

Network Next Arterial BRT Evaluation Results

Transportation Advisory Board

December 16, 2020

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Four principles guide Network Next planning

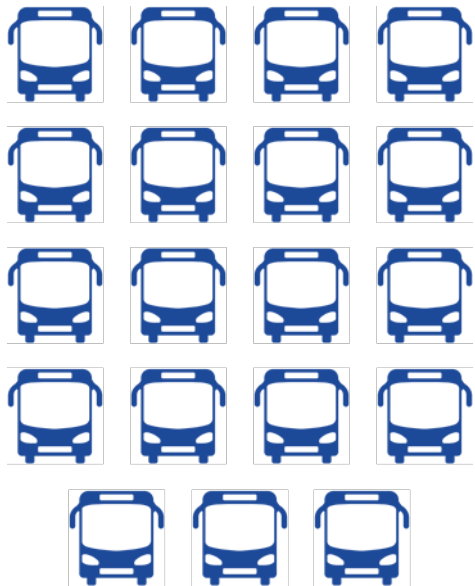
- Based in Council **policy**, shaped by **performance data** and **community input**
 - Advance **Equity** and Reduce Regional Racial Disparities
 - Build on Success to Grow **Ridership**
 - Design a Network that Supports a **Transit-Oriented Lifestyle**
 - Ensure the **Long-Term Sustainable** Growth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

Arterial BRT Corridor Development Process

1. IDENTIFY

Spring 2020

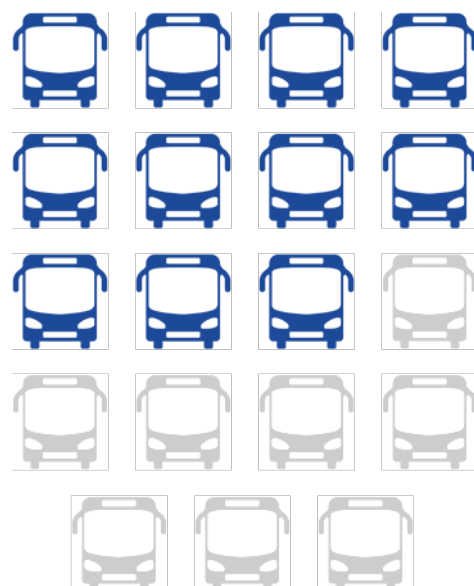
Based on the Network Next principles, identify about 20 potential corridors for arterial BRT implementation.



