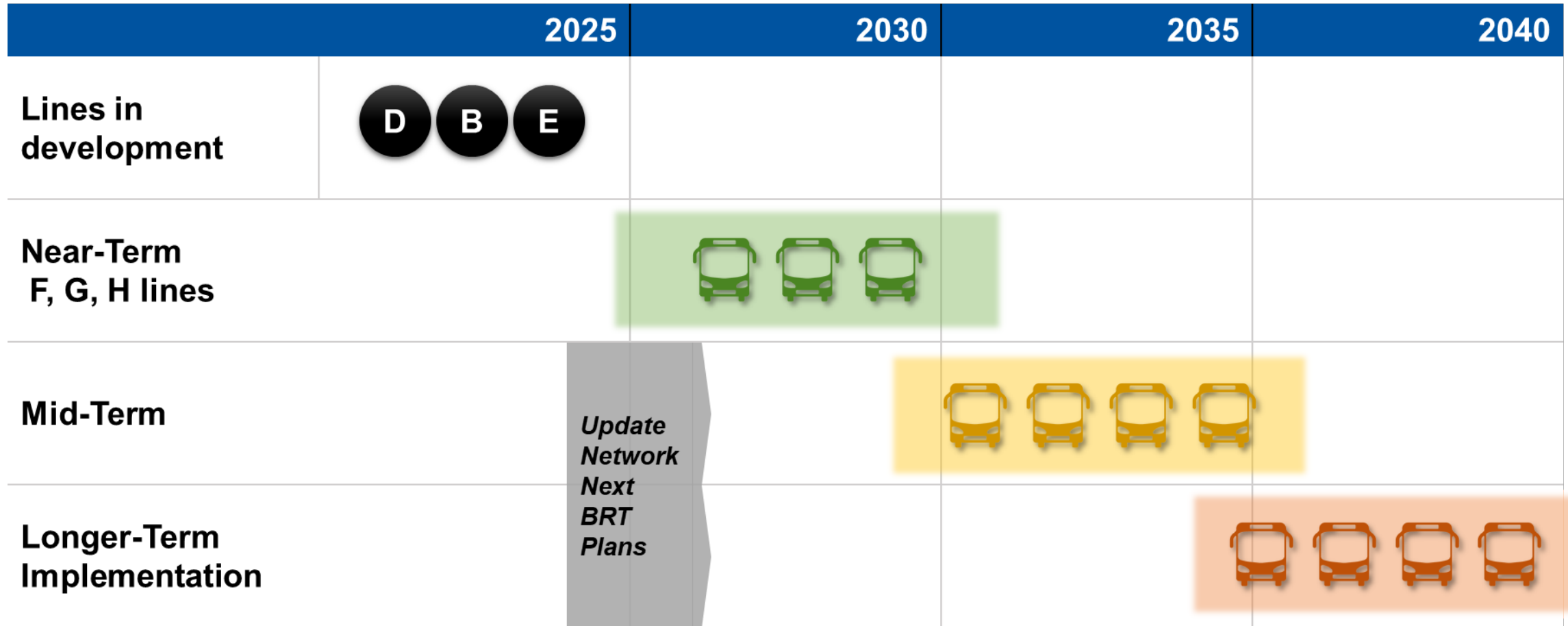


Network Next Outcomes: *F, G, H Line Recommendations*

Metropolitan Council
February 24, 2021

Katie Roth, Assistant Director, BRT Projects

A 2040 plan with priorities for implementation



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**.



