

Network Next Arterial BRT Evaluation Results

Metropolitan Council

December 9, 2020

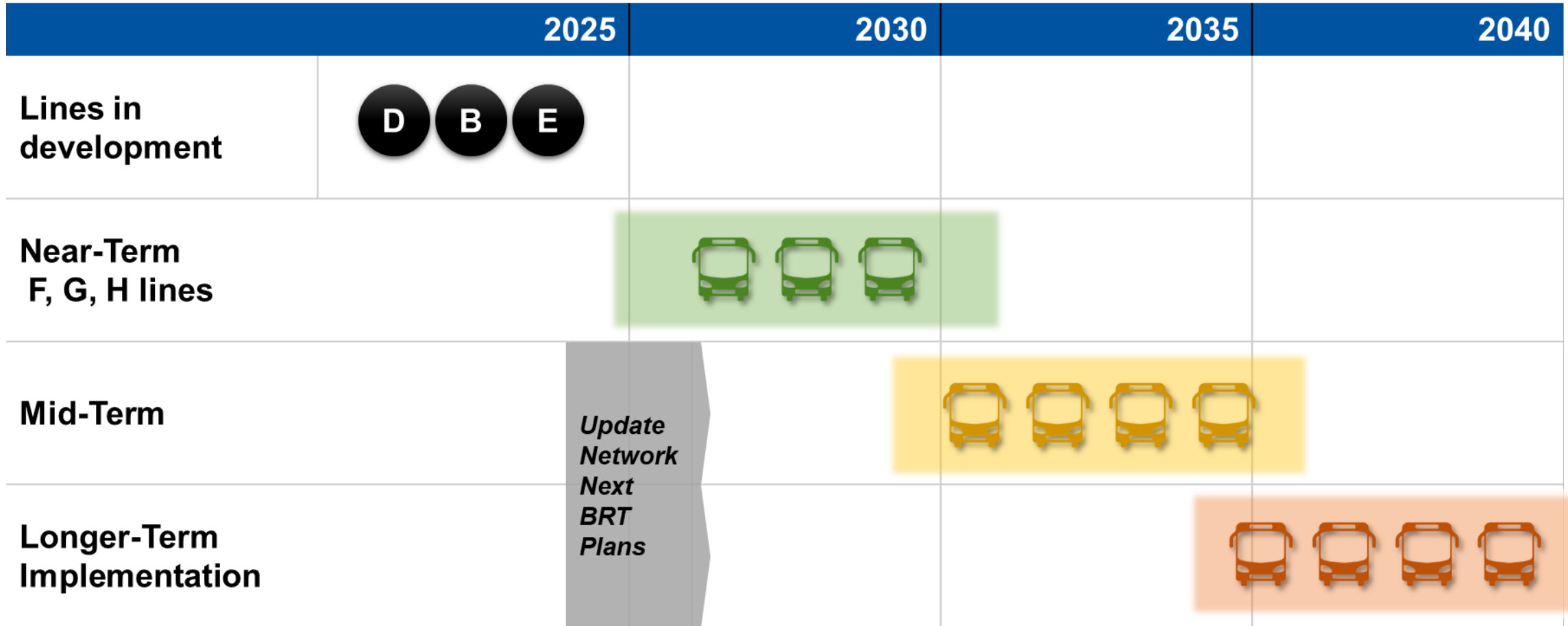
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Four principles guide Network Next planning

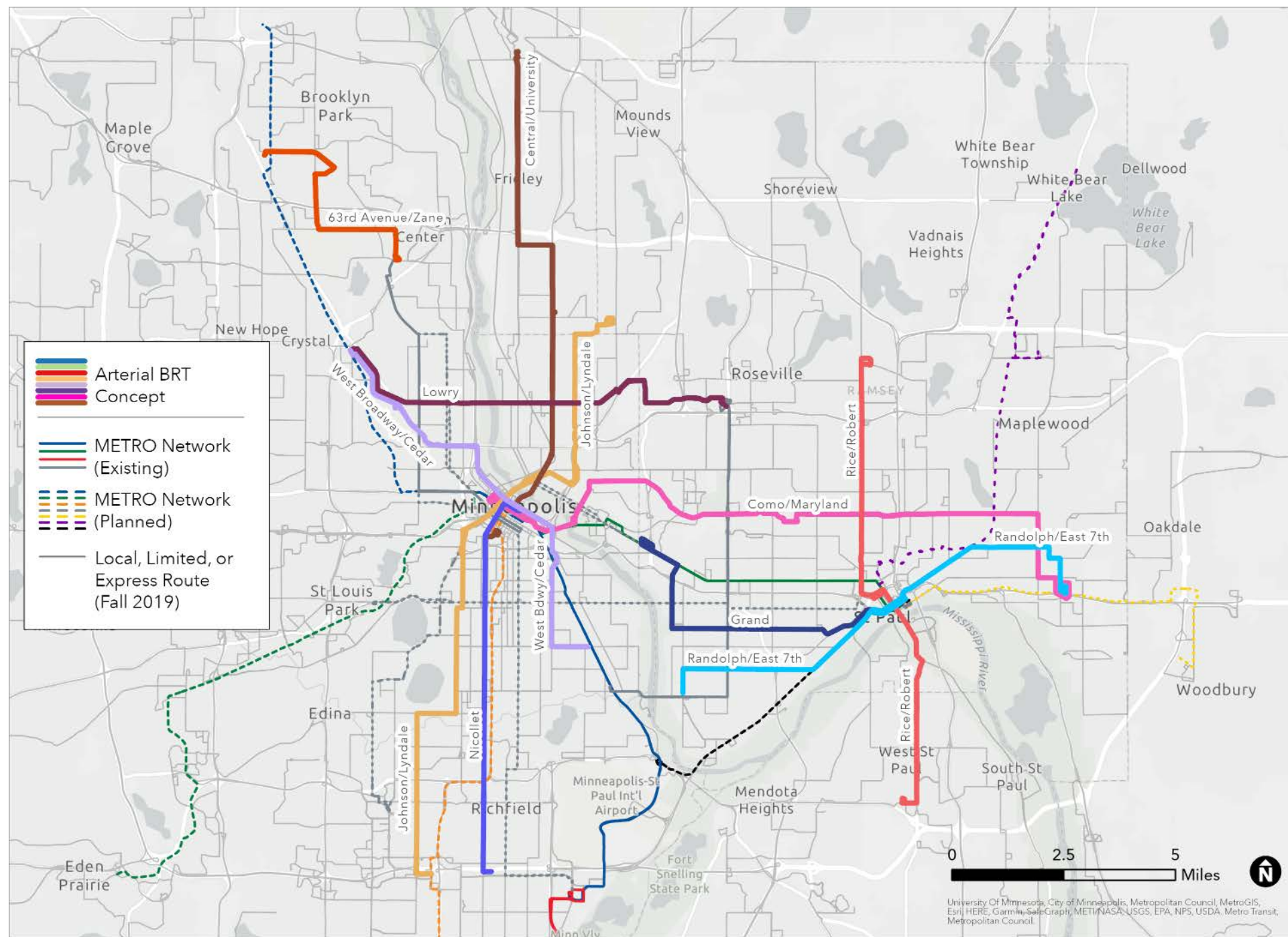
- Based in Council **policy**, shaped by **performance data** and **community input**
 - Advance Equity and Reduce Regional Racial Disparities
 - Build on Success to Grow Ridership
 - Design a Network that Supports a Transit-Oriented Lifestyle
 - Ensure the Long-Term Sustainable Growth of the Bus Network

