

# 2040 Transportation Policy Plan Amendment 1 Arterial BRT Updates

TAC Planning

October 14, 2021

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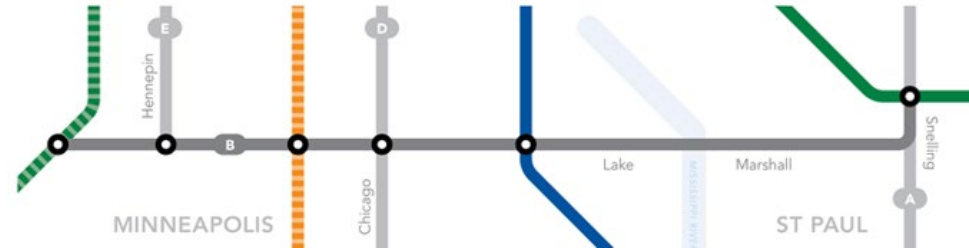
Metro Transit

# Arterial BRT Changes

- Update METRO B Line (Lake/Marshall/Selby)
  - Updated alignment; included in Current Revenue Scenario
- Update METRO E Line (Hennepin/France)
  - Updated alignment; included in Current Revenue Scenario
- Incorporate Network Next planning outcomes into long-range plans
  - F, G lines in Current Revenue Scenario
  - H Line in Increased Revenue Scenario
  - 7 additional unnamed lines in Increased Revenue Scenario to be prioritized for implementation timing in a future plan update

# METRO B Line (Lake/Marshall/Selby)

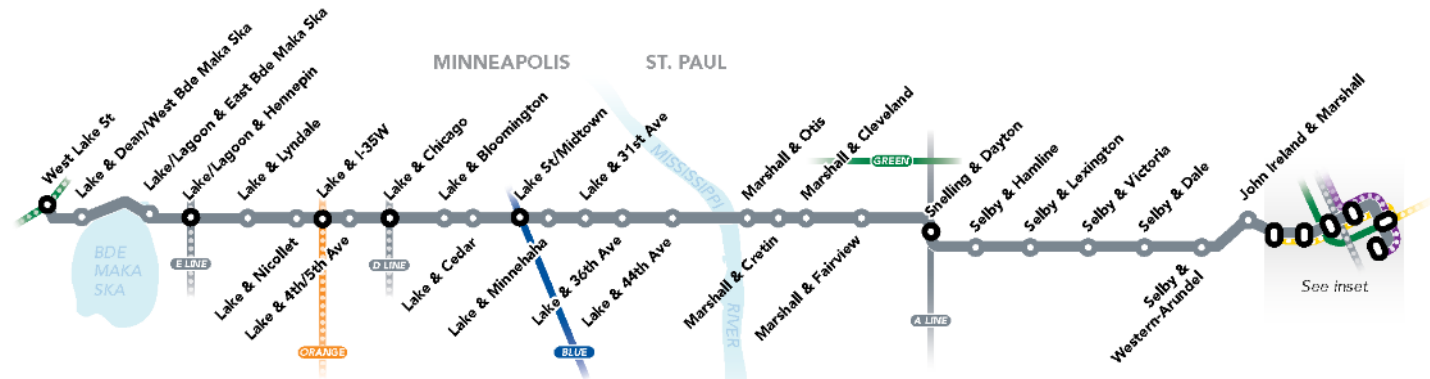
- 2012-2019: Initial corridor alignment from West Lake to Snelling & University



- 2019: St. Paul request to extend line to downtown, following Route 21
- Nov. 2019: Alignment recommendation



- 2020-2021: Corridor planning and continued engagement
- Oct. 2021: Council approval of Final Corridor Plan



# METRO B Line (Lake/Marshall/Selby)

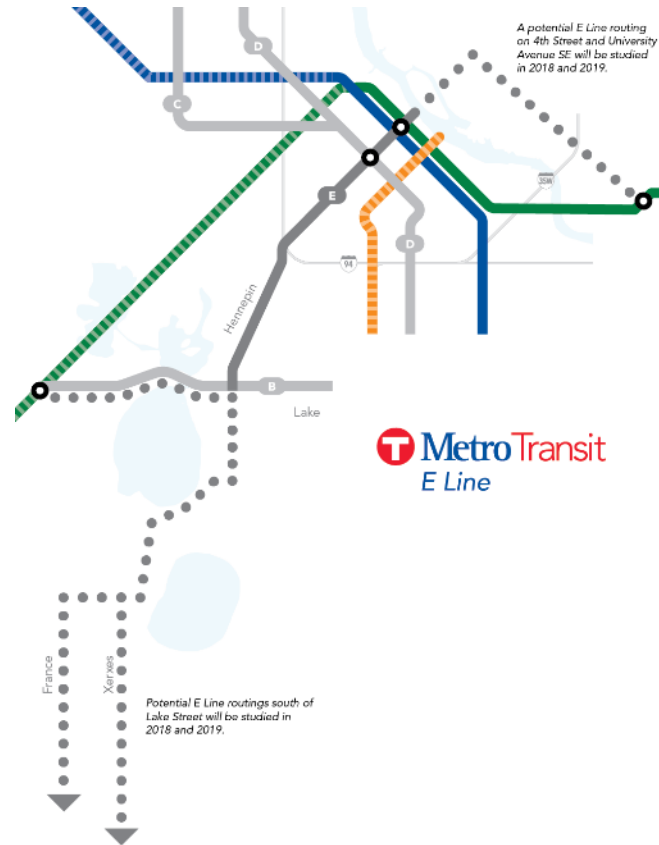
- Rider and community engagement
  - 2019 alignment recommendation process included extensive in-person outreach in St. Paul, specifically targeting riders and potential station neighbors
  - 2020-2021 corridor plan engagement largely online, with door-knocking and in-person engagement with riders
  - Over 2,500 public comments received across 2019-2021 planning process
- Local government engagement
  - Alignment extension studied in response to St. Paul requests
  - Ongoing Technical Advisory Committee participation
  - Support and formal / informal comments received
- \$65 million project (preliminary budget), fully funded by federal, state, and Council sources
- 2023-2024 construction, 2024 operations

