

Arterial Bus Rapid Transit

Transportation Conference Committee

May 7, 2021

Charles Carlson, Director of BRT Projects, Metro Transit



Arterial Bus Rapid Transit

- Frequent, reliable service
 - All-day frequent service every 10 minutes
 - Signal upgrades reduce traffic delays
- Enhanced stations
 - Ticket machines
 - Shelters with heat and light
 - Security features
- Specialized vehicles, all-door boarding



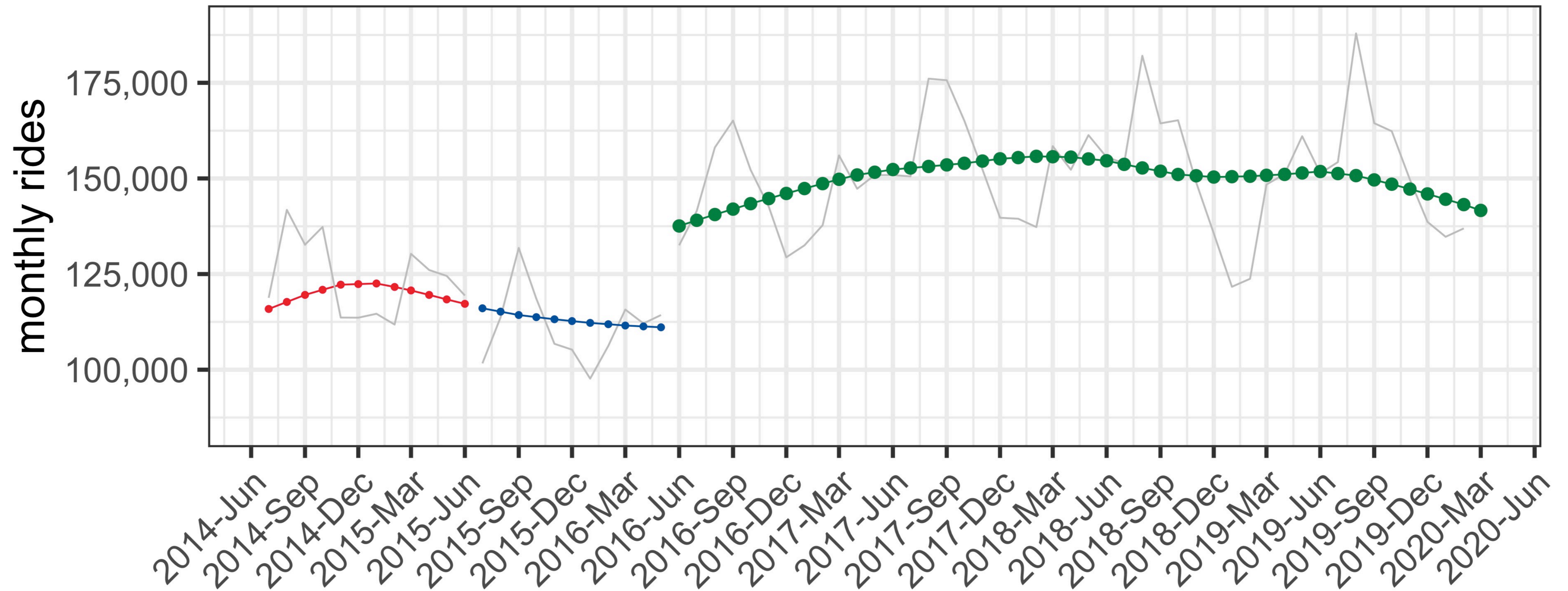
A Line and C Line: Early BRT Success



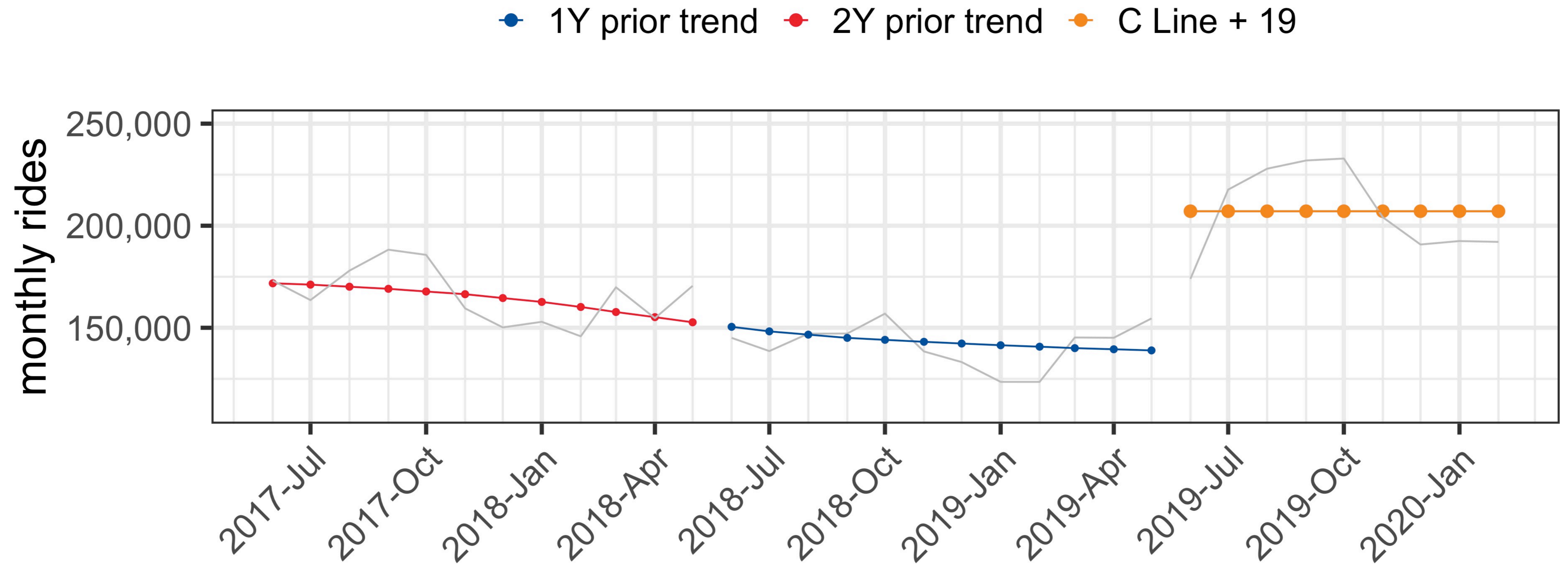
- Opened 2016 (A Line) and 2019 (C Line); >30% Ridership growth in each corridor
- Over 3 million BRT rides 2019, 2.4 million 2020
- \$60 million combined investment, completed on-time and under budget