A 2040 plan with priorities for implementation



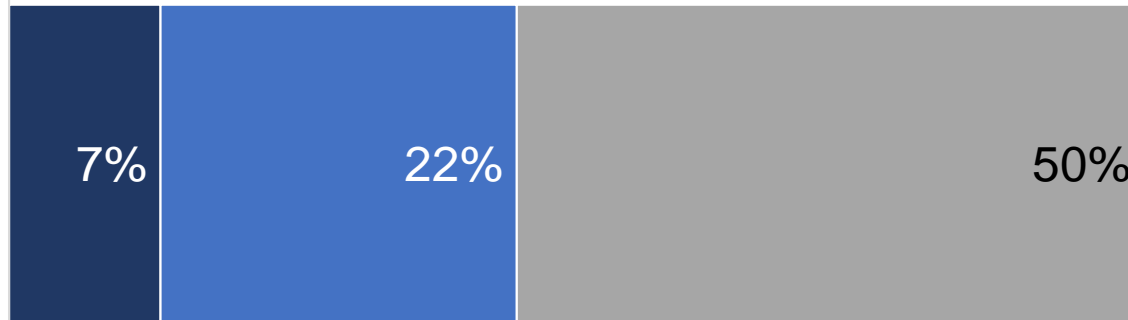
A network of 10 promising corridors

- Extending the reach of METRO transitways
- Increasing transit access for under-served communities