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



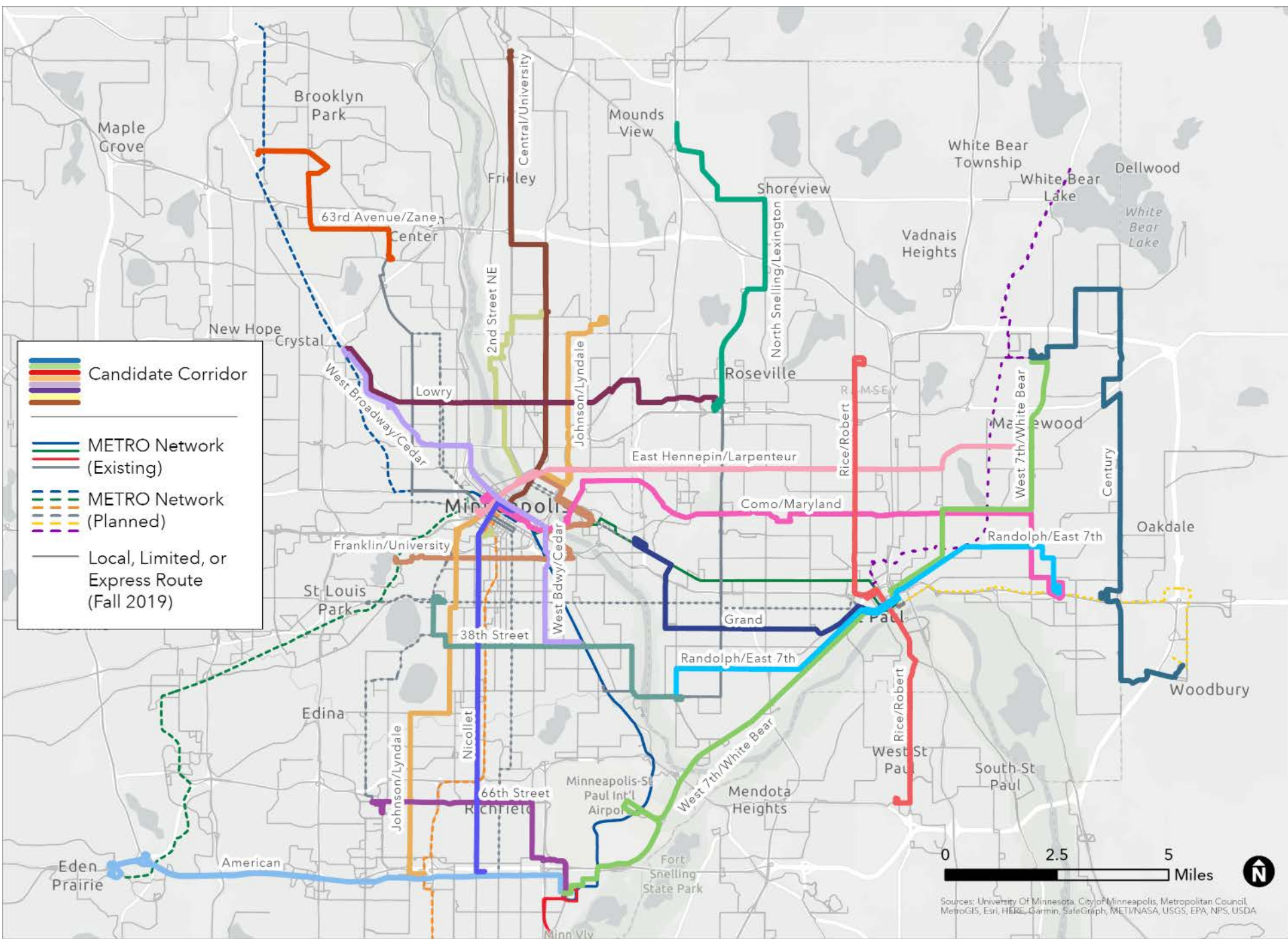
METRO G Line



METRO H Line

19 Initial Corridors Identified

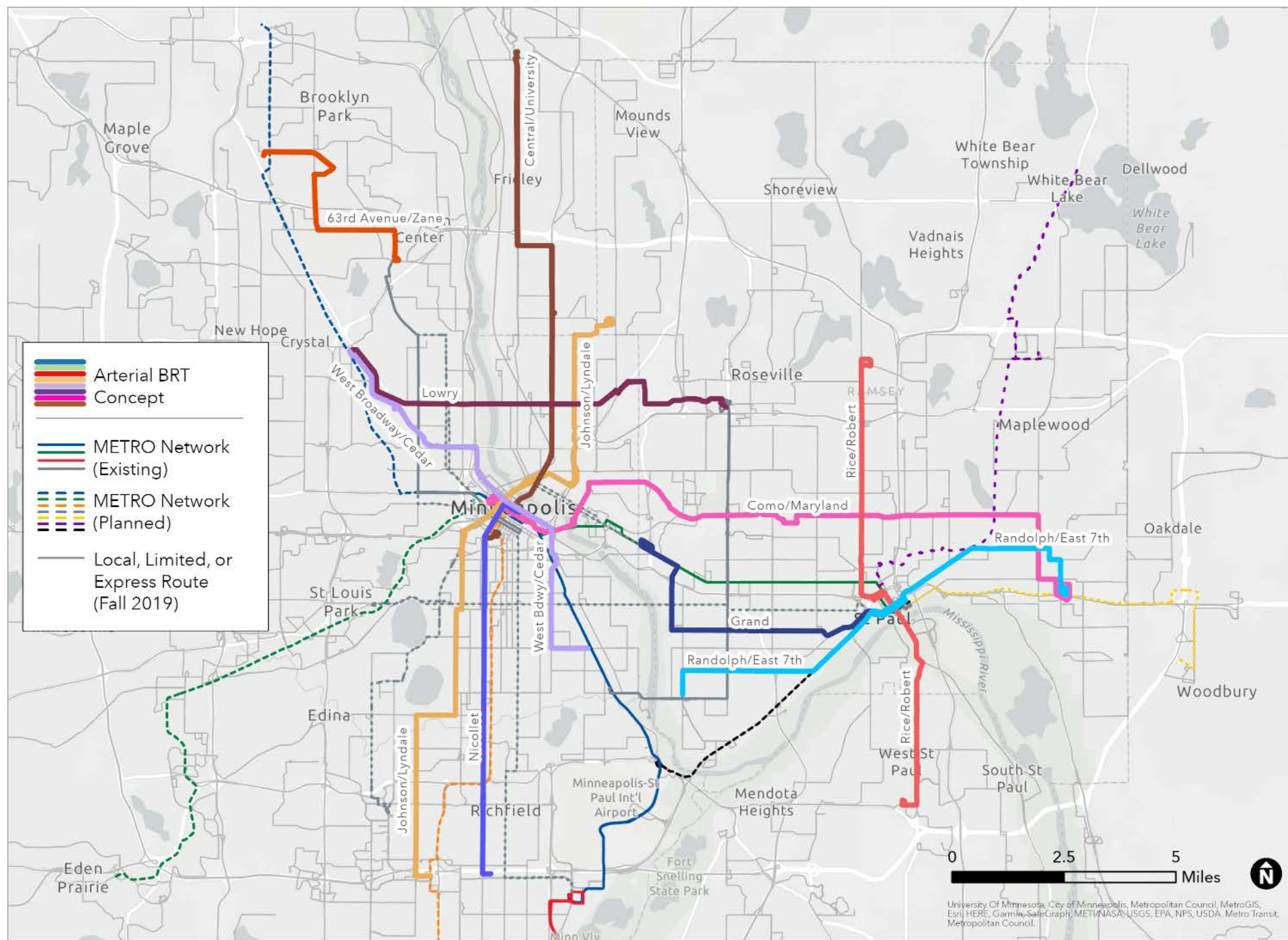
- Identified from:
 - High-Frequency Network
 - High ridership corridors
 - Previously studied corridors
 - Network balance
- Screened to 10 for detailed evaluation



