

Overview of Bus Rapid Transit

House Capital Investment Committee

February 25, 2021

Charles Carlson, Director of BRT Projects, Metro Transit



The METRO Network

- Frequent service
- Enhanced stations
 - Ticket machines
 - Shelters with heat and light
 - Security features
- Specialized vehicles, all-door boarding



Types of Bus Rapid Transit (BRT) in the METRO System



Arterial BRT

A Line, C Line
BRT Station infrastructure
Primarily in mixed traffic



Highway BRT

Orange Line & Red Line
FTA Small Starts
+ Primarily HOV/HOT lanes



Guideway BRT

Gold Line & Rush Line
FTA New Starts
+ Exclusive BRT guideway

All BRT lines have more similarities than differences!

A Line and C Line: Early BRT Success



- Opened 2016 (A Line) and 2019 (C Line); >30% Ridership growth/corridor
- Over 3 million BRT rides 2019, 2.4 million 2020

Upcoming Bus Rapid Transit Lines

Planned Service Launch 2021-2030

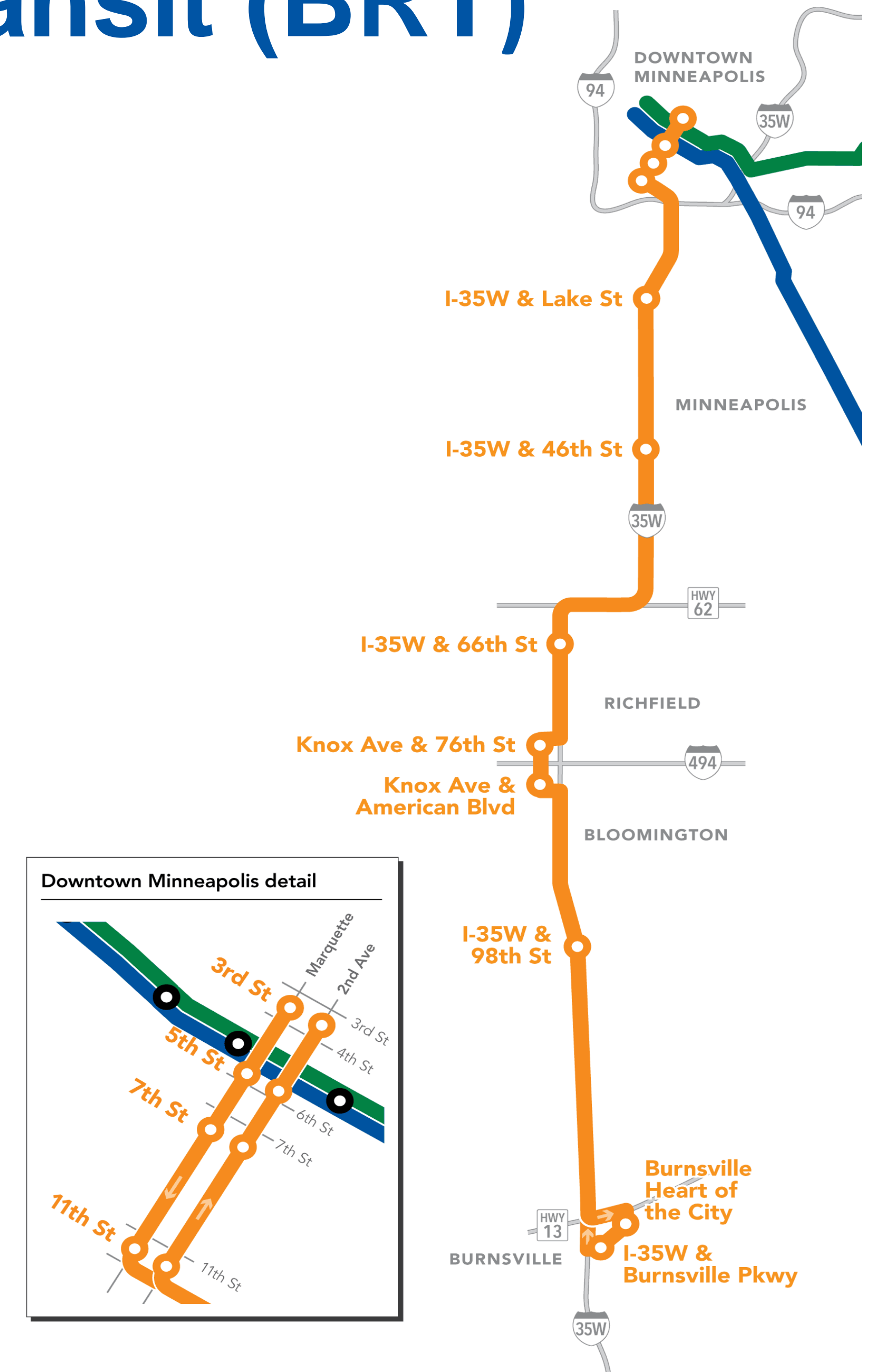
METRO Orange Line Bus Rapid Transit (BRT)

Downtown Minneapolis to Burnsville

- 12 stations, 17 miles
- All-day, frequent BRT along I-35W
- Improved access to 56,000 jobs and 81,000 residents outside of downtown Minneapolis

Project Status

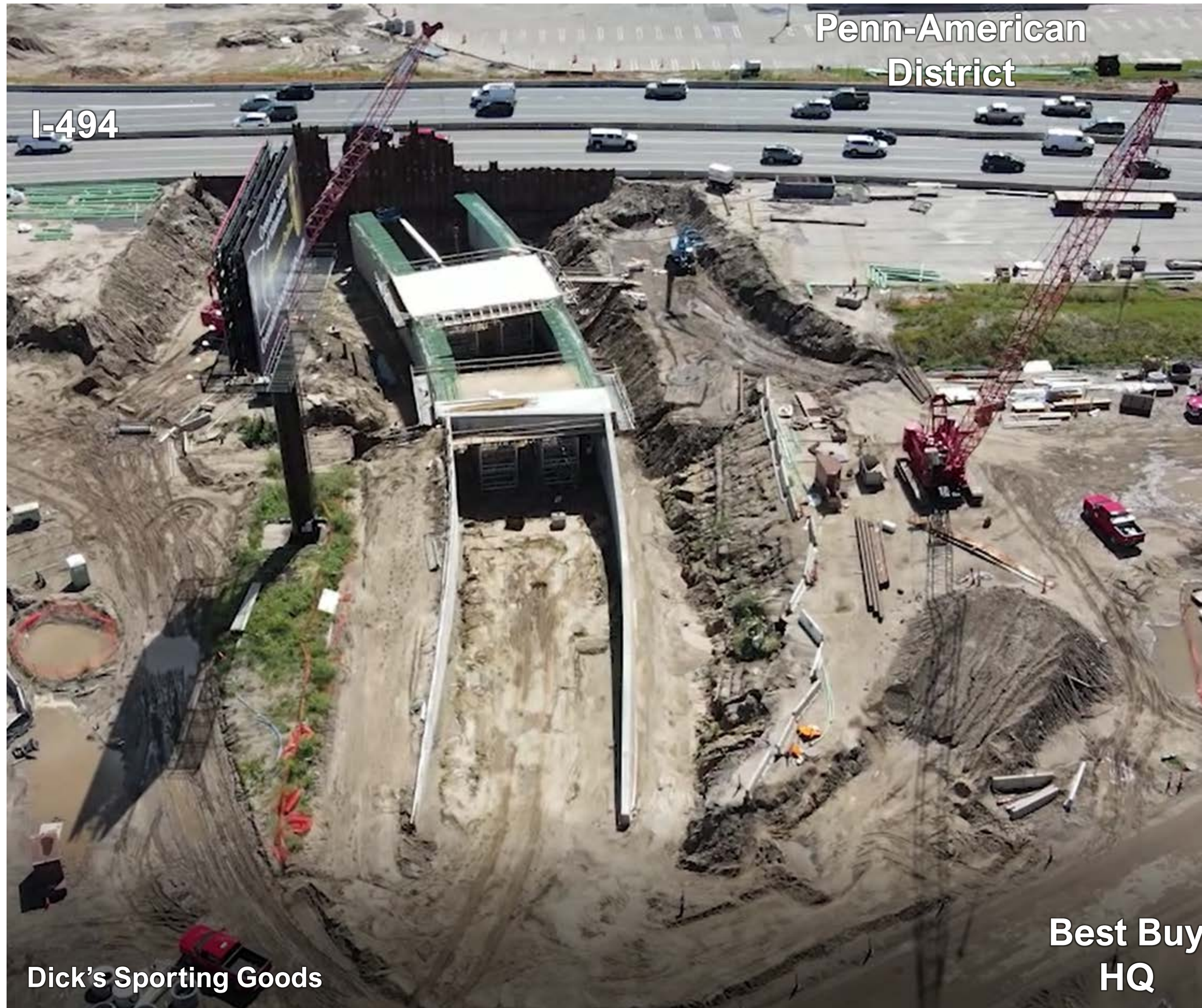
- Fully funded, \$150 million project
- \$15 million State funding (2014, 2017)
- Aligned with major highway projects on I-35W
- Opening late 2021