Current riders served by planned & potential arterial BRT corridors – Pre-COVID

2019
pre-pandemic
average
weekday
ridership

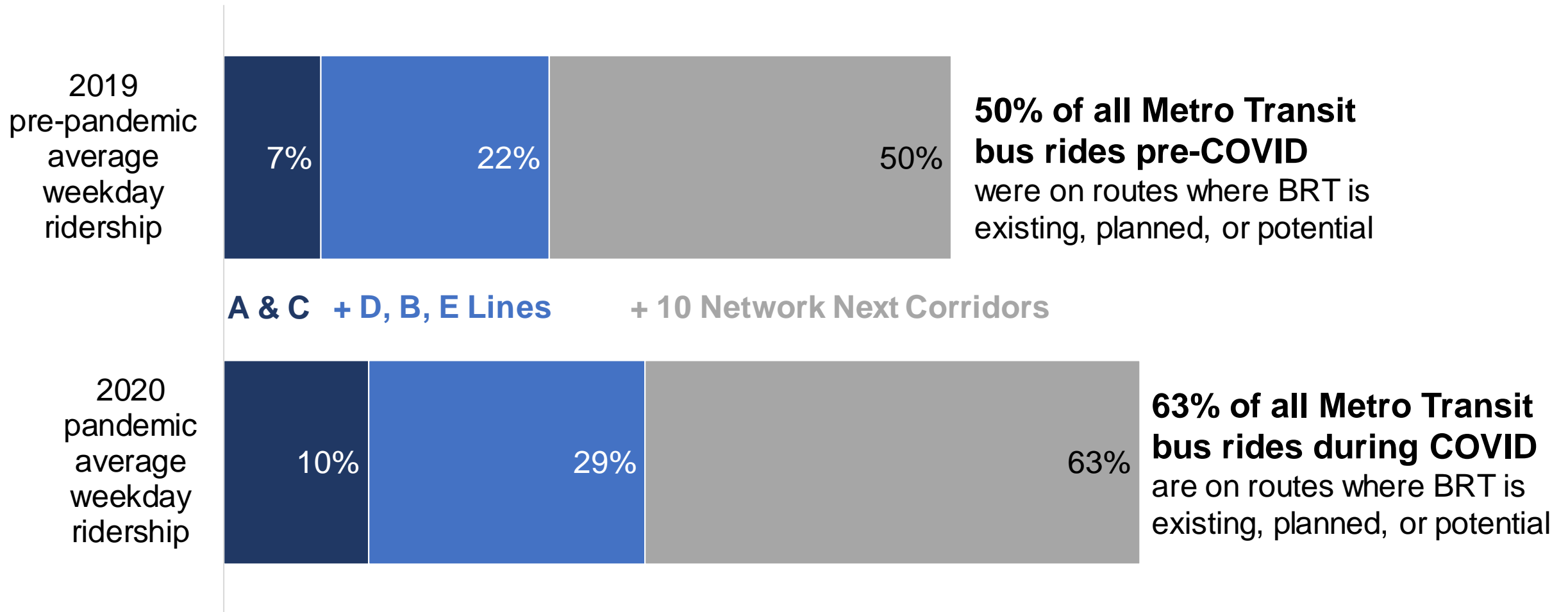


A & C + D, B, E Lines

+ 10 Network Next Corridors

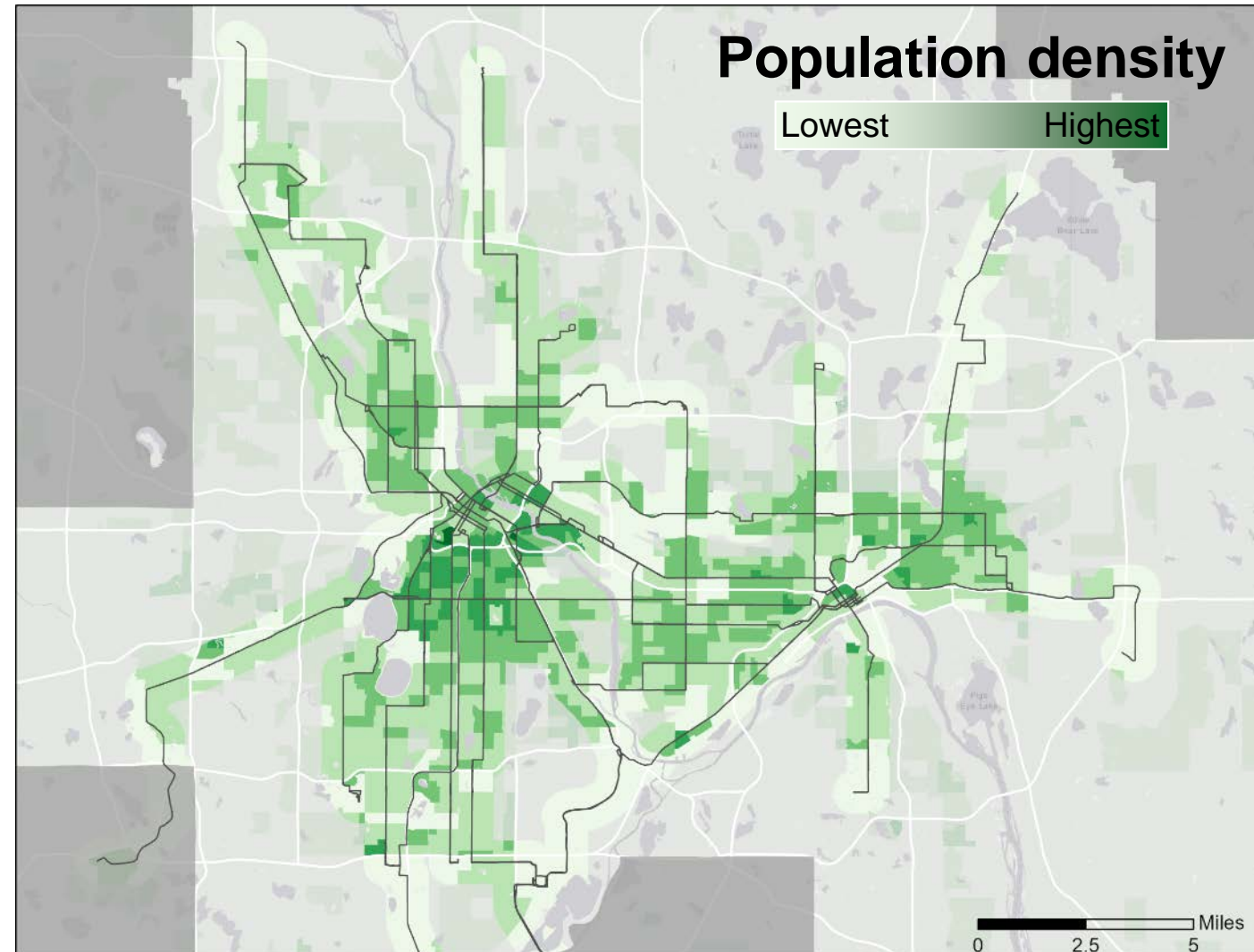
50% of all Metro Transit bus rides pre-COVID were on routes where BRT is existing, planned, or potential

Current riders served by planned & potential arterial BRT corridors – During COVID



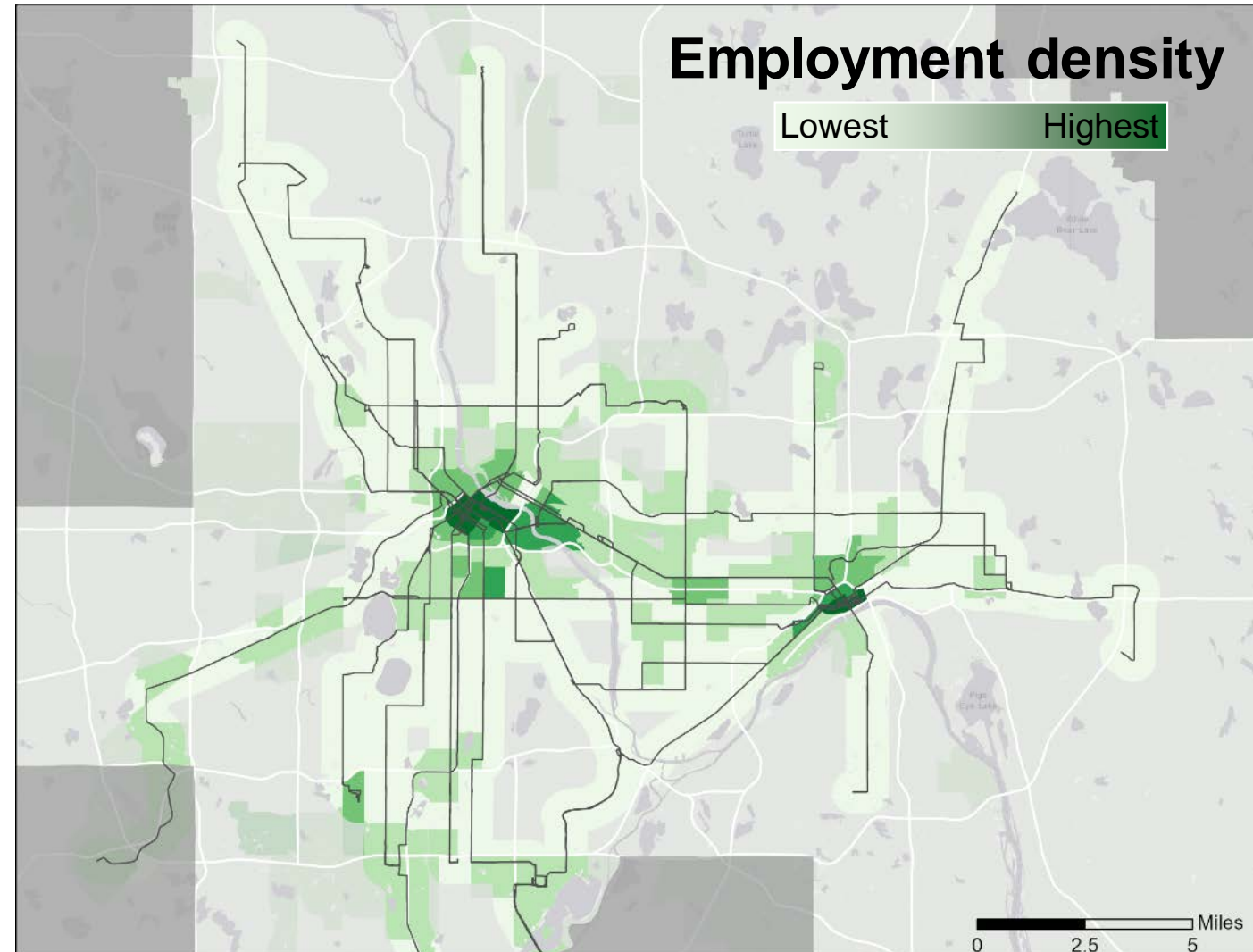
A fully realized 2040 METRO network would provide *fast, frequent, high-quality transit access to the region*

