

Network Next Process Update and BRT Screening

Transportation Advisory Board

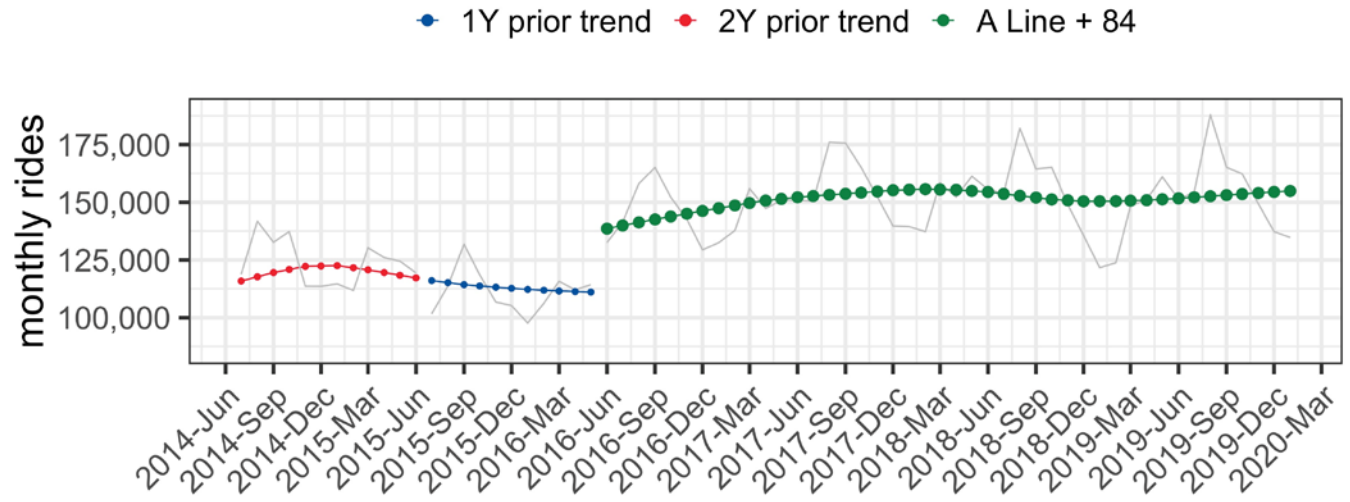
August 19, 2020

Role of Regional Solicitation Funding in BRT

- Builds project momentum through early investment
- Helps leverage project development investment
- Leverages other project investment to fully fund BRT lines