Sources: University Of Minnesota, City of Minneapolis, Metropolitan Council, MetroGIS, Esri, HERE, Garmin, SafeGraph, MET/NASA, USGS, EPA, NPS, USDA

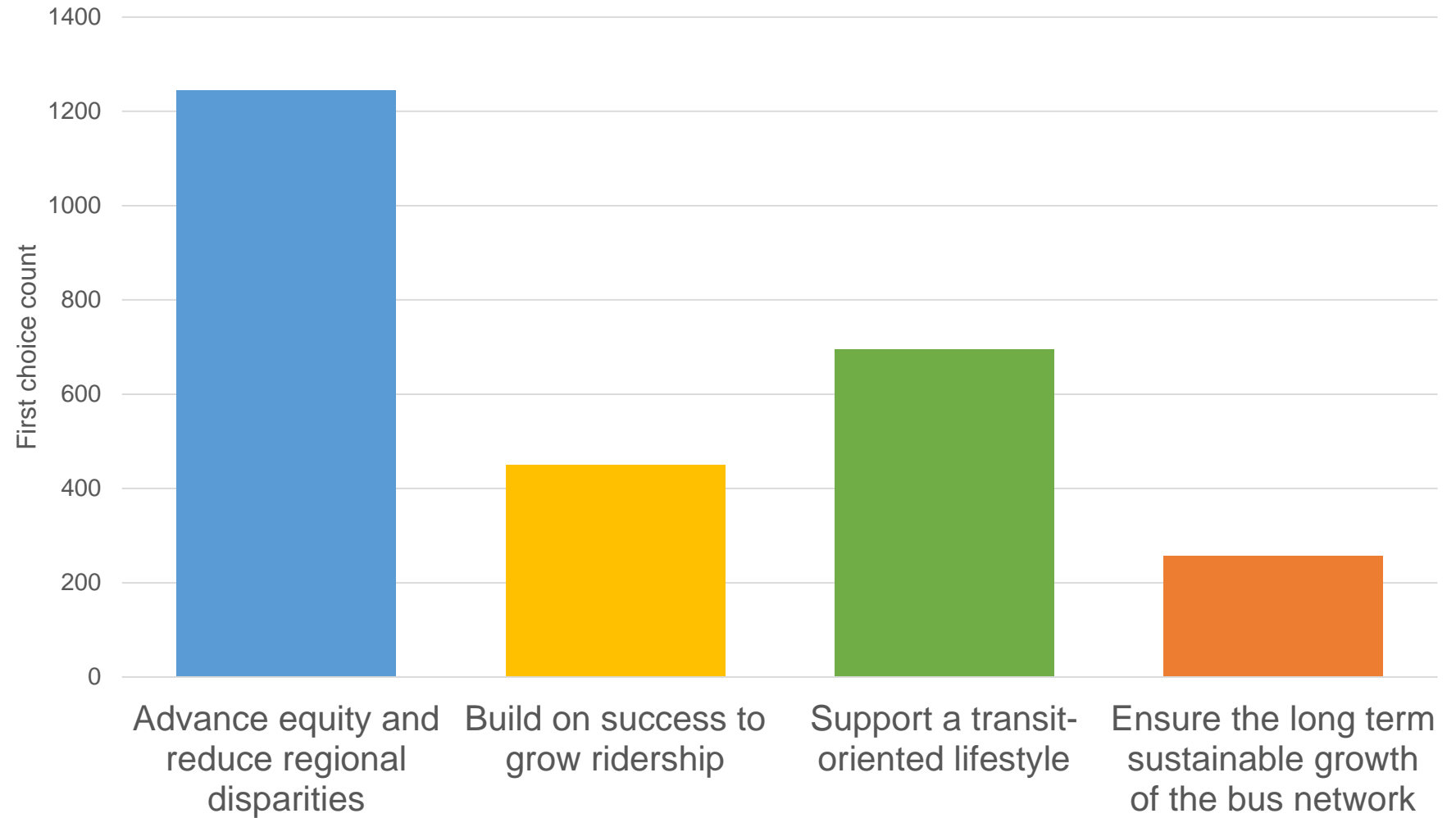
