



# METRO D Line & Local Bus Service Plan Update

Cyndi Harper | Manager of Route Planning  
August 22, 2022 Transportation Committee

# Proposed Action

That the Metropolitan Council approve the results of the Title VI Service Equity Analysis for the METRO D Line and Related Local Service Changes



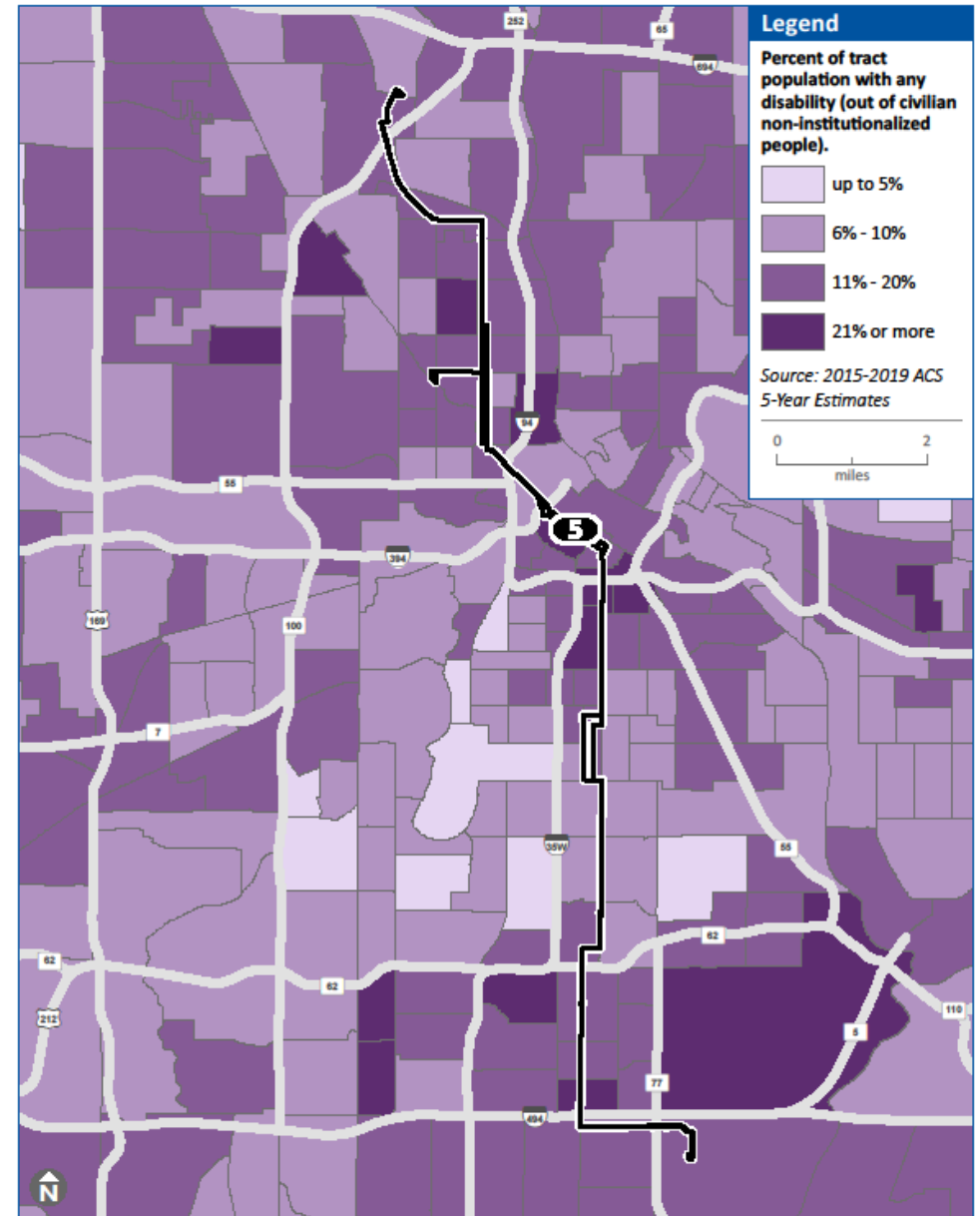
# D Line – Opening Day Plan

- **Service starts** December 2022 pick
- 18-mile line connects neighborhoods and destinations in Brooklyn Center, Minneapolis, Richfield and Bloomington
- Substantially replaces Route 5, about 20% faster travel time
- **D Line** trips run every 10-15 minutes daily
- Stations every 1/3 to 1/2 mile
- Station amenities include
  - Shelter, heat and light
  - Off-board fare collection
  - Real-time signs