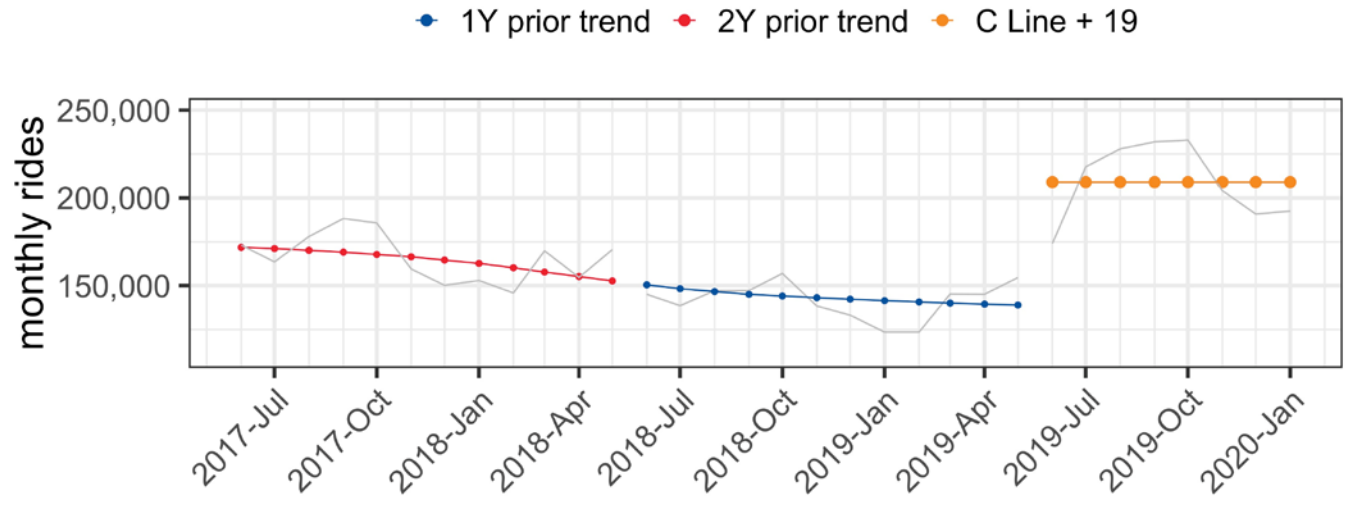


Investments in BRT lead to success



• A Line

- +30% year 1
- continued growth trend

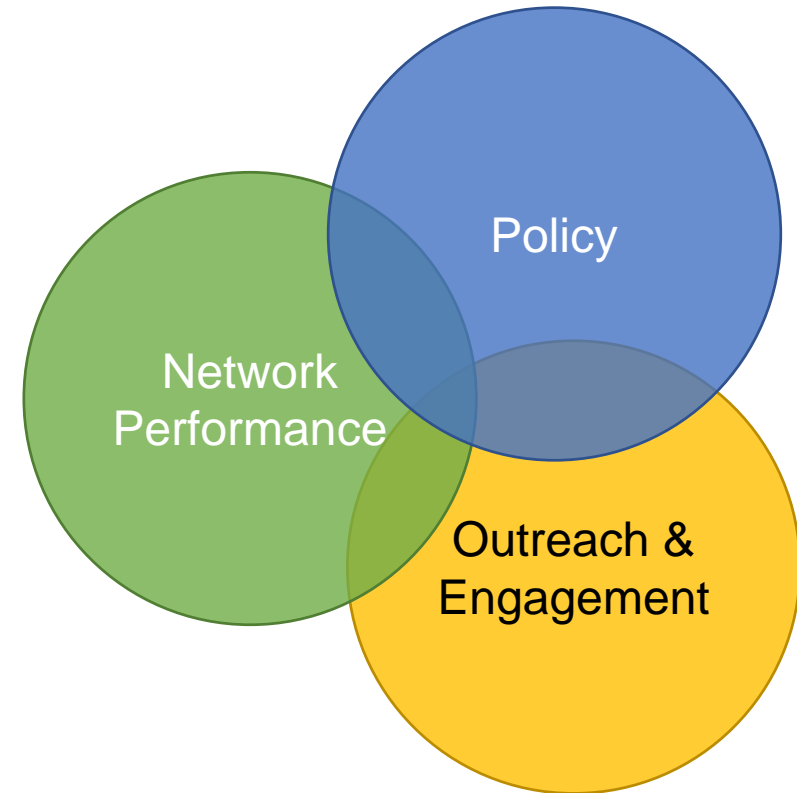


• C Line

- more than 30% higher
- will be top 5 bus route

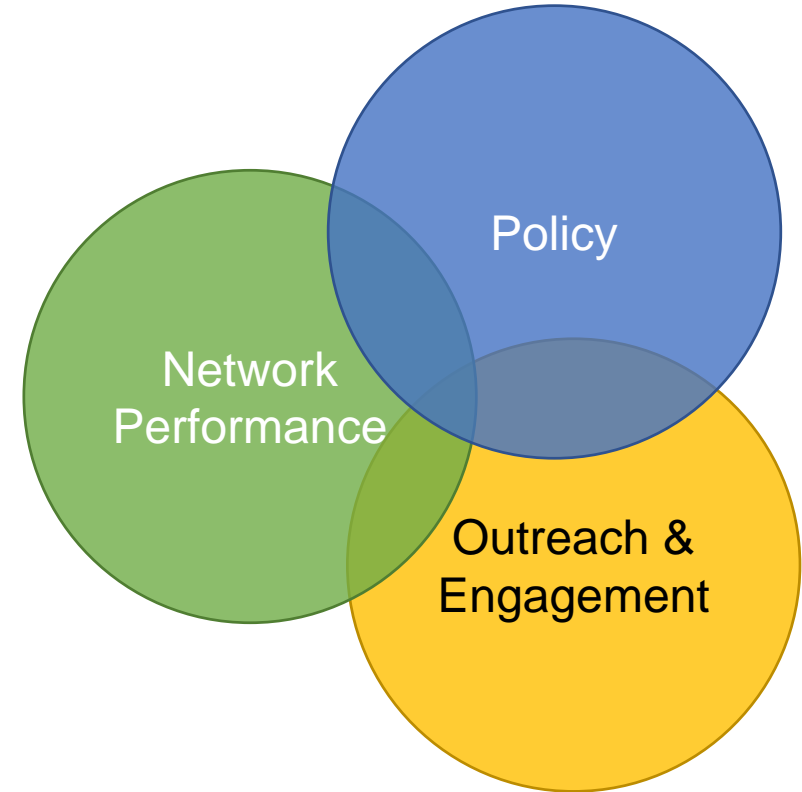
What is Network Next?