A Line Ridership

● 1Y prior trend ● 2Y prior trend ● A Line + 84








C Line Ridership











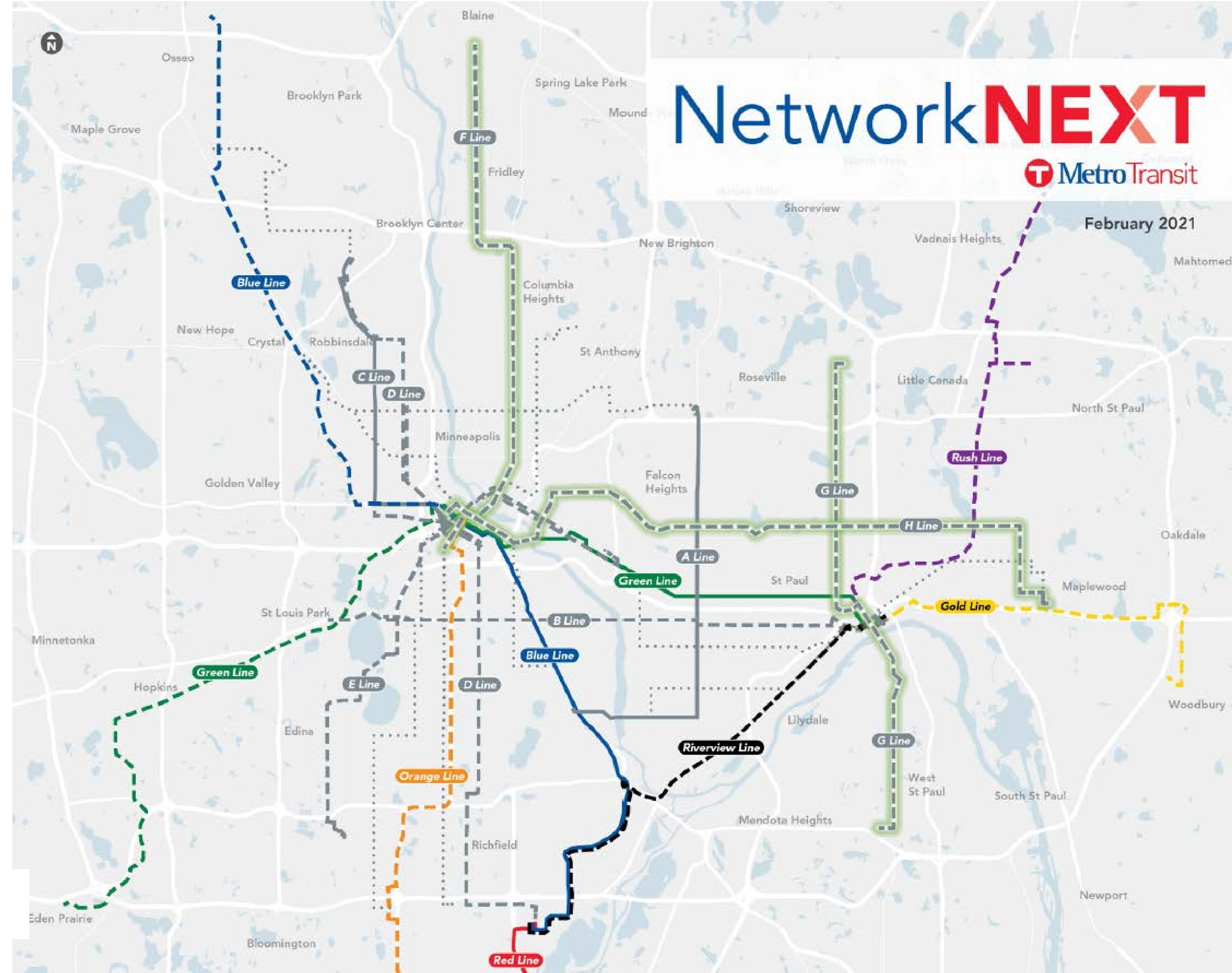
Up to 15 Arterial BRT Lines by 2040

Current METRO network

-  A Line
-  C Line
-  Blue Line
-  Green Line
-  Red Line

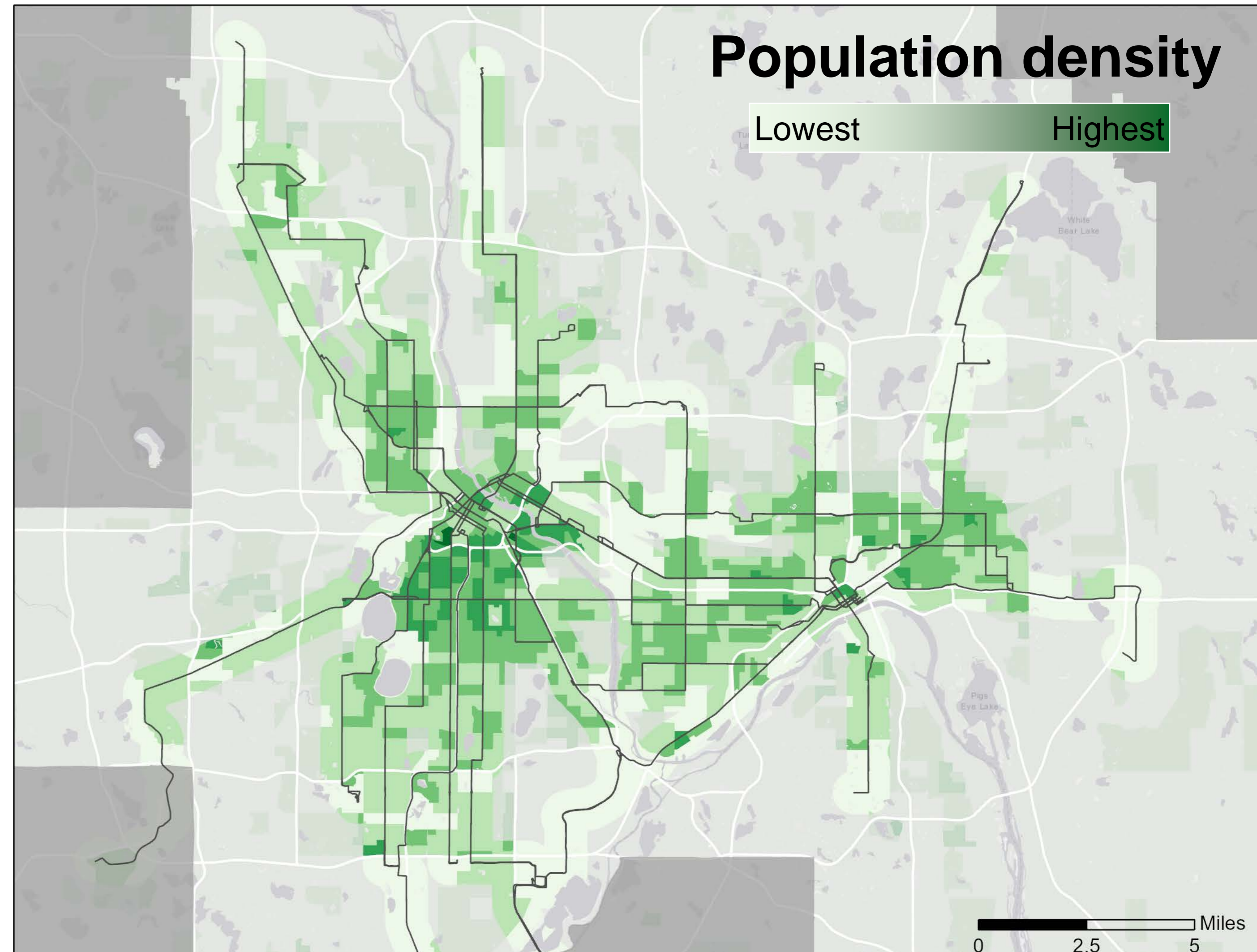
Planned METRO network

-  Planned BRT
-  Orange Line
-  Green Line Extension
-  Gold Line
-  Blue Line Extension
-  Rush Line
-  Riverview Line
-  Additional candidates 2030-2040
(2025 study to select next lines)



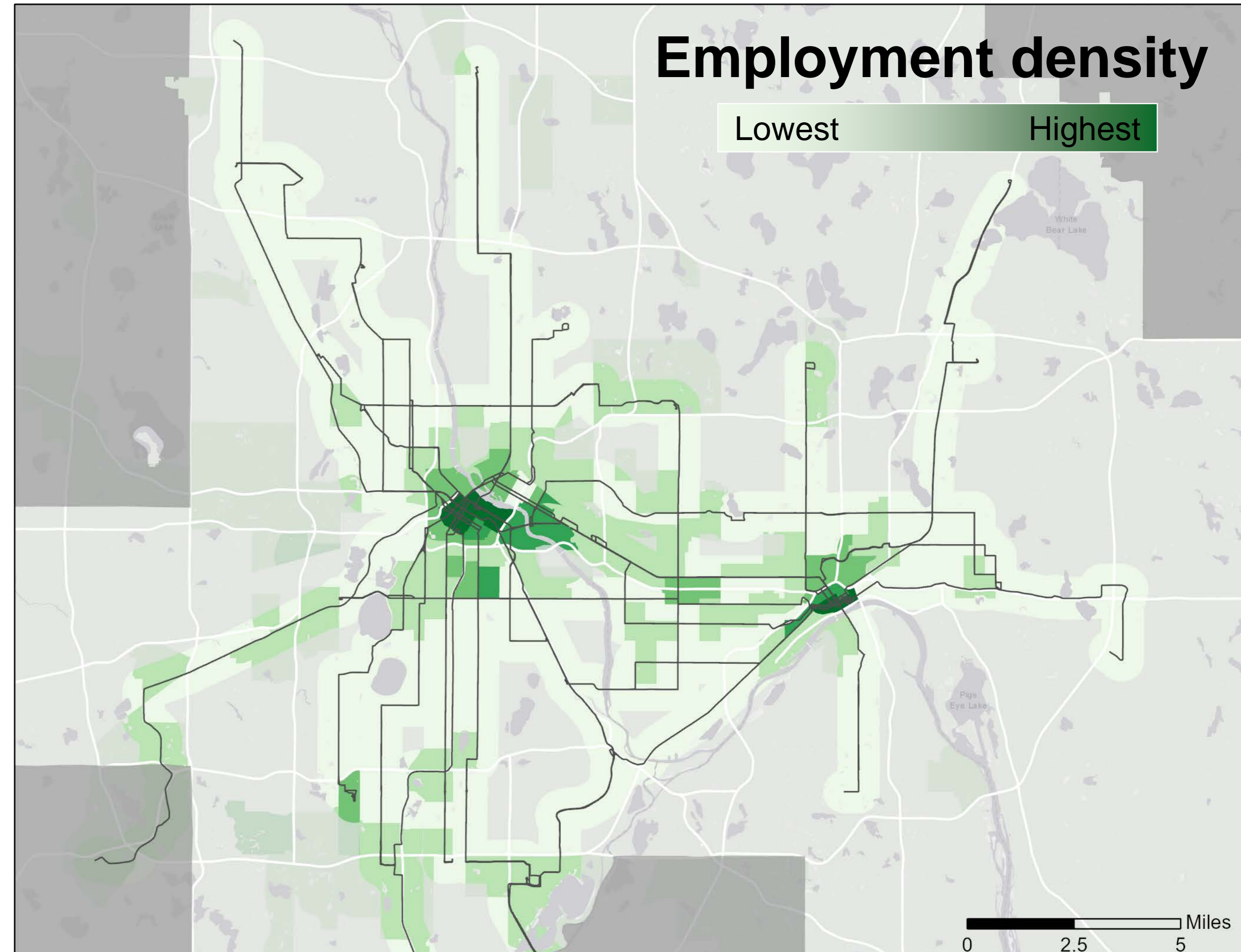
A fully realized 2040 METRO network would provide *fast, frequent, high-quality transit access to the region*

- 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

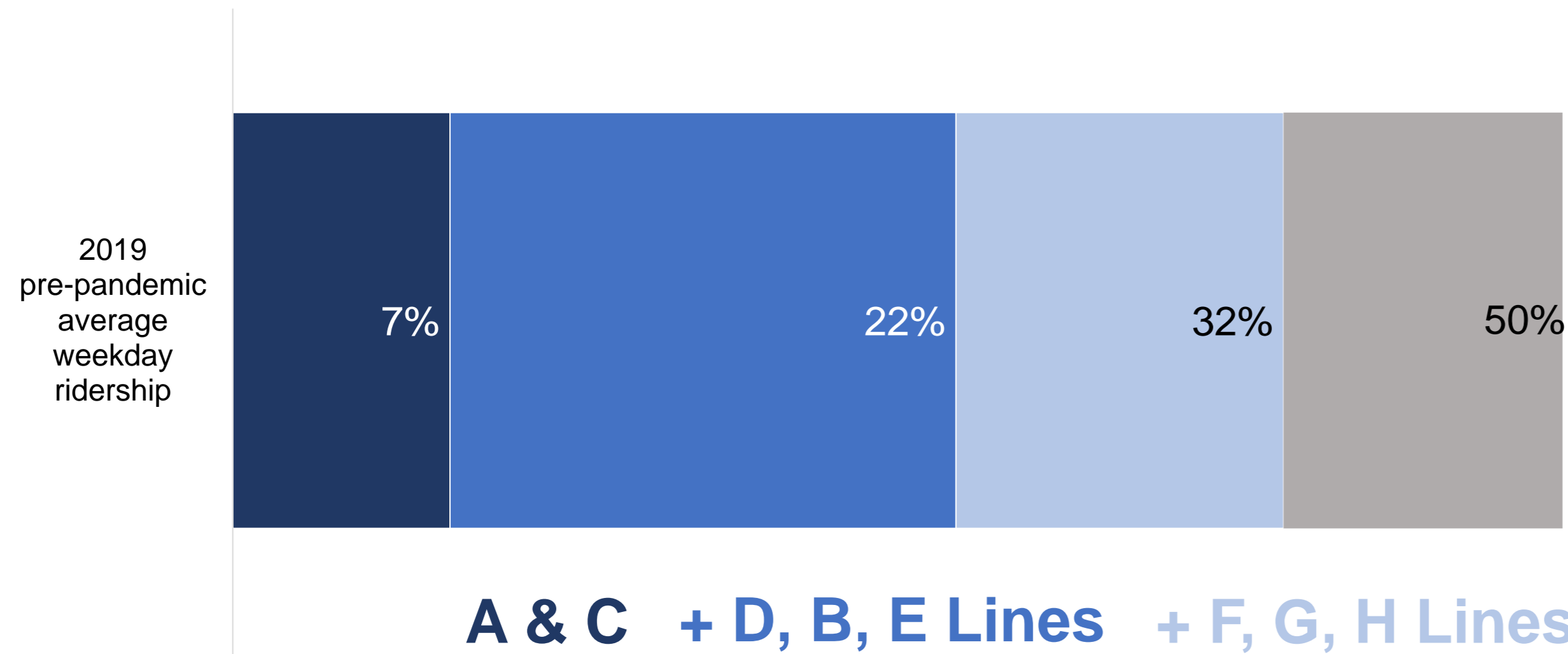


A fully realized 2040 METRO network would provide *access to opportunity for those who need it most*