I-35W & Lake Street Station- Freeway Level



Orange Line: Knox Avenue Tunnel under I-494



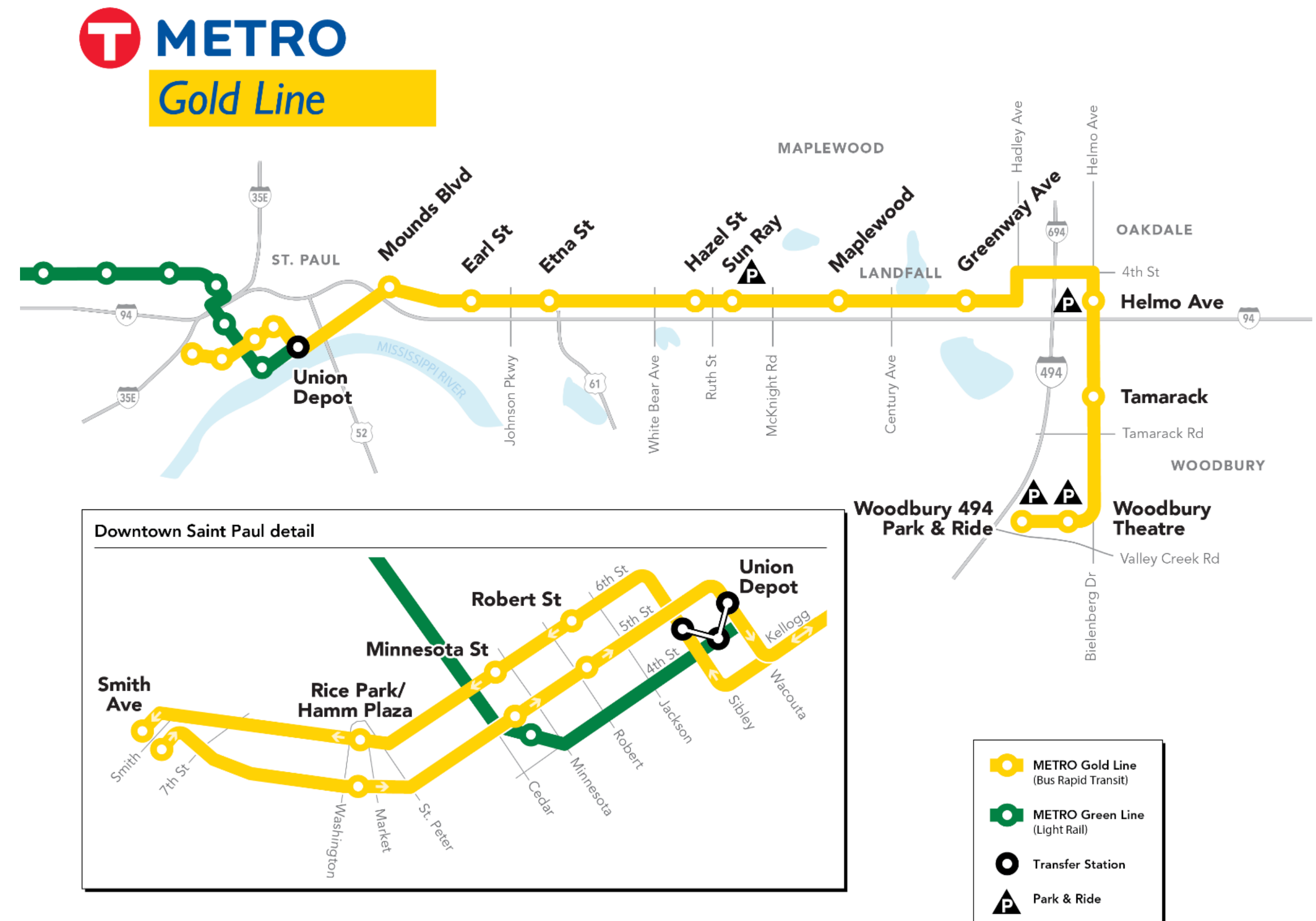
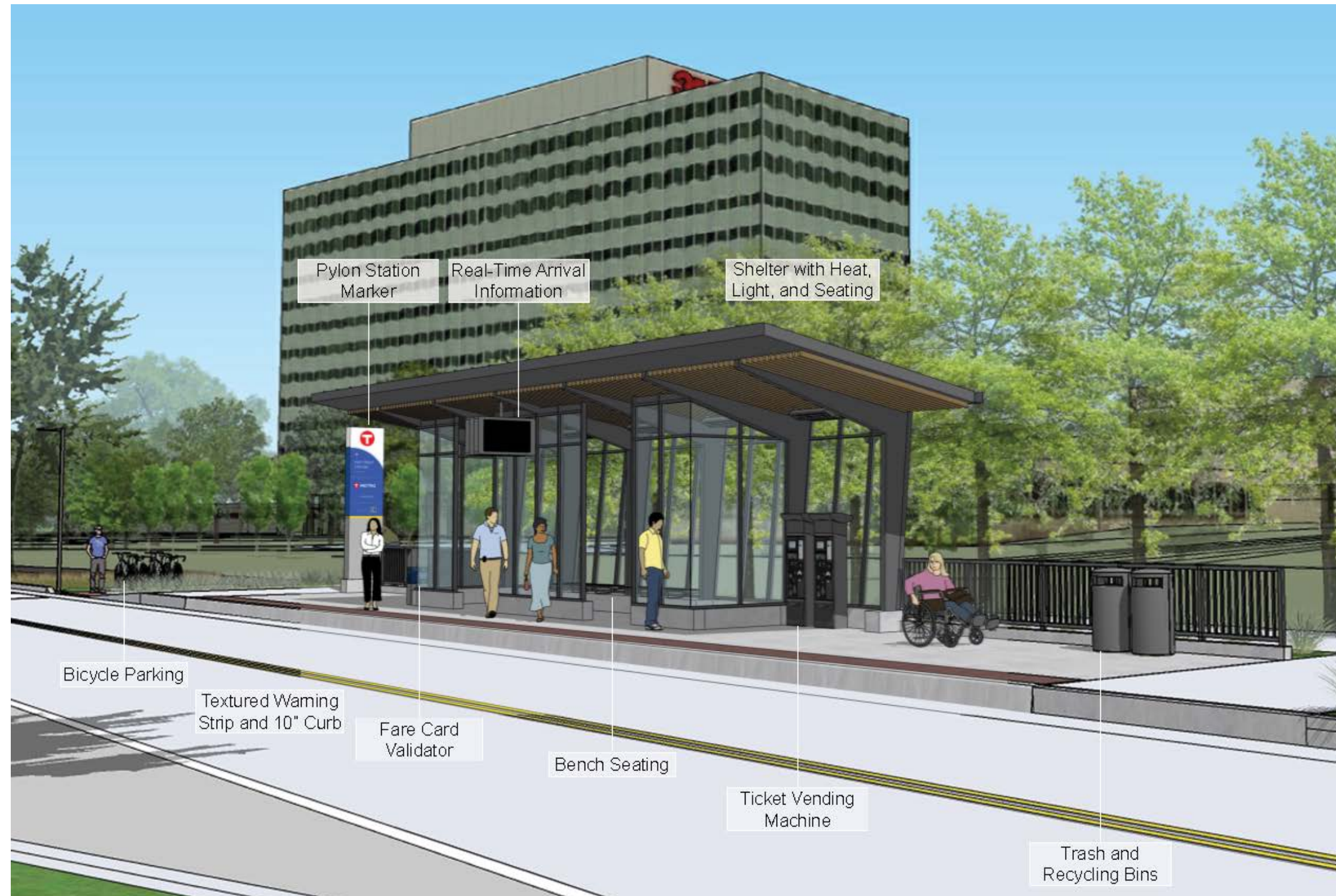
- Transit and bike/ped-only tunnel under 494
- Doorstep access to Best Buy and Penn-American district shopping, jobs, growing residential area
- Saves 10 minutes from 76th to 82nd St compared to today's routing via Penn Ave
- 15-minute ride from Downtown Minneapolis



