Network Next
Arterial BRT Evaluation Results

Metropolitan Council
December 9, 2020

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Four principles guide Network Next planning

- Based in Council **policy**, shaped by **performance data** and **community input**
  - 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
A 2040 plan with priorities for implementation

<table>
<thead>
<tr>
<th></th>
<th>2025</th>
<th>2030</th>
<th>2035</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lines in development</td>
<td>D</td>
<td>B</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Near-Term F, G, H lines</td>
<td></td>
<td><img src="image" alt="Bus Icon" /></td>
<td><img src="image" alt="Bus Icon" /></td>
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<tr>
<td>Mid-Term</td>
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<tr>
<td>Update Network Next BRT Plans</td>
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<tr>
<td>Longer-Term Implementation</td>
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</table>
A network of 10 promising corridors

- Extending the reach of METRO transitways
- Increasing transit access for underserved communities
Current riders served by planned & potential arterial BRT corridors – Pre-COVID

2019 pre-pandemic average weekday ridership

<table>
<thead>
<tr>
<th>A &amp; C + D, B, E Lines</th>
<th>+ 10 Network Next Corridors</th>
</tr>
</thead>
<tbody>
<tr>
<td>7%</td>
<td>22%</td>
</tr>
<tr>
<td>50%</td>
<td></td>
</tr>
</tbody>
</table>

50% of all Metro Transit bus rides pre-COVID were on routes where BRT is existing, planned, or potential.
Current riders served by planned & potential arterial BRT corridors – During COVID

### 2019 pre-pandemic average weekday ridership

- 7% A & C + D, B, E Lines
- 22% + 10 Network Next Corridors
- 50% total

50% of all Metro Transit bus rides pre-COVID were on routes where BRT is existing, planned, or potential.

### 2020 pandemic average weekday ridership

- 10% A & C + D, B, E Lines
- 29% + 10 Network Next Corridors
- 63% total

63% of all Metro Transit bus rides during COVID are on routes where BRT is existing, planned, or potential.
A fully realized 2040 METRO network would provide fast, frequent, high-quality transit access to the region

- 5% of the region’s land area
- 28% of the region’s residents
- 77% of Minneapolis + St. Paul residents
- 46% of the region’s BIPOC residents
  - 65% of Black residents
  - 58% of Indigenous residents

Population density

Lowest

Highest
A fully realized 2040 METRO network would provide access to opportunity for those who need it most

- 47% of people with low incomes in the region
- 30% of region’s households
  - 60% of renter households
  - 60% of zero-car households
- 44% of all jobs in the region (750,000)
An investment in connectivity and accessibility

- 10 Network Next BRT corridors
- $700 million capital investment (preliminary estimate in 2020 dollars)
Arterial BRT Corridor Development Process

1. IDENTIFY
Spring 2020
Based on the Network Next principles, identify about 20 potential corridors for arterial BRT implementation.

2. SCREEN
Summer 2020
Conduct screening to identify about 10 most promising arterial BRT candidate corridors to advance.

3. EVALUATE
Fall 2020
Develop detailed arterial BRT concepts and apply robust evaluation criteria including cost, ridership & other benefits to sort lines into three tiers.

4. PRIORITIZE
Winter 2020/2021
Review top performers based on readiness criteria to further prioritize the next three lines for implementation.

Network NEXT

- METRO F Line
- METRO G Line
- METRO H Line
19 Initial Corridors Identified

- Based on Network Next Principles

- Identified from:
  - High-Frequency Network
  - High ridership corridors
  - Previously studied corridors
  - Network balance
## Quantitative Screening Criteria

<table>
<thead>
<tr>
<th>Advance equity and reduce regional racial disparities</th>
<th>Build on success to grow ridership</th>
<th>Design a network that supports a transit-oriented lifestyle</th>
<th>Ensure the long-term sustainable growth of the bus network</th>
</tr>
</thead>
<tbody>
<tr>
<td>• People of Color on Underlying Route – 15%</td>
<td>• Average Daily Corridor Boardings on Underlying Route – 30%</td>
<td>• Corridor Propensity to Use Transit – 20%</td>
<td>• Average Existing Midday Service Levels on Underlying Route Compared to BRT – 10%</td>
</tr>
<tr>
<td>• People Experiencing Poverty on Underlying Route – 15%</td>
<td></td>
<td>• Planned Land Use – 10%</td>
<td></td>
</tr>
</tbody>
</table>
Engagement on 11 corridors

- 63rd/Zane
- Central
- Como/Maryland
- Grand
- Johnson/Lyndale
- Lowry
- Nicollet
- Randolph/East 7th
- Rice/Robert
- West 7th/White Bear Ave
- West Broadway/Cedar
10 Corridors to Advance

- 63rd/Zane
- Central
- Como/Maryland
- Grand
- Johnson/Lyndale
- Lowry
- Nicollet
- Randolph/East 7th
- Rice/Robert
- West Broadway/Cedar
What We Heard: Priorities

- **Advance equity** clear top priority (47% rank first)

![](chart.png)

- Advance equity and reduce regional disparities
- Build on success to grow ridership
- Support a transit-oriented lifestyle
- Ensure the long term sustainable growth of the bus network
## Evaluation Criteria Weight and Description