3-4 near-term



3-4 mid-term



3-4 longer term

4. PRIORITIZE

Winter 2020/2021

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

Four principles guide Network Next planning

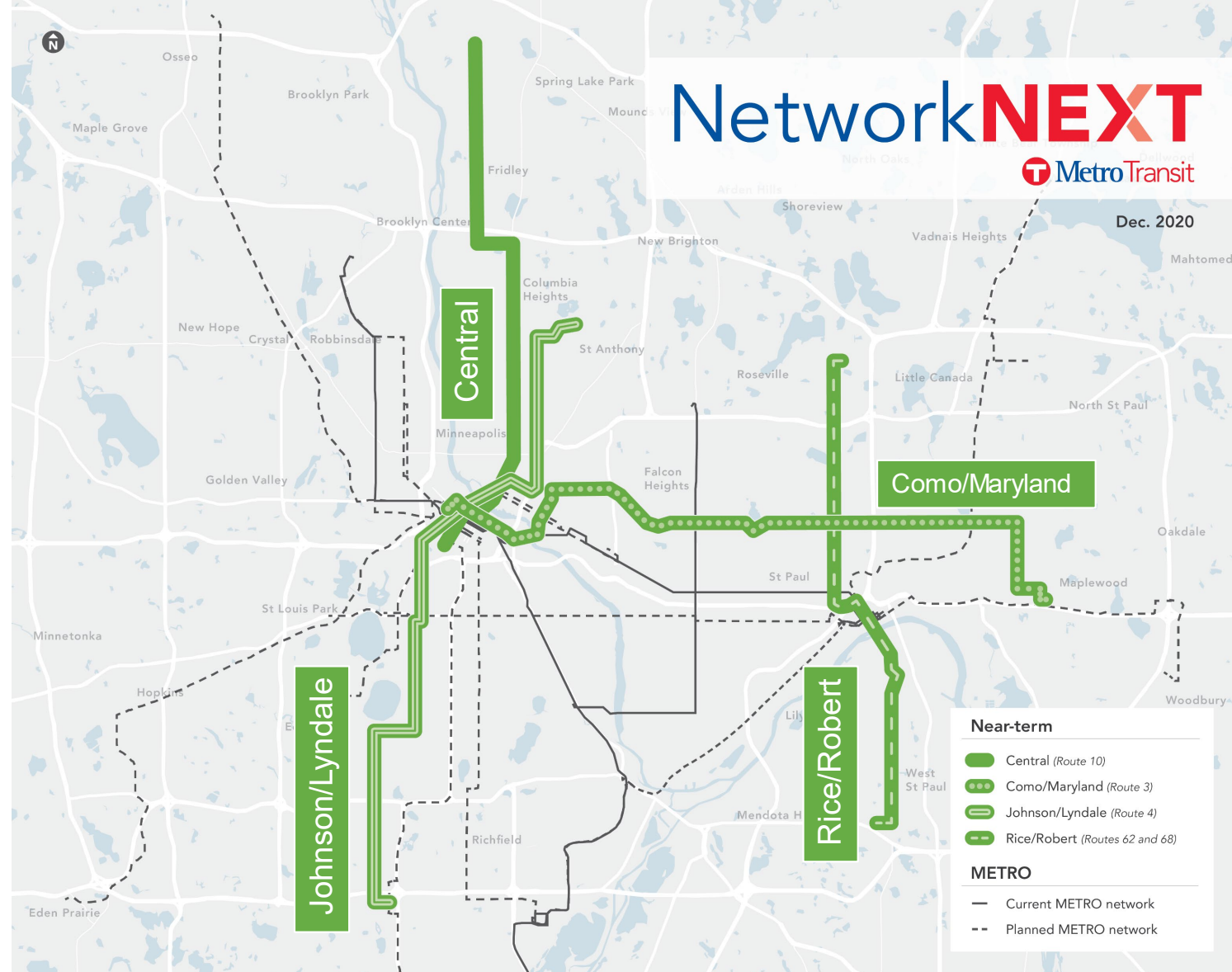
- Based in Council **policy**, shaped by **performance data** and **community input**
 - Advance **Equity** and Reduce Regional Racial Disparities
 - Build on Success to Grow **Ridership**
 - Design a Network that Supports a **Transit-Oriented Lifestyle**
 - Ensure the Long-Term **Sustainable Growth**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

December 2020: Evaluation results

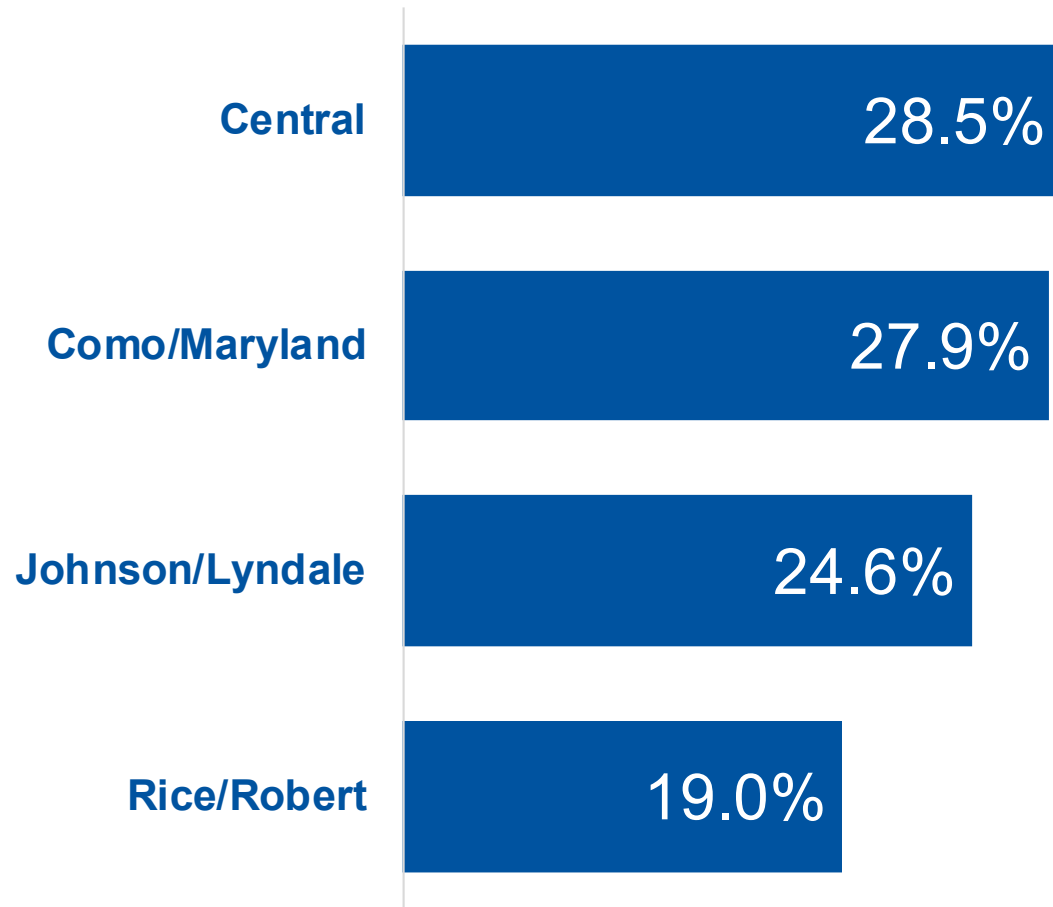
Corridor	Como/ Maryland	Johnson/ Lyndale	West Broadway/ Cedar	Nicollet	Central	Randolph/ East 7th	Rice/ Robert	Grand	Lowry	63rd/ Zane
Technical Score	87	79	77	74	66	57	56	51	47	42
Is corridor affected by other planning efforts?	No	No	Yes	Yes	No	Yes	No	No	Yes	No
Readiness Outcome	Consider for Tier 1	Consider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