- 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)

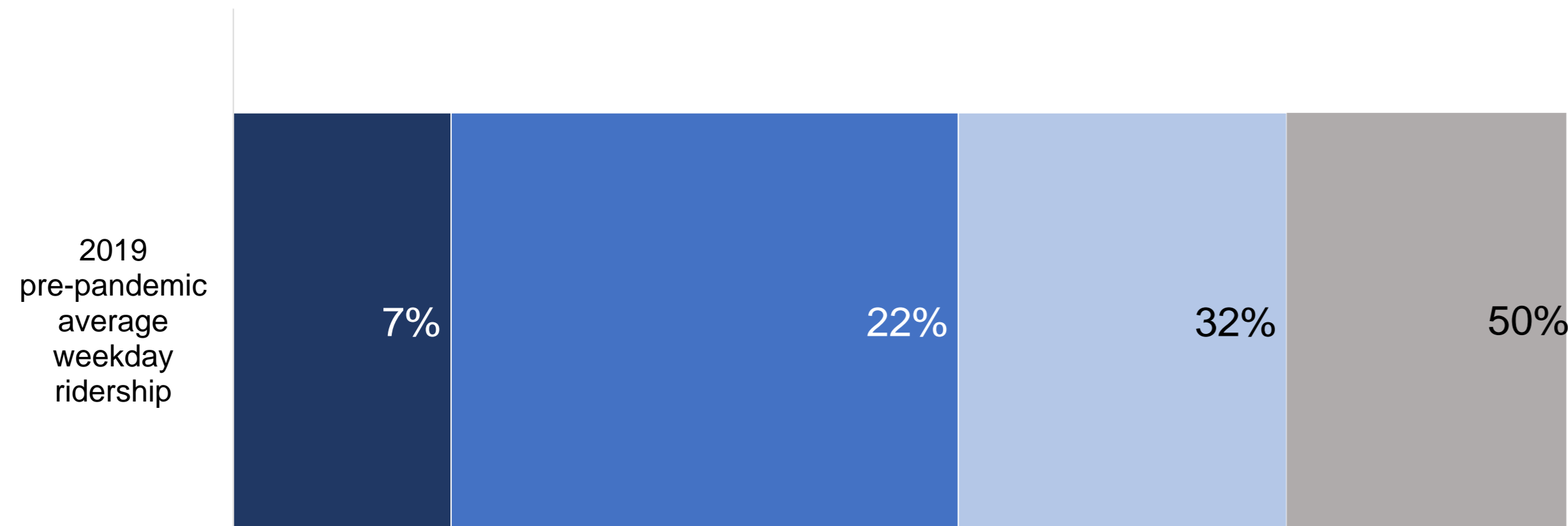


Current bus riders served by arterial BRT network



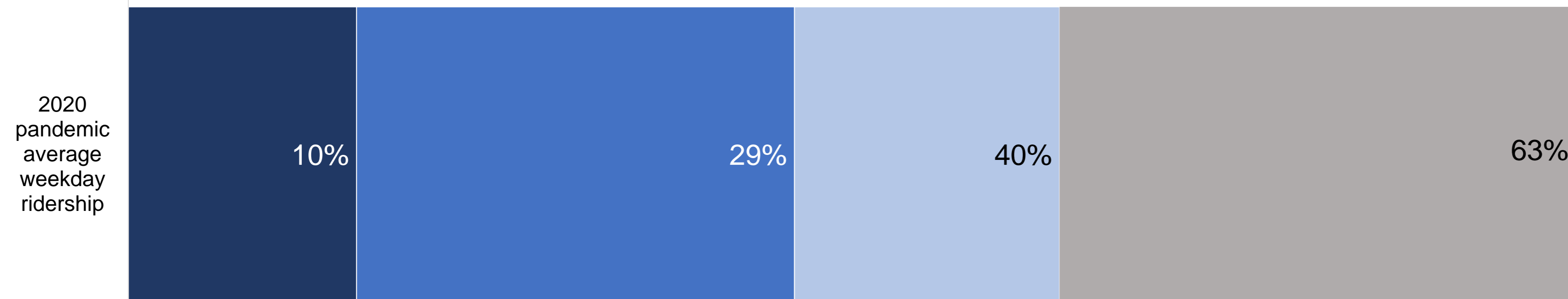
50% of all Metro Transit bus rides pre-COVID were on routes where BRT is existing, planned, or potential

Current bus riders served by arterial BRT network



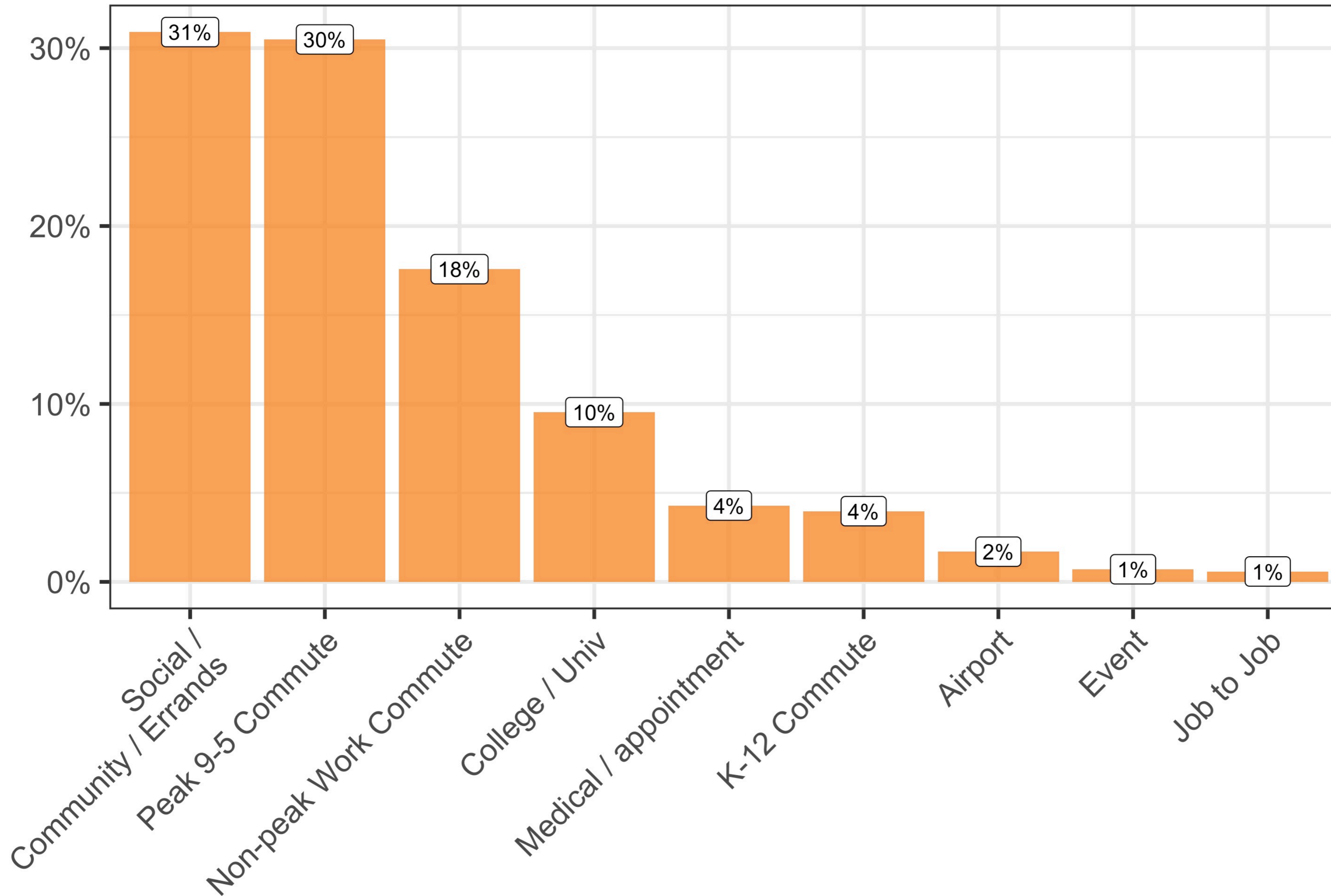
50% of all Metro Transit bus rides pre-COVID were on routes where BRT is existing, planned, or potential

A & C + D, B, E Lines + F, G, H Lines + 7 Additional lines by 2040



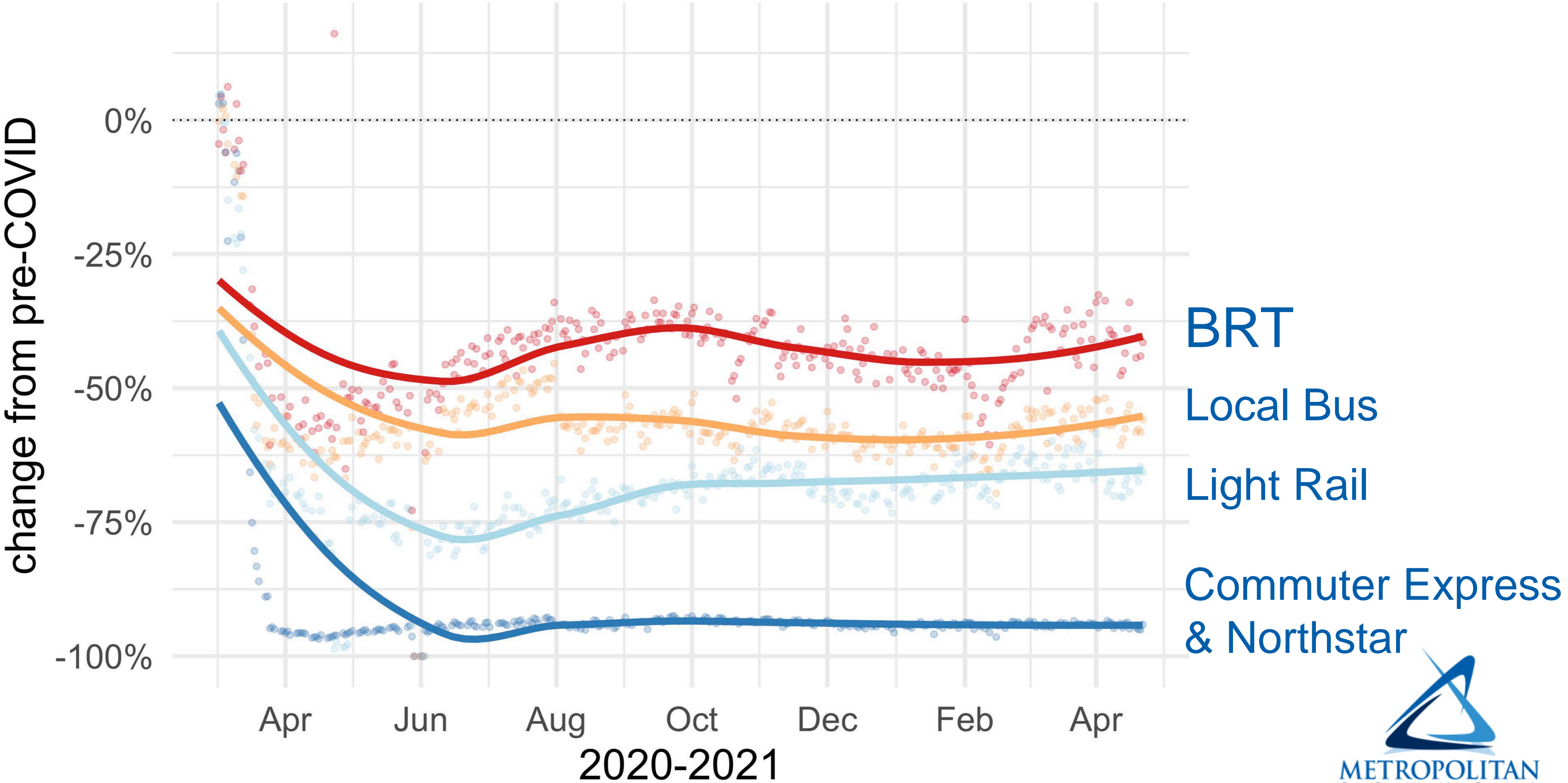
63% of all Metro Transit bus rides during COVID on routes where arterial BRT is existing, planned, or potential