<table>
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<th>Advance equity and reduce regional racial disparities</th>
<th>Build on success to grow ridership</th>
<th>Design a network that supports a transit-oriented lifestyle</th>
<th>Ensure the long-term sustainable growth of the bus network</th>
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<tbody>
<tr>
<td>50%</td>
<td>20%</td>
<td>20%</td>
<td>10%</td>
</tr>
<tr>
<td>• Population of Black, Indigenous, and People of Color</td>
<td>• Ridership Propensity</td>
<td>• Current Population</td>
<td>• Capital Cost</td>
</tr>
<tr>
<td>• Employment / Low-Wage Jobs</td>
<td>• Percent Reduction in End-to-End Travel Time</td>
<td>• Future Population</td>
<td>• Operations and Maintenance Costs</td>
</tr>
<tr>
<td>• Renter Population</td>
<td>• Trip Diversity on Corridor</td>
<td>• Current Jobs</td>
<td>• Percent of Service Hours &quot;Paid for&quot; by Existing Service</td>
</tr>
<tr>
<td>• Low-Income Population</td>
<td>• Percent of Current Ridership Served by BRT Stations</td>
<td>• Future Jobs</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Walkability</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Current Transit-Supportive Land Use</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Future Transit-Supportive Land Use</td>
<td></td>
</tr>
</tbody>
</table>

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Corridor Readiness Review

• Is the corridor under consideration in or affected by other transit planning studies?
  - If yes, remove BRT corridor for consideration for Near-term and hold for Mid- or Longer-term implementation
    • Avoid planning duplicative / conflicting transit infrastructure and investment
    • Allow for time to coordinate on other transit planning work

• Corridors affected
  - West Broadway / Cedar affected by Blue Line Extension
  - Lowry affected by Blue Line Extension
  - Nicollet affected by Nicollet/Central Modern Streetcar
  - Randolph / East 7th affected by Riverview Modern Streetcar
## Corridor Readiness Evaluation

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Technical Score</th>
<th>Is corridor affected by other planning efforts?</th>
<th>Readiness Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Como/Maryland</td>
<td>87</td>
<td>No</td>
<td>Consider for Tier 1</td>
</tr>
<tr>
<td>Johnson/Lyndale</td>
<td>79</td>
<td>No</td>
<td>Consider for Tier 1</td>
</tr>
<tr>
<td>West Broadway/Cedar</td>
<td>77</td>
<td>Yes</td>
<td>Hold for Tier 2/3</td>
</tr>
<tr>
<td>Nicotile</td>
<td>74</td>
<td>Yes</td>
<td>Hold for Tier 2/3</td>
</tr>
<tr>
<td>Central</td>
<td>66</td>
<td>No</td>
<td>Consider for Tier 1</td>
</tr>
<tr>
<td>Randolph/East 7th</td>
<td>57</td>
<td>Yes</td>
<td>Hold for Tier 2/3</td>
</tr>
<tr>
<td>Rice/Robert</td>
<td>56</td>
<td>No</td>
<td>Consider for Tier 1</td>
</tr>
<tr>
<td>Grand</td>
<td>51</td>
<td>No</td>
<td>Hold for Tier 2/3</td>
</tr>
<tr>
<td>Lowry</td>
<td>47</td>
<td>Yes</td>
<td>Consider for Tier 1</td>
</tr>
<tr>
<td>63rd/Zane</td>
<td>42</td>
<td>No</td>
<td>Hold for Tier 2/3</td>
</tr>
</tbody>
</table>

### Tier 1 (3-4 corridors)
- Hold for Tier 2/3
- Hold for Tier 2/3
- Hold for Tier 2/3
- Hold for Tier 2/3
- Hold for Tier 2/3
- Hold for Tier 2/3
- Hold for Tier 2/3
- Hold for Tier 2/3

### Tier 2 (3-4 corridors)
- Hold for Tier 2/3
- Hold for Tier 2/3
- Hold for Tier 2/3

### Tier 3 (3-4 corridors)
- Hold for Tier 2/3
- Hold for Tier 2/3
- Hold for Tier 2/3
Corridors by Tier

Near-term
- Central (Route 10)
- Como/Maryland (Route 3)
- Johnson/Lyndale (Route 4)
- Rice/Robert (Routes 62 and 68)

Mid-term
- Nicollet (Route 18)
- Randolph/East 7th (Route 74)
- West Broadway/Cedar (Routes 14 and 22)

Longer term
- 63rd/Zane (Route 724)
- Grand (Route 63)
- Lowry (Route 32)

METRO
- Current METRO network
- Planned METRO network
Next Steps

• December 16: Transportation Advisory Board
• Through December 18: City/County staff meetings
• December 10 – January 20: Public outreach and comment period
  - Online survey and information sharing at metrotransit.org/network-next
  - Video and social media posts
  - Translated ads in local and community media
  - Posters at bus stops and bus interior cards
  - Insights, Connect, and Council emails
• Selection of F Line BRT corridor from top tier of candidates
  - Metropolitan Council action in March 2021
  - TAB action in April 2021