# Guiding Principles

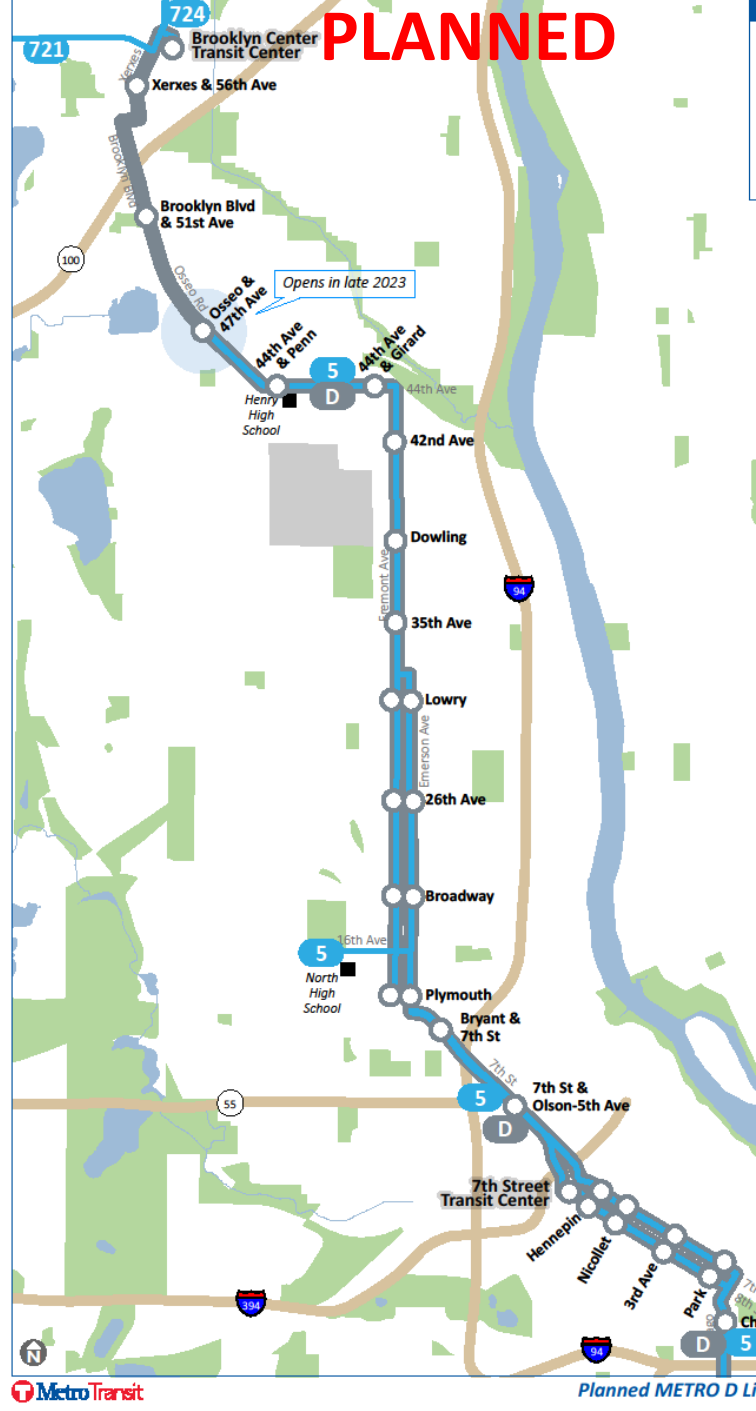
- Balance ability to provide local and BRT service in D Line corridor
  - Account for operator shortage
- Minimize impacts to sensitive populations
  - Low income
  - People of color
  - Limited mobility
- Consider both route coverage and productivity
- Honoring community relationships in the BRT process
  - Consider previous D Line outreach & engagement
  - Safety and equity for riders