# METRO E Line (Hennepin/France)

- 2012-2018: Initial corridor alignment from downtown to West Lake Street Station
- Unresolved study-phase questions around network integration



- 2018-2019: E Line Corridor study considered alignment alternatives



- Jan. 2020: Council adopted recommended alignment
- 2020-2021: Development of Corridor Plan



# METRO E Line (Hennepin/France)

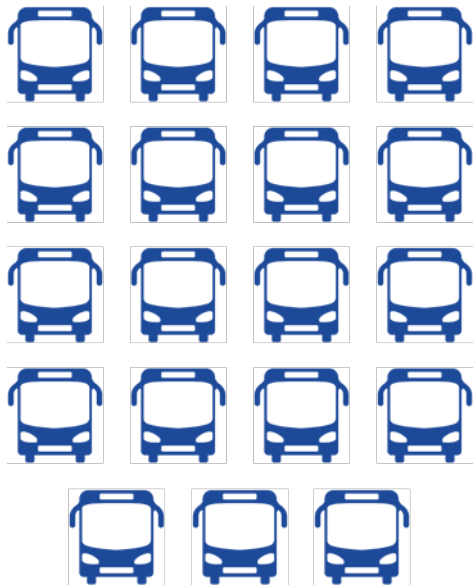
- Rider and community engagement throughout 2018-2019 study
  - Community Advisory Committee
  - Open houses
  - Online survey with interactive map
  - Door knocking at businesses along corridor and meeting riders at stops
  - Meetings with neighborhoods
  - Communications to riders and community through established channels
- Local government engagement
  - Technical Advisory Committee support for recommendation
  - Resolution of support from Edina
- \$60 million project (preliminary budget), fully funded by federal, state, and Council sources
- 2024-2025 construction, 2025 operations

# Network Next Arterial BRT Corridor Development Process

## 1. IDENTIFY

Spring 2020

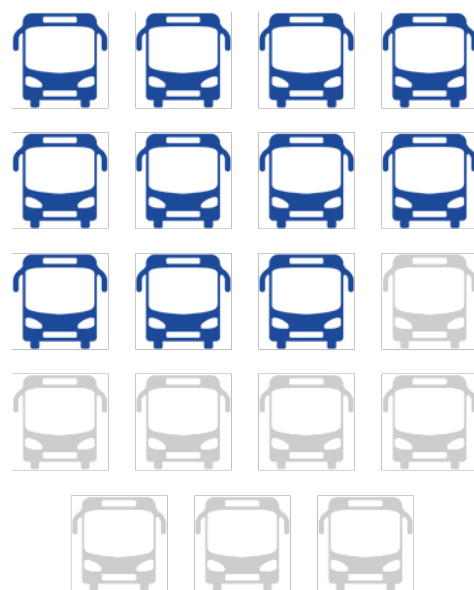
Based on the Network Next principles, identify about 20 potential corridors for arterial BRT implementation.



## 2. SCREEN

Summer 2020

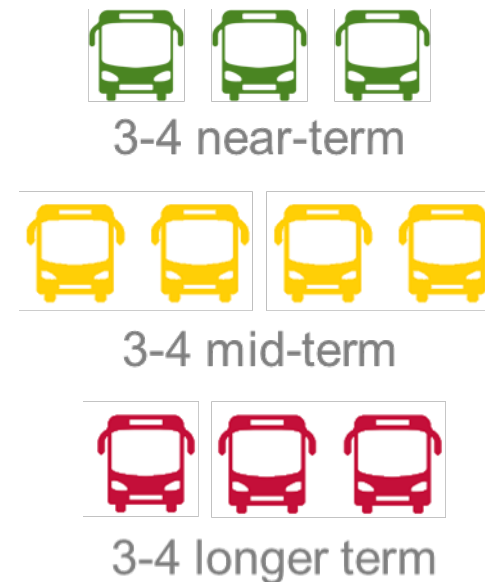
Conduct screening to identify about 10 most promising arterial BRT candidate corridors to advance.