Final Condition Looking south

METRO Gold Line

- Minnesota's first BRT line operating primarily in dedicated guideway
- 10 miles, 21 New Stations
- \$532 million estimated cost
- Planned construction 2022-2024, Service 2024
- Project funding partners Washington and Ramsey Counties, FTA
- Serving the East Metro:
 - 2 counties, 5 cities
 - 95,000 jobs within ¼ mile of stations



Rush Line BRT

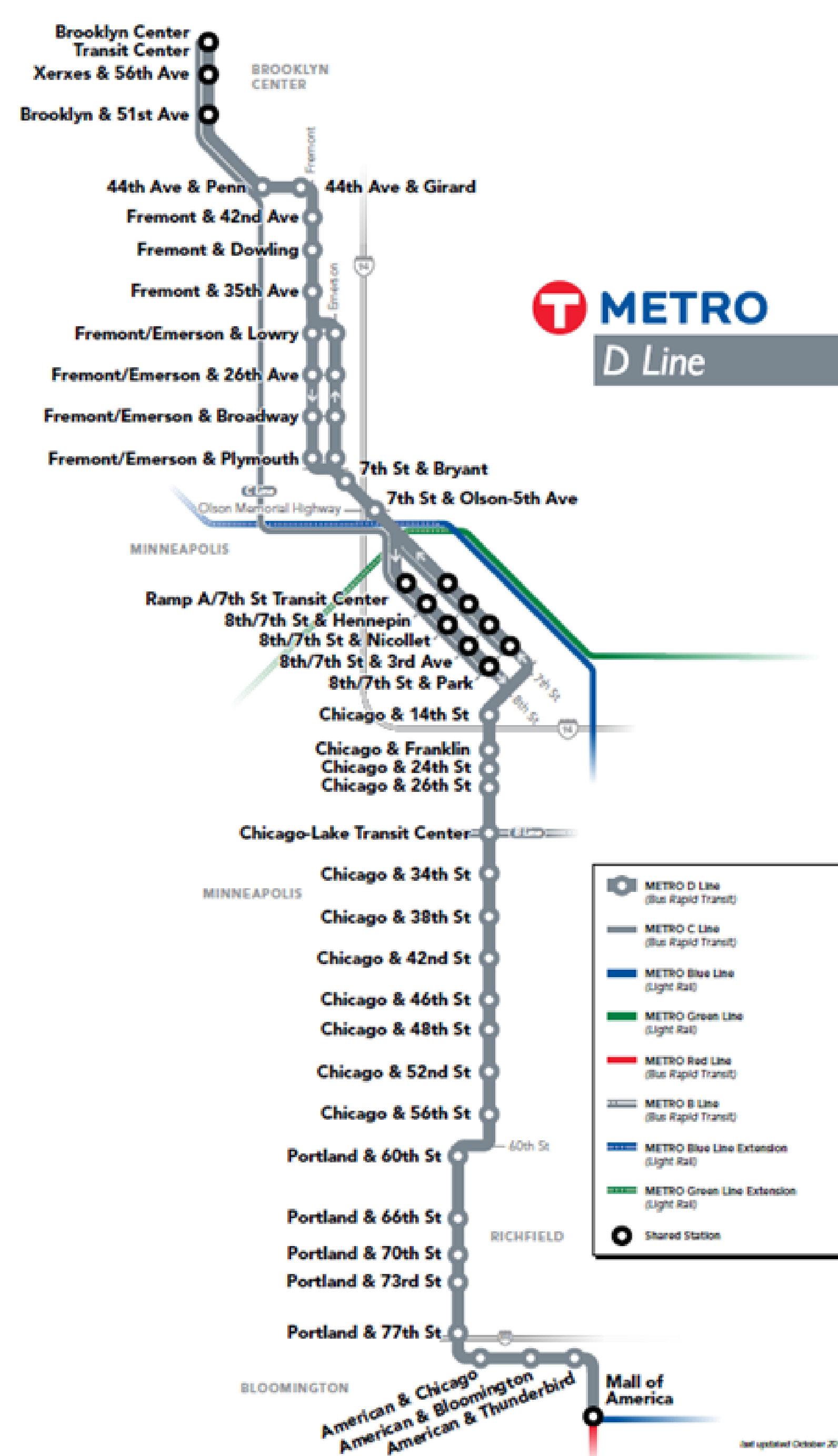
Union Depot to White Bear Lake

- 15 miles, 21 stations
- All-day, frequent BRT service primarily on dedicated guideway
- \$475 million estimated cost
- 97,000 people, access to 106,000 jobs

Project Status

- Current “Environmental Analysis Phase” led by Ramsey County
- Project transitioning to Metropolitan Council in 2021 for implementation
- Potential for service by 2026



