

Network Next Project Update

Metropolitan Council Committee of the Whole
September 2, 2020

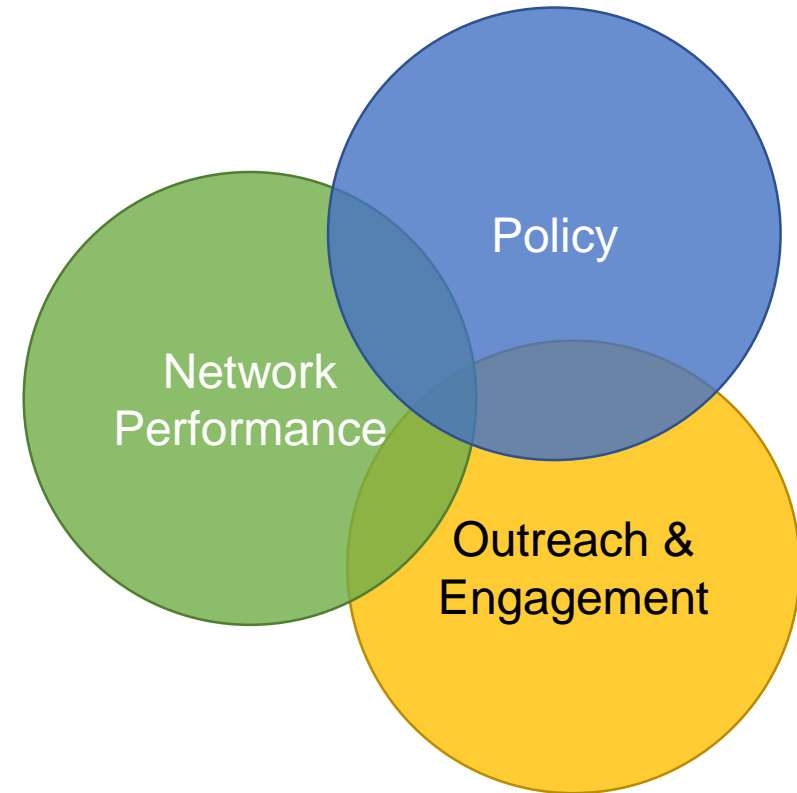
Katie Roth, Assistant Director, BRT Projects
Charles Carlson, Director, BRT Projects

Agenda

- Adapting Network Next to COVID-19 crisis
- Updated arterial Bus Rapid Transit (BRT) planning process and schedule
- BRT lines under consideration
- Engagement and next steps

What is Network Next?

- A 20-year vision for the future...
 - Centered on Metro Transit's bus network
 - Focused on improving and expanding the existing bus network
 - Organized around incremental investment and implementation
 - Requiring additional resources to implement
- Directed by a Guiding Framework
 - Based on **Metropolitan Council policy**
 - Informed by **performance of our current network**
 - Grounded in the experience of our **riders and the communities we serve**

