Network Next

Metro Transit’s Long-Range Network Plan

9/21/2020 Transportation Committee

Bill Dermody, Planning & Economic Development staff
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?

• 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

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
Initial 19 Corridors
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\textsuperscript{nd} 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
<table>
<thead>
<tr>
<th>Corridor</th>
<th>Terminals</th>
<th>Underlying Route</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nicollet</td>
<td>Dt Mpls to American Blvd</td>
<td>18</td>
<td>45.30</td>
</tr>
<tr>
<td>Franklin / University</td>
<td>21st St Station to 8th St/Central</td>
<td>2</td>
<td>39.42</td>
</tr>
<tr>
<td>Central Ave</td>
<td>Dt Mpls to Northtown TC</td>
<td>10</td>
<td>38.26</td>
</tr>
<tr>
<td>West Broadway / Cedar</td>
<td>Robbinsdale TC to 38th Street Station</td>
<td>22/14</td>
<td>35.18</td>
</tr>
<tr>
<td>Como / Maryland</td>
<td>Dt Mpls to Sun Ray TC</td>
<td>3</td>
<td>33.38</td>
</tr>
<tr>
<td>West 7th Street</td>
<td>Maplewood Mall TC to MOA</td>
<td>54</td>
<td>31.33</td>
</tr>
<tr>
<td>Randolph / East 7th</td>
<td>Ford Pkwy to Sun Ray TC</td>
<td>74</td>
<td>31.07</td>
</tr>
<tr>
<td>Johnson / Lyndale / Penn</td>
<td>Silver Lake Village to 82nd/Knox</td>
<td>4</td>
<td>29.76</td>
</tr>
<tr>
<td>2nd Street NE</td>
<td>Dt Mpls to CHTC</td>
<td>11</td>
<td>28.95</td>
</tr>
<tr>
<td>63rd Ave / Zane</td>
<td>Starlite to BCTC</td>
<td>724</td>
<td>28.71</td>
</tr>
<tr>
<td>Rice / Robert</td>
<td>North Dakota CoSvc Ctr to Little Canada TC</td>
<td>62/68</td>
<td>28.23</td>
</tr>
<tr>
<td>Grand Ave</td>
<td>Westgate to Dt Stp</td>
<td>63</td>
<td>28.15</td>
</tr>
<tr>
<td>Lowry</td>
<td>Robbinsdale TC to Rosedale TC</td>
<td>32</td>
<td>26.31</td>
</tr>
<tr>
<td>66th Street</td>
<td>Southdale TC to MOA</td>
<td>515</td>
<td>24.23</td>
</tr>
<tr>
<td>38th Street - Ford Pkwy</td>
<td>UPTS to Cleveland/Ford Pkwy</td>
<td>23</td>
<td>23.73</td>
</tr>
<tr>
<td>East Hennepin / Larpenteur</td>
<td>Dt Mpls to White Bear Ave</td>
<td>61</td>
<td>21.53</td>
</tr>
<tr>
<td>Century Avenue</td>
<td>Woodbury Theatre to Maplewood Mall</td>
<td>219</td>
<td>19.85</td>
</tr>
<tr>
<td>American Boulevard</td>
<td>MOA to SouthWest Station</td>
<td>542</td>
<td>19.03</td>
</tr>
<tr>
<td>Snelling / Lexington</td>
<td>Rosedale TC to TCAAP</td>
<td>225</td>
<td>17.49</td>
</tr>
</tbody>
</table>
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
• 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