- 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



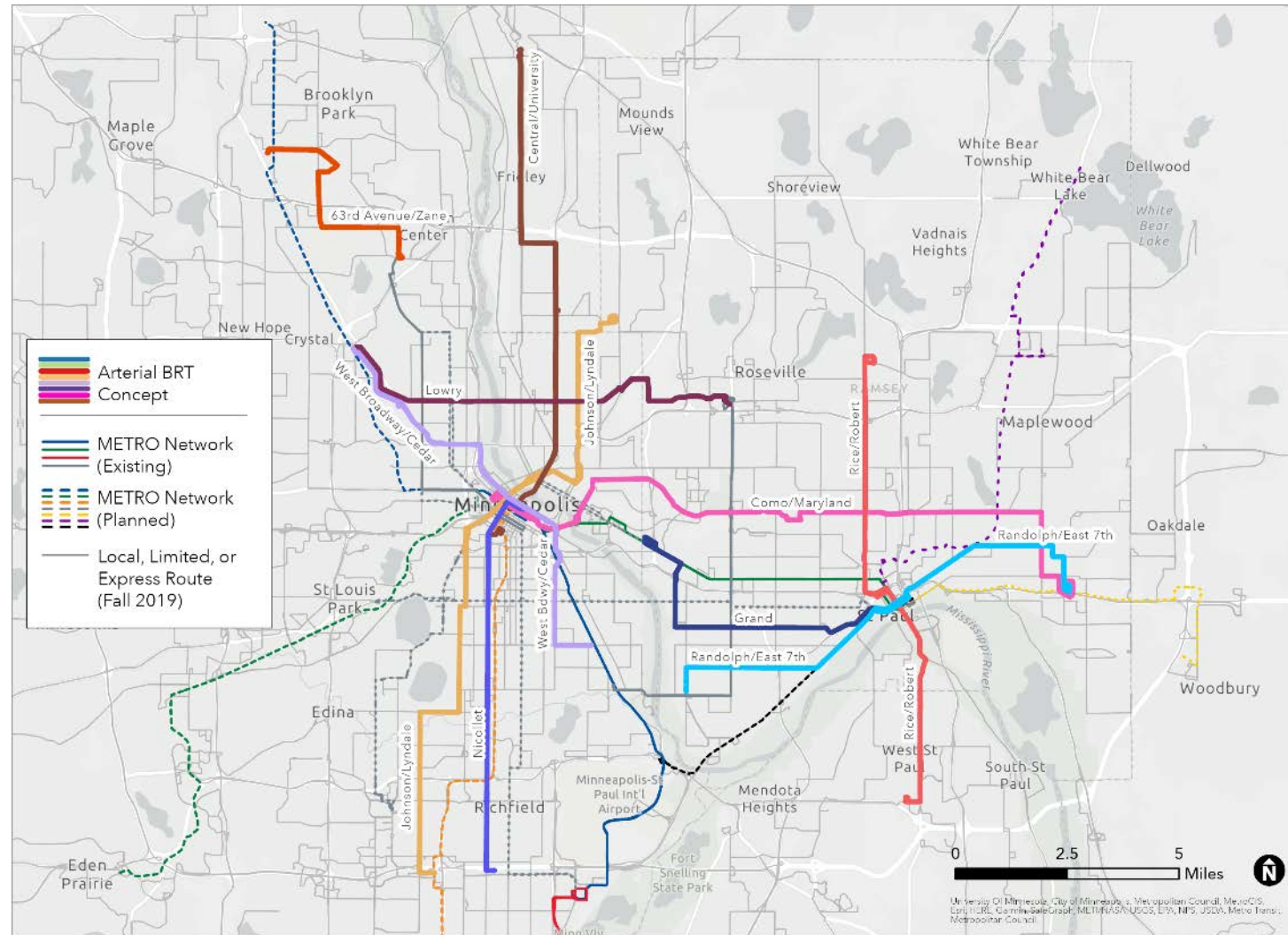
A fully realized 2040 METRO network would provide *access to opportunity for those who need it most*

- 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

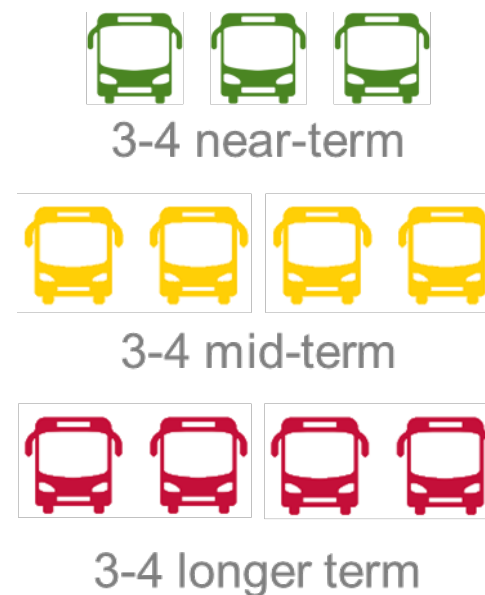
Conduct screening to identify about 10 most promising arterial BRT candidate corridors to advance.