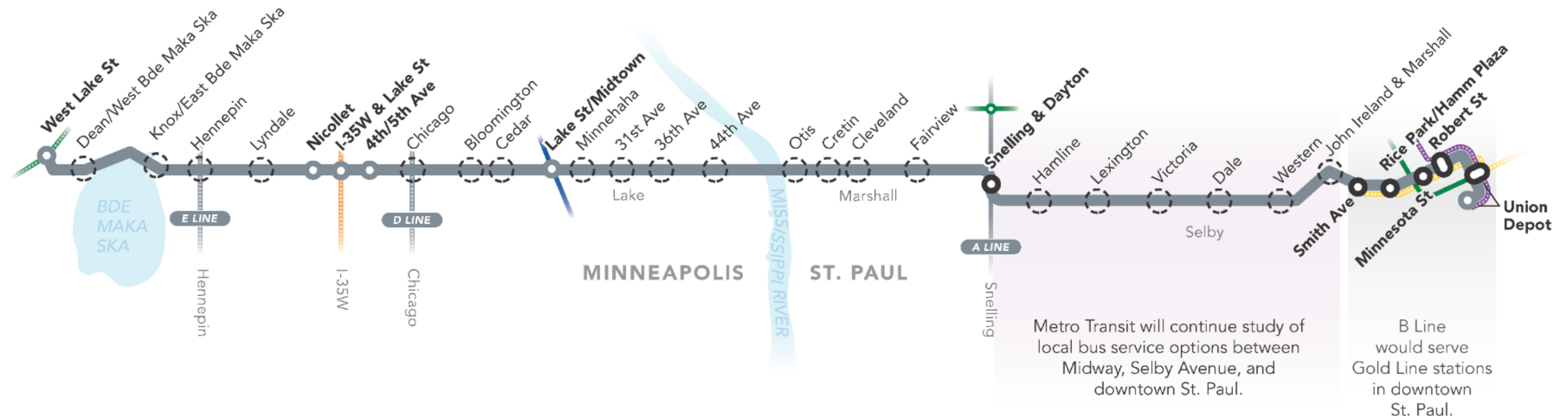


METRO D Line: Upgrading MN's highest-ridership bus route

- More than 120,000 people live within 1/2 mile (a 10-minute walk or roll) of the D Line
- One-bus access to more than 200,000 jobs
- 1 of 4 households on D Line have no vehicle
- 2021-2022 construction, Planned to open late 2022
- Final funding through October 2020 bonding bill
- \$75 million budget, including vehicles, construction, systems & project delivery
- Chicago Ave & 38th St Station
 - Not pursued in current 2021-2022 construction
 - Future station planned with local coordination

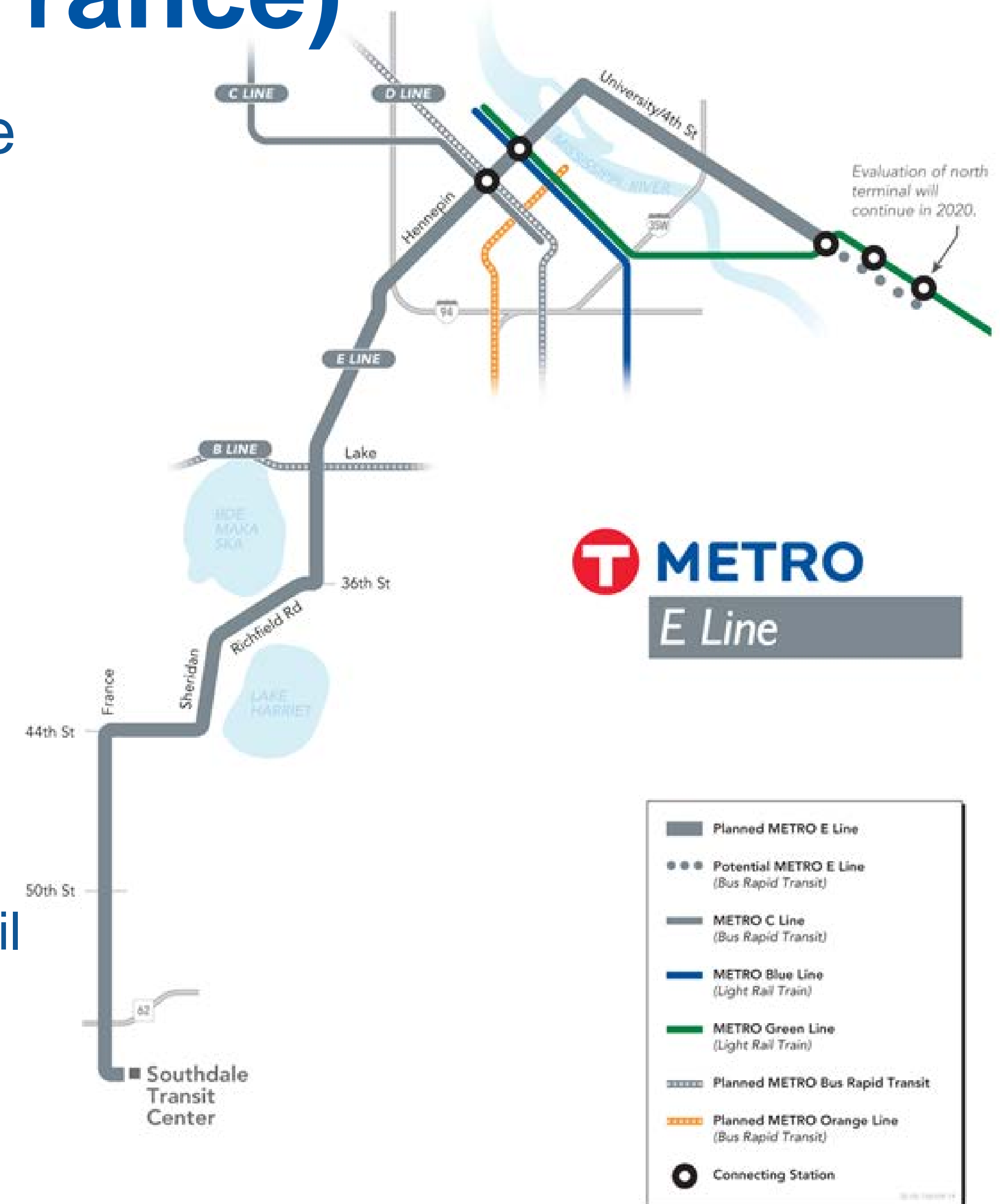
METRO B Line: Upgrading Route 21

- Metro Transit's 2nd highest-ridership bus route; approximately 10,000 daily rides in 2019
- 106,000 people live within a 10-minute walk or roll of the B Line, of whom 42% are BIPOC
- The B Line would provide one-bus access to 131,000 jobs
- \$65 million preliminary budget: Final funding through October 2020 State bonding bill
- Feb 2021- Releasing draft corridor plan for community input, local coordination
- 2021-2022 engineering, 2023 construction, planned service start 2024



METRO E Line (Hennepin/France)

- Upgrade of Route 6, from U of M to Southdale via 4th & University, Hennepin and France avenues
- 8,000 daily rides in 2019
- Schedule
 - 2020-2021: Planning
 - 2022-2023: Engineering
 - 2024: Construction begins (w/ full funding), closely coordinated with other street projects
- \$60 million preliminary budget
 - \$20 million secured through Federal grants, Council funds, remaining 2020 state bonds for BRT
 - \$40 million remaining need