More than a commute- transit trip purposes

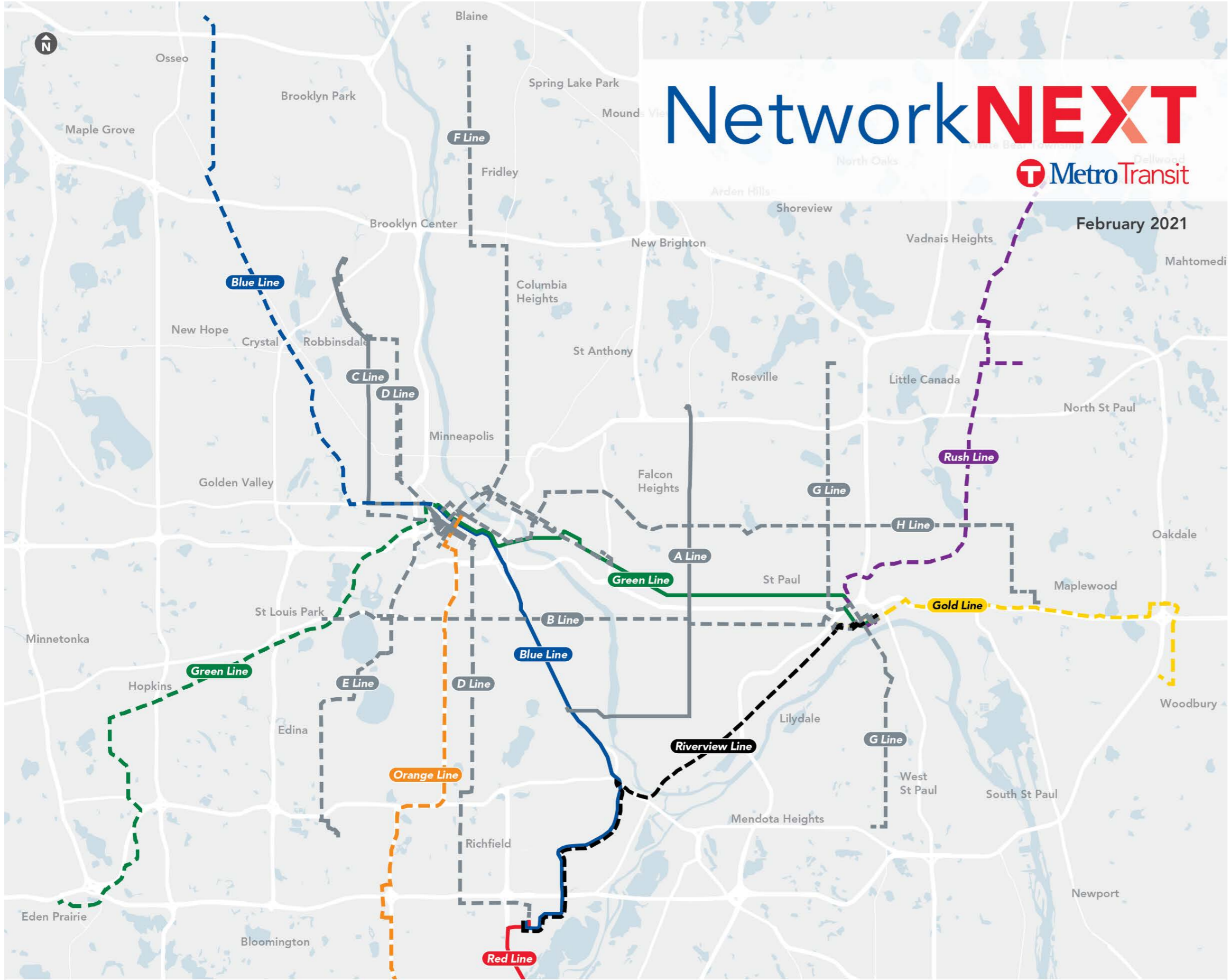


70% of transit trips are for something other than a 9-5 office commute

Arterial BRT is Minnesota's most robust transit mode during COVID-19



Upcoming Arterial BRT Lines: 2022-2030



Current METRO network

- A Line
- C Line
- Blue Line
- Green Line
- Red Line

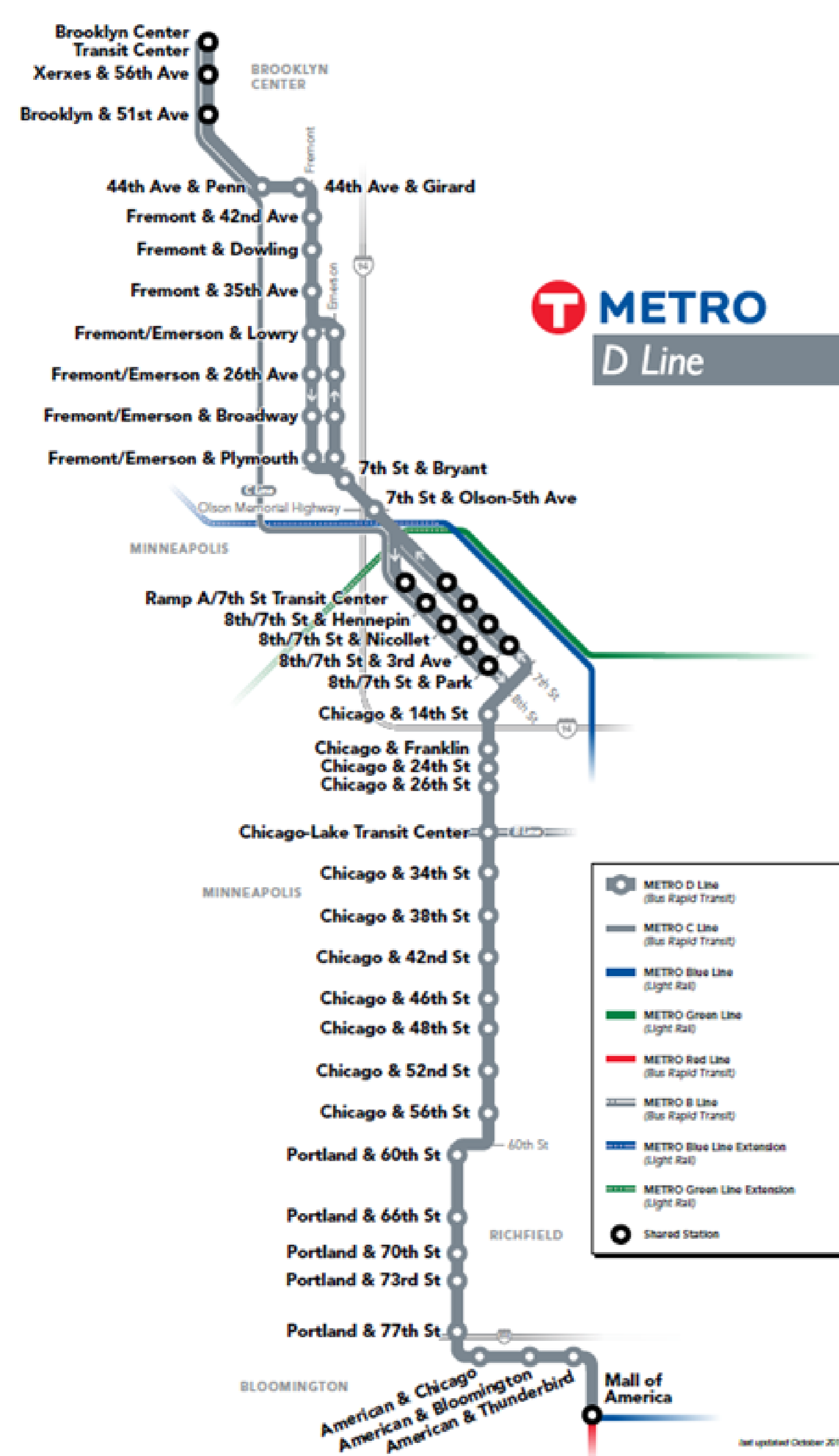
Planned METRO network

- - - Planned BRT
- - - Orange Line
- - - Green Line Extension
- - - Gold Line
- - - Blue Line Extension
- - - Rush Line
- - - Riverview Line