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

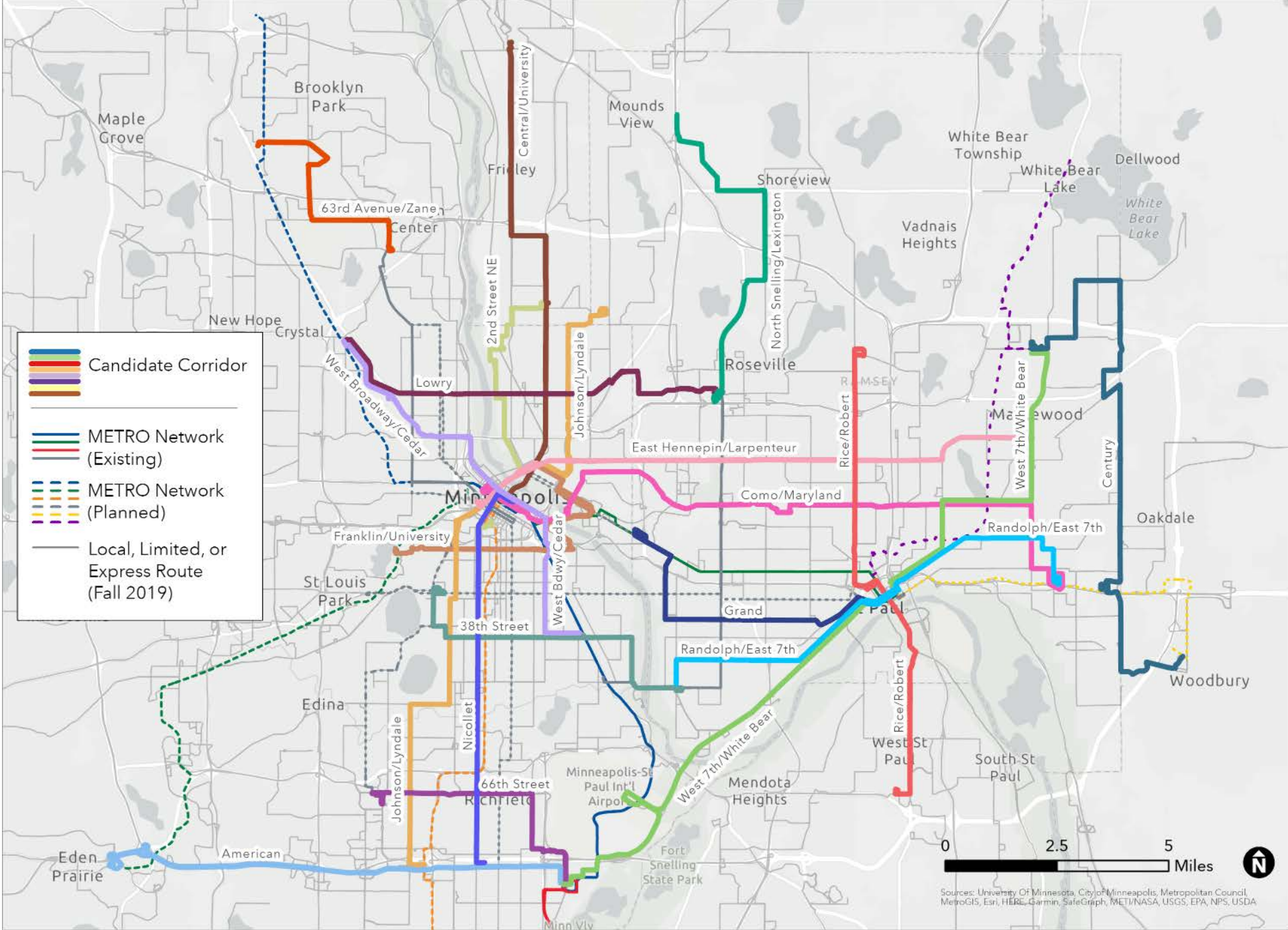
Winter 2020/2021

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



19 Initial Corridors Identified

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

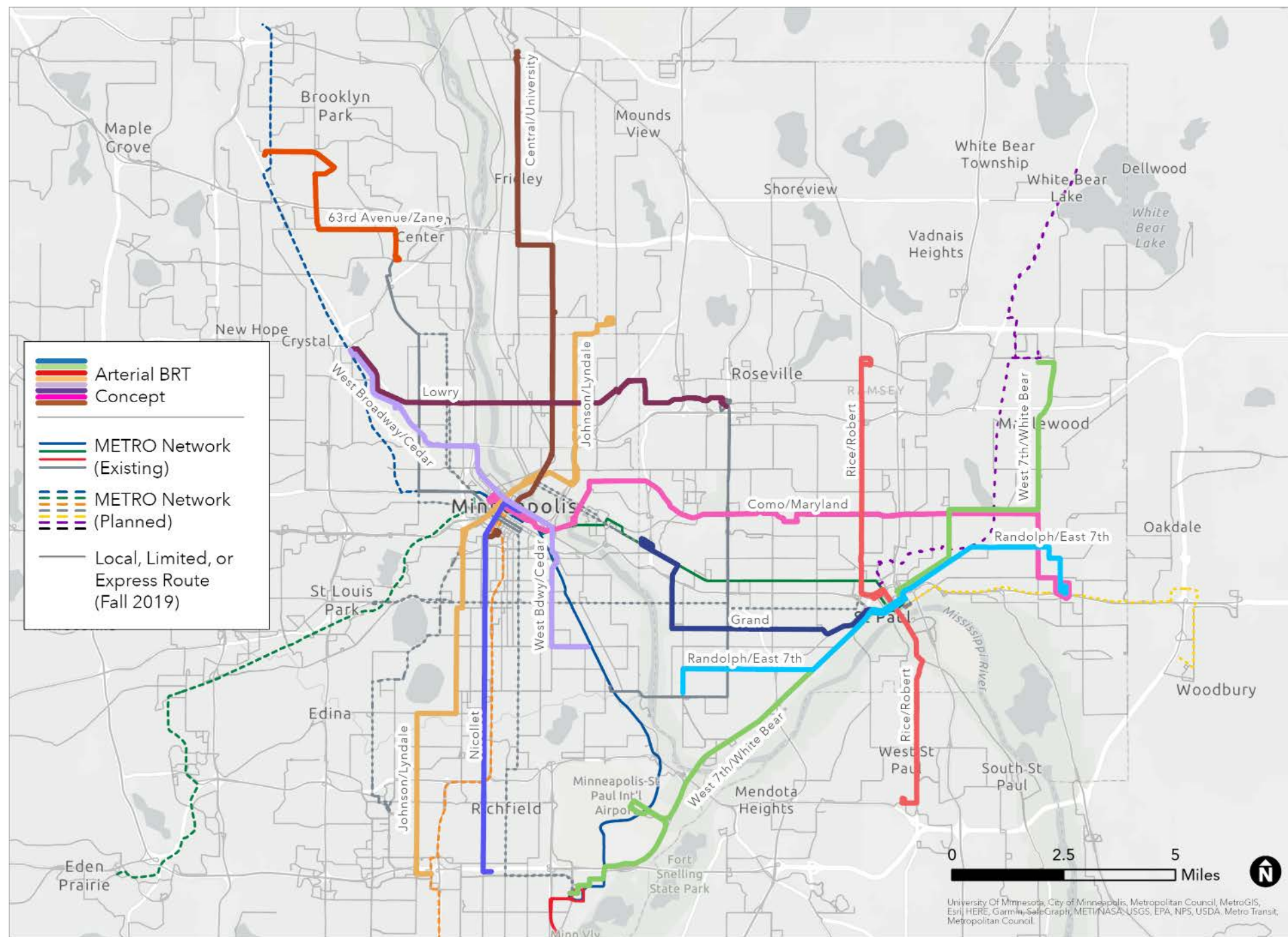


Quantitative Screening Criteria

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
<ul style="list-style-type: none"> • People of Color on Underlying Route – 15% • People Experiencing Poverty on Underlying Route – 15% 	<ul style="list-style-type: none"> • Average Daily Corridor Boardings on Underlying Route – 30% 	<ul style="list-style-type: none"> • Corridor Propensity to Use Transit – 20% • Planned Land Use – 10% 	<ul style="list-style-type: none"> • Average Existing Midday Service Levels on Underlying Route Compared to BRT – 10%