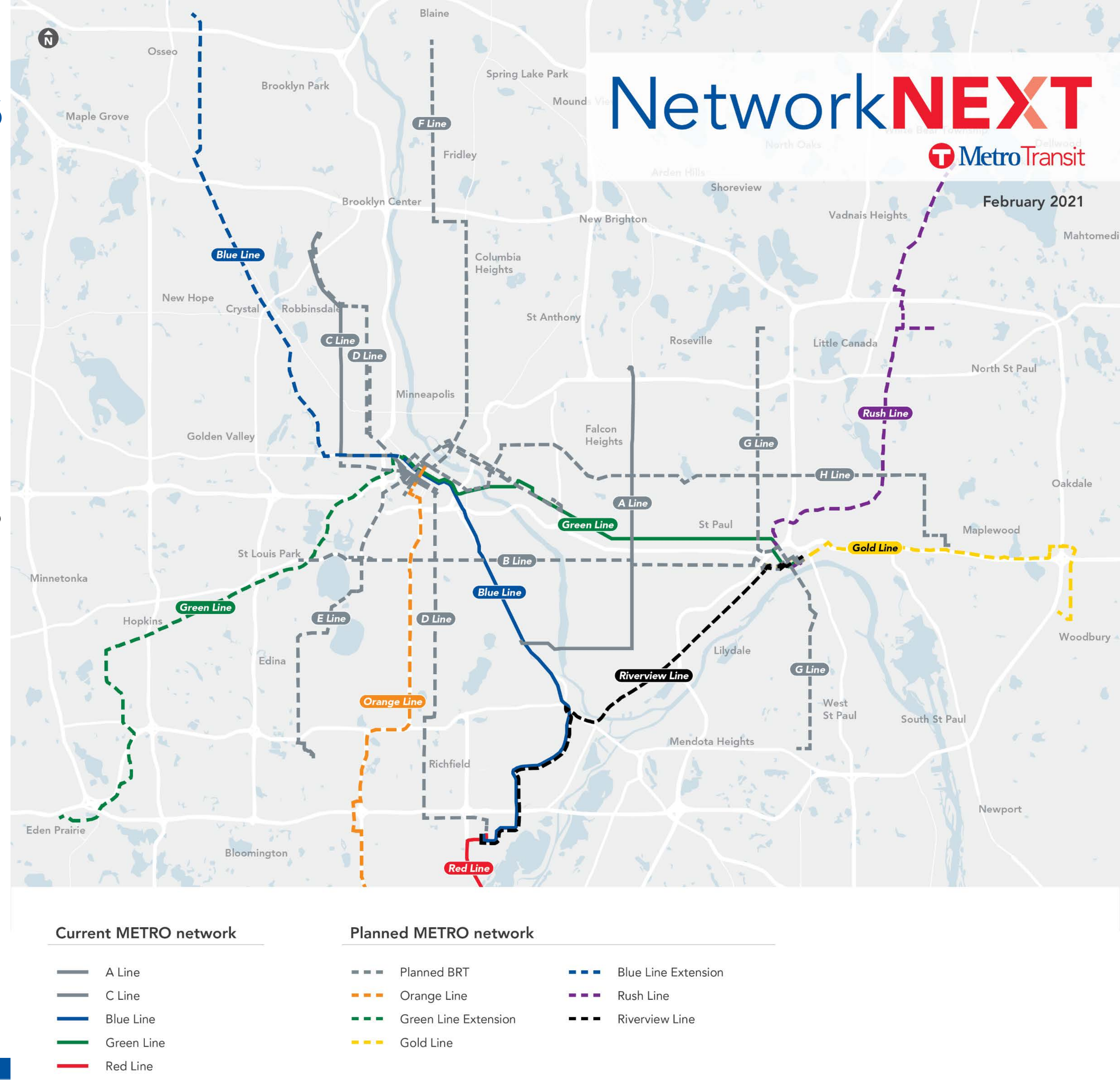


Network Next

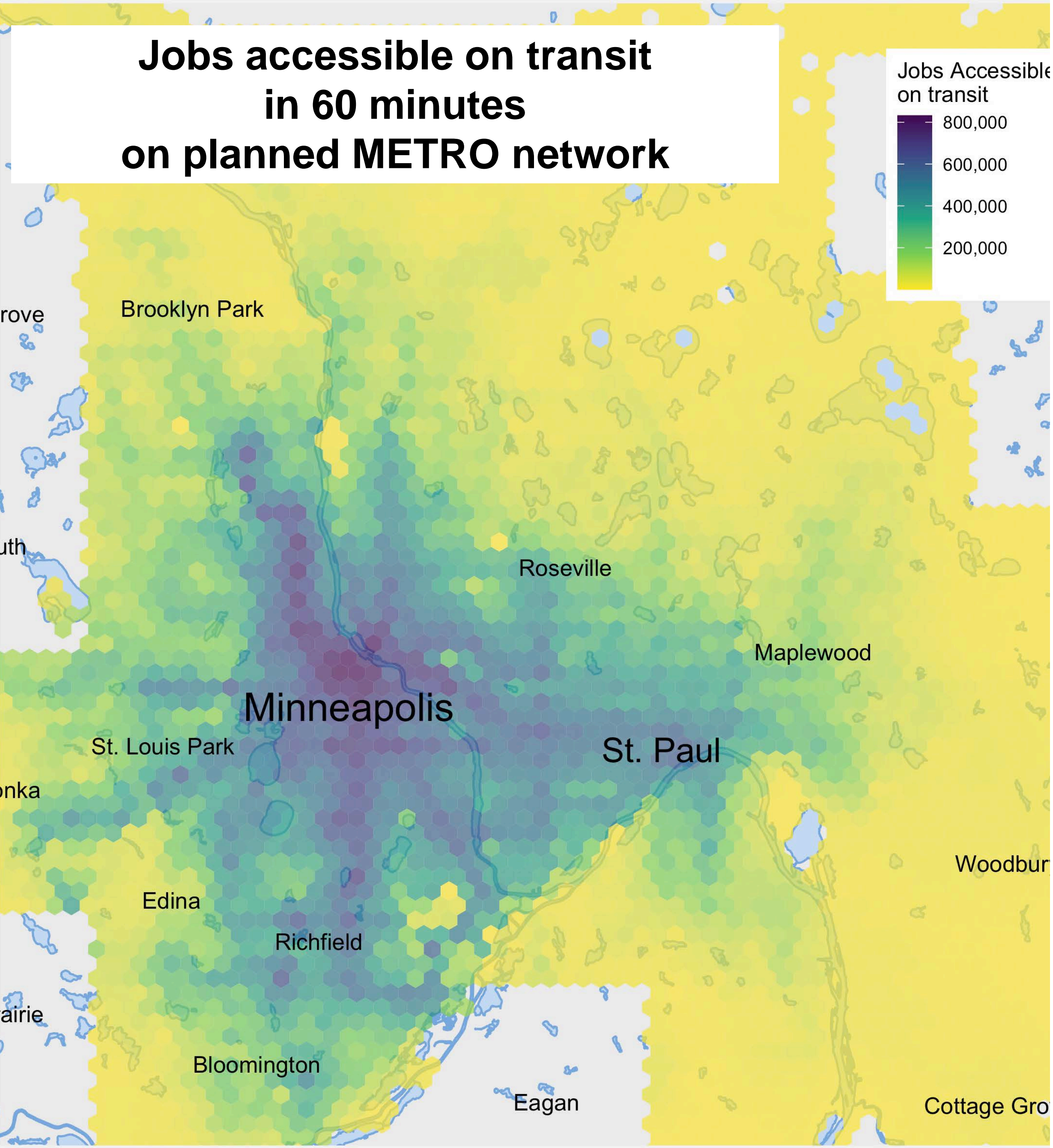
- **Metro Transit's 2040 Bus Network Plan**
 - Local and express bus expansion
 - Evaluation and selection of next arterial Bus Rapid Transit lines
- Guiding principles based in Council **policy**, shaped by **performance data** and **community input**
 - Advance **Equity** and Reduce Regional Racial 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