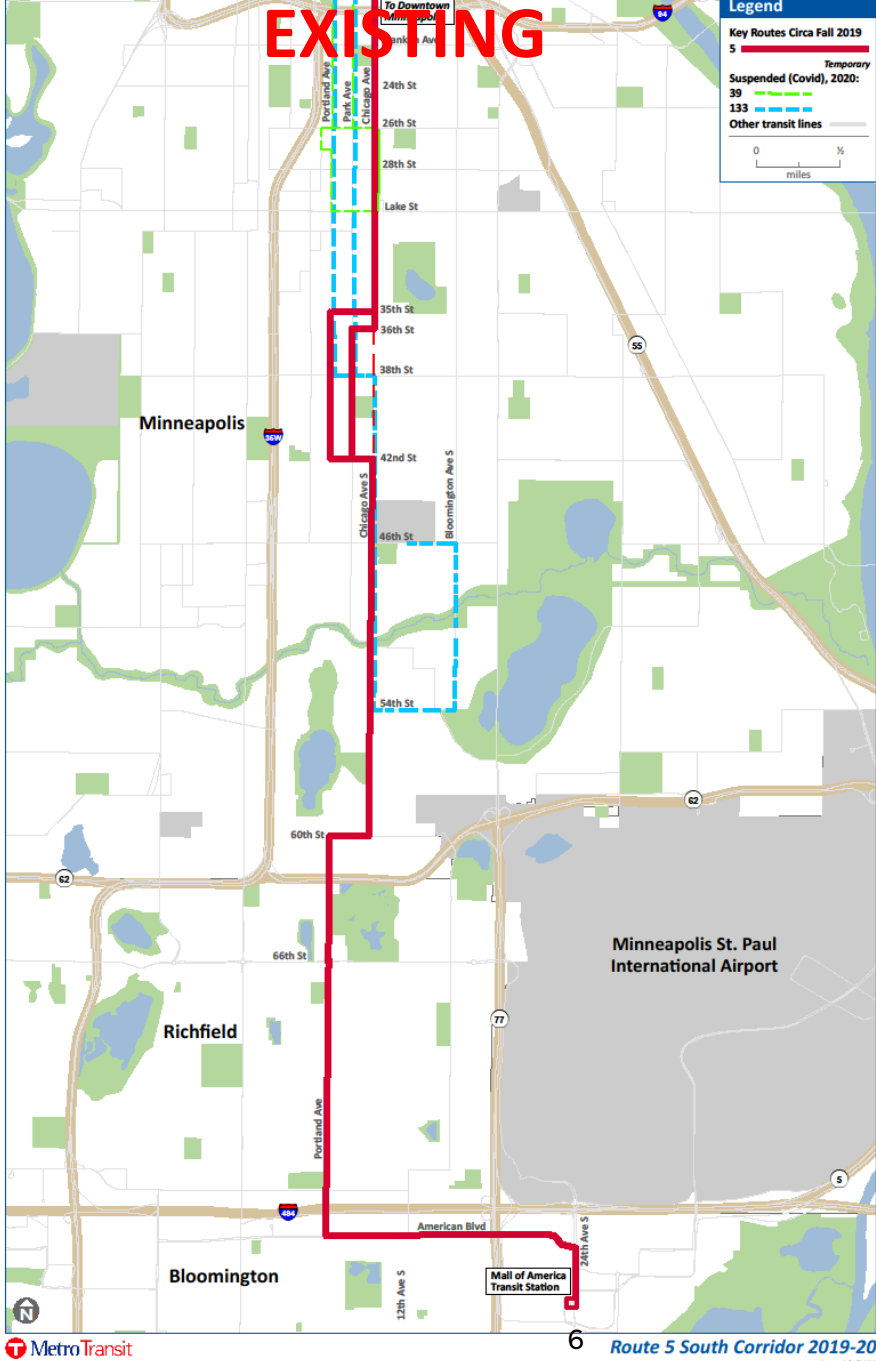
# EXISTING

# PLANNED

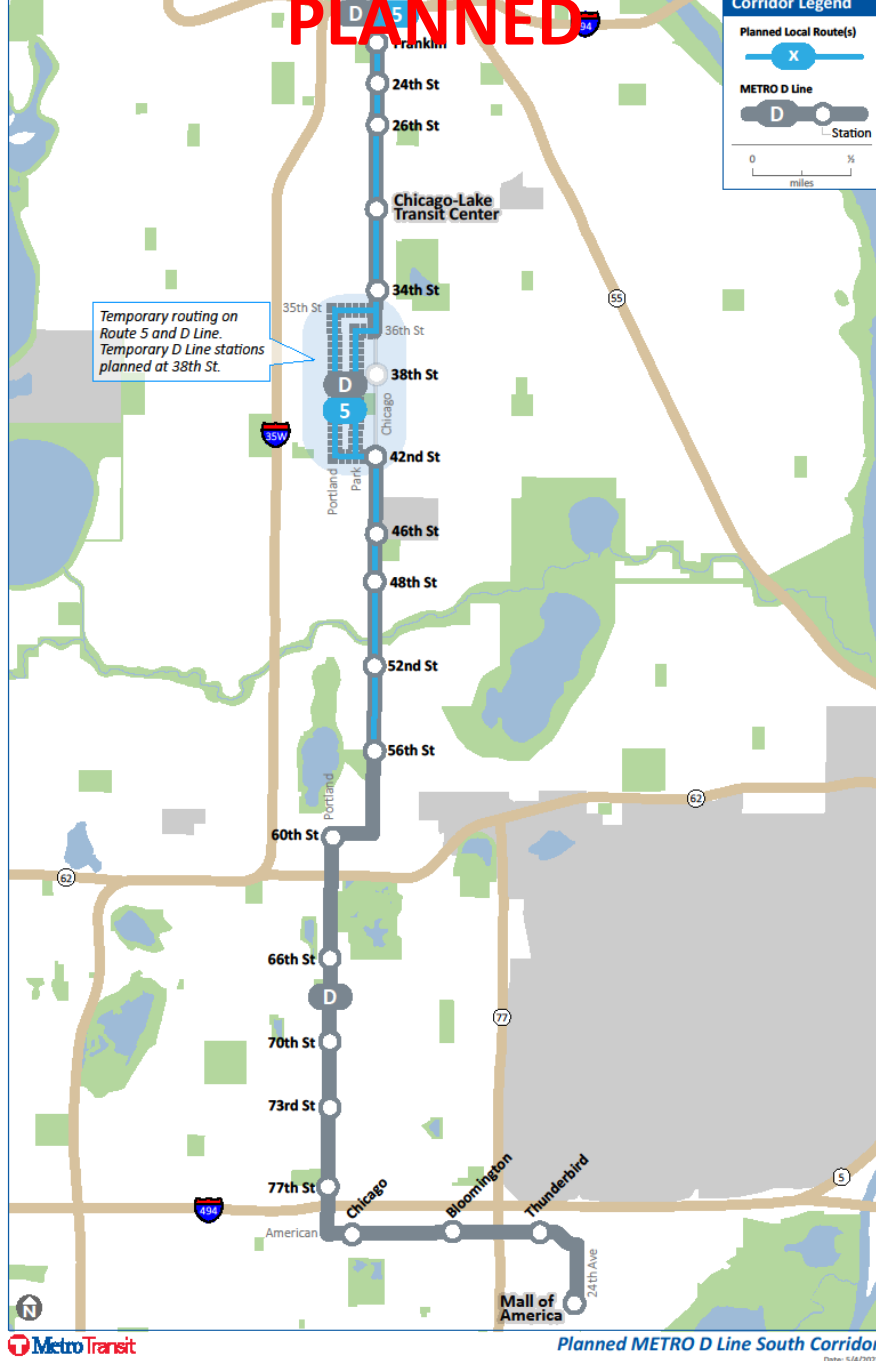
- **Route 5 demonstration**
  - Reduced to 30-60 min daily
  - 26<sup>th</sup> Ave N: “F” branch elimination
- **Route 721, 724 south of BCTC**
  - No service to downtown Minneapolis
  - Replaced by D Line, marginal travel time difference
- **Osseo Road**
  - Construction starts Spring 2023; new BRT station at Osseo & 47<sup>th</sup> Avenue
  - No local service north of 47<sup>th</sup> Ave after construction completion



- **Route 5 terminal at 56<sup>th</sup> St & Chicago Ave**
  - No Route 5 local service south of 56<sup>th</sup> Street to Mall of America
- **Routes 39, 133 will be officially eliminated**
  - Replaced by D Line, marginal travel time difference



MetroTransit 6 **Route 5 South Corridor 2019-20** Date: 3/4/2022



MetroTransit **Planned METRO D Line South Corridor** Date: 3/4/2022

# Summer Outreach and Engagement

- **Tools**
  - One-pager
  - D Line website
  - MN Spokesman Recorder article
- **Methods**
  - In-person engagement at stops, on Route 5
  - D Line newsletter
  - Electronic rider alerts, transit center message boards
  - Post one-pager within the community
- **Feedback**
  - No concerns heard about the specific changes
  - Concern about change in general

## Planned Changes Coming

Local routes in the D Line corridor  
(Routes 5, 39, 133, 721, 724)

Route 5 is Metro Transit's highest ridership route, serving approximately 15,000 customers per weekday in 2019. Because of the duplicative service in the future METRO D Line corridor and the current bus driver shortage, changes will be made to existing service.