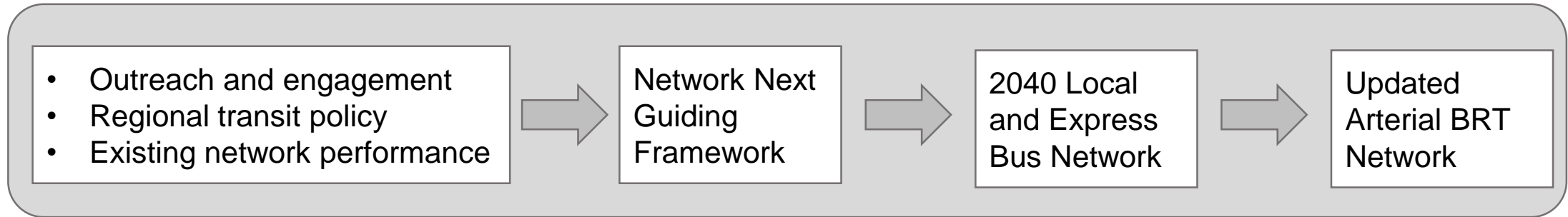


Network Next Planned Outcomes

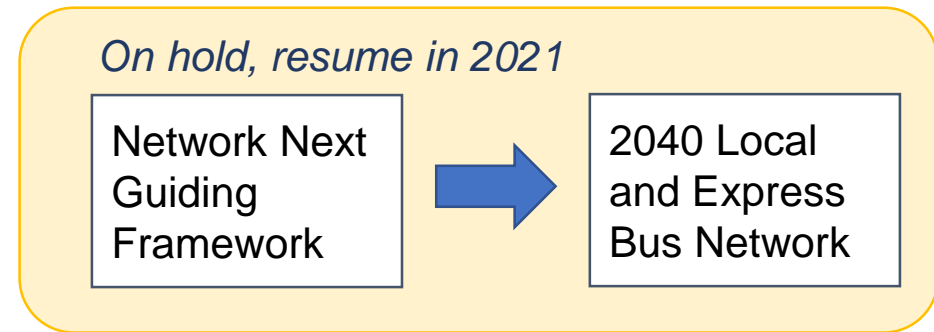
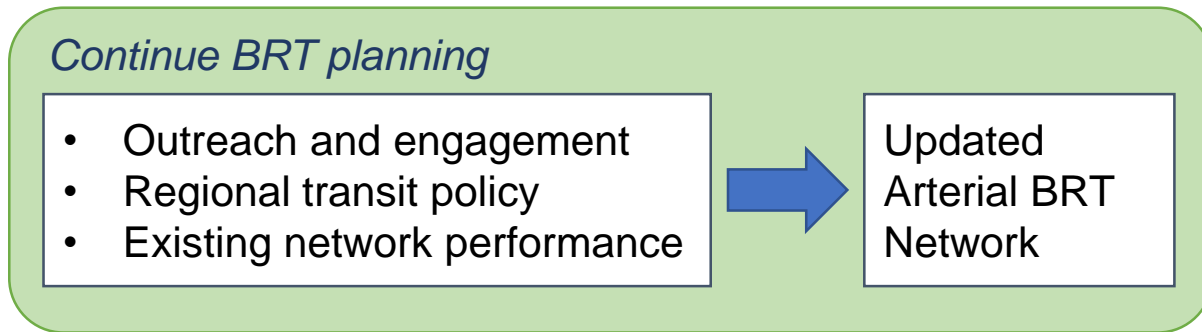
- Planned local and express bus network for 2040
 - Improvements to the frequency and span of service on existing routes
 - New routes in areas without service today
- Updated Arterial BRT network
 - Select and prioritize the next arterial BRT lines to be designated as the METRO F, G, and H Lines
 - Identify mid- and long-term priorities beyond the METRO F, G, and H Lines