- A 20-year vision for the future...
 - Centered on Metro Transit's bus network
 - Focused on improving and expanding the existing bus network
 - Organized around incremental investment and implementation
 - Requiring additional resources to implement
- Directed by a Guiding Framework
 - Based on **Metropolitan Council policy**
 - Informed by **performance of our current network**
 - Grounded in the experience of our **riders and the communities we serve**



Evolving Outreach Circumstances

- Ongoing COVID-19 pandemic limitations impact most engagement
- Increased expectations for authentic and robust community engagement in decisions
- Broader conversation needed beyond Network Next and BRT planning in 2020, before BRT plans proceed to public discussion and review

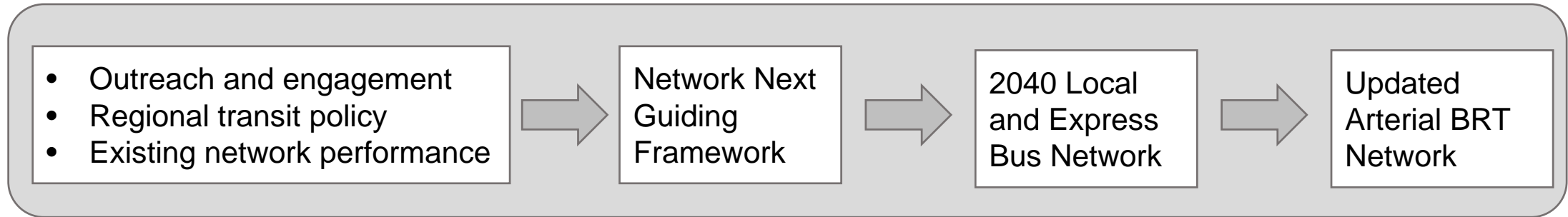


Proposed Process Adaptations

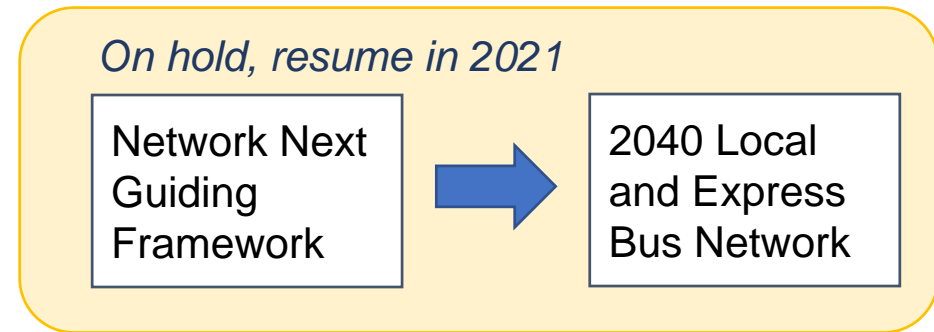
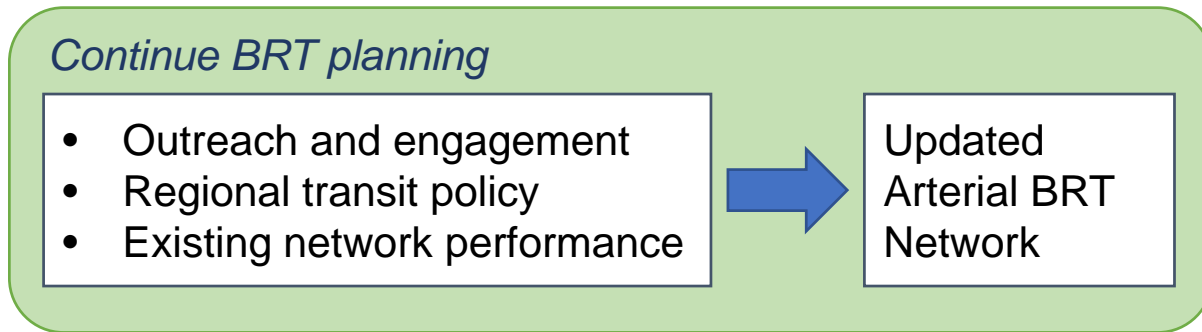
- Develop expanded community engagement response to combined current challenges facing the transit system
- Hold development of draft Guiding Framework and Local and Express Bus Network until 2021
- Continue development of updated arterial BRT network to identify F Line for TAB Regional Solicitation funding
 - Based on existing policy, bus network performance, and outreach and engagement