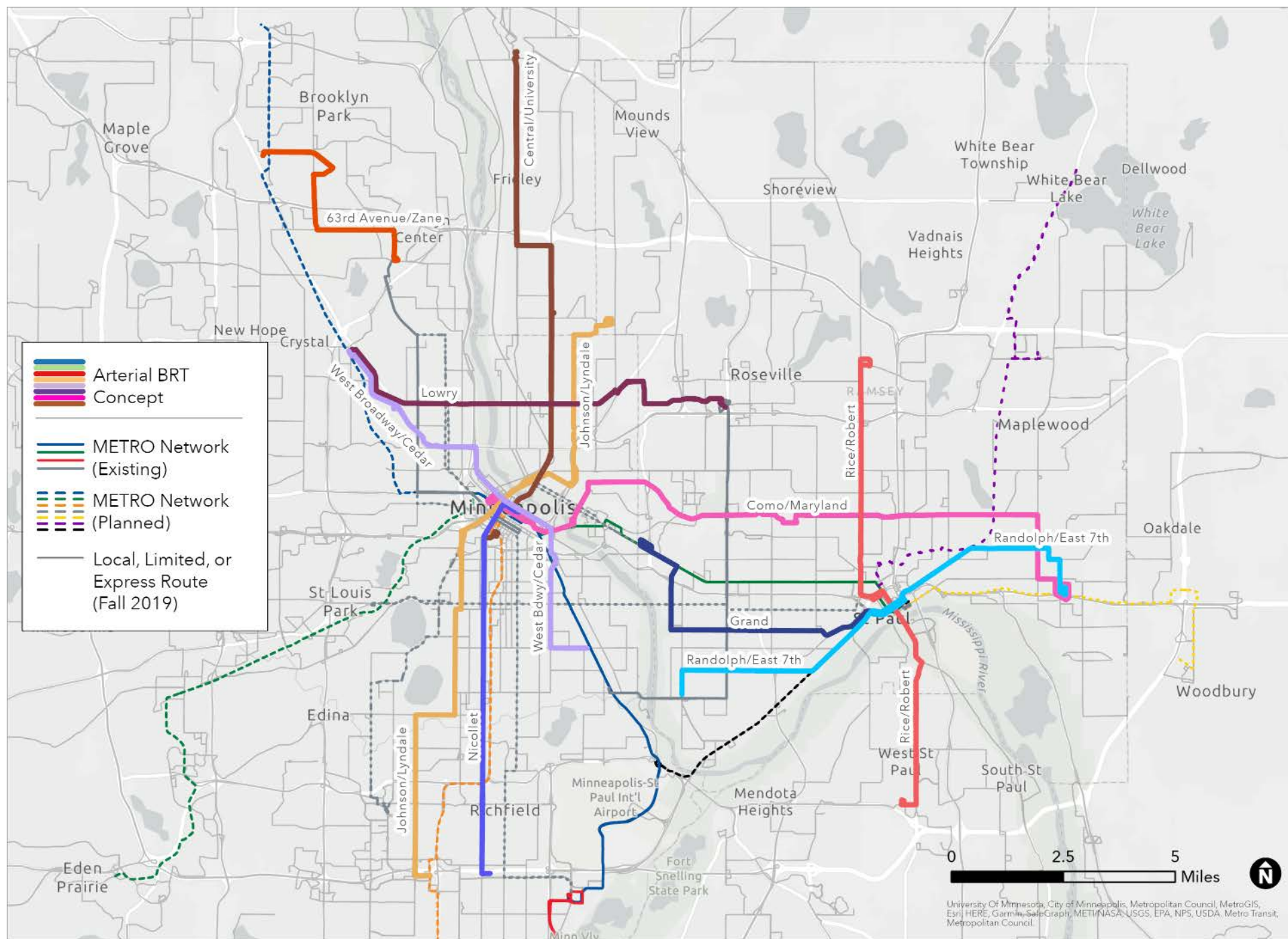
Engagement on 11 corridors

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



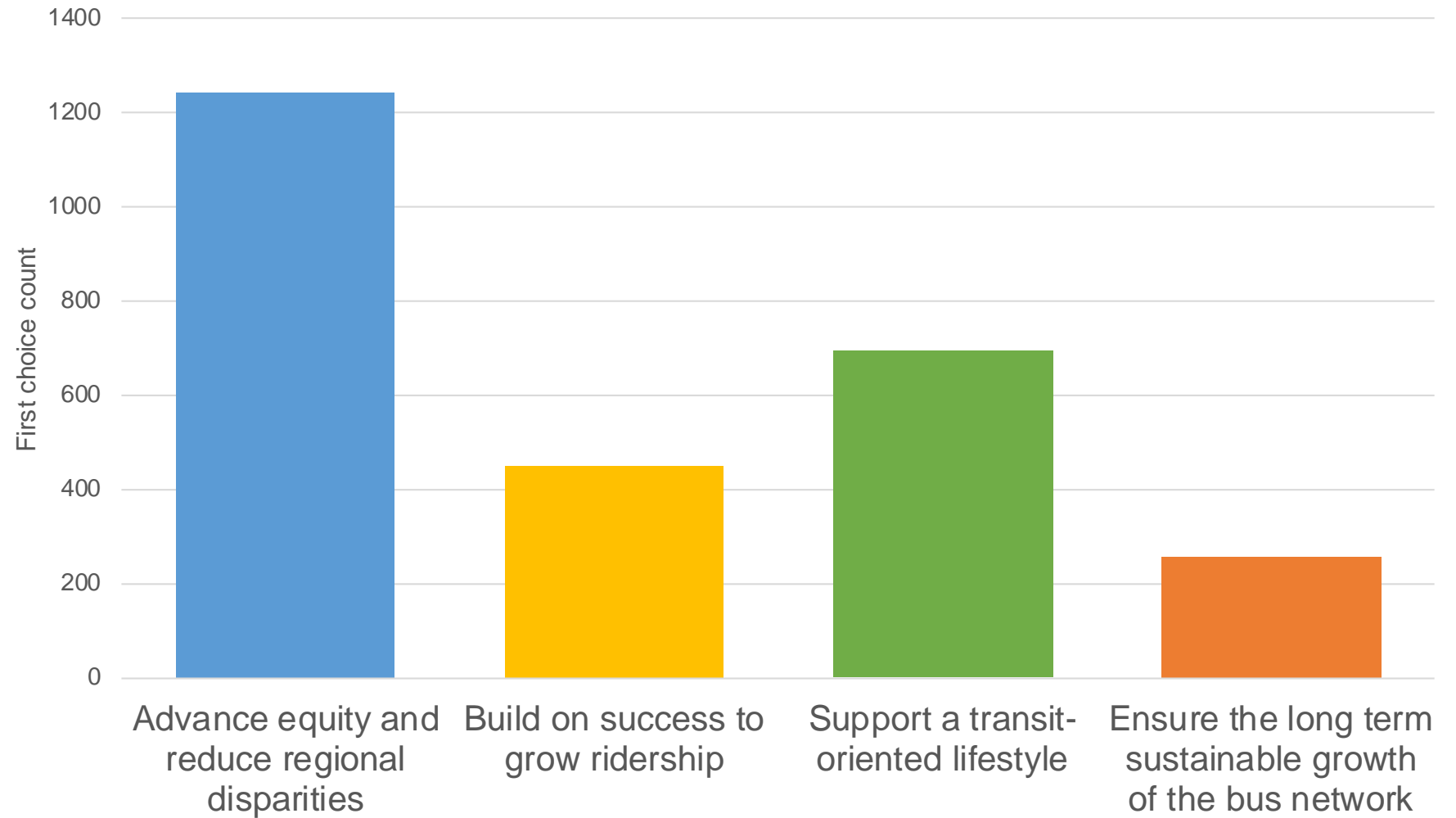
10 Corridors to Advance