Network Next Process Adaptations

Network Next process as previously planned



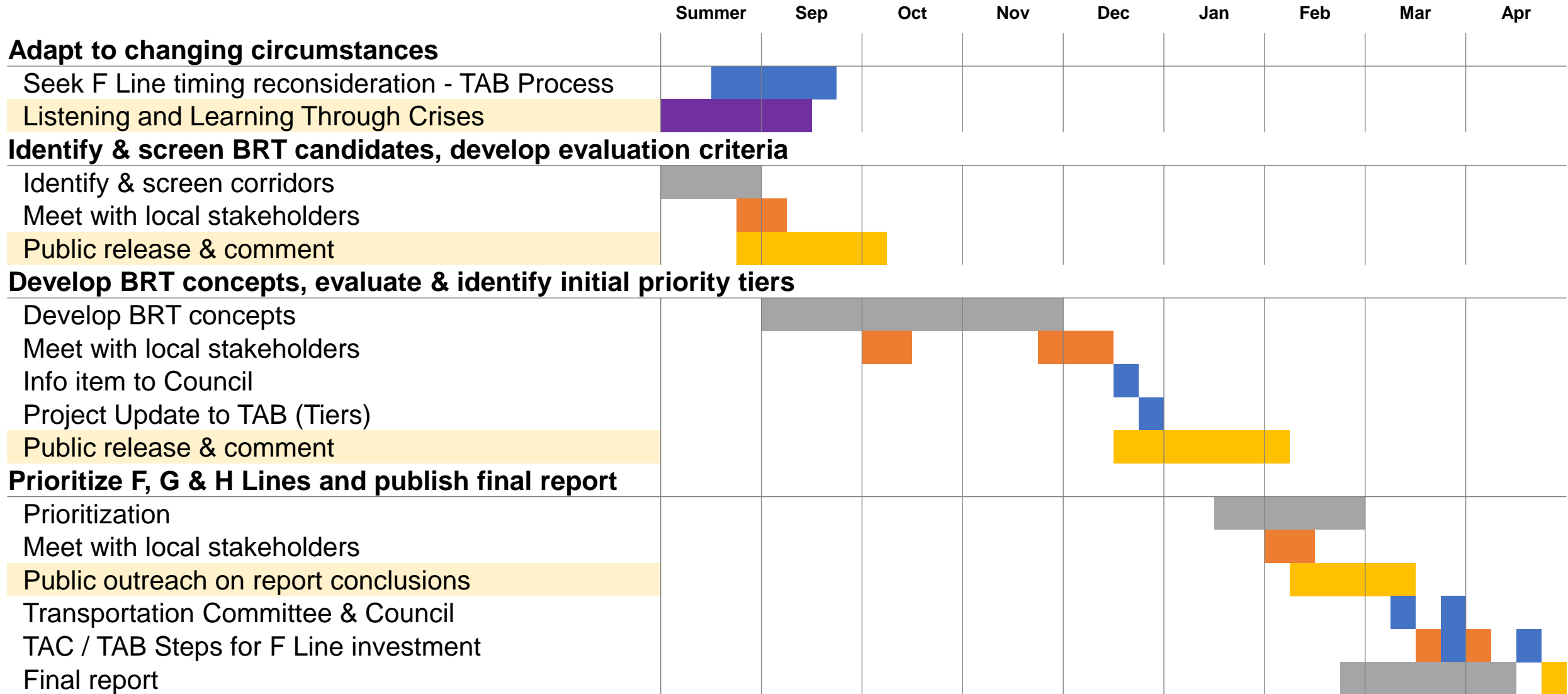
Network Next process, adapted



TAB Request

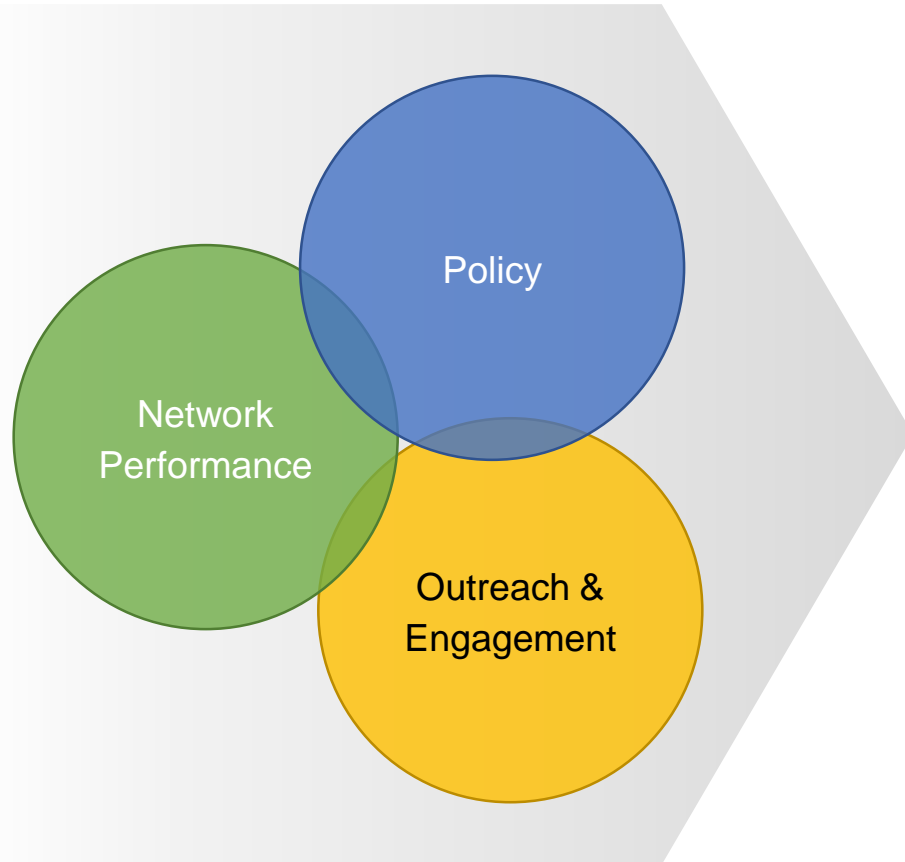
- Request TAB defer selection of F Line from December 2020 to April 2021
 - August 2020
 - Share initial corridors, screening criteria, and corridors to advance (top ~10)
 - December 2020
 - Share top tier (top 3-4) of corridors with TAB at Regional Solicitation selection
 - TAB allocates \$25 million for F Line during regional project selection
 - April 2021
 - Share public engagement results with TAB
 - TAB confirms F Line project
 - Incorporate in draft 2022-2025 TIP
- August TAB Information Item
- September TAB Action Transmittal