Proposed Process Adaptations

Network Next process as previously planned



Network Next process, adapted



TAB Request

- Request TAB defer selection of F Line from December 2020 to April 2021
 - August 2020
 - Share initial corridors, screening criteria, and corridors to advance (top ~10)
 - December 2020
 - Share top tier (top 3-4) of corridors with TAB at Regional Solicitation selection
 - TAB allocates \$25 million for F Line during regional project selection
 - April 2021
 - Share public engagement results with TAB
 - TAB confirms F Line project
 - Incorporate in draft 2022-2025 TIP
- August TAB Information Item
- September TAB Action Transmittal

Engagement Opportunities in BRT Planning

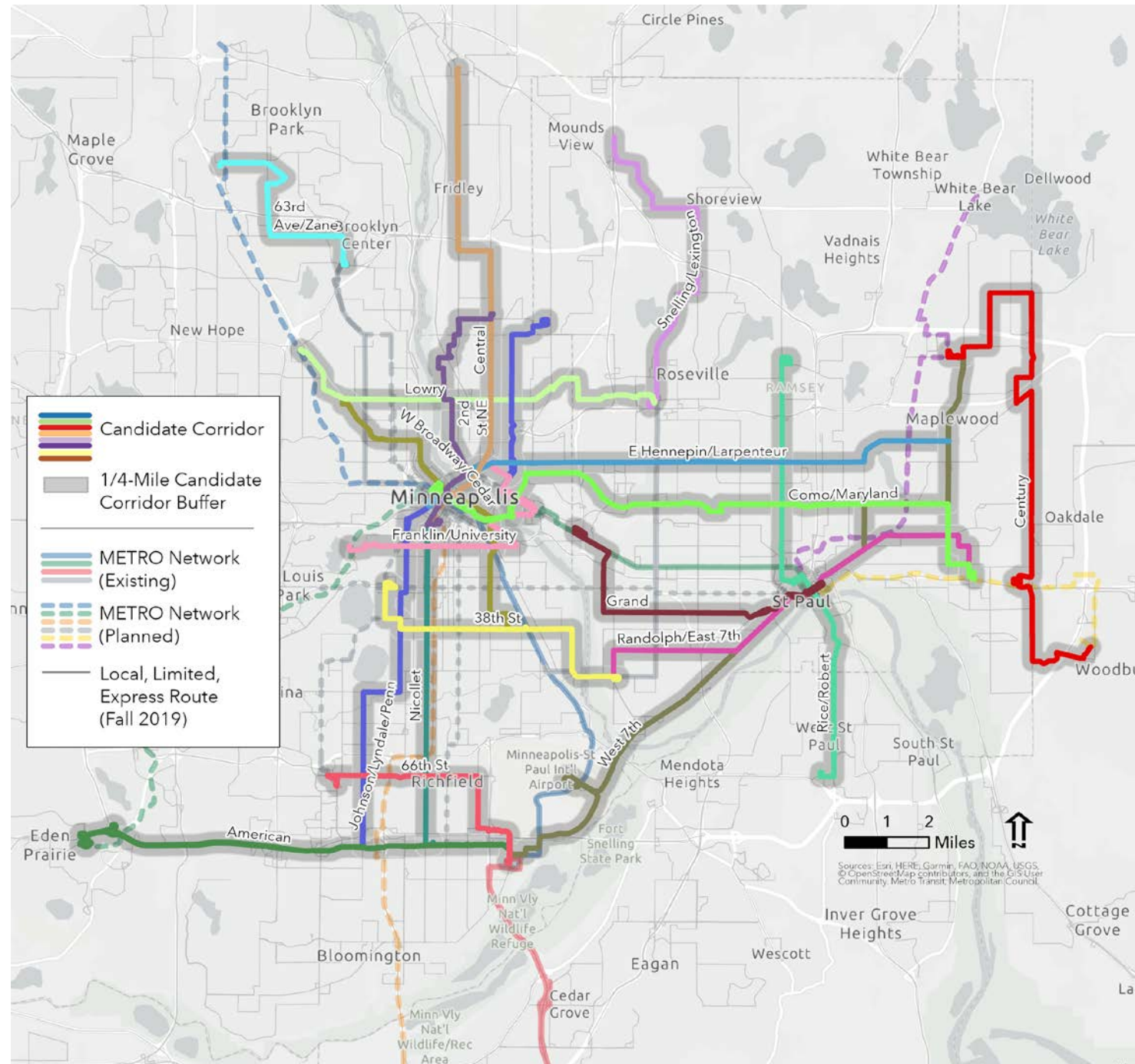
Phase	Current Schedule- TAB Selection December 2020	Proposed- TAB Selection March 2021
Listening and Learning Through Crises: Summer 2020 Community Engagement	N/A Schedule requires BRT-only engagement with minimal context	July-Aug 2020 Sets context for broader challenges and listening, enables BRT-specific conversation to proceed smoothly
BRT Corridor Screening	2 weeks Aug 2020 Limited feedback concurrent with BRT concept development	6 weeks beginning Aug 2020 Feedback on criteria and top corridors shape corridors chosen for BRT concept development
BRT Corridor Development and Evaluation	3 weeks Late Sept 2020 Limited to comments on evaluation prior to F Line selection	7 weeks Dec 2020 into Feb 2021 Begins with Dec 2020 presentation of top tier candidates, input shapes both tiers and priorities
Selection of F Line BRT Corridor from Top Tier Candidates	1 week Mid-Oct 2020 Posted week prior to Transportation Committee action to select F Line	5 weeks Feb-Mar 2021 Enables substantial input on selection of F Line from top tier of candidate corridors

