Network Next
Arterial BRT Evaluation Results

Transportation Advisory Board
December 16, 2020

Katie Roth, Assistant Director, BRT Projects
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
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)

![Bar chart showing priorities]

- 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

<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><strong>50%</strong></td>
<td><strong>20%</strong></td>
<td><strong>20%</strong></td>
<td><strong>10%</strong></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>
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<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>
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</table>
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>Como/ Maryland</th>
<th>Johnson/ Lyndale</th>
<th>West Broadway/ Cedar</th>
<th>Nicollet</th>
<th>Central</th>
<th>Randolph/ East 7th</th>
<th>Rice/ Robert</th>
<th>Grand</th>
<th>Lowry</th>
<th>63rd/ Zane</th>
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<tbody>
<tr>
<td>Technical Score</td>
<td>87</td>
<td>79</td>
<td>77</td>
<td>74</td>
<td>66</td>
<td>57</td>
<td>56</td>
<td>51</td>
<td>47</td>
<td>42</td>
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<tr>
<td>Is corridor affected by other planning efforts?</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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</table>

<table>
<thead>
<tr>
<th>Readiness Outcome</th>
<th>Consider for Tier 1</th>
<th>Consider for Tier 1</th>
<th>Hold for Tier 2/3</th>
<th>Hold for Tier 2/3</th>
<th>Consider for Tier 1</th>
<th>Hold for Tier 2/3</th>
<th>Consider for Tier 1</th>
<th>Hold for Tier 2/3</th>
<th>Consider for Tier 1</th>
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<tbody>
<tr>
<td>Tier 1 (3-4 corridors)</td>
<td>✓</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
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<tr>
<td>Tier 2 (3-4 corridors)</td>
<td>✓</td>
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<tr>
<td>Tier 3 (3-4 corridors)</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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</tbody>
</table>
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