Route 5 will see the largest impact of these reductions as the D Line will substantially replace Route 5 and will be the primary transit service in this corridor, running every 10-15 minutes seven days a week. This 18-mile line connects neighborhoods and destinations in Brooklyn

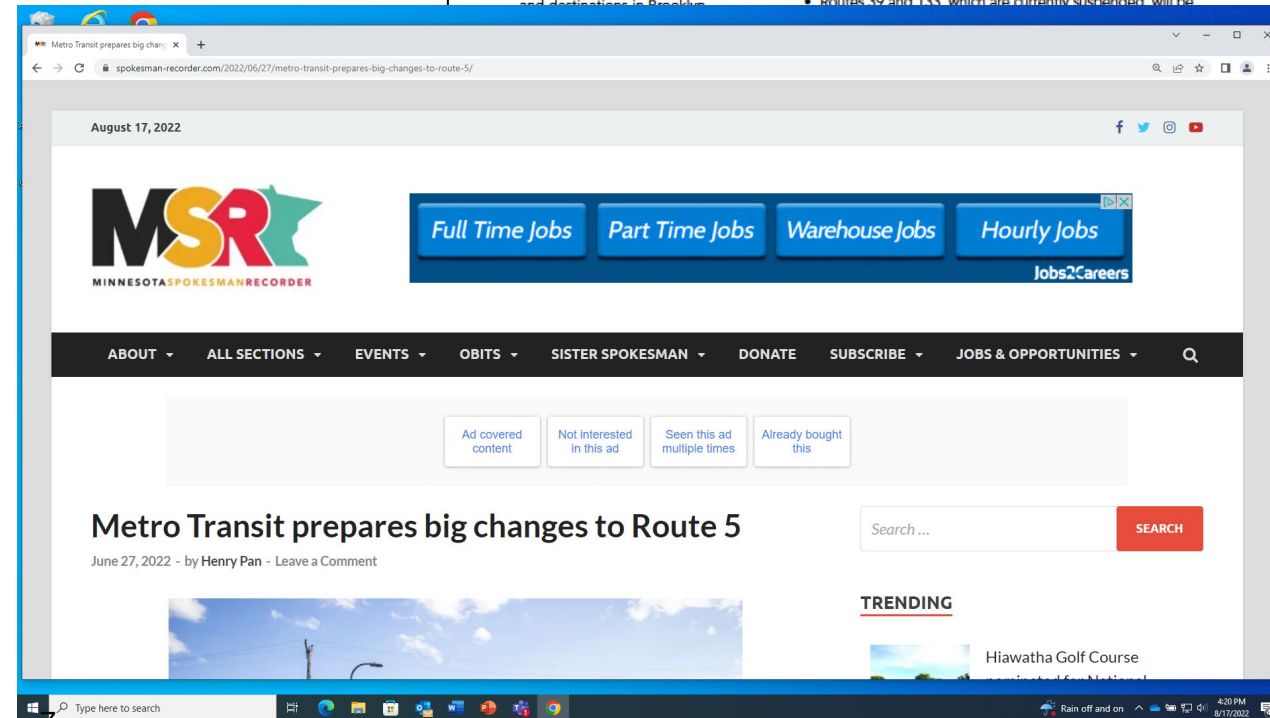
**Beginning in December 2022, several changes will be made to the Route 5 corridor and connecting bus routes:**

### Northside changes

- Route 5 "F" branch on 26th Ave. N. will be eliminated.
- Route 721 will no longer operate south of Brooklyn Center Transit Center (BCTC).
- Route 724 trips south of BCTC, which are currently suspended, will be permanently eliminated.

### Southside changes

- Route 5 will end at 56th St. and Chicago Ave. and will operate every 30-60 minutes.
- Routes 39 and 133, which are currently suspended, will be



# Title VI Service Equity Analysis (SEA)

- FTA requirement for Major Service Changes
- Analyzes planned service changes to ensure they are not discriminatory
  - Uses weekly trip count change to understand how service availability changes
  - Reviews how impacts differ between BIPOC and white non-Hispanic residents, low-income and non-low-income communities
- Council policy: “80% rule”
  - Adverse effects are borne by non-BIPOC or non-low-income populations at a rate less than 80% of the adverse effects being borne by BIPOC or low-income communities
  - Benefits are provided to BIPOC or low-income groups at a rate less than 80% of the benefits provided to non-BIPOC or non-low-income populations
- Results
  - The average person living in the service area will benefit from an increase in trips, regardless of race or income
  - The average BIPOC or low-income resident experiences a greater increase than white or non-low-income residents
  - No disparate impact or disproportionate burden





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# Thank You!

**Cyndi Harper**

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