Engagement Opportunities in BRT Planning

- More closely aligns with TABs outreach and public engagement goals
- Allows for more meaningful engagement on how the advanced corridors should be evaluated and prioritized
- Allows for opportunity to shape selection of F Line from top tier candidates

Candidate BRT corridors

- 19 Candidate Corridors identified
- Based on:
 - Initial outreach and engagement
 - Met Council policy
 - Existing network performance
- Identified from:
 - High-Frequency Network
 - High ridership corridors
 - Previously studied corridors
 - Network balance



Screening criteria

Ensure the Long-Term Sustainable Growth of the Bus Network	Build on Success to Grow Ridership	Design a Network that Supports a Transit-Oriented Lifestyle		Advance Equity and Reduce Regional Racial Disparities
Average Midday Service Levels Compared to BRT	Average Daily Corridor Boardings	Corridor Propensity to Use Transit	Planned Land Use	POC and People Experiencing Poverty on Underlying Route
10%	30%	20%	10%	30%

- Following quantitative screening, corridors were evaluated for suitability for BRT service design based on additional qualitative factors:
 - Role of underlying route in the existing network
 - How people currently use transit in the corridor
 - Underlying route design
 - Regional balance

BRT Corridors to advance

Corridor	Terminals	Underlying Route
63rd Ave / Zane	Starlite to BCTC	724
Central Ave	Dt Mpls to Northtown TC	10
Como / Maryland	Dt Mpls to Sun Ray TC	3
Grand Ave	Westgate to Dt Stp	63
Johnson / Lyndale / Penn	Silver Lake Village to 82nd/Knox	4
Lowry	Robbinsdale TC to Rosedale TC	32
Nicollet	Dt Mpls to American Blvd	18
Randolph / East 7th	Ford Pkwy to Sun Ray TC	74
Rice / Robert	North Dakota Co Svc Ctr to Little Canada TC	62/68
West 7th Street	Maplewood Mall TC to MOA	54
West Broadway / Cedar	Robbinsdale TC to 38th Street Station	22/14
2nd Street NE	Dt Mpls to CHTC	11
38th Street	UPTS to Cleveland/Ford Pkwy	23
66th Street	Southdale TC to MOA	515
American Boulevard	MOA to SouthWest Station	542
Century Avenue	Woodbury Theatre to Maplewood Mall	219
East Hennepin / Larpenteur	Dt Mpls to White Bear Ave	61
Franklin / University	21st St Station to 8th St/Central	2
Snelling / Lexington	Rosedale TC to TCAAP	225

Next Steps

- BRT corridor development and evaluation of 11 advanced corridors
 - Sort 11 corridors into tiers prioritized for implementation
- Selection of F Line BRT corridor from top tier of candidates
- Outreach and engagement around 11 advanced corridors to begin late August
 - Open comments on advanced corridors
 - Input on evaluation and prioritization
 - How should we select among top corridors for F Line?

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