BRT Development Timeline (Pending TAB Action)



Finalize Draft 2022-2025 TIP Apr-May 2021, release for public comment June 2021, Adopt Q3 2021

Network Next Principles for BRT Development



Arterial BRT Principles

**Advance equity
and reduce
regional racial
disparities**

**Build on success
to grow ridership**

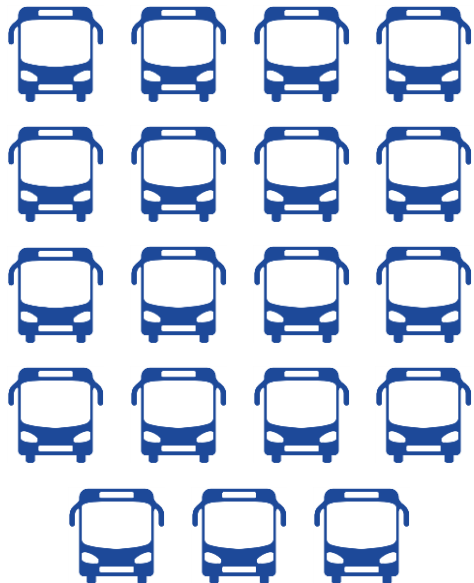
**Design a network
that supports a
transit-oriented
lifestyle**

**Ensure the long-
term sustainable
growth of the bus
network**

Arterial BRT Corridor Development Process

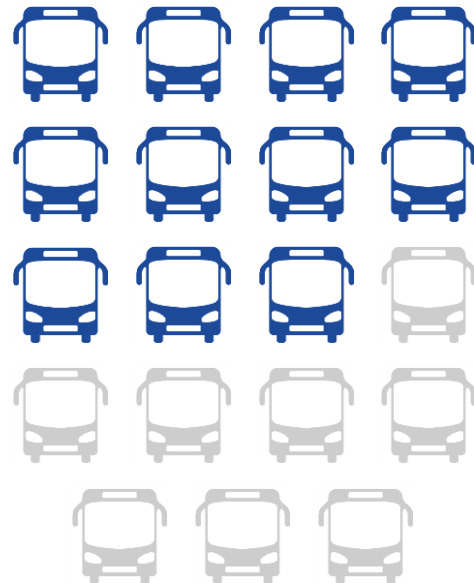
1. IDENTIFY

Based on the Network Next principles, identify about 20 potential corridors for arterial BRT implementation.



2. SCREEN

Conduct screening to identify about 10 most promising arterial BRT candidate corridors to advance.



3. EVALUATE

Develop detailed arterial BRT concepts and apply robust evaluation criteria including cost, ridership & other benefits to sort lines into **three tiers**.



3-4 near-term



3-4 mid-term



3-4 longer-term

4. PRIORITIZE

Review top performers based on readiness criteria to further prioritize the **next three lines** for implementation.