## 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.



# Engagement throughout Network Next BRT planning

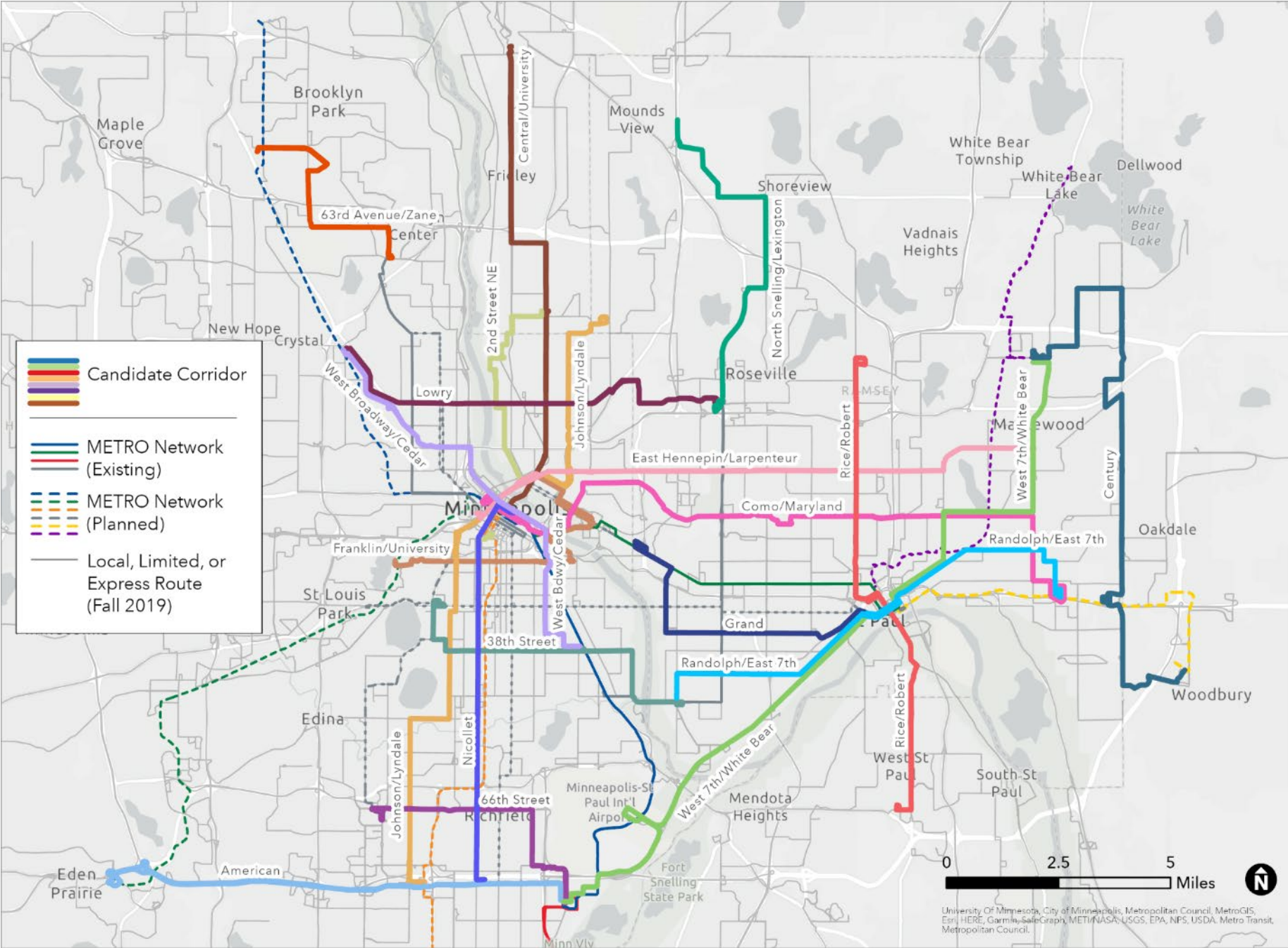
- Late 2019: Community-hosted conversations around transit values and priorities; used to form plan principles
- 2020: Shift to online focus with intensive supplemental outreach at bus stops
- Summer 2020: Engagement around priorities and evaluation criteria for 10 advanced corridors (2,600 responses received)
- December 2020: Engagement on prioritizing F Line from top tier of corridors (4,100 responses received)
- Local government engagement at each step in the process
  - Engagement “toolkit” to leverage existing resident connections with city/county
  - Several formal and informal comments received



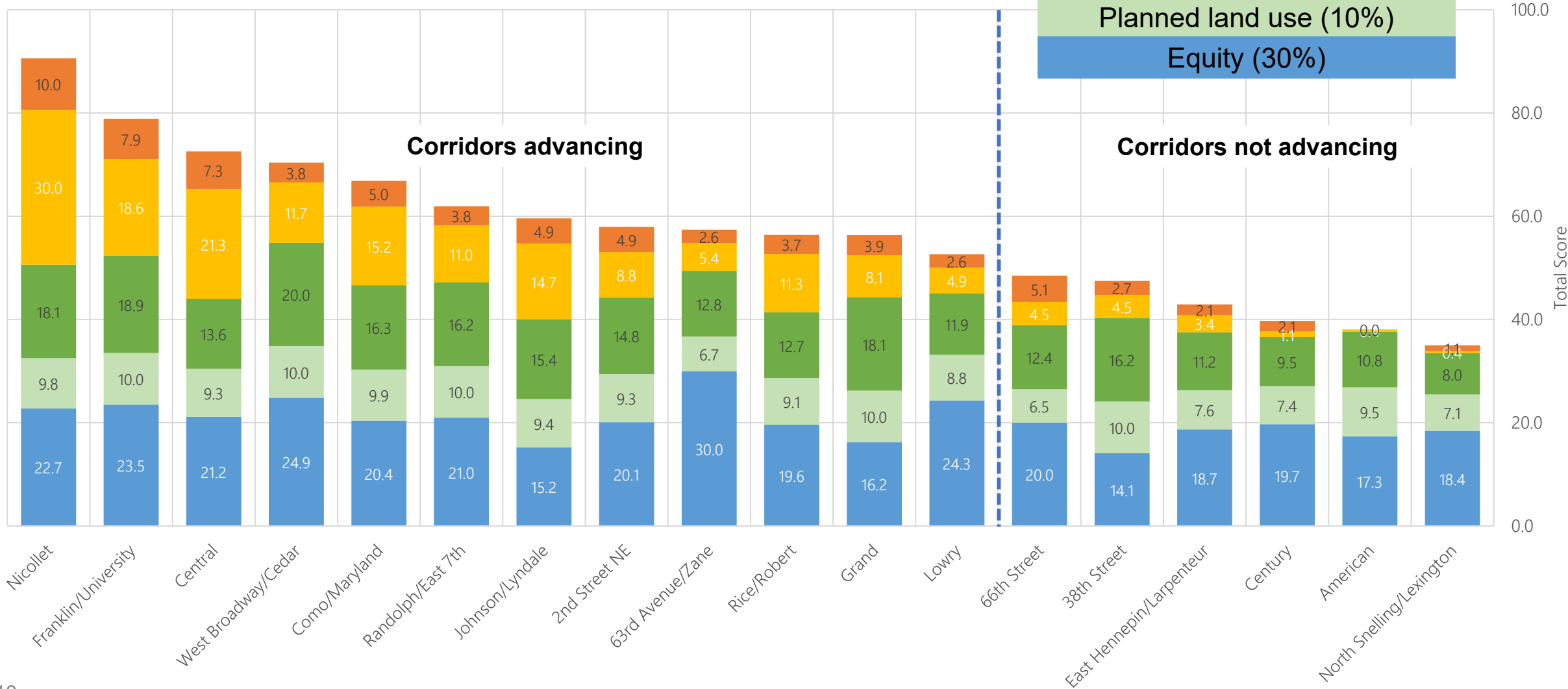
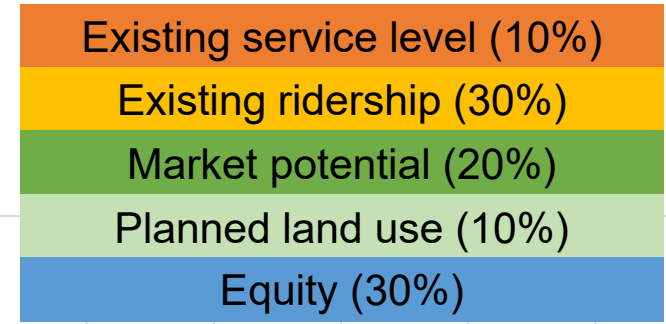
# 19 initial candidate corridors identified