10 Corridors Evaluated

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



What We Heard: Priorities

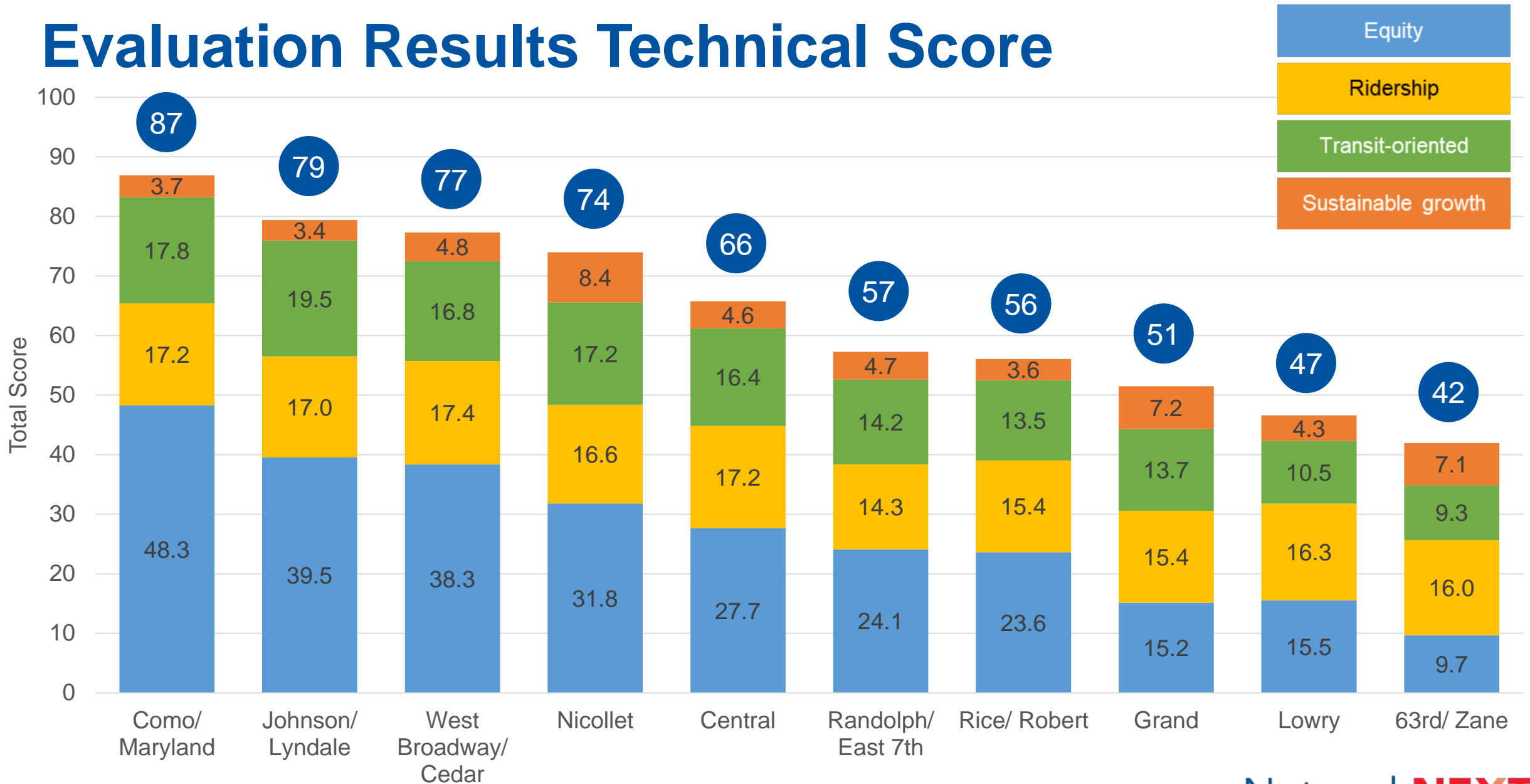
- **Advance equity** clear top priority (47% rank first)



