

# Network Next

Metro Transit's Long-Range Network Plan

9/21/2020 Transportation Committee

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# What is Metro Transit's Network Next?

- A 20-year vision for the future bus network
- Includes improvements and expansions
- Requires additional resources to implement
- Two main components:
  - Updated Arterial BRT network
  - Planned local and express bus network

# What is Metro Transit's Network Next?

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Moving forward now

On hold til 2021

# Planned Outcomes: Arterial BRT

- Select and prioritize the next ABRT lines to be designated as the METRO F, G, and H Lines
  - Note: The F Line is likely to receive \$25 million from the upcoming Regional Solicitation competitive transportation funding awards
- Identify mid- and long-term priorities beyond the F, G, and H Lines

# BRT Planning Process

- Identify (Spring 2020)
  - Approximately 20 corridors were identified to be screened for their fit for ABRT implementation
- Screen (Summer 2020)
  - 19 corridors were screened to identify the most promising 11 ABRT candidate corridors
- Evaluate (Fall 2020)
  - Public feedback and BRT Principles will be used to evaluate top 11 corridors
- Prioritize (Winter 2020/21)
  - Top performing corridors will be prioritized based on fall's evaluation, public engagement, and other readiness criteria

# Initial 19 Corridors

- Based on the Network Next Principles
- Identified from:
  - High-Frequency network
  - High ridership corridors
  - Previously studied corridors
  - Network balance

# Network Next Principles Applied to BRT

- **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**



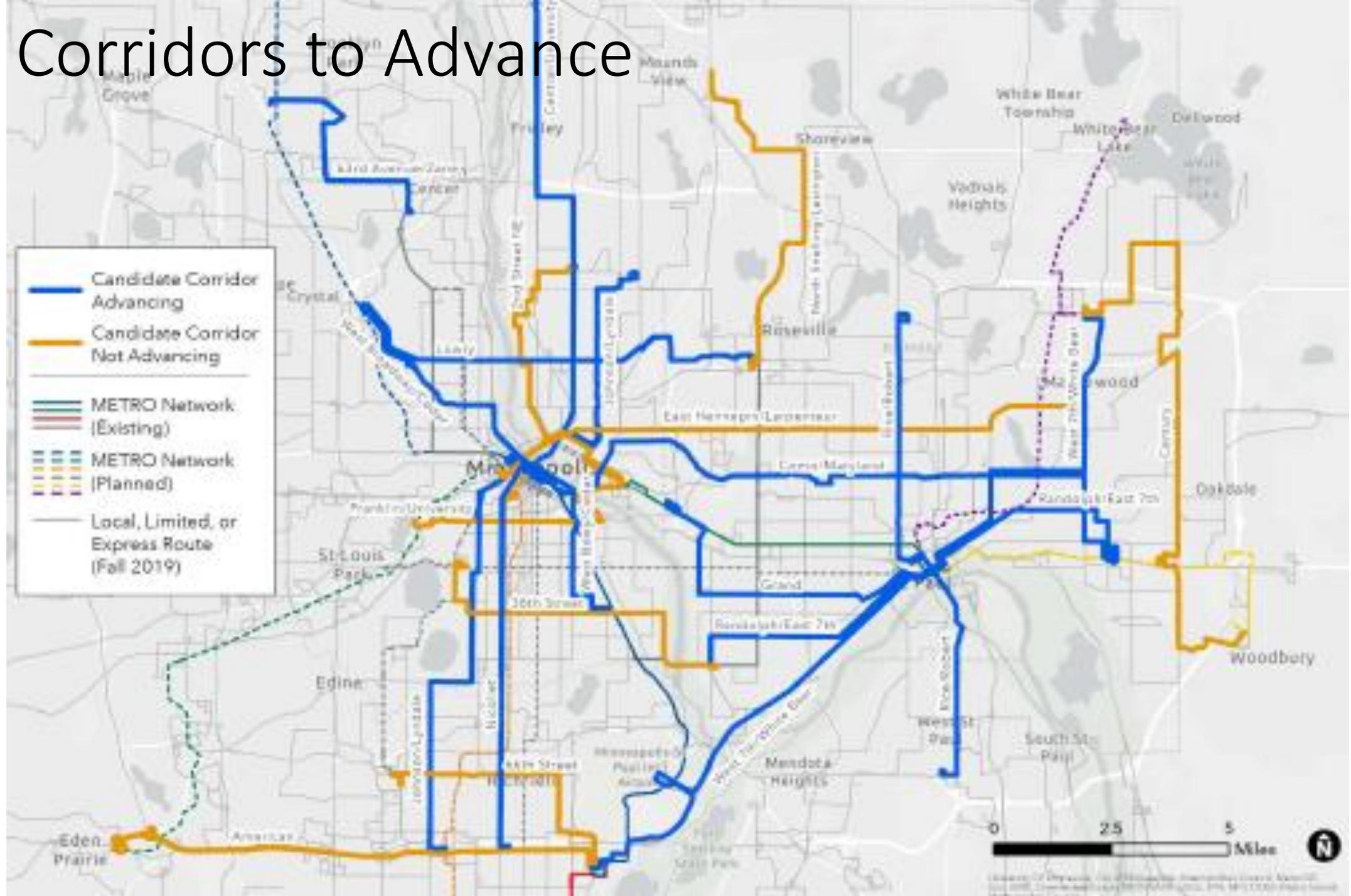
# Quantitative Screening with NNext Principles

