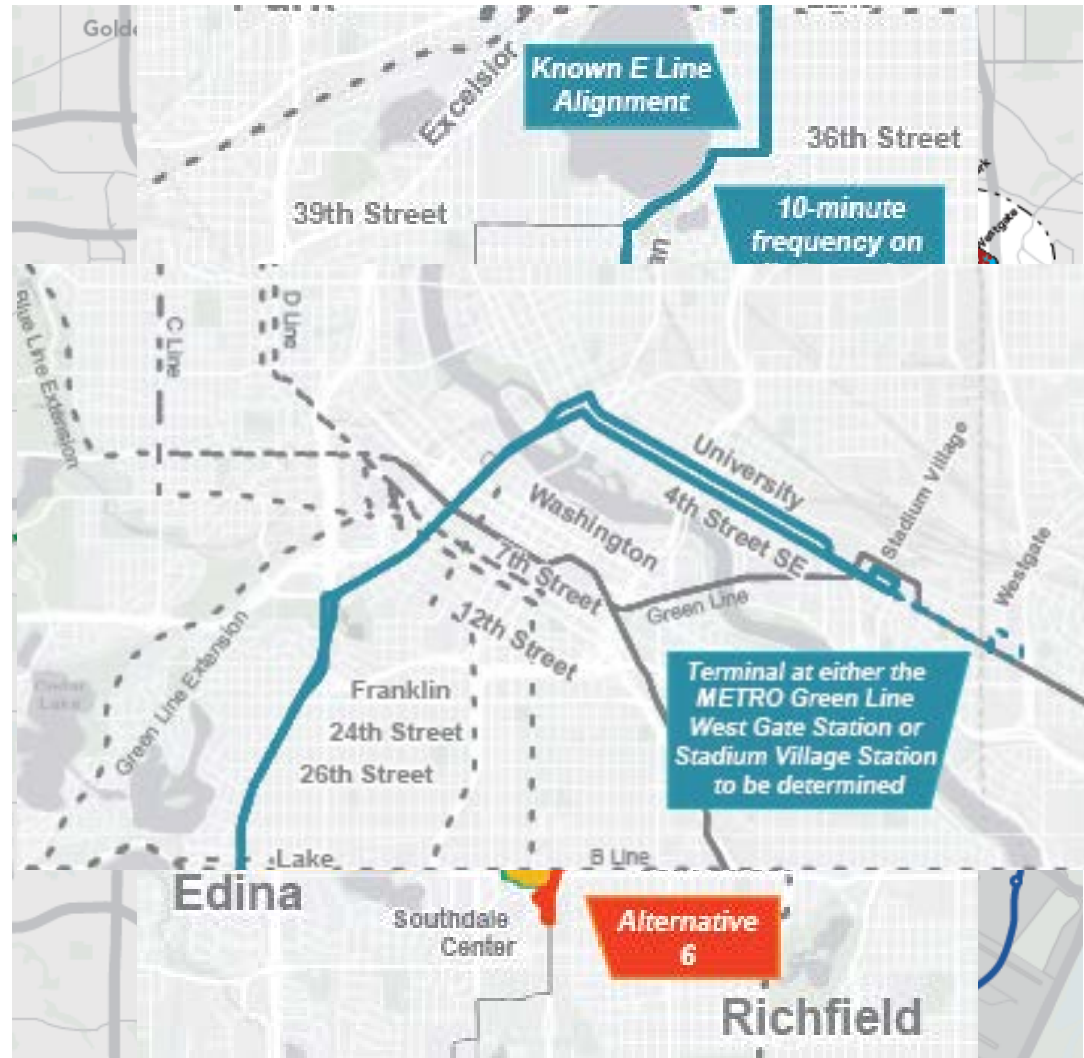
E Line (Hennepin Avenue)

- Substantial replacement of Route 6
- E Line Corridor Study will determine final E Line alignment and termini
- Construction planned for 2023, in coordination with street reconstruction projects



E Line Corridor Study

- Known alignment between downtown & Lake Street
- Initial options studied
 - 2 north end
 - 7 south end
- North end recommendation along 4th & University
- 3 south end options recommended for detailed study



E Line Corridor Study: Next steps

- Review progress & gather feedback at open houses
 - Monday, May 20th, 4:00 – 6:00 p.m.
Southwest High School, Cafeteria
 - Tuesday, May 21st, 4:30 – 6:30 p.m.
Marcy Open School, Multipurpose Room
 - Wednesday, May 22nd, 4:00 – 6:00 p.m.
Walker Library, Bde Maka Ska Room
(joint with B Line)
- Detailed technical analysis and ongoing outreach
- Complete study and recommend alignment for approval in fall 2019

NetworkNEXT

Building tomorrow's bus network, starting today.

- A **process** and a **plan** that fully integrates service improvements, BRT network expansion, and other functional plans to guide the expansion of Metro Transit's bus network across a **spectrum of service investments** through the **next 20 years**.
- Network Next will be the **primary** way Metro Transit engages with our **riders and community** about future transit service and quality improvements over the **next two years**.

Timeline