METRO F Line



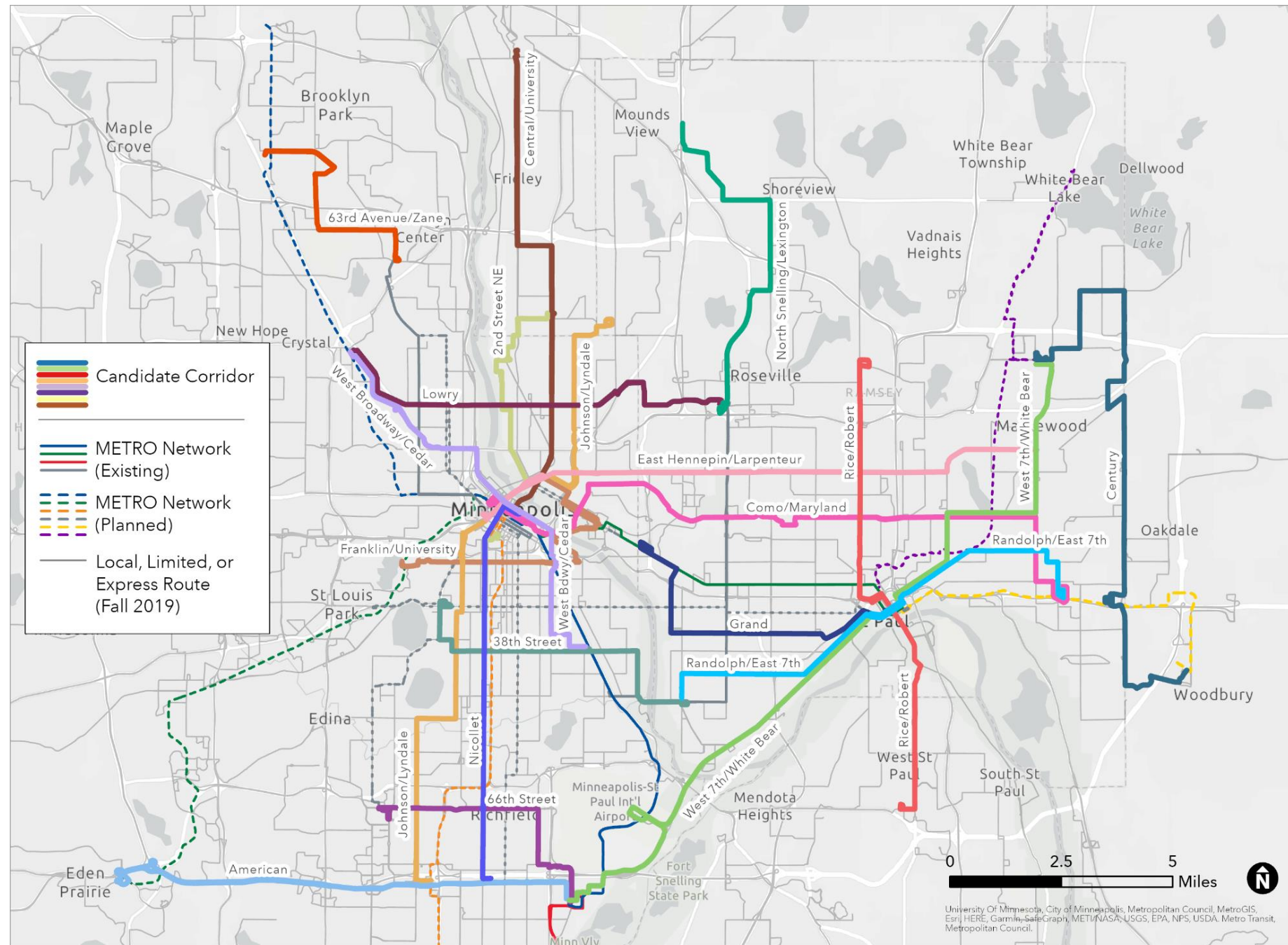
METRO G Line



METRO H Line

Initial corridors

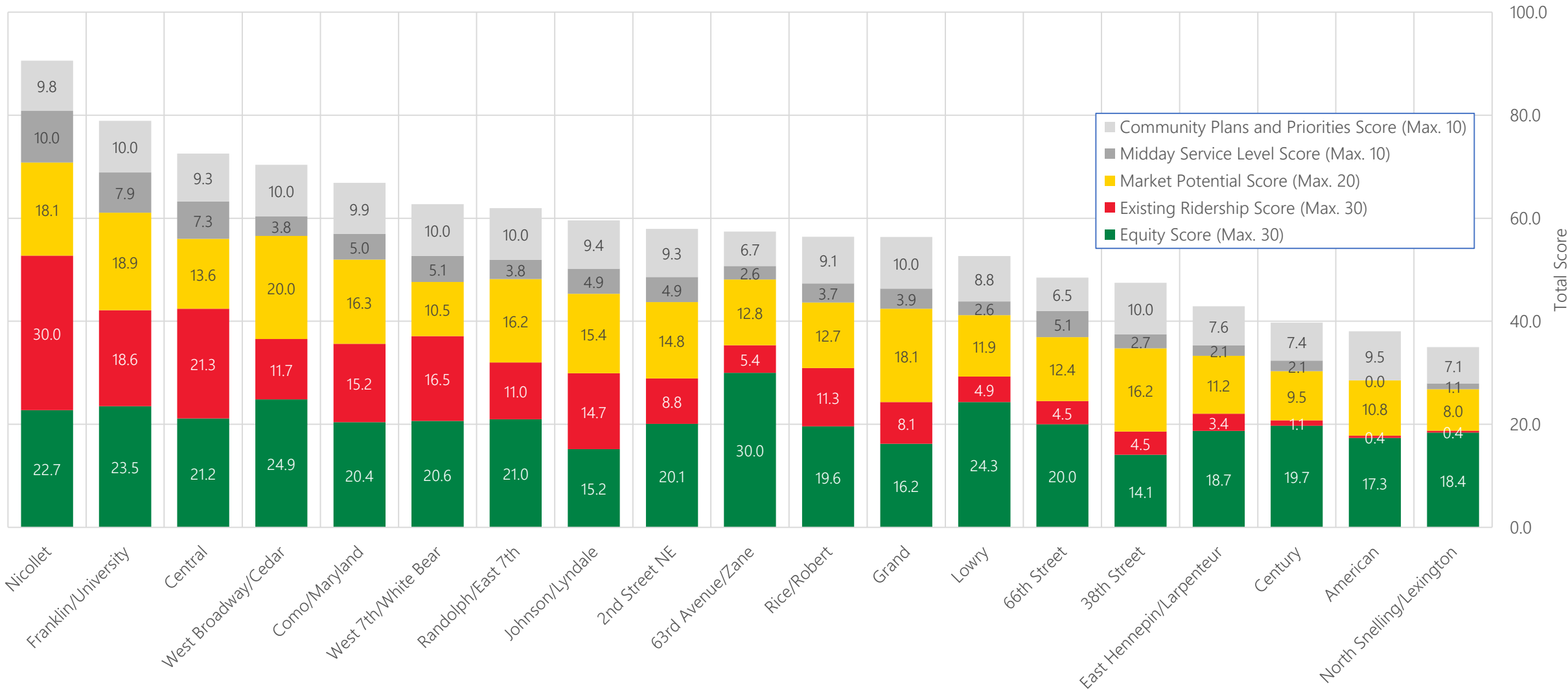
- 19 Initial Corridors Identified
- Based on Network Next Principles
- Identified from:
 - High-Frequency Network
 - High ridership corridors
 - Previously studied corridors
 - Network balance