December 2020: Near-term candidate corridors

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



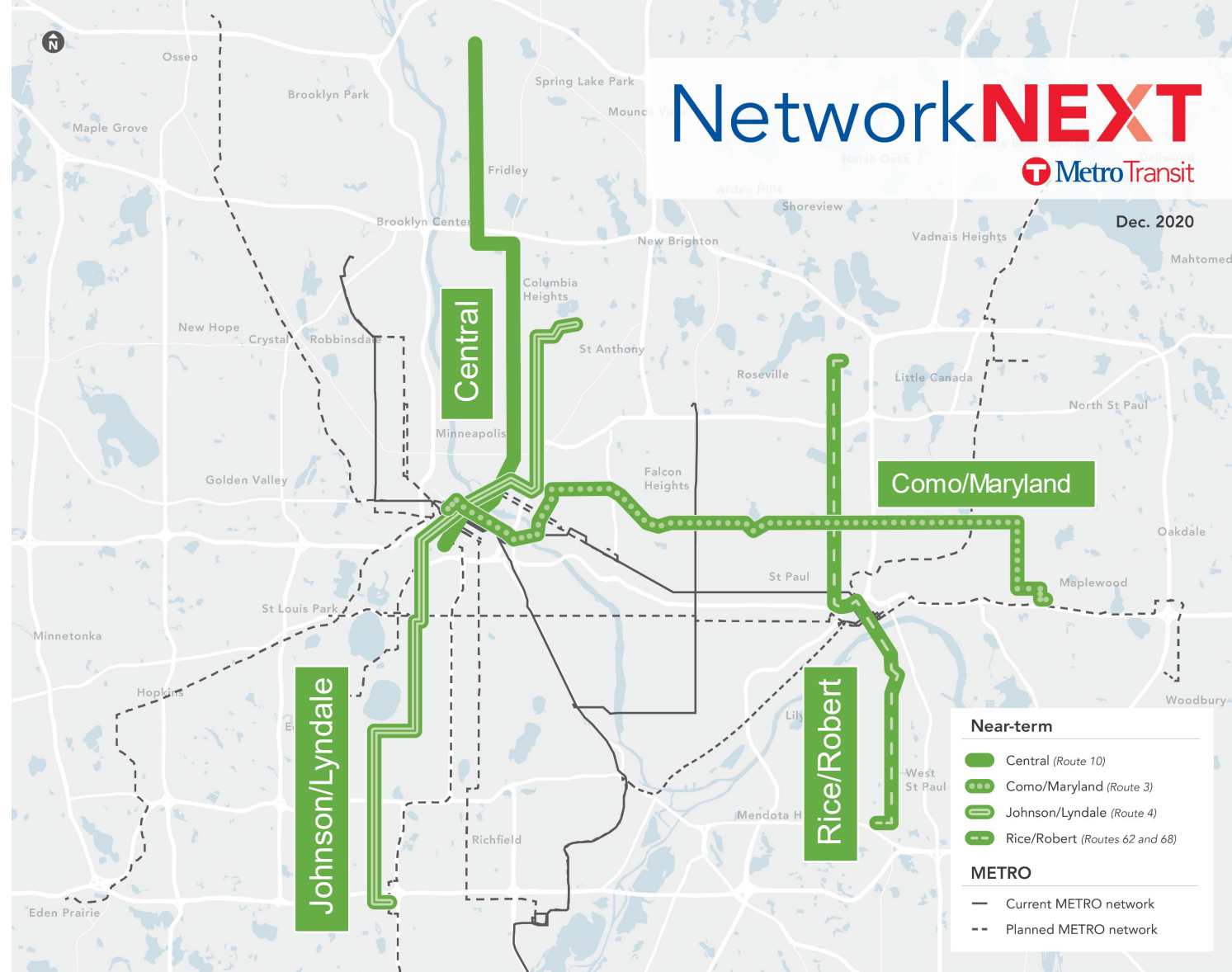
Outreach feedback: Top priority corridor (all respondents)