Evaluation Criteria & Weight

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

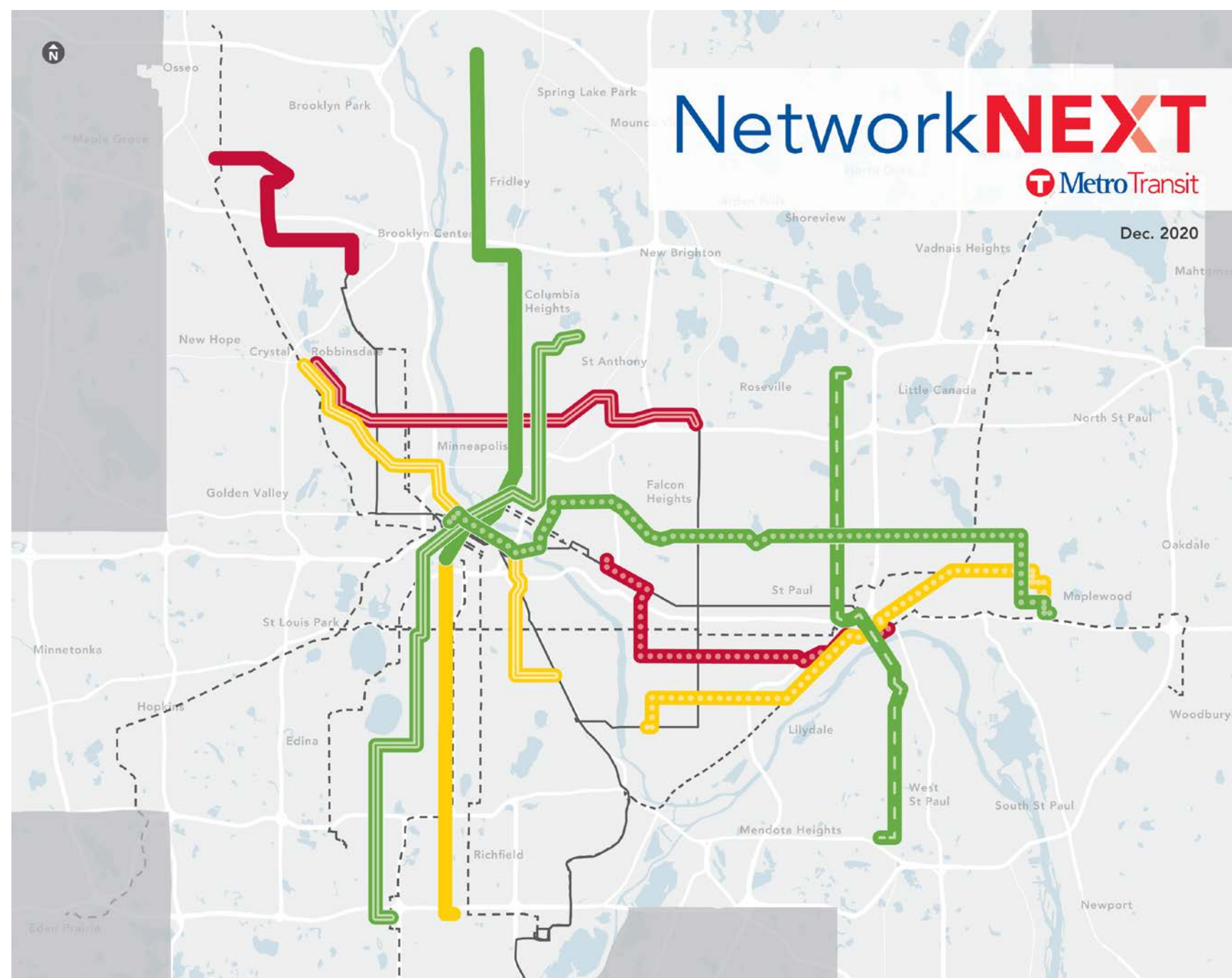
-  Nicollet (Route 18)
-  Randolph/East 7th (Route 74)
-  West Broadway/Cedar (Routes 14 and 22)

Longer term

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

METRO

-  Current METRO network
-  Planned METRO network



Next Steps

- 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
- Early 2021: Identification of F, G, H lines from top tier of candidates
 - Metropolitan Council action to approve plan outcomes in March 2021
 - TAB action for F Line investment in April 2021