Screening criteria

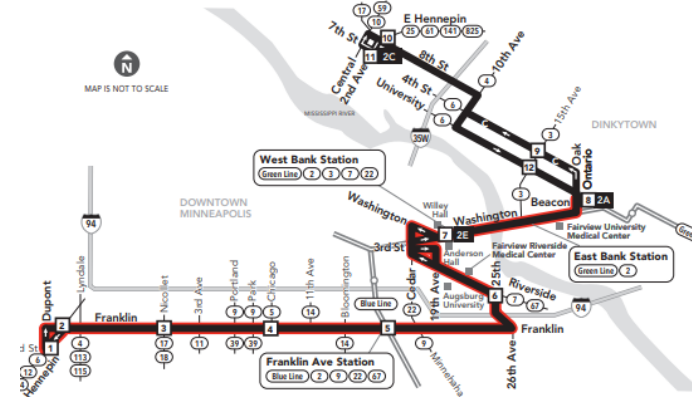
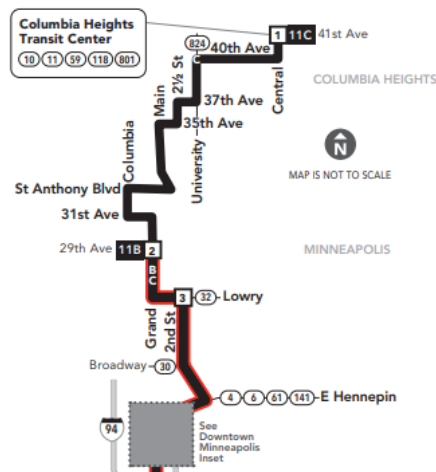
Ensure the Long-Term Sustainable Growth of the Bus Network	Build on Success to Grow Ridership	Design a Network that Supports a Transit-Oriented Lifestyle		Advance Equity and Reduce Regional Racial Disparities
Average Midday Service Levels Compared to BRT	Average Daily Corridor Boardings	Corridor Propensity to Use Transit	Planned Land Use	POC and People Experiencing Poverty on Underlying Route
10%	30%	20%	10%	30%
Ratio between the current average weekday trips scheduled on trunk portion of underlying route between 11am-1pm to expected levels of BRT service (10" all day service)	Average daily weekday boardings at stops on corridor on primary underlying local routes using Fall 2019	Weighted average of transit market index values for blocks within ¼ mile buffer of corridor. TMI values updated to reflect 2016 data	Review of community 2040 Comprehensive Plans and related policies for 1) nexus between land use and transit, 2) planned residential densities meet TPP requirements, and 3) corridor identified in plan as desired improvement	Percent of riders identifying as people of color plus percent of riders identifying as a member of a household earning less than 185% of the federal poverty line. Data from 2016 TBI On-Board Survey.

Screening Results by Criteria



Qualitative Screening

- Reviewed corridors for other critical considerations not represented in quantitative screening criteria:
 - Role of underlying bus route in broader bus network, and how people use transit today
 - Design of underlying routes and limitation of applying BRT route design principles
- 2nd Street NE (Route 11) removed from consideration
 - Indirect route design
 - Limitations of roadway network
- Franklin Avenue (Route 2) removed from consideration
 - Indirect route design
 - Limited potential to speed service