Based on:

- High-Frequency Network
- High ridership corridors
- Previously studied corridors
- Network balance

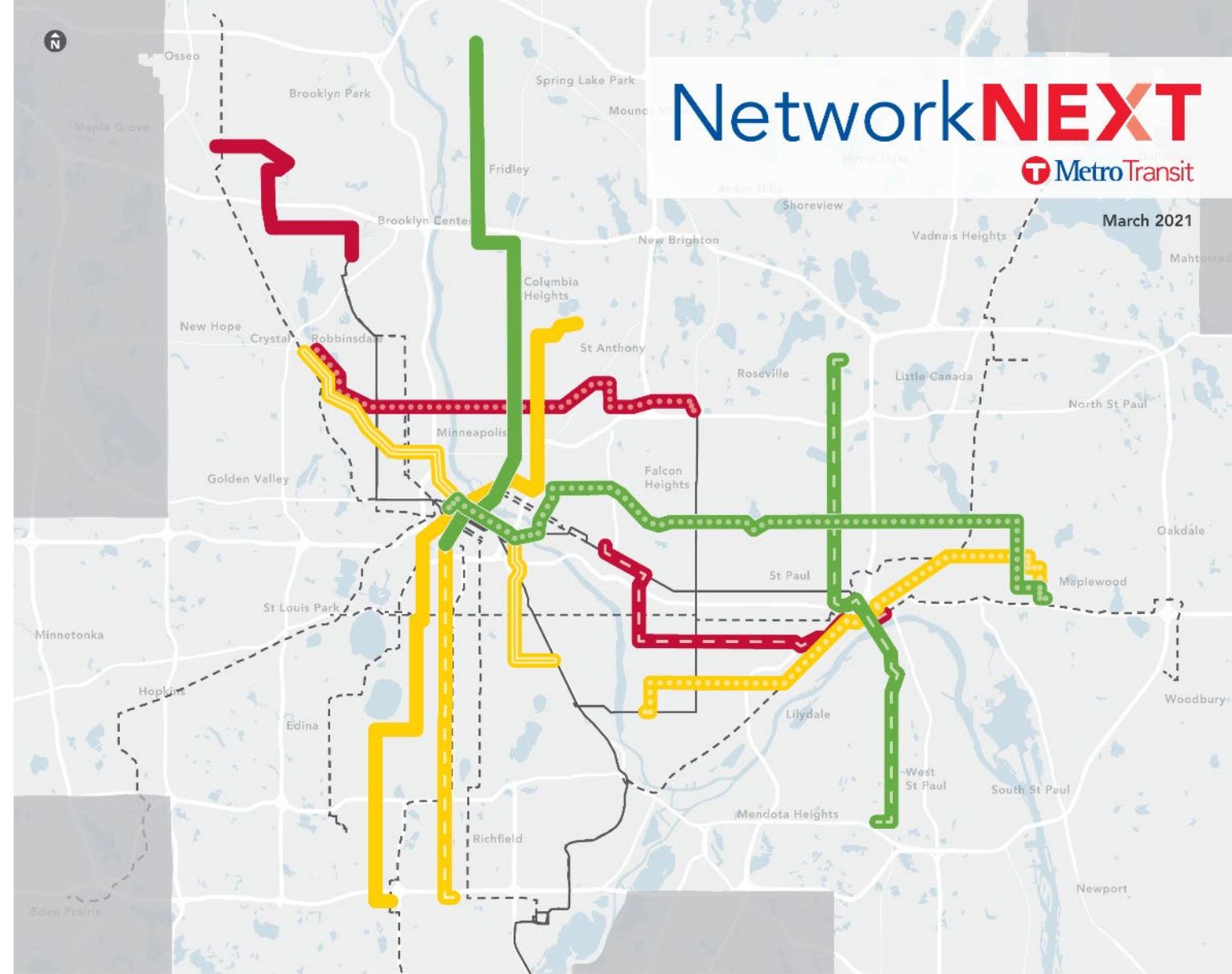


# 19 candidates narrowed to 10 through quantitative + qualitative screening



# Plan outcomes: Corridors by Tier

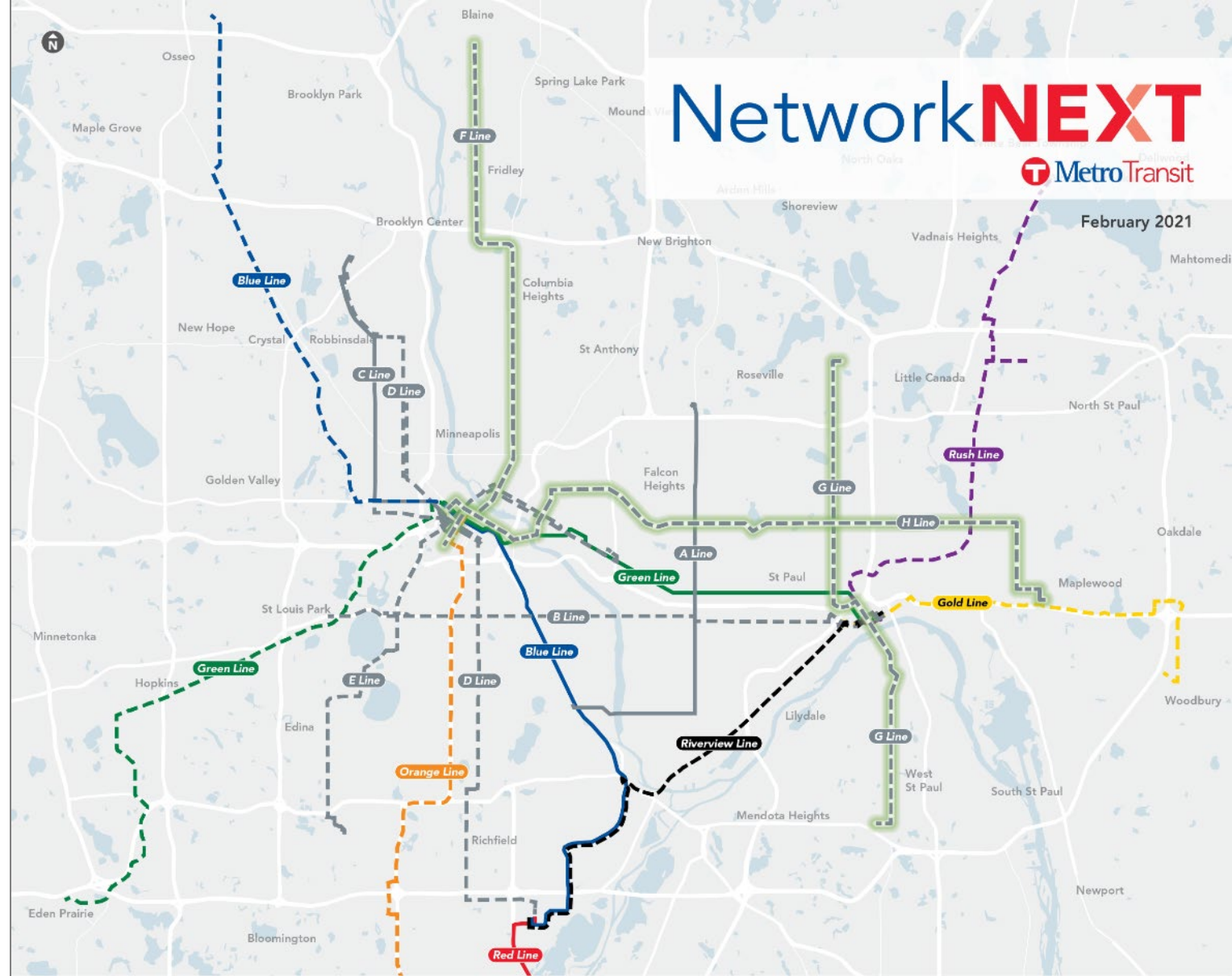
- Near-term:
  - F Line (Central)
  - G Line (Rice/Robert)
  - H Line (Como/Maryland)
- Mid-term:
  - Johnson/Lyndale
  - Nicollet
  - Randolph/East 7th
  - West Broadway/Cedar
- Longer-term:
  - 63rd/Zane
  - Grand
  - Lowry



Near-term	Mid-term	Longer term	METRO
F Line (Central)	Johnson/Lyndale (Route 4)	63rd/Zane (Route 724)	Current METRO network
G Line (Rice/Robert)	Nicollet (Route 18)	Grand (Route 63)	Planned METRO network
H Line (Como/Maryland)	Randolph/East 7th (Route 74)	Lowry (Route 32)	
	West Broadway/Cedar (Routes 14 and 22)		

# Council action: Adopt F, G, and H lines

- March 2021: Council adopted Network Next BRT planning results and named the F, G, and H lines from near-term priority corridors
- April 2021: TAB action to award \$25 million in Regional Solicitation funds to F Line
- Planning and project coordination underway on F, G, and H lines