Planned BRT corridors by 2030

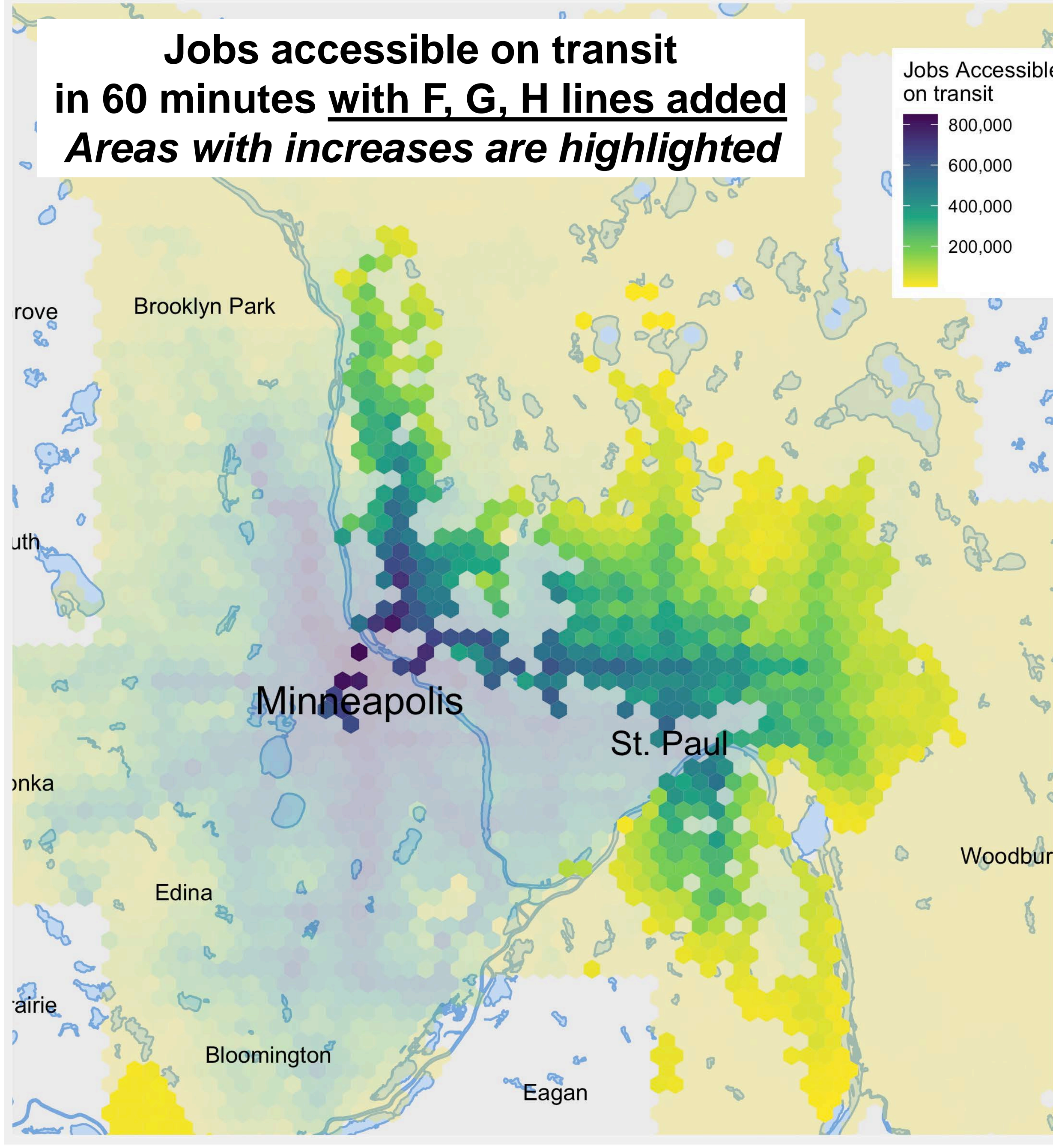
- F Line (Central)
- G Line (Rice / Robert)
- H Line (Como / Maryland)
- Complements Gold Line and Rush Line Guideway BRT lines
- 40 new miles of BRT corridors
- Serves Anoka, Dakota, Hennepin, Ramsey counties
- Provides significant expansion in job access by 2030



**Jobs accessible on transit
in 60 minutes
on planned METRO network**

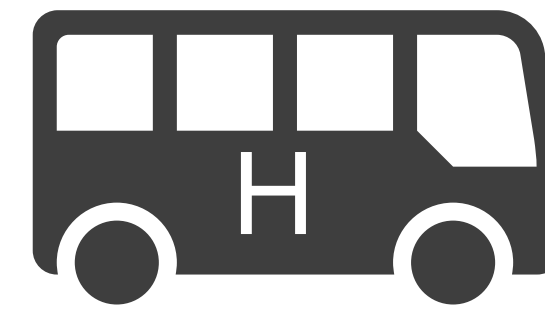
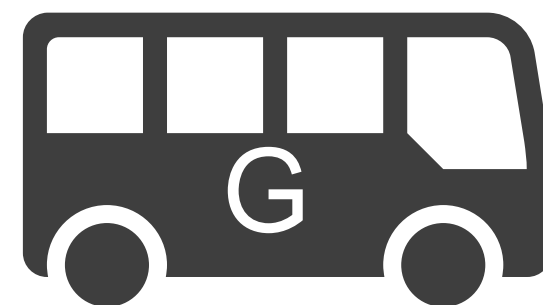
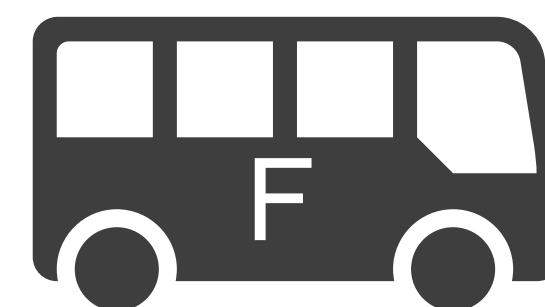
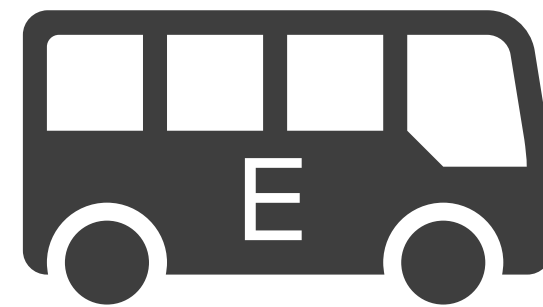


**Jobs accessible on transit
in 60 minutes with F, G, H lines added
*Areas with increases are highlighted***



Arterial BRT: Value for Transit Investment

~50,000 daily rides (2040)



\$320 Million Investment
(\$200-250 Million needed)

Next Steps

- March 2021- Metropolitan Council selects corridors for F, G, H lines
- Later in 2021- Network Next focus shifts to local and express bus planning
- Continued BRT corridor planning and implementation, pending available funding