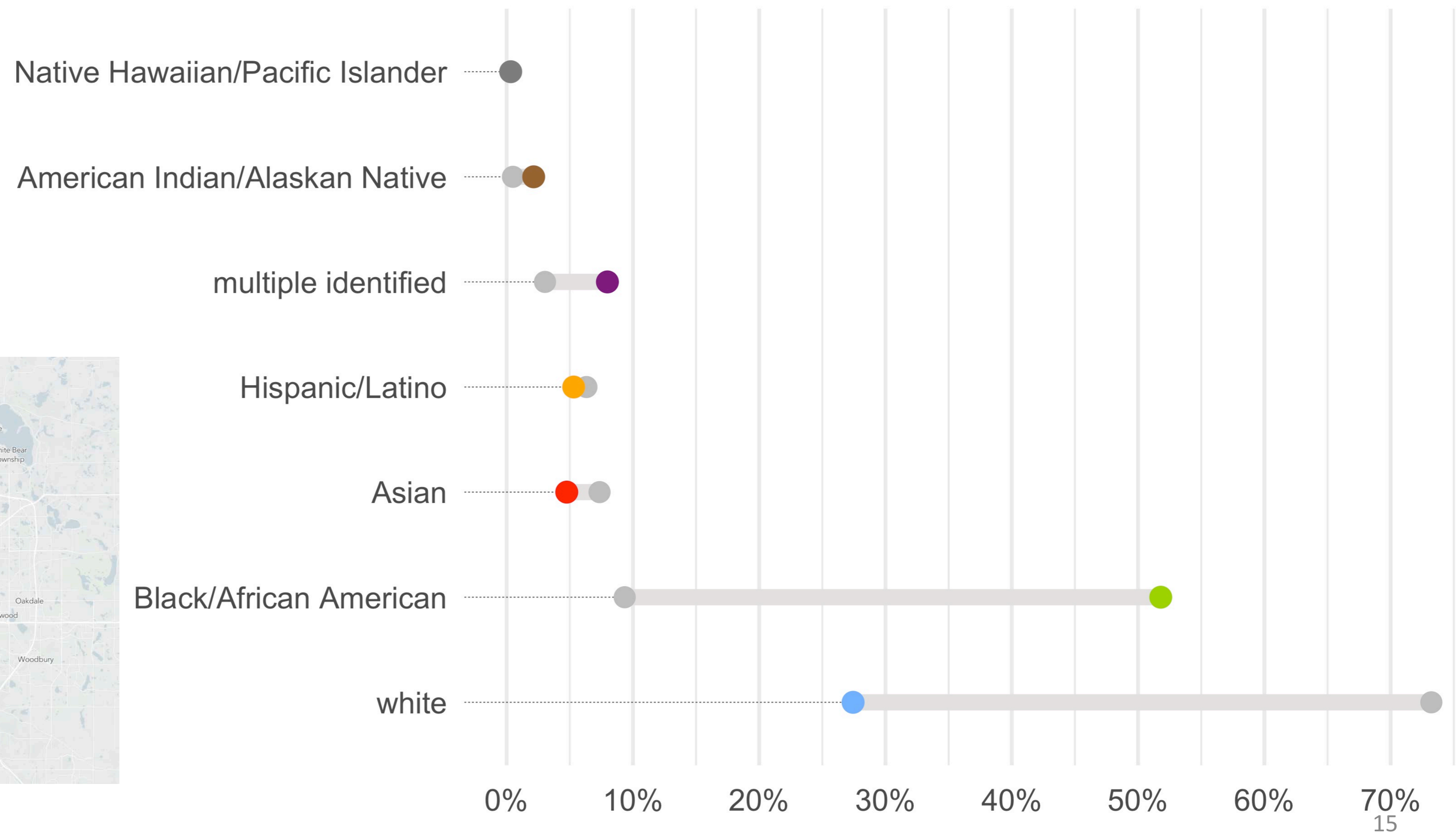
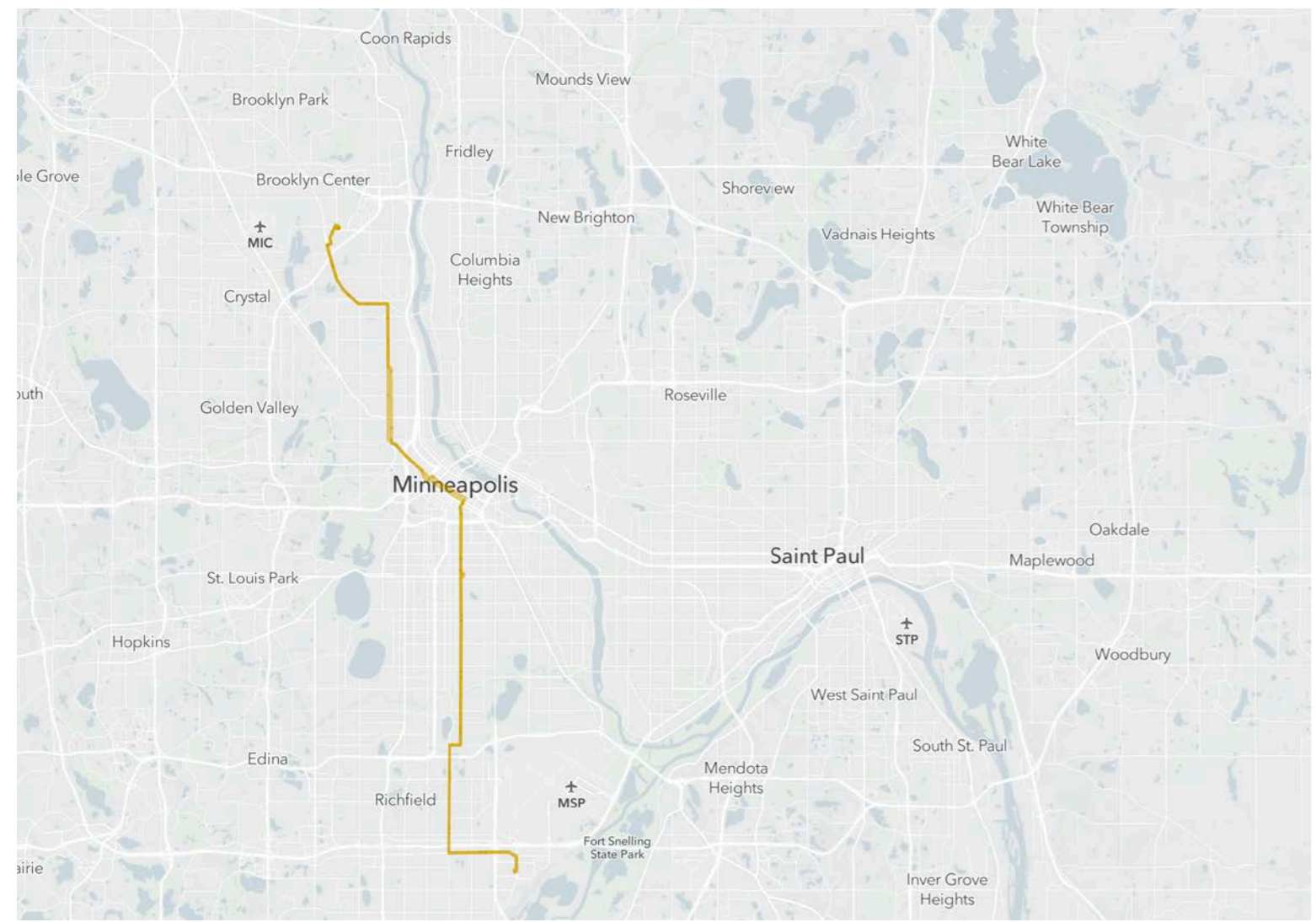
METRO D Line: Upgrading MN's highest-ridership bus route

- 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 underway
- Planned to open late 2022
- Funding completed in October 2020 bonding bill
- \$75 million budget, including vehicles, construction, systems & project delivery



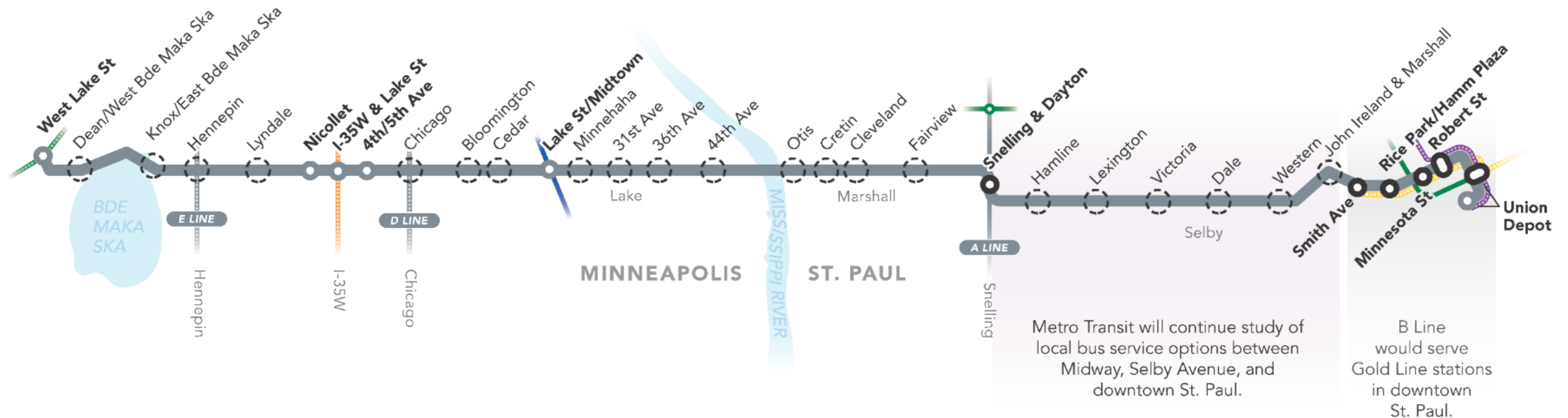
Route 5 (Chicago/ Fremont): 12,000 trips on typical weekday