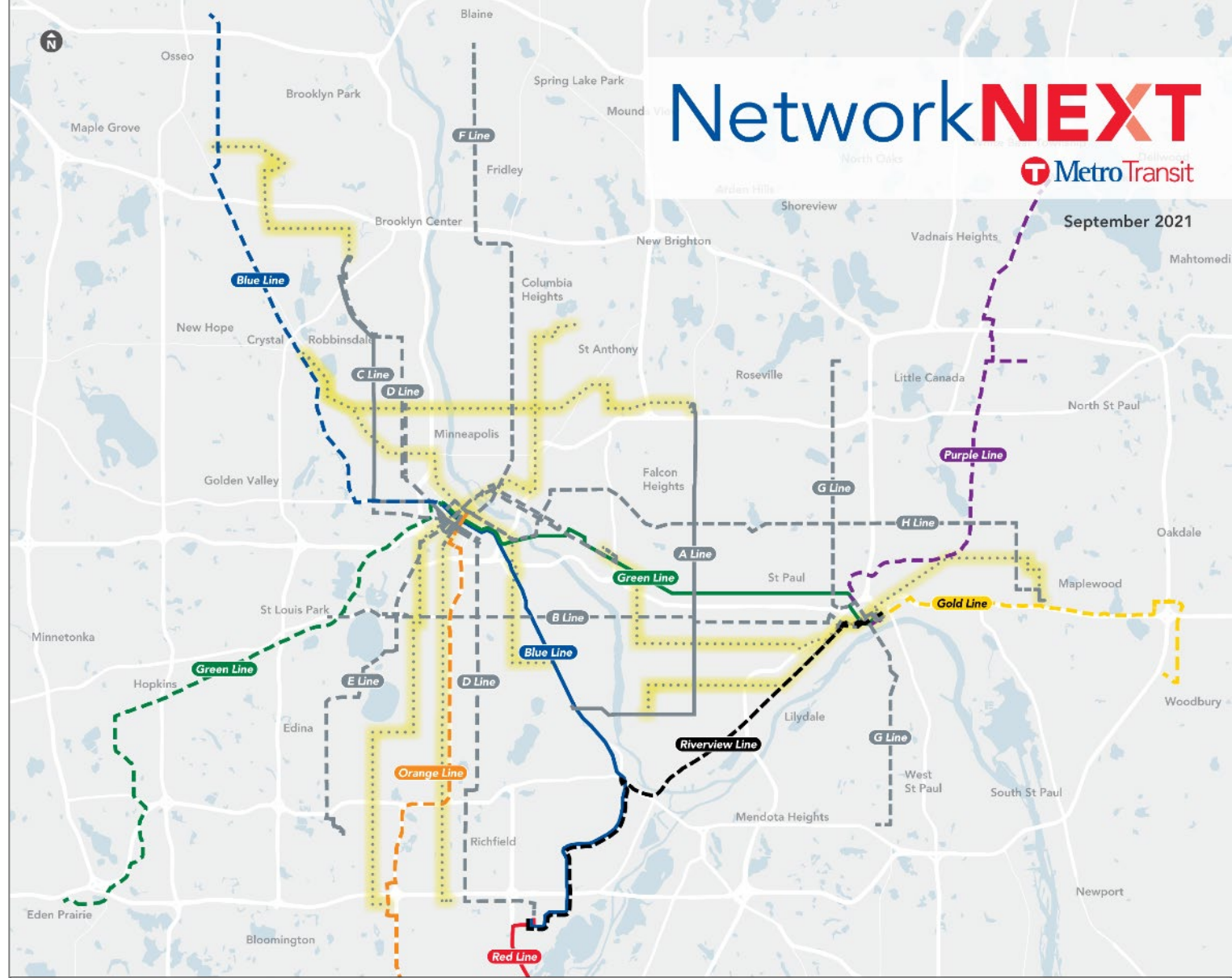
NetworkNEXT

MetroTransit

February 2021

# Council action: Additional 2040 candidate corridors

- Oct. 2021: Council adopted Network Next recommendations for 2040 expansion corridors
- 7 additional BRT corridors identified as region's 2040 expansion priorities
- Positions these corridors to replace expansion priorities identified in the current TPP increased revenue scenario



NetworkNEXT



September 2021

Current METRO network

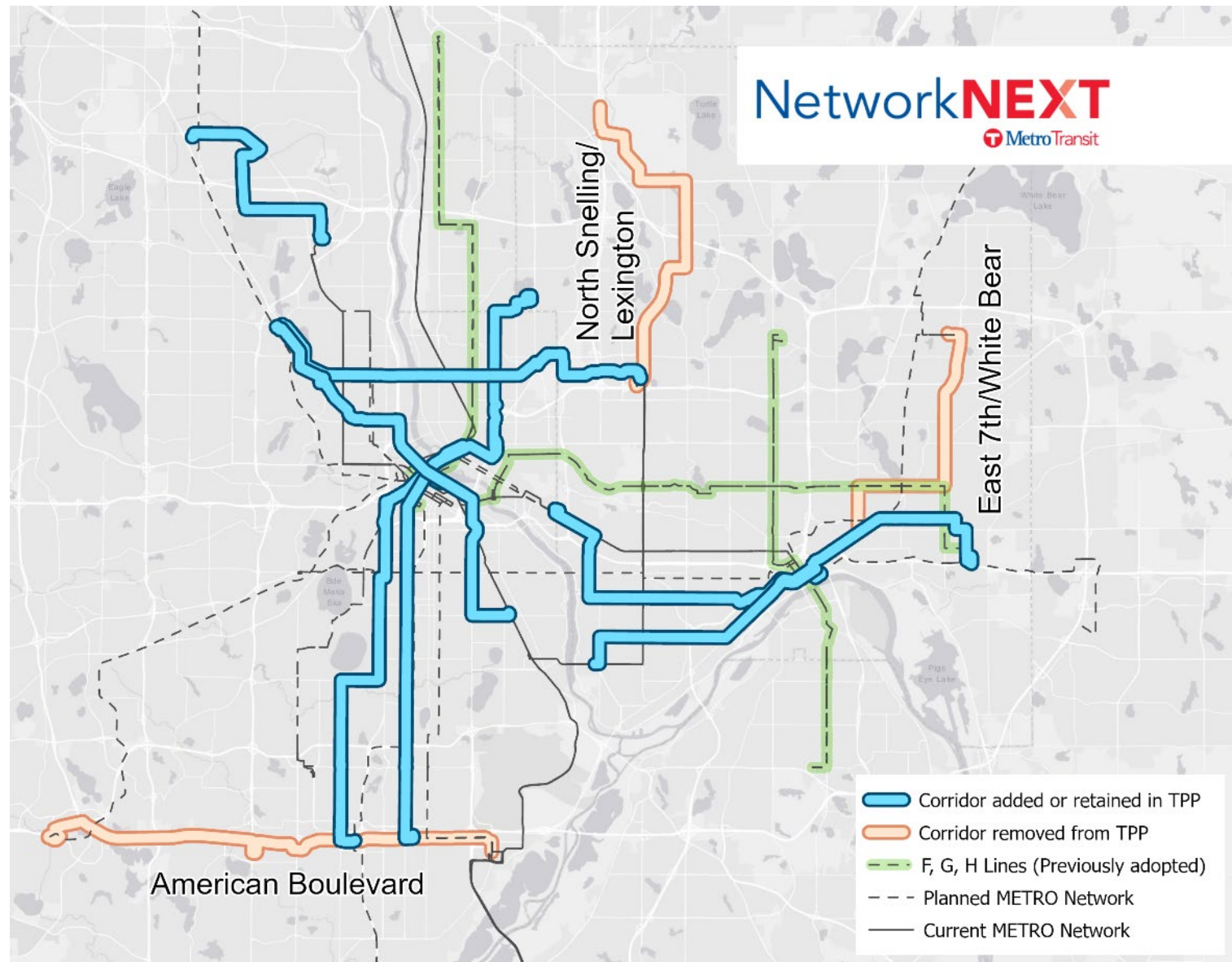
- A Line
- C Line
- Blue Line
- Green Line
- Red Line