- **Advance equity and reduce regional racial disparities (30% of score)**
  - % POC and poverty on underlying route
- **Build on success to grow ridership (30%)**
  - Avg daily corridor boardings
- **Design a network that supports a transit-oriented lifestyle (30%)**
  - Corridor propensity to use transit
  - Planned land use
- **Ensure the long-term sustainable growth of the bus network (10%)**
  - Avg midday service levels compared to ABRT

# Qualitative Screening

- Other critical considerations related to the fit for ABRT:
  - Role of underlying bus route in broader bus network
  - Design of underlying routes and limitation of applying ABRT route design principles
  - How people are using transit in the corridor
- Two corridors in Mpls removed from consideration
  - 2<sup>nd</sup> Street NE (Route 11), due to indirect route design and limitations of roadway network
  - Franklin Avenue (Route 2), due to indirect route design and limited potential to speed service

# 11 Corridors to Advance



| Corridor                   | Terminals                                   | Underlying Route | Score |
|----------------------------|---|------------------|-------|
| Nicollet                   | Dt Mpls to American Blvd                    | 18               | 45.30 |
| Franklin / University      | 21st St Station to 8th St/Central           | 2                | 39.42 |
| Central Ave                | Dt Mpls to Northtown TC                     | 10               | 36.25 |
| West Broadway / Cedar      | Robbinsdale TC to 38th Street Station       | 22/14            | 35.18 |
| Como / Maryland            | Dt Mpls to Sun Ray TC                       | 3                | 33.38 |
| West 7th Street            | Maplewood Mall TC to MOA                    | 54               | 31.33 |
| Randolph / East 7th        | Ford Pkwy to Sun Ray TC                     | 74               | 31.07 |
| Johnson / Lyndale / Penn   | Silver Lake Village to 82nd/Knox            | 4                | 29.76 |
| 2nd Street NE              | Dt Mpls to CHTC                             | 11               | 28.95 |
| 63rd Ave / Zane            | Starlite to BCTC                            | 724              | 28.71 |
| Rice / Robert              | North Dakota Co Svc Ctr to Little Canada TC | 62/68            | 28.23 |
| Grand Ave                  | Westgate to Dt Stp                          | 63               | 28.15 |
| Lowry                      | Robbinsdale TC to Rosedale TC               | 32               | 26.31 |
| 66th Street                | Southdale TC to MOA                         | 515              | 24.23 |
| 38th Street - Ford Pkwy    | UPTS to Cleveland/Ford Pkwy                 | 23               | 23.73 |
| East Hennepin / Larpenteur | Dt Mpls to White Bear Ave                   | 61               | 21.53 |
| Century Avenue             | Woodbury Theatre to Maplewood Mall          | 219              | 19.85 |
| American Boulevard         | MOA to SouthWest Station                    | 542              | 19.03 |
| Snelling / Lexington       | Rosedale TC to TCAAP                        | 225              | 17.49 |

# Engagement Opportunities

- Website: [www.metrotransit.org/network-next](http://www.metrotransit.org/network-next)
- Online survey by Oct 9
- Letters by Oct 9
  - *Transportation Committee?*

# Survey Contents

- See [www.surveymonkey.com/r/futurebus](http://www.surveymonkey.com/r/futurebus)
- Includes:
  - Select the best 3 BRT lines for development
  - Rank the 4 BRT Principles in order of importance:
    - **Advance equity and reduce regional racial disparities**
      - Build more BRT lines that serve BIPOC, low-income residents, and low-wage jobs
    - **Build on success to grow ridership**
      - Build more BRT lines on routes that have lots of riders today
    - **Support a transit-oriented lifestyle**
      - Build more BRT lines that serve walkable areas with higher population and employment densities
    - **Ensure the long-term sustainable growth of the bus network**
      - Build more BRT lines where demonstrated transit demand already supports frequent service levels

# Saint Paul Comprehensive Plan

- Map T-8: Planned/Potential Transitways
  - All transitways under Network Next consideration are on this map, but it does not give priorities.
- Policy T-1: “Prioritize safety and racial and social equity benefits in project selection, followed by access to quality jobs...”
- Map T-6: Households without Vehicles and the Transit Network
- Map T-5: Job Concentrations and Transit
- Map T-8: Planned/Potential Transitway