Metro Transit Route 5 difference from regional demographics



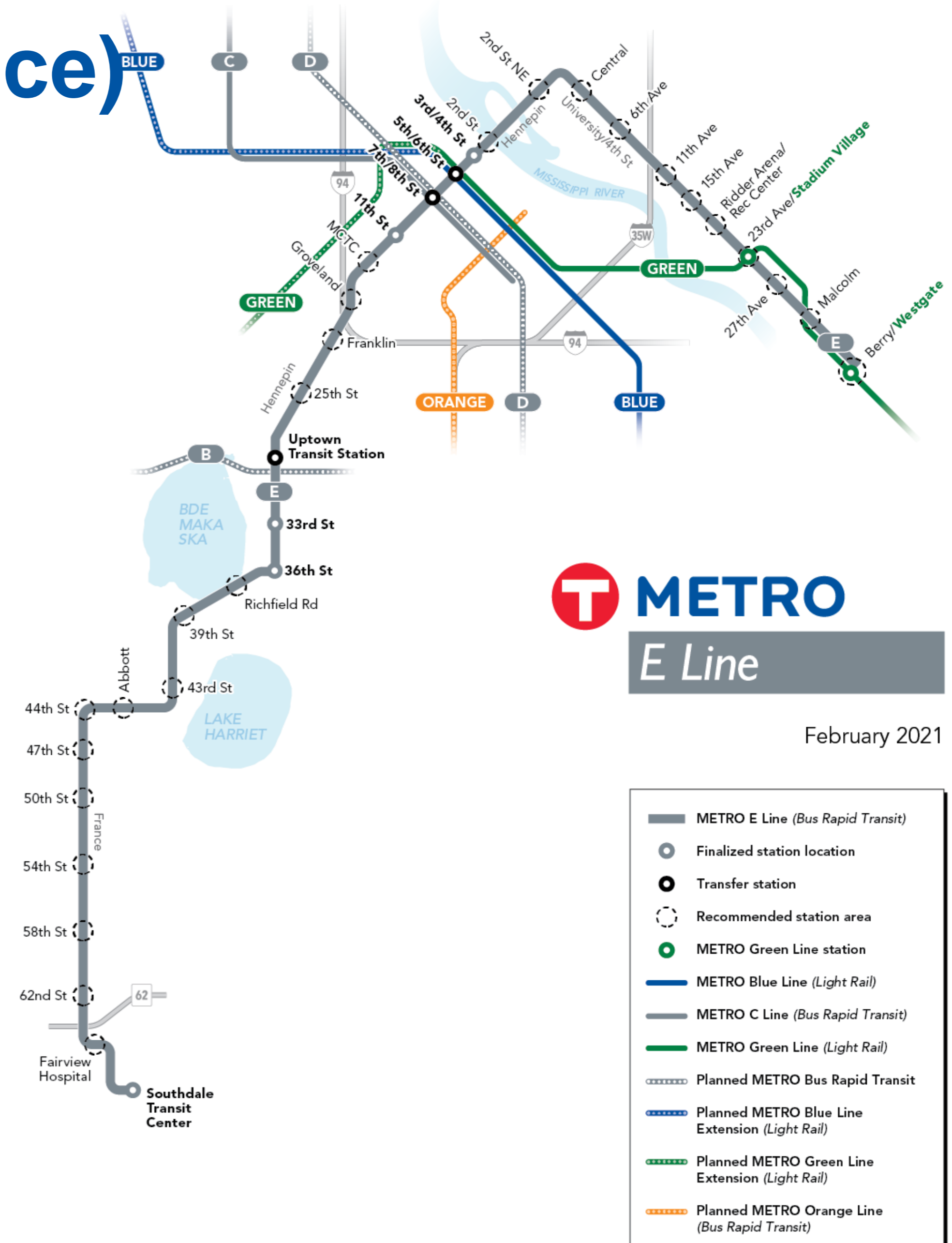
METRO B Line: Upgrading Route 21

- 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



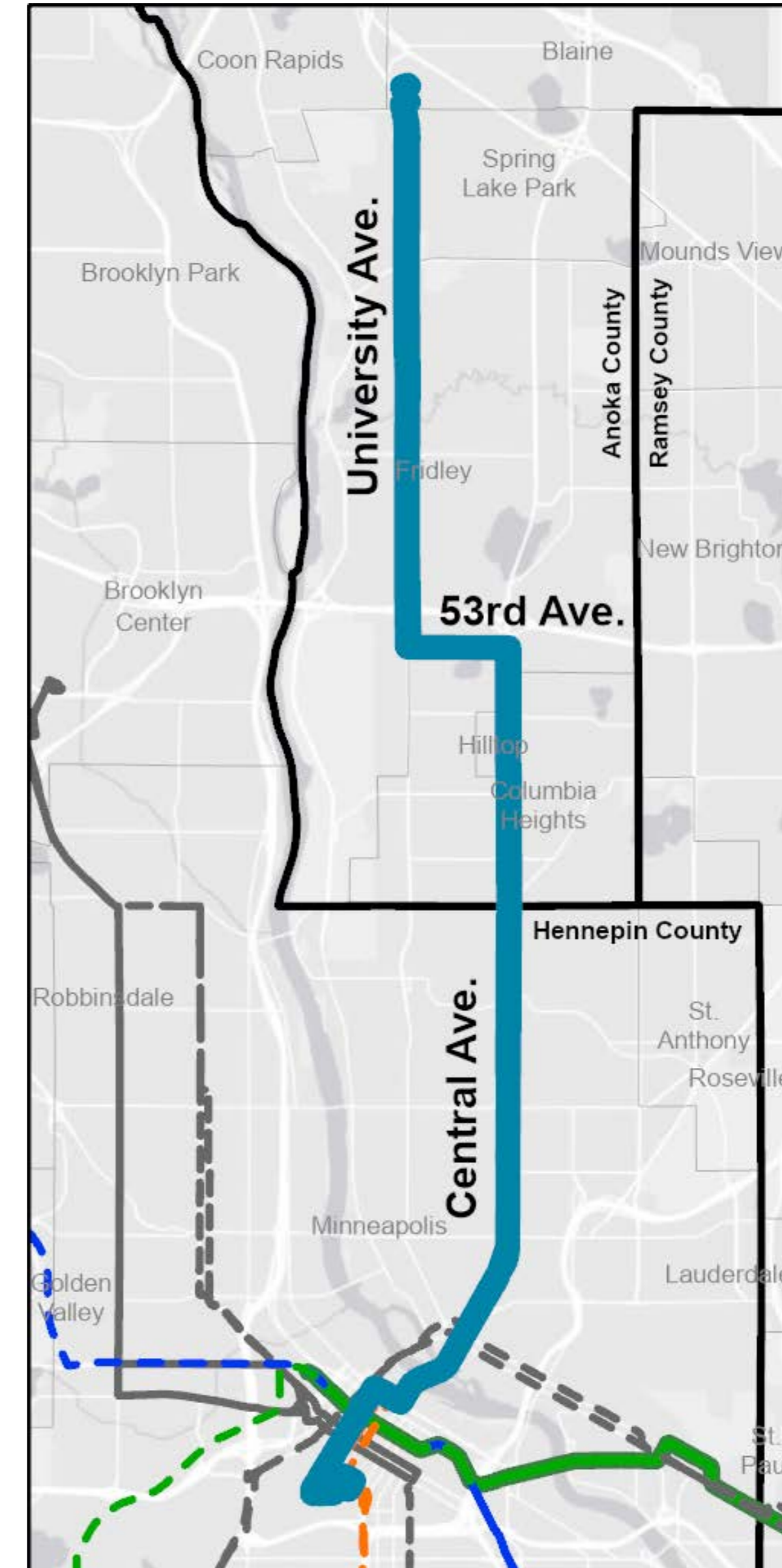
METRO E Line (Hennepin/France)

- 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 city and county street projects
- \$60 million preliminary budget
 - \$20 million secured through Federal grants, Council funds, remaining 2020 state bonds for BRT
 - \$40 million remaining need



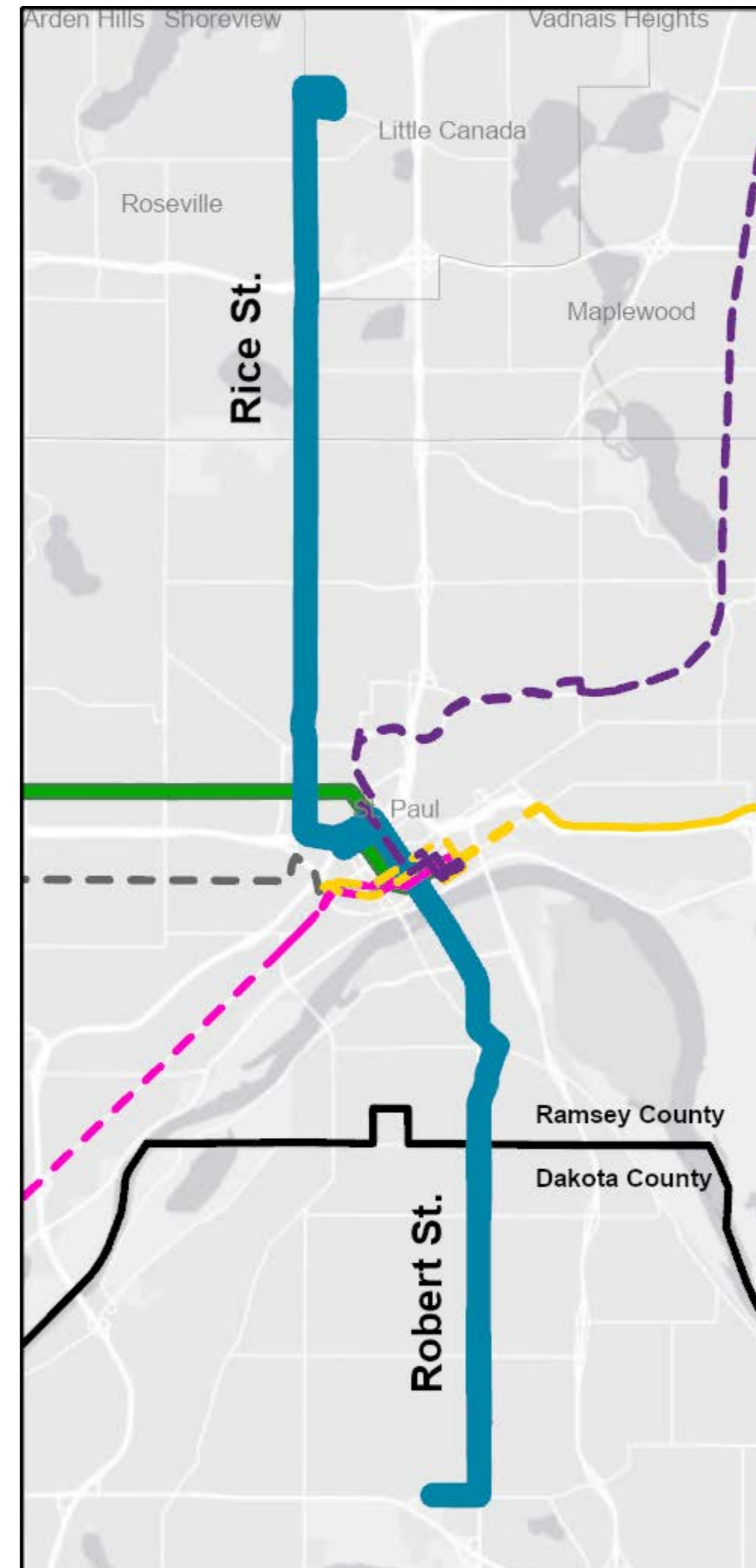
METRO F Line (Central/University)

- Upgrade of Route 10, from downtown Minneapolis to Blaine via Central Ave NE, 53rd Ave, University Ave
- 7,200 daily rides in 2019, >12,000 by 2040
- Schedule
 - 2021-2022: Planning
 - 2023-2024: Engineering
 - 2025: Construction begins (w/ full funding), closely coordinated with MnDOT, other roadway projects
- ~\$80 million preliminary budget
 - \$25 million secured through federal grants
 - \$55 million remaining need