Planned METRO network

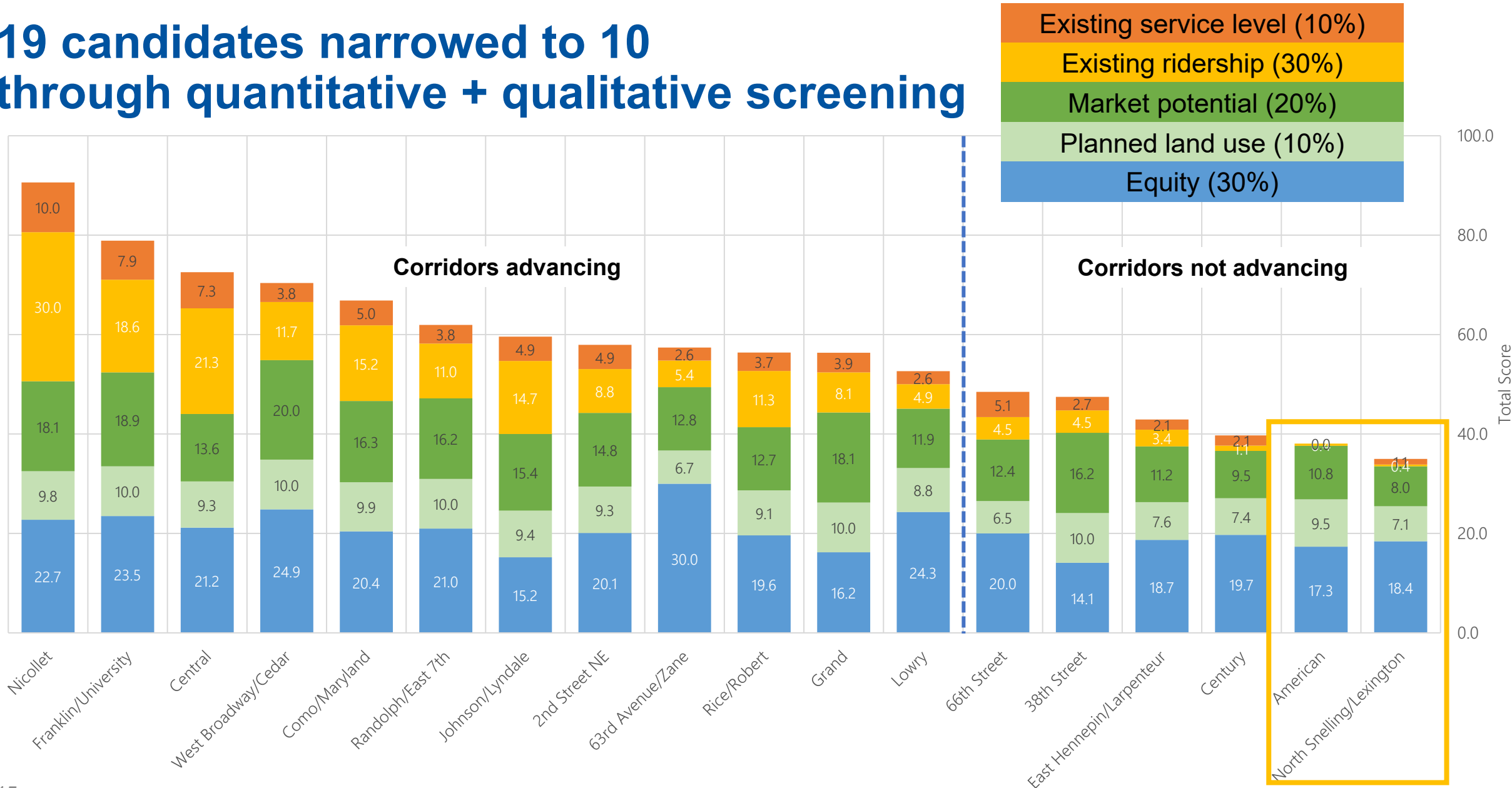
- - - Planned BRT
- Additional candidates for BRT between 2030 and 2040
- Orange Line
- Gold Line
- Purple Line
- Green Line Extension
- Blue Line Extension
- Riverview Line

# Changes to corridors currently included in TPP

- Six new/modified corridors
- Corridors no longer included in 2040 expansion priorities:
  - East 7th/White Bear Avenue
  - American Boulevard
  - North Snelling/Lexington (A Line extension)
- Arterial BRT planning update in 2025