- Over 4,100 completed surveys
 - 119 in person, 3,997 online
 - 31% BIPOC, 69% white
 - Responses distributed across the region with most respondents in areas served by core and suburban local service
- What we heard:
 - Provide service to BIPOC communities
 - Provide service to areas not currently served by BRT, LRT
 - Facilitate connections to home, work, school, stores and key destinations

Prioritization phase factors reviewed

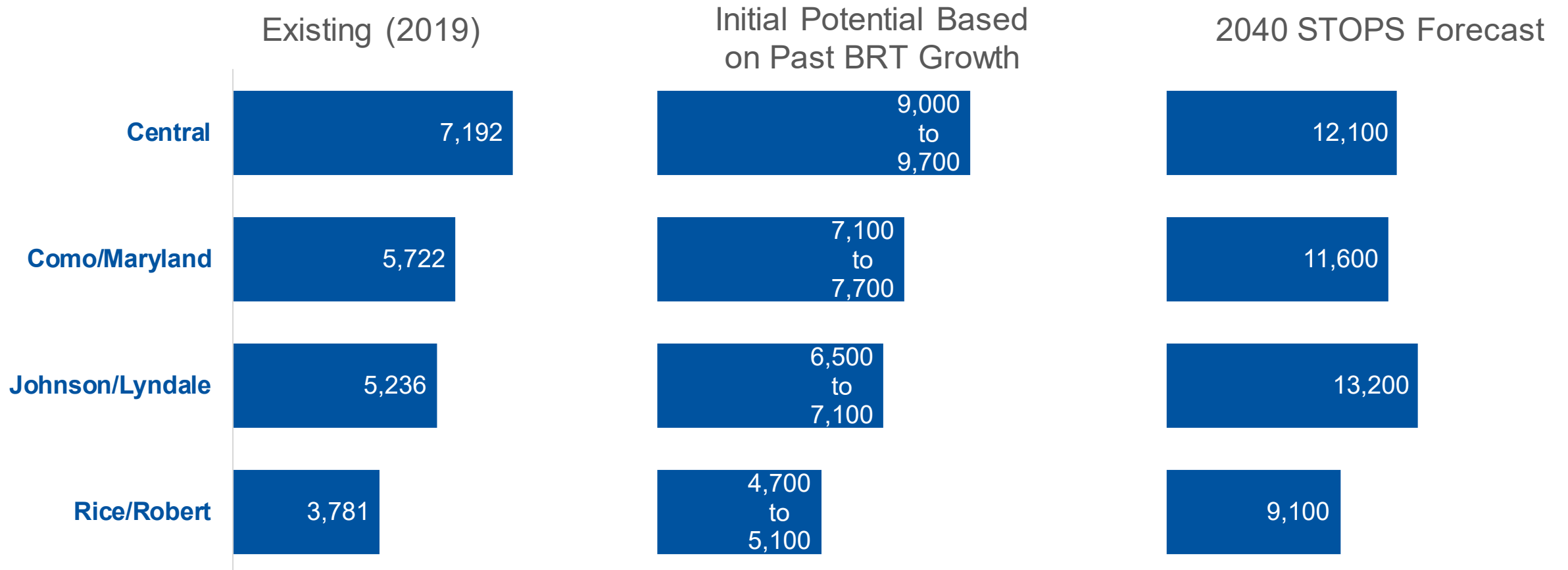
- Public feedback on top-tier corridors
- Local government input and coordination
 - Resolutions/letters
 - Scan of planned street projects
- Based on key differentiators:
 1. Identify the F Line
 2. Identify the G and H lines