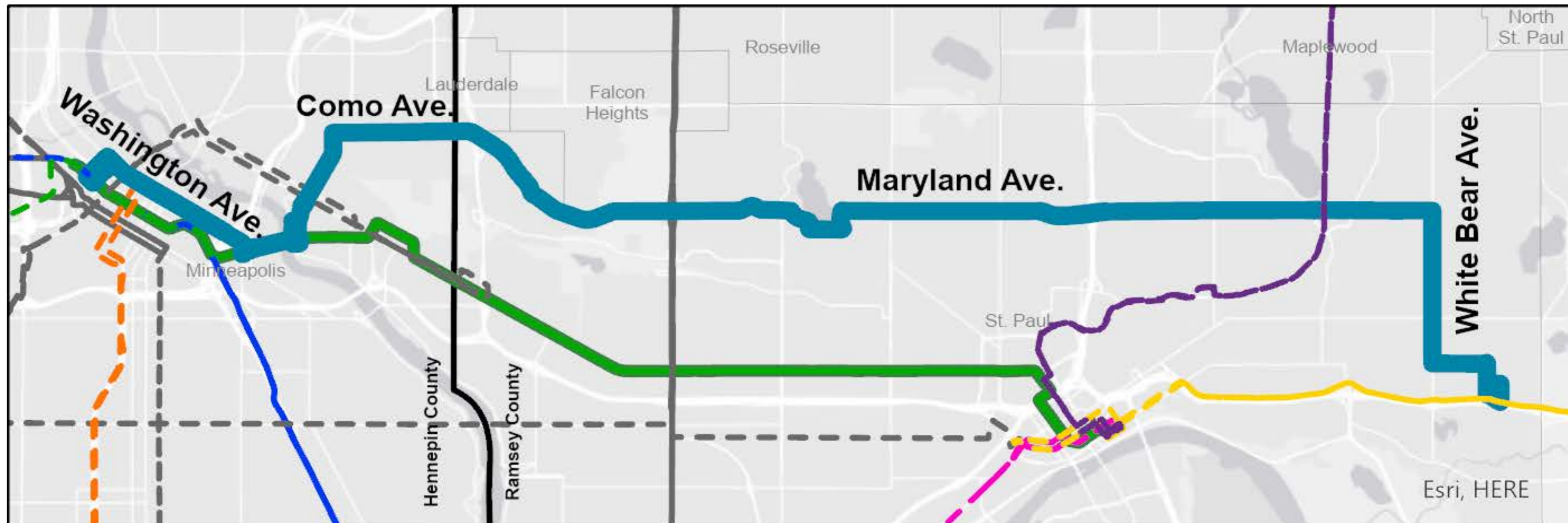
METRO G Line (Rice Street/Robert Street)

- Upgrade of Route 62 and 68, from Little Canada to West Saint Paul via Rice Street and Robert Street
- 3,800 daily rides in 2019, >9,000 by 2040
- Preliminary Schedule (w/ funding)
 - 2022-2023: Planning
 - 2024-2025: Engineering
 - 2026: Construction begins
- ~\$80 million preliminary budget



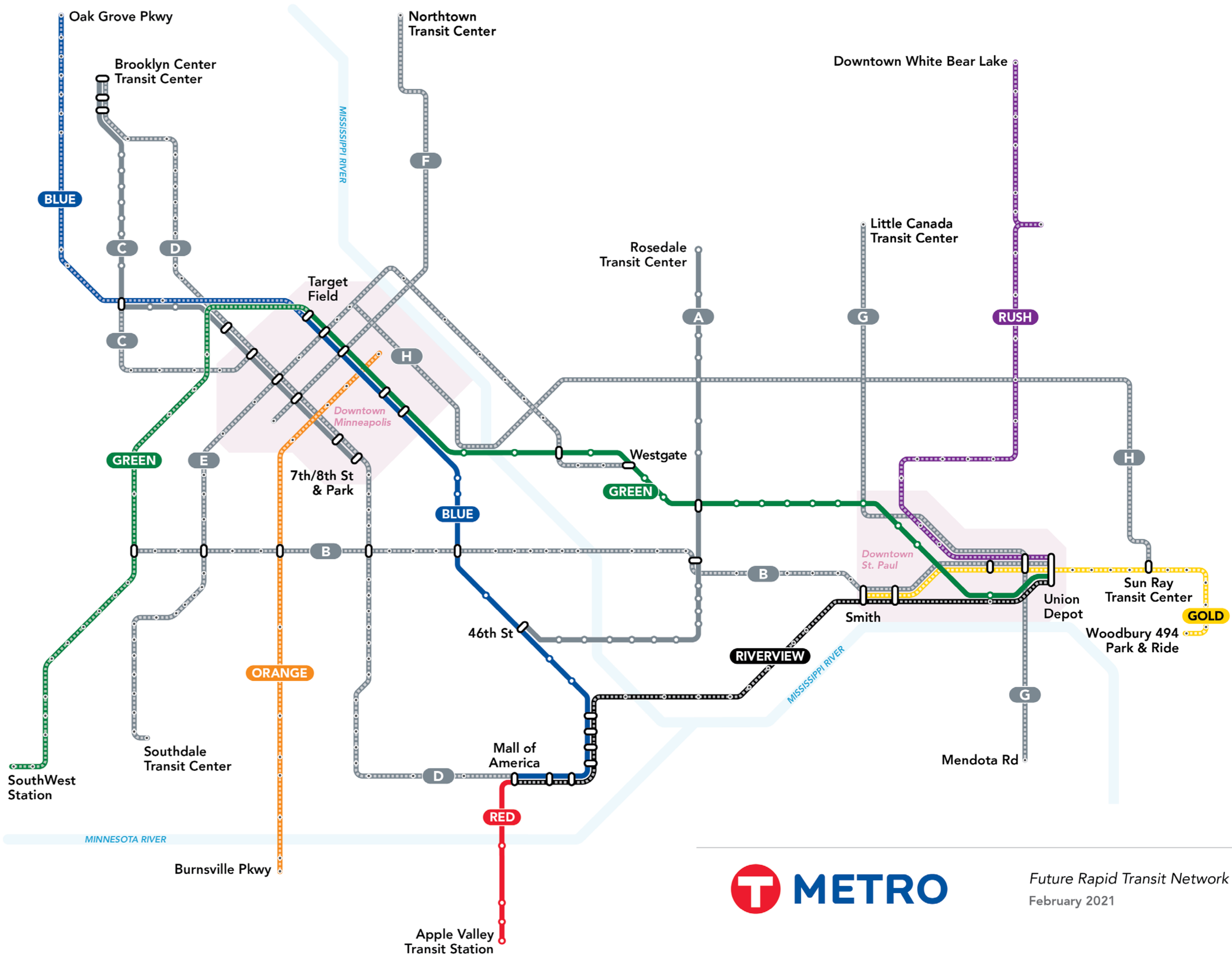
METRO H Line (Como/Maryland Avenues)

- Upgrade of Route 3 from Minneapolis to Saint Paul/Sun Ray via U of M
- 5,700 daily rides in 2019, >11,500 by 2040
- Schedule (w/ funding)
 - 2023 or 2024: Initiate Planning
 - 2025 or 2026: Engineering
 - 2027 or 2028: Construction begins
- ~\$100 million preliminary budget



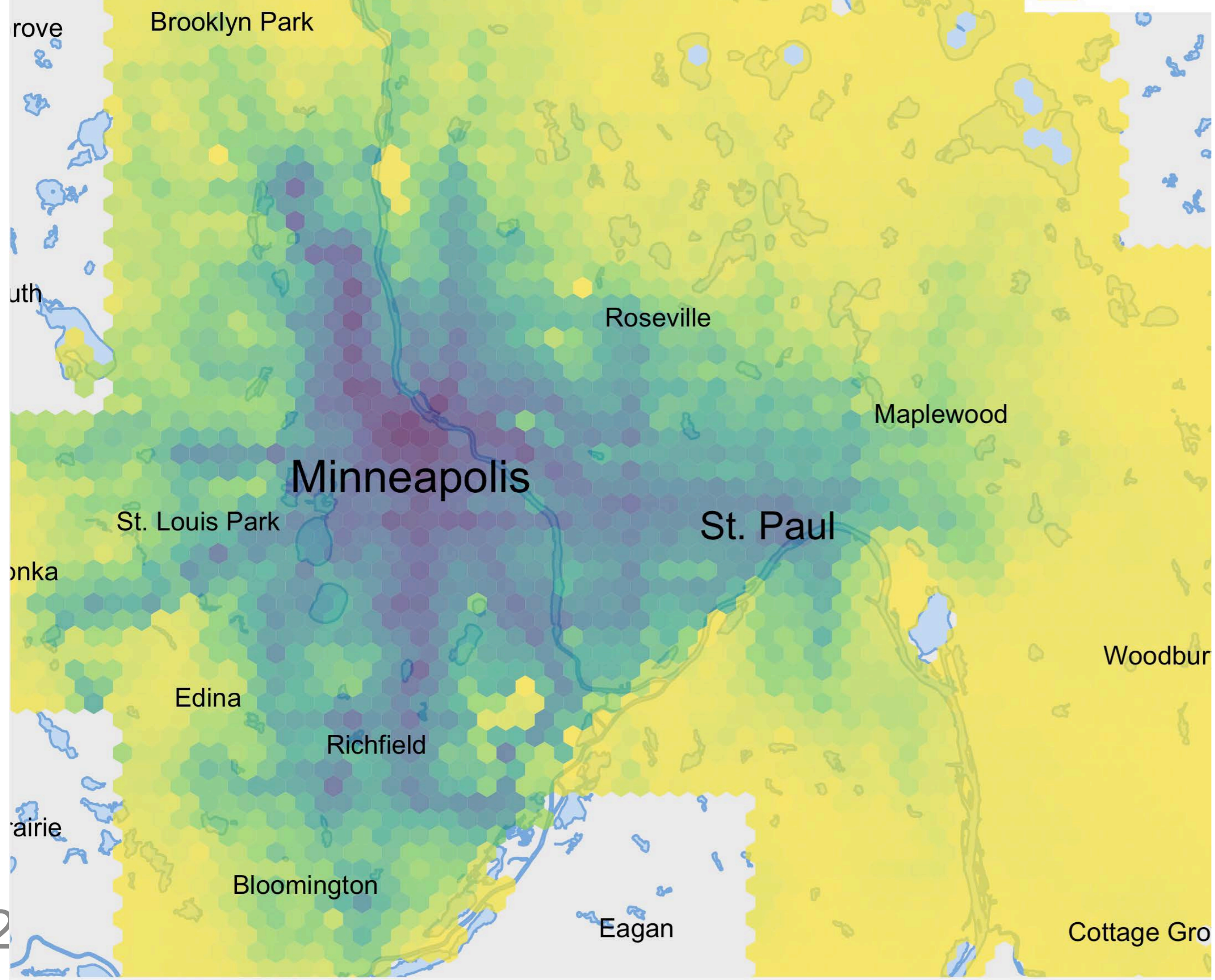
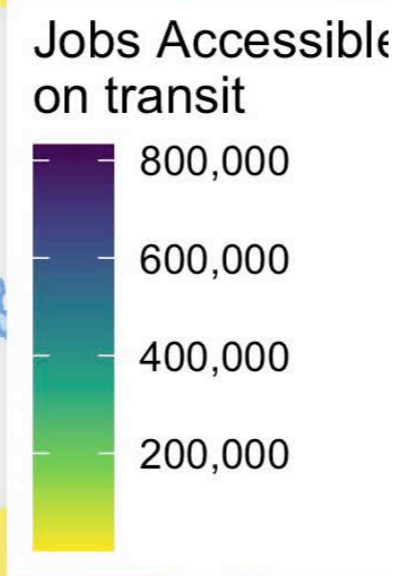
2030 BRT corridors