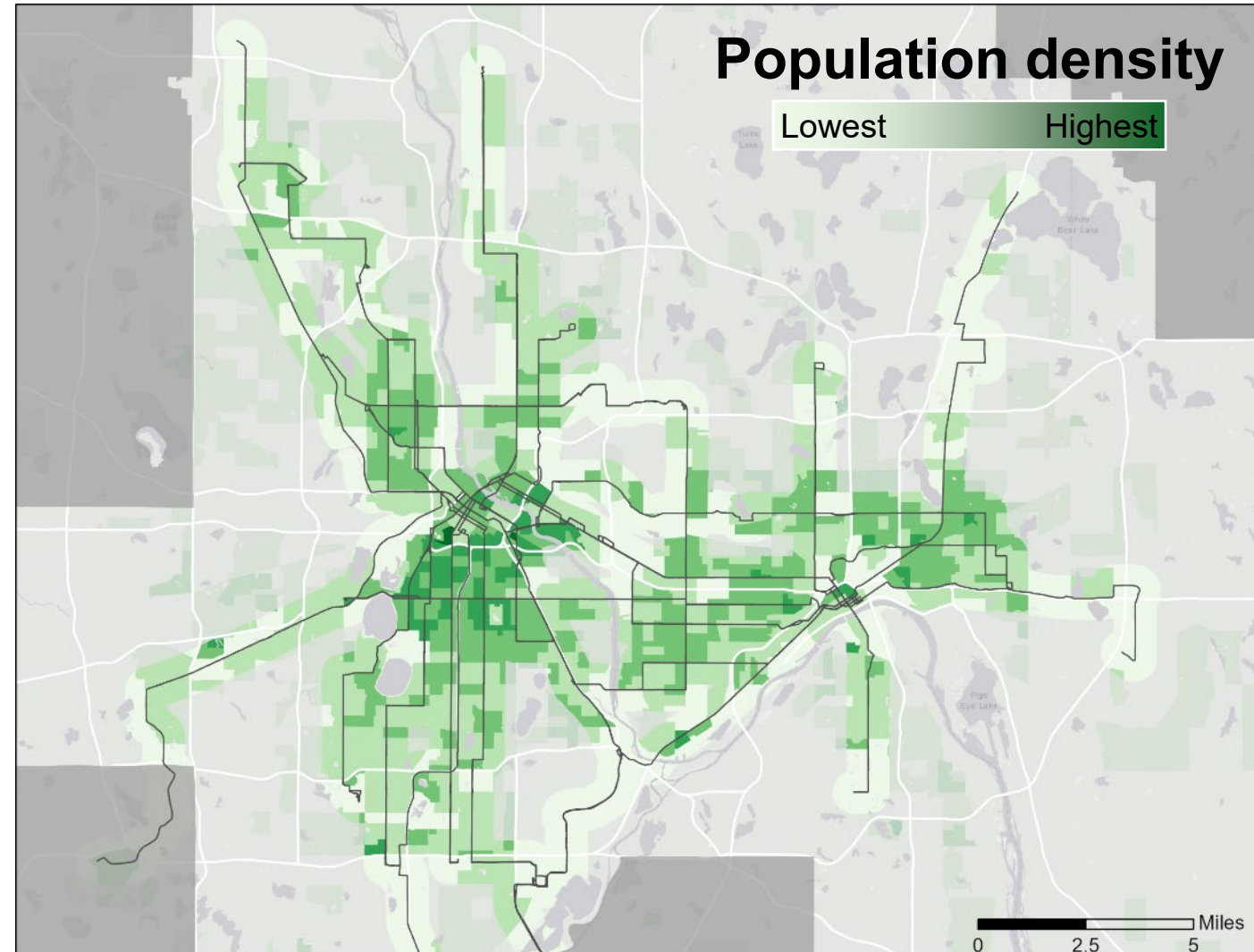


# 19 candidates narrowed to 10 through quantitative + qualitative screening



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

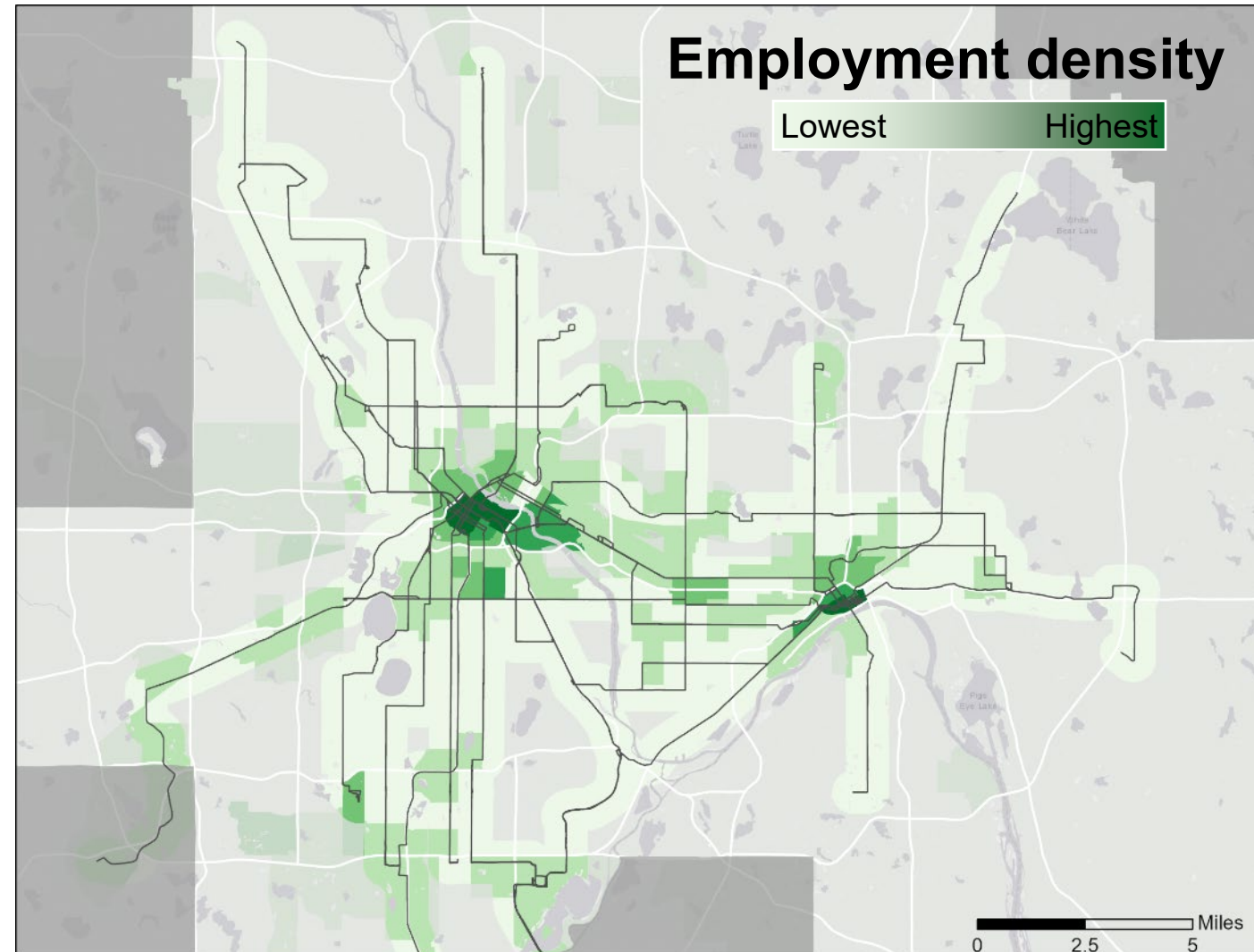
- 5% of the region's land area, but 28% of its residents
- 77% of Minneapolis & St. Paul residents
- 46% of the region's BIPOC residents
  - 65% of Black residents
  - 58% of Indigenous residents
- 30% of region's households
  - 60% of renter households
  - 60% of zero-car households





# 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
- 60% of renter households
- 60% of zero-car households
- 44% of all jobs in the region (750,000)



# Next steps

- Advance F, G, H line development
- Update BRT plans in 2025 to prioritize corridors after H Line