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



What We Heard: Priorities

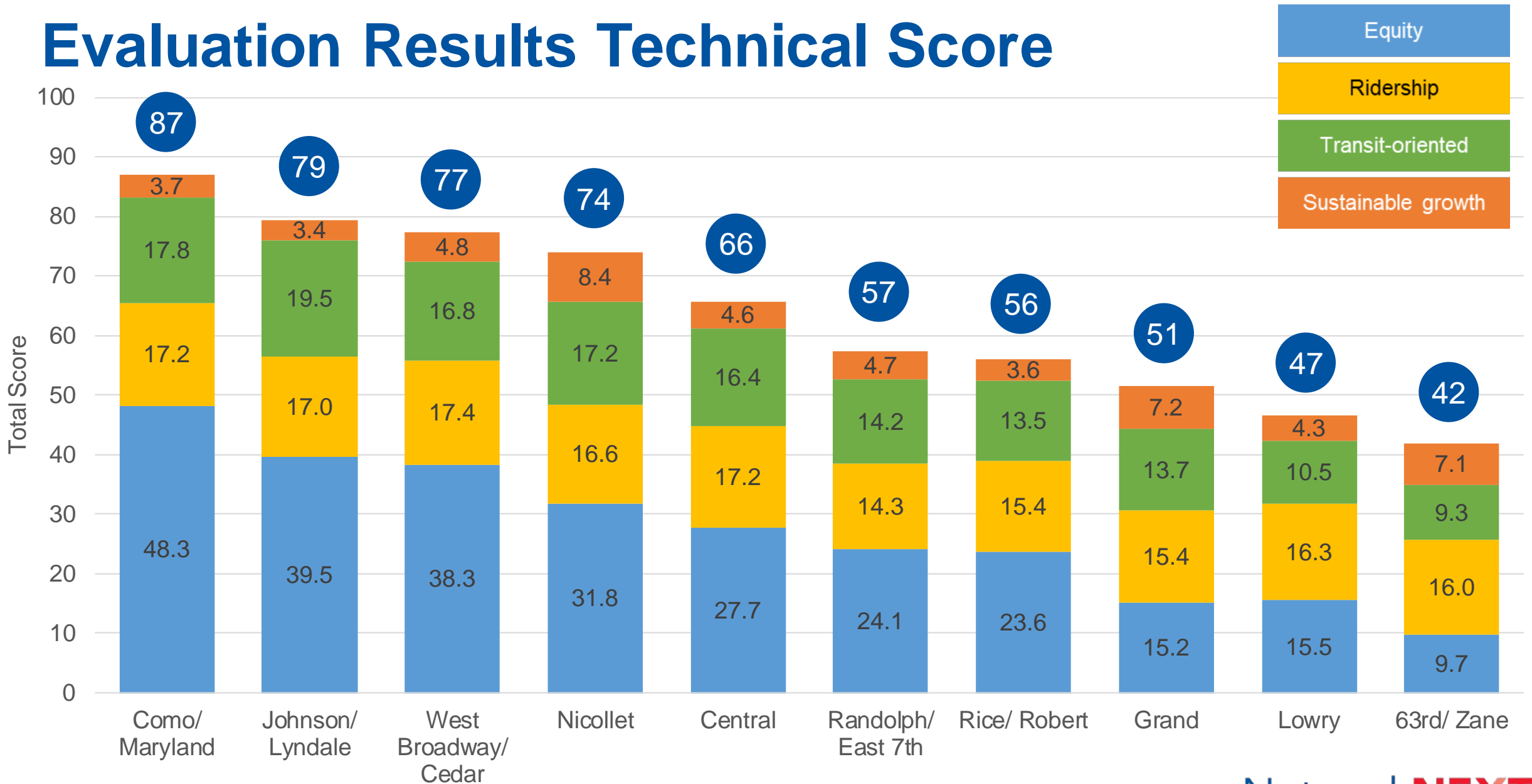
- **Advance equity** clear top priority (47% rank first)