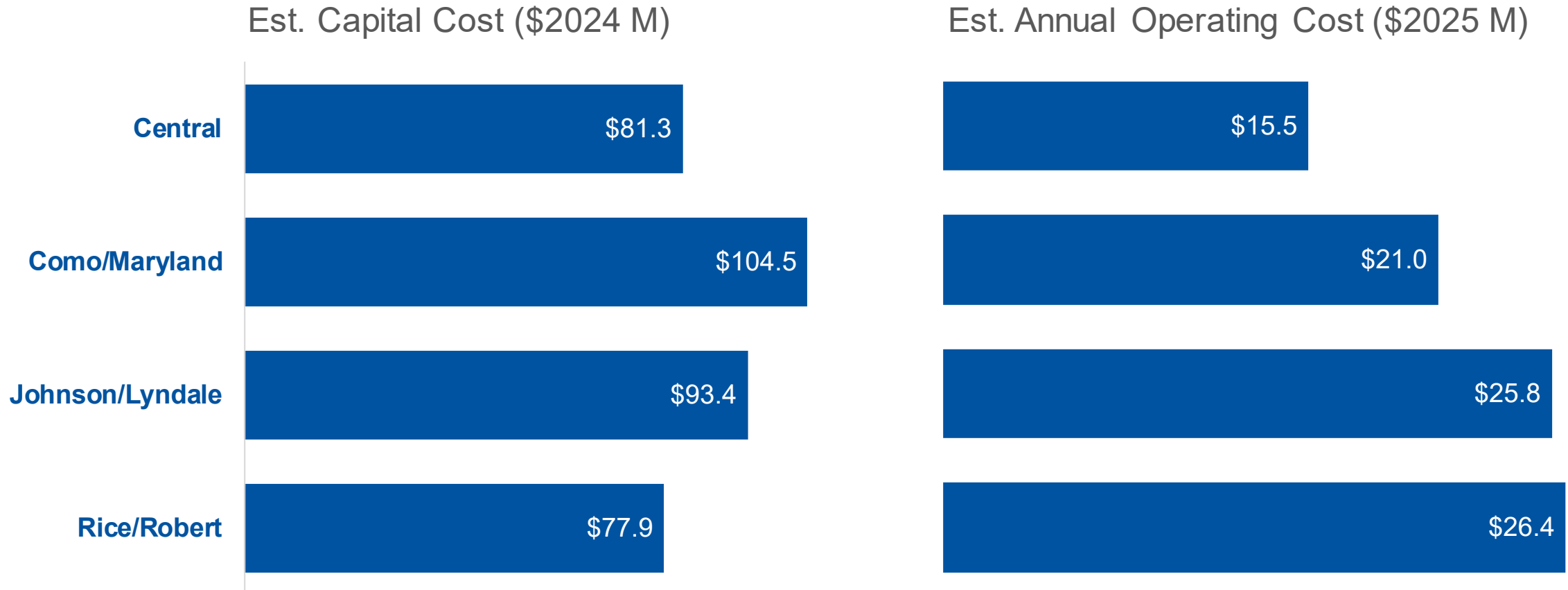
Key differentiators for identifying the F Line

- Ridership – existing and potential
How many people would benefit from each line?
- Capital and operating costs
How much additional funding is needed to build and operate each line?

Ridership comparison across multiple indicators



Capital and operating cost comparison



Key differentiators for the F Line – Results

	Central	Como/ Maryland	Johnson/ Lyndale	Rice/ Robert
Ridership	7,200–12,100	5,700–11,600	5,200–13,200	3,800–9,100
Capital Cost	\$81M	\$105M	\$93M	\$78M
Annual Operating Cost	\$15M	\$21M	\$26M	\$26M

Outcome **F Line** **Consider for G/H Line** **Consider for G/H Line** **Consider for G/H Line**

Key to colors Good Better Best

Factors for identifying G and H lines

	Como/ Maryland	Johnson/ Lyndale	Rice/ Robert
Expanding the reach of METRO	Good	Fair	Good
Implementation order with other corridors	Implement Rice/Robert first	None	None