METRO F Line



METRO G Line



METRO H Line



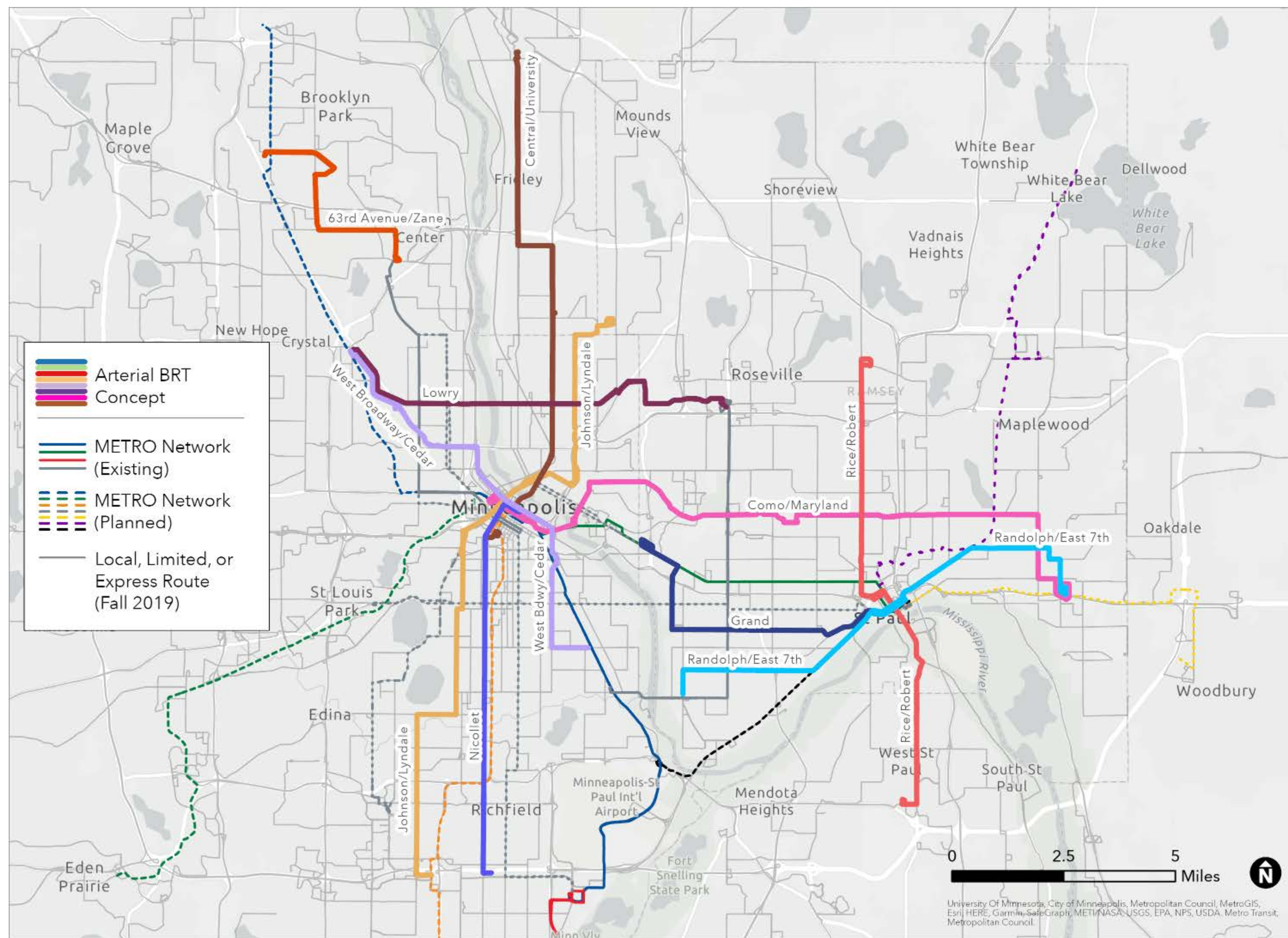
3-4 mid-term



3-4 longer term

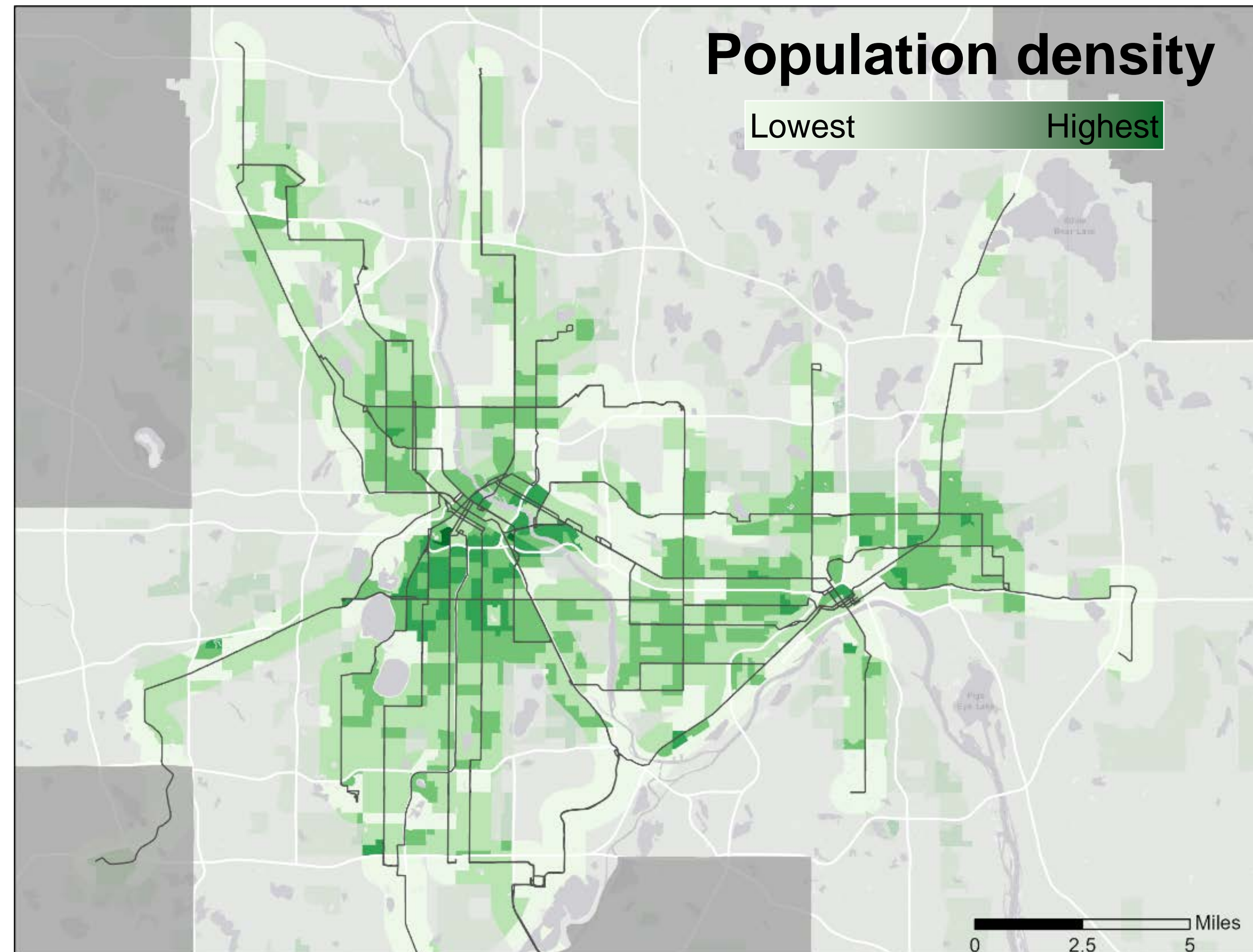
A network of 10 promising corridors

- Screened from 19 Initial Corridors
- Extends the reach of METRO transitways
- Increases transit access for under-served communities