Evaluation Criteria Weight and Description

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
50%	20%	20%	10%
<ul style="list-style-type: none"> • Population of Black, Indigenous, and People of Color • Employment/ Low-Wage Jobs • Renter Population • Low-Income Population 	<ul style="list-style-type: none"> • Ridership Propensity • Percent Reduction in End-to-End Travel Time • Trip Diversity on Corridor • Percent of Current Ridership Served by BRT Stations 	<ul style="list-style-type: none"> • Current Population • Future Population • Current Jobs • Future Jobs • Walkability • Current Transit-Supportive Land Use • Future Transit-Supportive Land Use 	<ul style="list-style-type: none"> • Capital Cost • Operations and Maintenance Costs • Percent of Service Hours "Paid for" by Existing Service

Evaluation Results Technical Score



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




Corridor	Como/ Maryland	Johnson/ Lyndale	West Broadway/ Cedar	Nicollet	Central	Randolph/ East 7th	Rice/ Robert	Grand	Lowry	63rd/ Zane
Technical Score	87	79	77	74	66	57	56	51	47	42
Is corridor affected by other planning efforts?	No	No	Yes	Yes	No	Yes	No	No	Yes	No
Readiness Outcome	Consider for Tier 1	Consider for Tier 1	Hold for Tier 2/3	Hold for Tier 2/3	Consider for Tier 1	Hold for Tier 2/3	Consider for Tier 1	Consider for Tier 1	Hold for Tier 2/3	Consider for Tier 1
Tier 1 (3-4 corridors)	●	●	✕	✕	●	✕	●	✕	✕	✕
Tier 2 (3-4 corridors)			●	●		●		✕	✕	✕
Tier 3 (3-4 corridors)								●	●	●

Corridors by Tier




Near-term

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



Mid-term

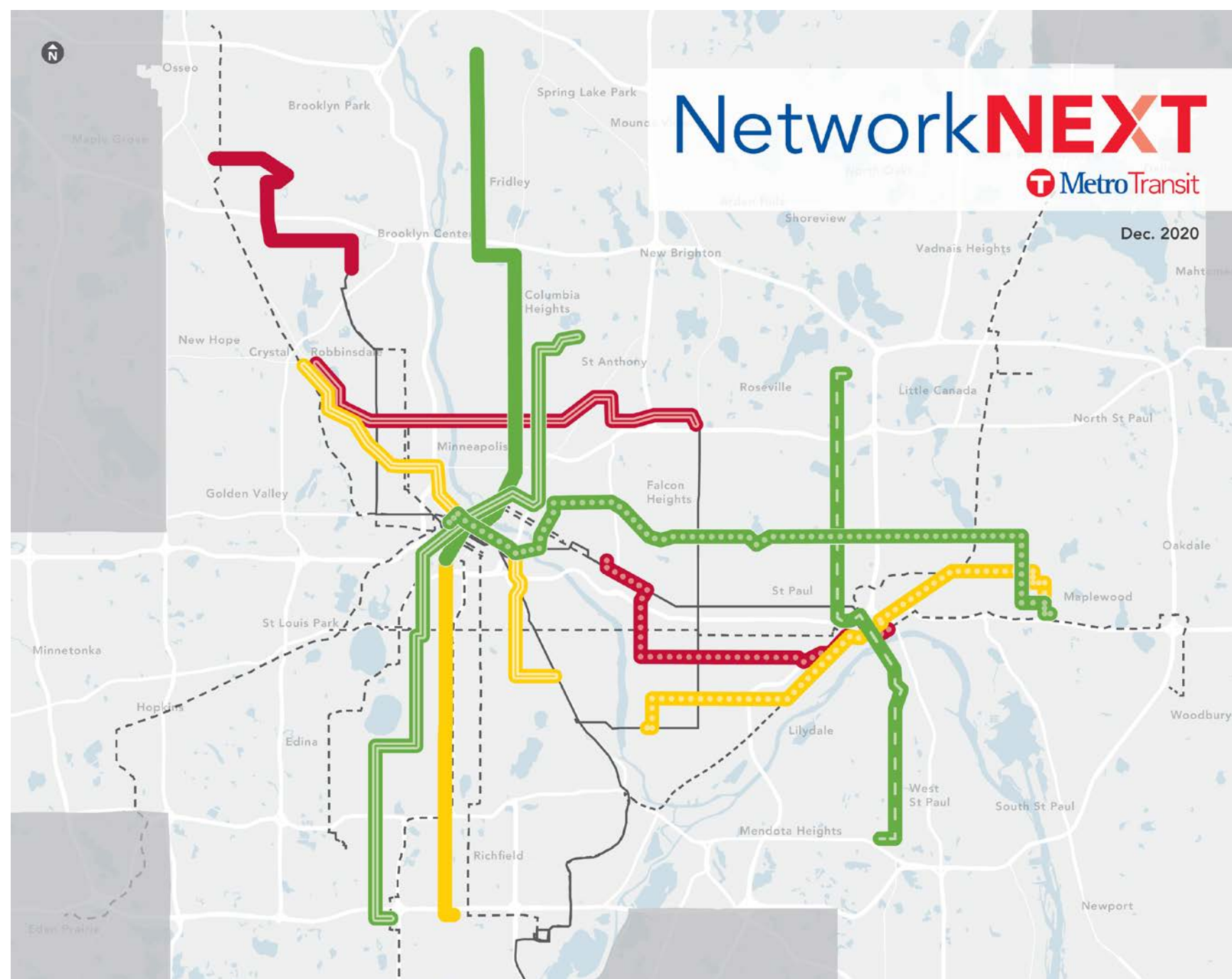
-  Nicollet (Route 18)
-  Randolph/East 7th (Route 74)
-  West Broadway/Cedar (Routes 14 and 22)

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