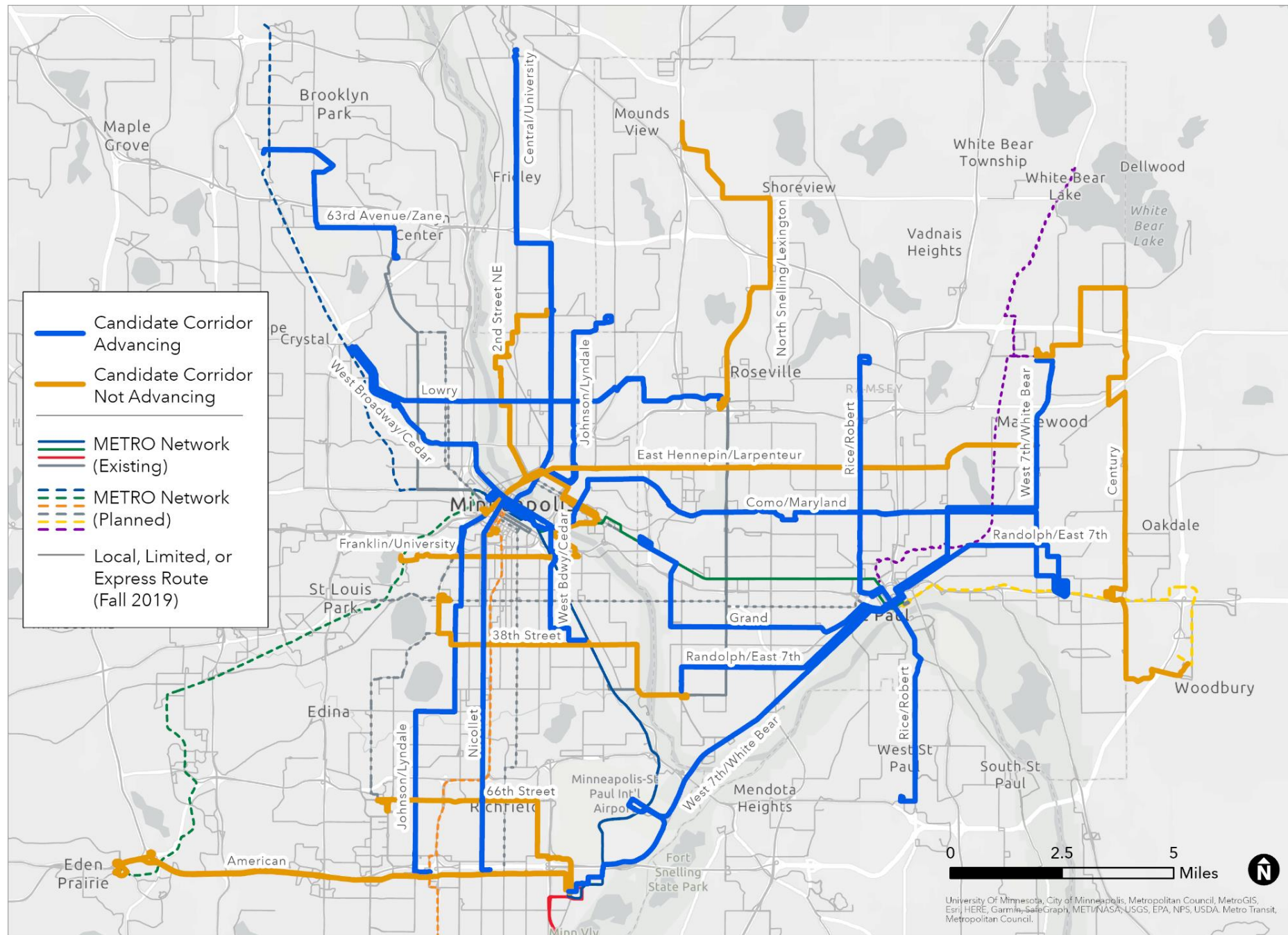


11 Potential BRT Corridors to advance

Corridor	Terminals	Underlying Route	Score
Nicollet	Dt Mpls to American Blvd	18	90.6
Franklin / University	21st St Station to 8th St/Central	2	78.8
Central Ave	Dt Mpls to Northtown TC	10	72.5
West Broadway / Cedar	Robbinsdale TC to 38th Street Station	22/14	70.4
Como / Maryland	Dt Mpls to Sun Ray TC	3	66.8
West 7th Street	Maplewood Mall TC to MOA	54	62.7
Randolph / East 7th	Ford Pkwy to Sun Ray TC	74	62.1
Johnson / Lyndale / Penn	Silver Lake Village to 82nd/Knox	4	59.5
2nd Street NE	Dt Mpls to CHTC	11	57.9
63rd Ave / Zane	Starlite to BCTC	724	57.4
Rice / Robert	North Dakota Co Svc Ctr to Little Canada TC	62/68	56.5
Grand Ave	Westgate to Dt Stp	63	56.3
Lowry	Robbinsdale TC to Rosedale TC	32	52.6
66th Street	Southdale TC to MOA	515	48.5
38th Street - Ford Pkwy	UPTS to Cleveland/Ford Pkwy	23	47.5
East Hennepin / Larpenteur	Dt Mpls to White Bear Ave	61	43.1
Century Avenue	Woodbury Theatre to Maplewood Mall	219	39.7
American Boulevard	MOA to SouthWest Station	542	38.1
Snelling / Lexington	Rosedale TC to TCAAP	225	35.0

BRT Corridors to advance

- Engagement on 11 advanced corridors to begin this week
 - Open comments on advanced corridors
 - What should be weighted most heavily in evaluation?
 - How should we prioritize these 11 corridors?



Engagement Plan – Current Phase

- Update website with various ways people can comment
- Use an interactive StoryMap with project history, 11 potential corridors and online survey
- Use social media to direct people to website and survey
- Hold virtual meeting in late September
- Engage community organizations and ask if they want to sponsor a community meeting or help promote links to the survey
- Engage existing groups and advisory committees
- Provide cities, counties with “toolkit” to help get community feedback