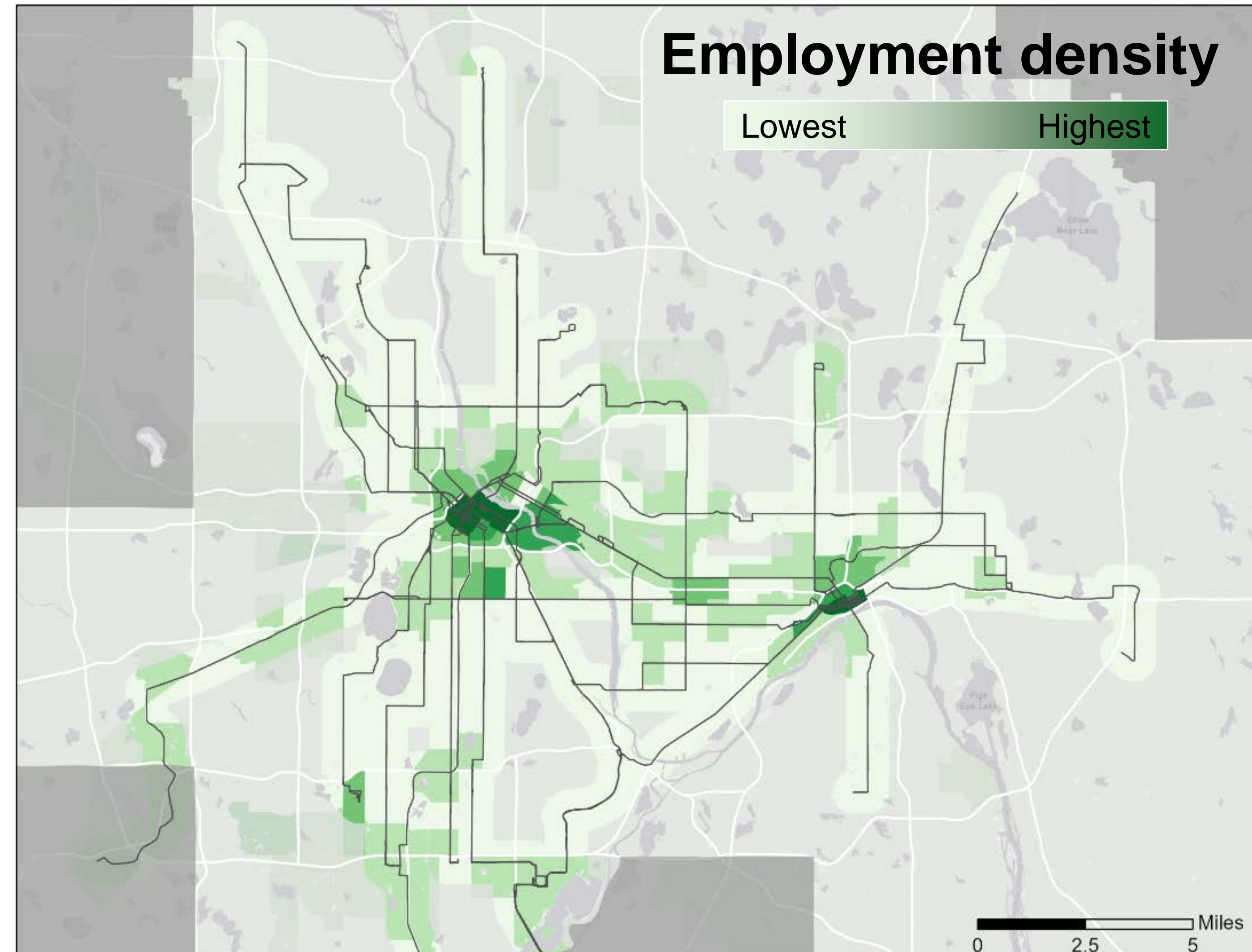
A fully realized 2040 METRO network would provide *fast, frequent, high-quality transit access to the region*

- 5% of the region's land area
- 28% of the region's residents
- 77% of Minneapolis + St. Paul residents
- 46% of the region's BIPOC residents
 - 65% of Black residents
 - 58% of Indigenous residents

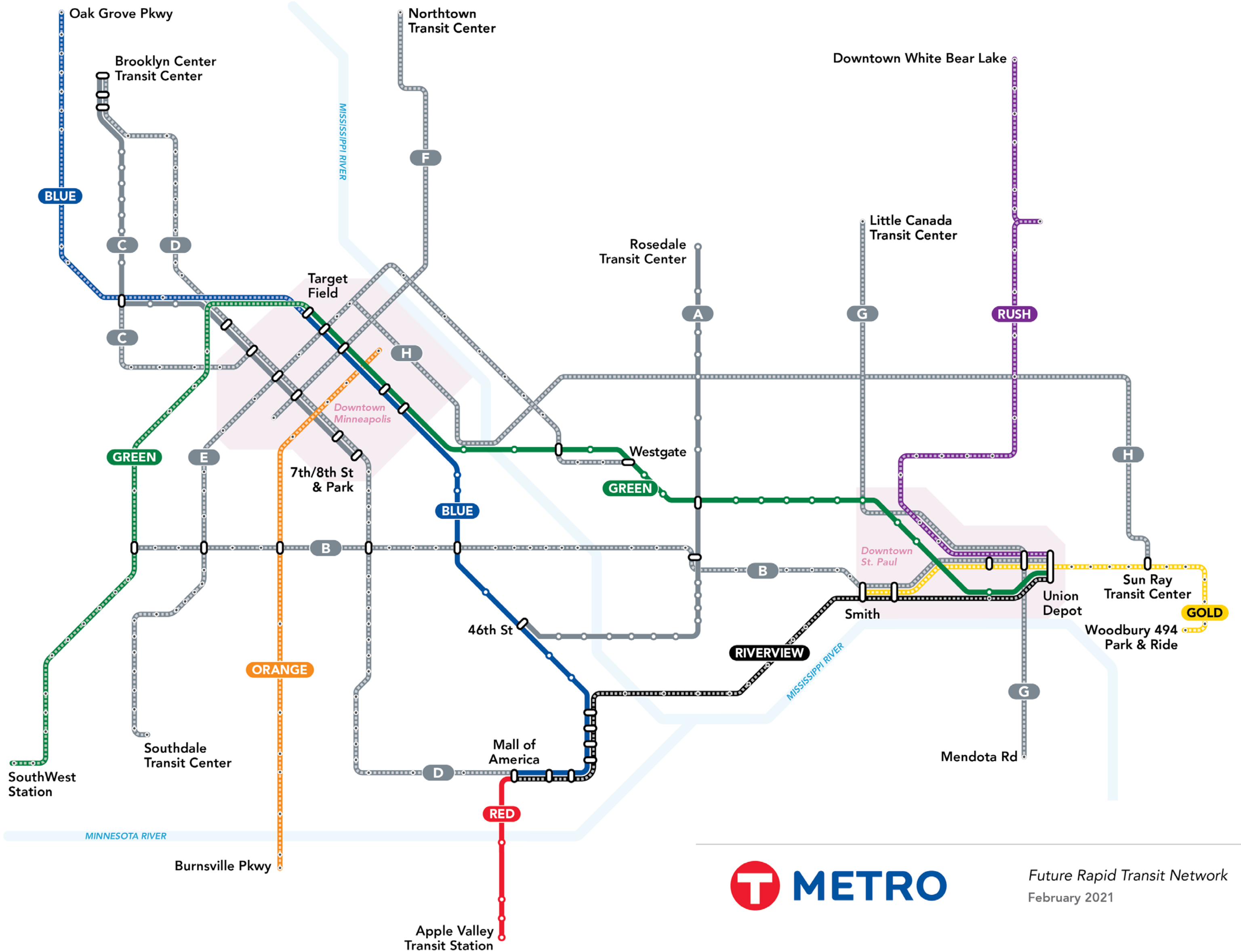


A fully realized 2040 METRO network would provide *access to opportunity for those who need it most*

- 47% of people with low incomes in the region
- 30% of region's households
 - 60% of renter households
 - 60% of zero-car households
- 44% of all jobs in the region (750,000)



Future METRO vision with F, G, H lines



Potential Future BRT Corridors

- 2025 examination of arterial corridors will identify next lines
- Future BRT projects also under local planning/consideration
 - Highway 55 west of Mpls
 - I-94/252 north of Mpls
 - Highway 36 east of Mpls
 - Red Rock Corridor
 - Rethinking I-94 transit options





METROPOLITAN
C O U N C I L