Outcome

H Line

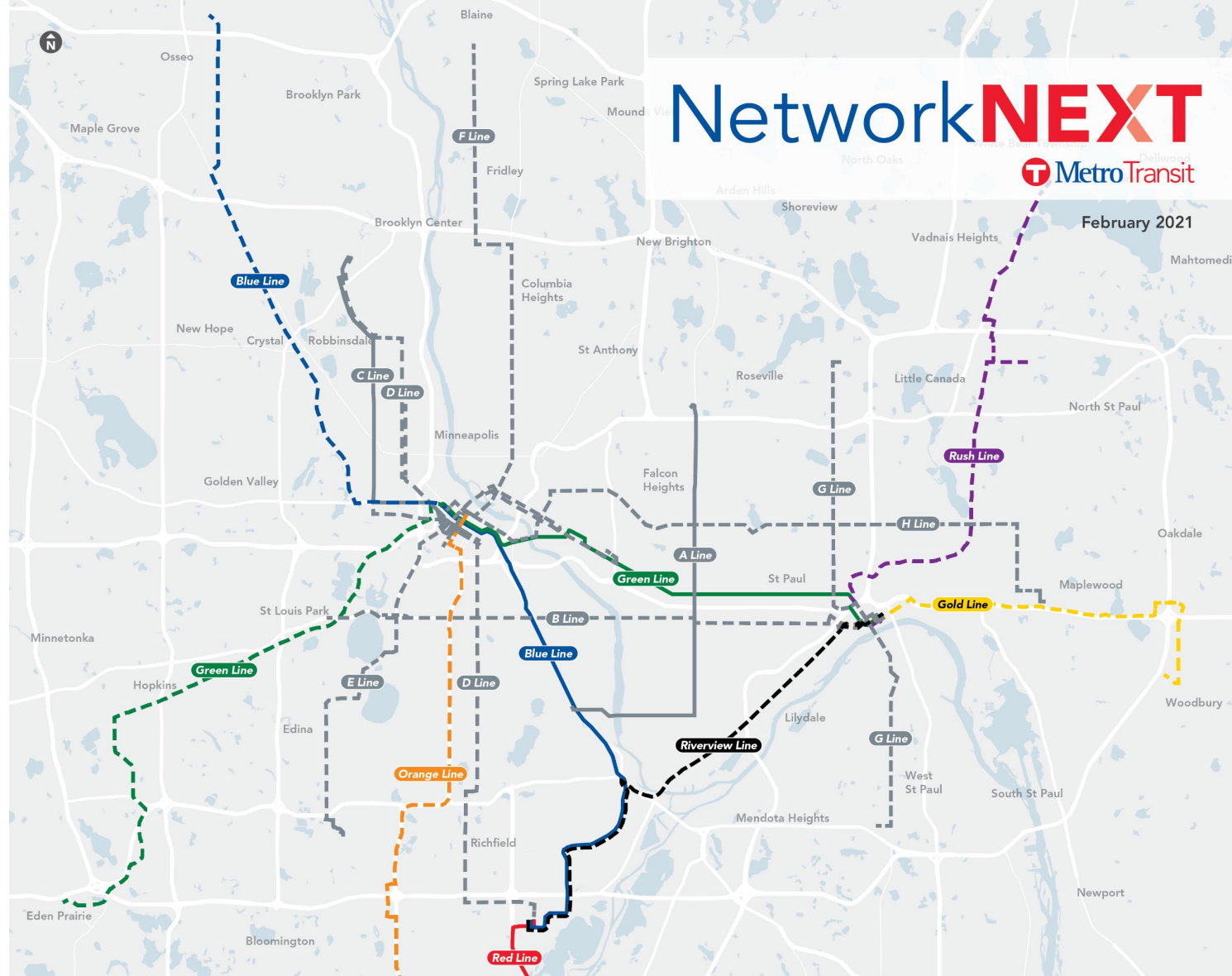
**Mid-Term
Implementation**

G Line



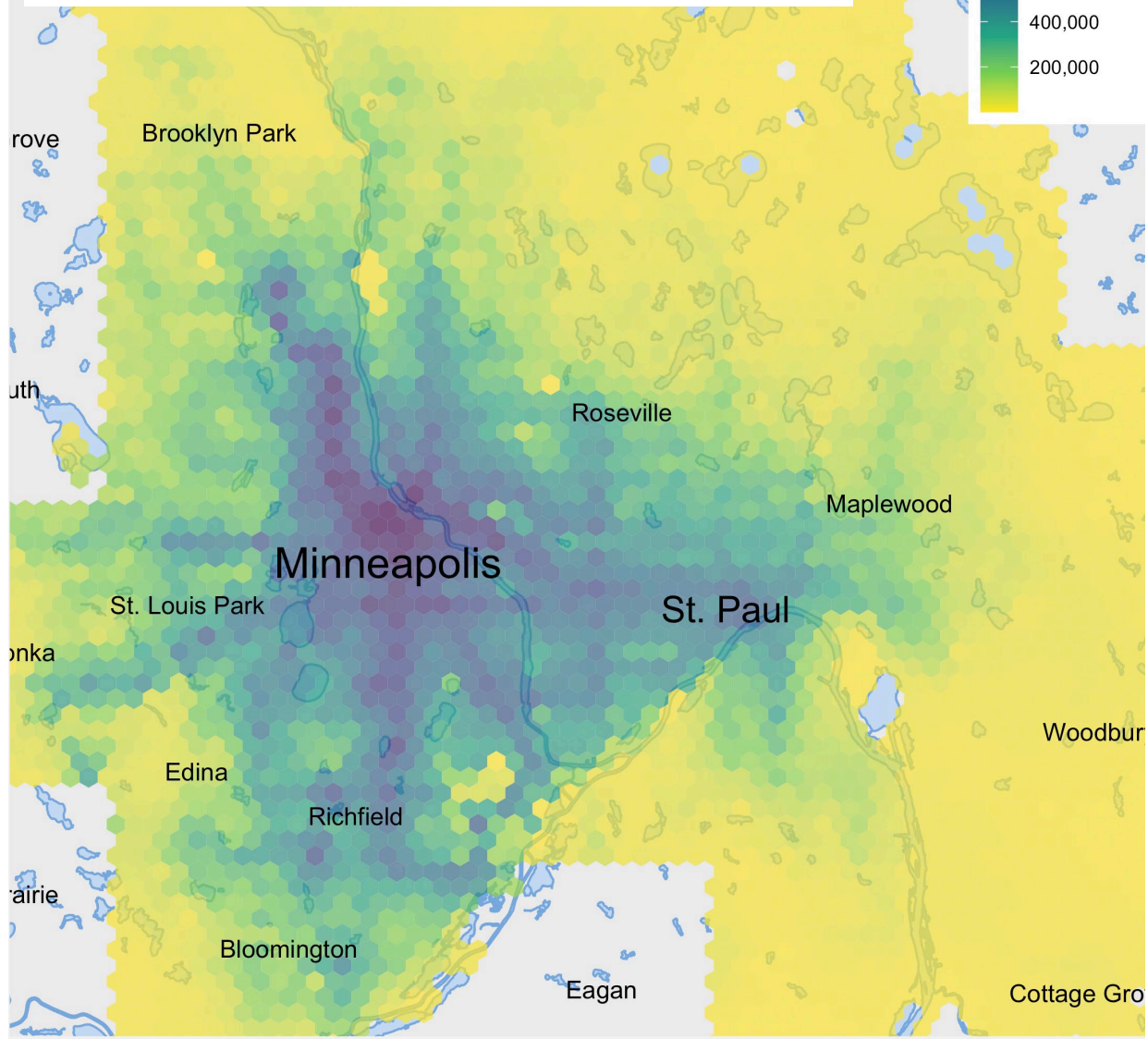
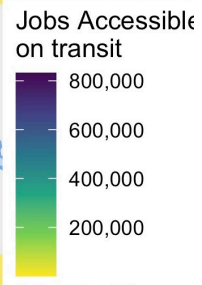
Network Next Near-term BRT corridors