- F Line (Central)
- G Line (Rice / Robert)
- H Line (Como / Maryland)
- 40 new miles of BRT lines
- Serves Anoka, Dakota, Hennepin, Ramsey counties
- Adopted by Metropolitan Council March 2021
- Plan update in ~2025 will select next BRT lines

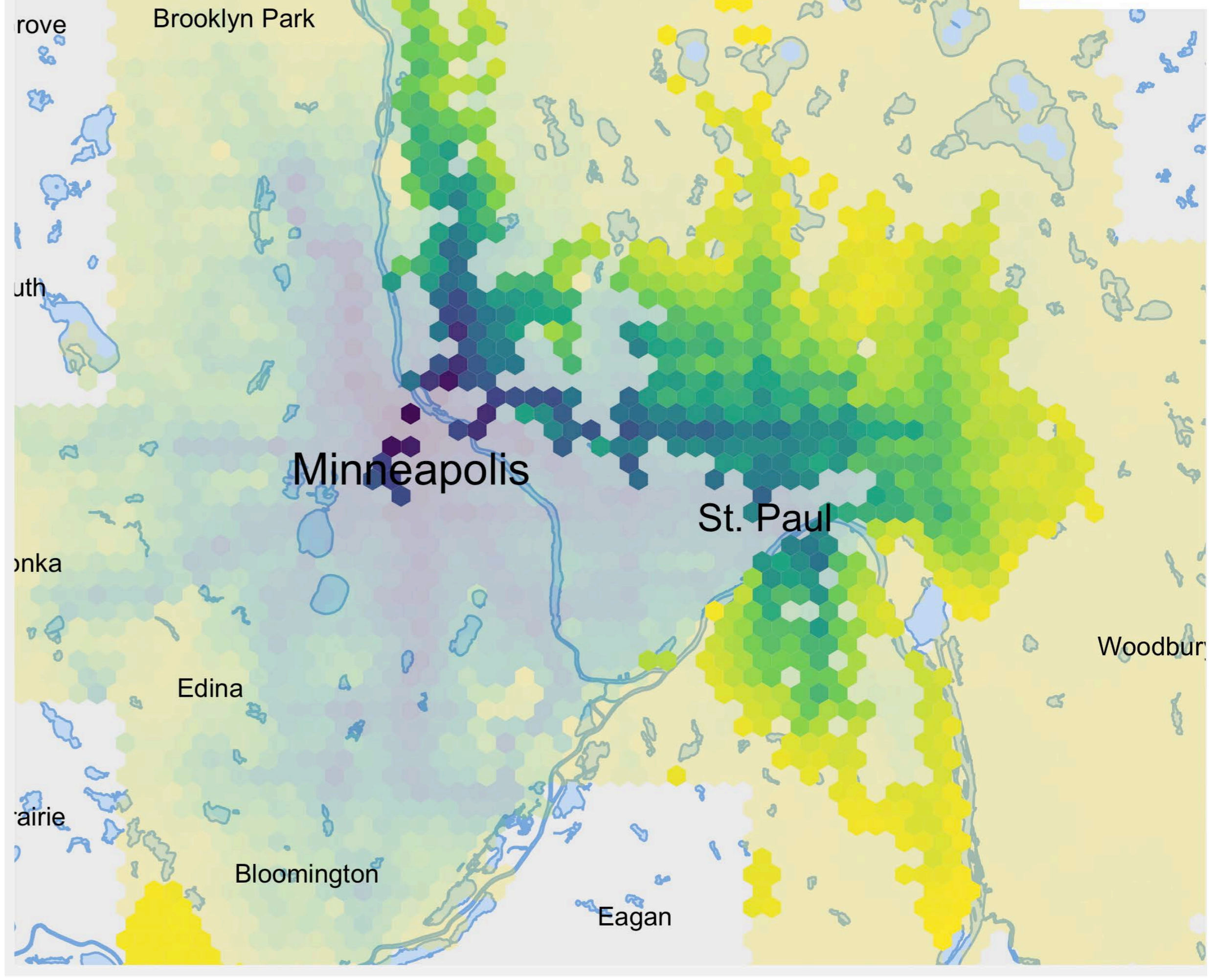
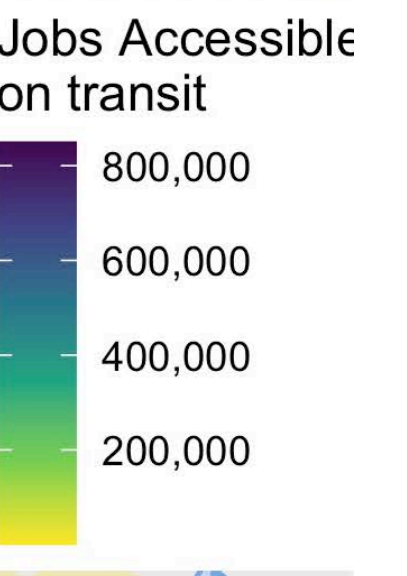


Future Rapid Transit Network
February 2021

Jobs accessible on transit in 60 minutes on planned METRO network

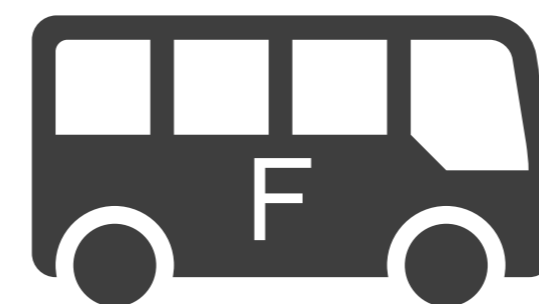


Jobs accessible on transit in 60 minutes with F, G, H lines added *Areas with increases are highlighted*



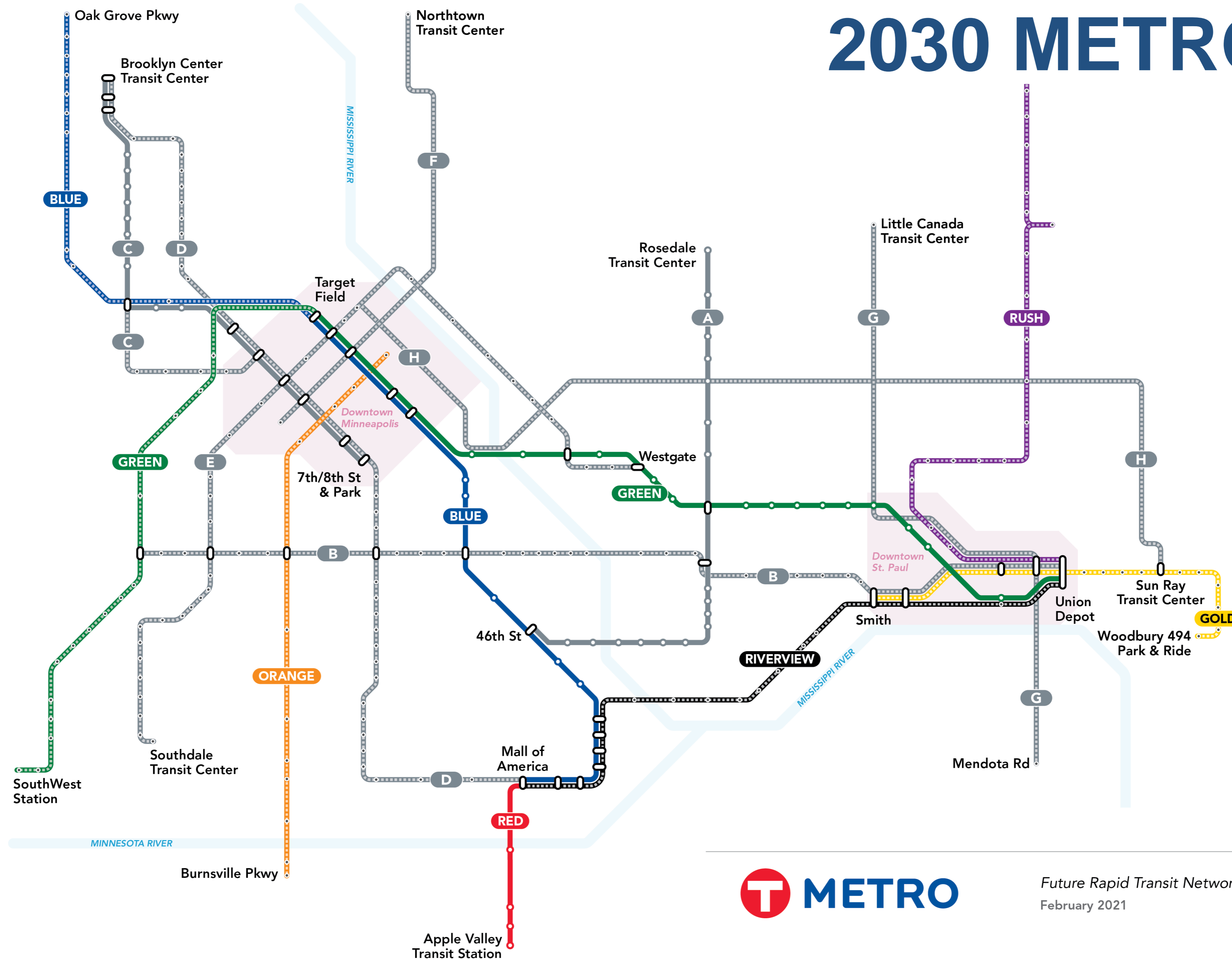
Arterial BRT: Value for Transit Investment

~50,000 daily rides (2040)



\$320 Million Investment
(~\$250 Million to complete funding)

2030 METRO Vision



Future Rapid Transit Network
February 2021