- F Line (Central)
- G Line (Rice / Robert)
- H Line (Como / Maryland)
- Aligns with Network Next principles
- Serves Anoka, Dakota, Hennepin, Ramsey counties
- Provides significant expansion in access by 2030

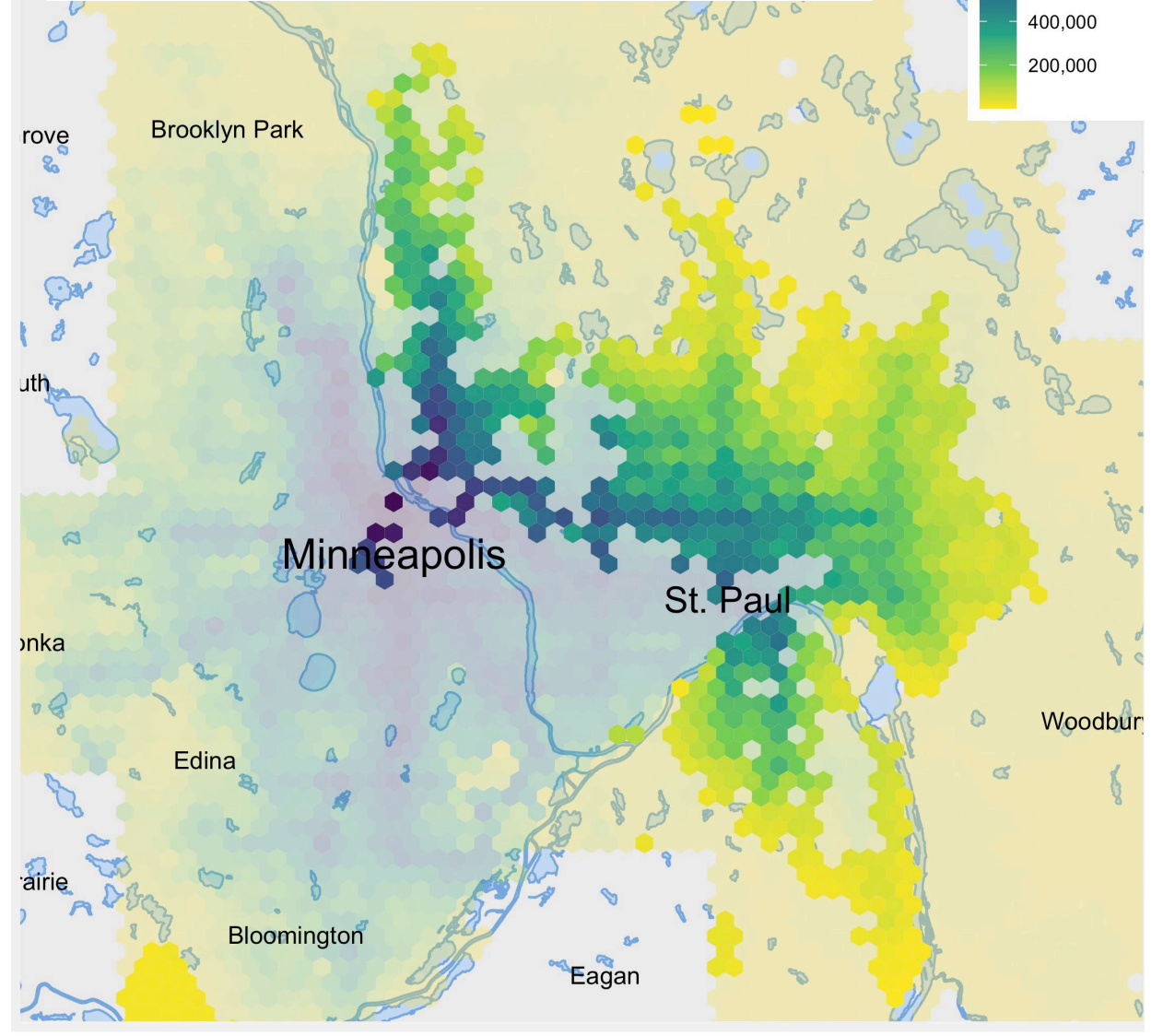
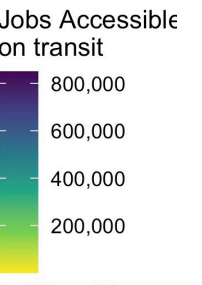


Current METRO network	Planned METRO network	
— A Line	--- Planned BRT	--- Blue Line Extension
— C Line	--- Orange Line	--- Rush Line
— Blue Line	--- Green Line Extension	--- Riverview Line
— Green Line	--- Gold Line	
— Red Line		

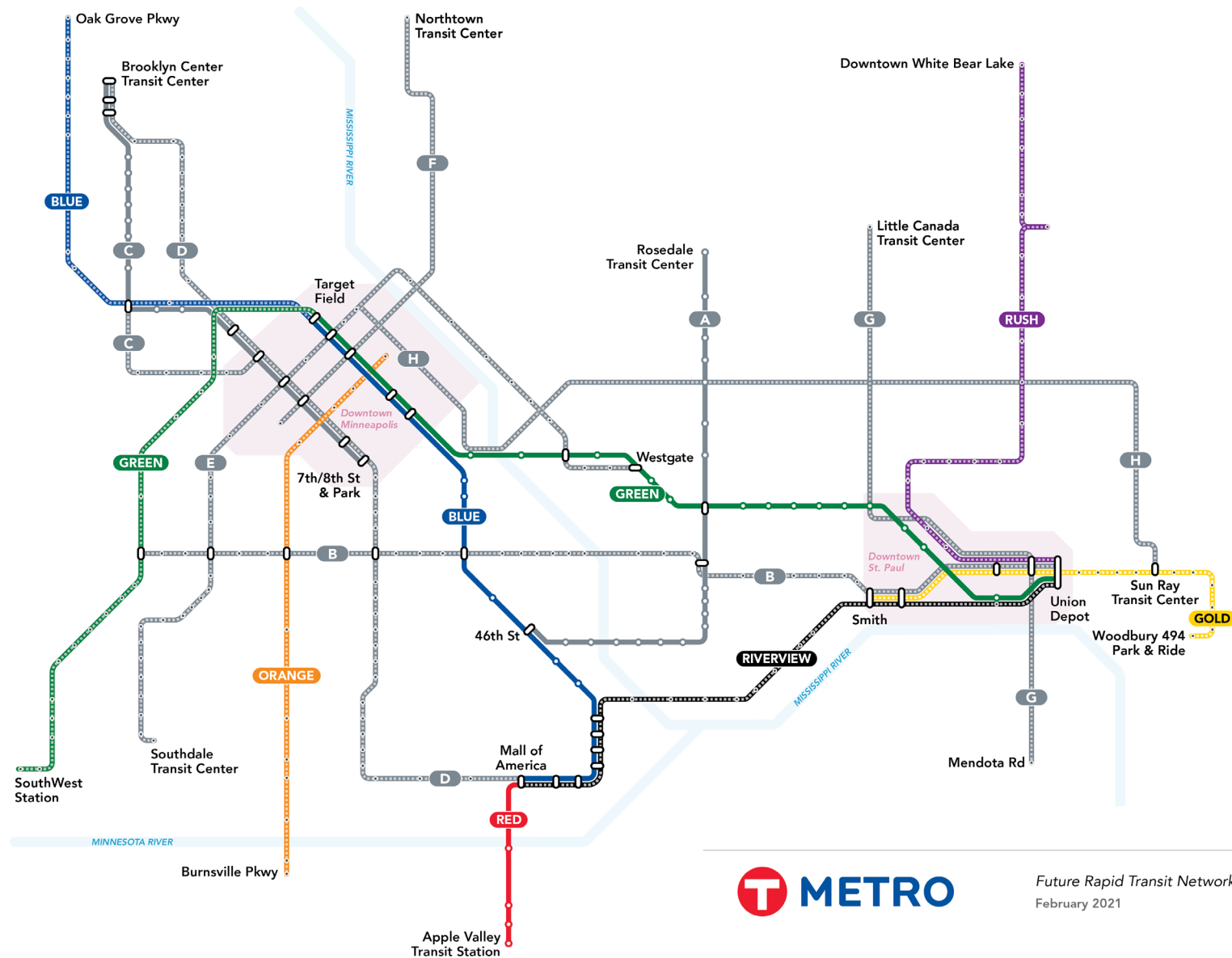
**Jobs accessible on transit
in 60 minutes
on planned METRO network**



**Jobs accessible on transit
in 60 minutes with F, G, H lines added
*Areas with increases are highlighted***



Future METRO vision with F, G, H lines



Future Rapid Transit Network
February 2021

Next steps

- February: Communicate Network Next BRT results
 - Feb 24: Information item to Metropolitan Council, publish results
- March: Metropolitan Council action to adopt Network Next BRT results and name F, G, H lines
 - March 8 (Transportation Committee)
 - March 25 (Council)
- March / April: TAB process and action to award Regional Solicitation funds for F Line
 - April 21: Full TAB meeting
- Later in 2021:
 - Initiate Network Next planning and engagement around local / express bus improvements
 - Begin early planning for F Line