

Network Next Project Update

Transportation Accessibility Advisory Committee
September 2, 2020

Agenda

- Adapting Network Next to COVID-19 crisis
- Bus Rapid Transit (BRT) planning process and schedule
- BRT lines under consideration
- Engagement and next steps

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
- Guided by three primary inputs:
 - Metropolitan Council policy
 - Performance of the current transit network
 - Input from our customers and communities

Network Next Planned Outcomes

- Planned local and express bus network for 2040
 - Improvements to the frequency and span of service on existing routes
 - New routes in areas without service today
- Updated Arterial BRT network
 - Select and prioritize the next arterial BRT lines to be designated as the METRO F, G, and H Lines
 - Identify mid- and long-term priorities beyond the METRO F, G, and H Lines

Network Next Process Adaptations

- Ongoing COVID-19 pandemic impacted the Network Next process and timeline
 - Pandemic limitations impact most engagement
 - Uncertainty around long-term impacts of pandemic on local and express bus network
- 2040 local and express bus network development
 - On hold, hope to resume in 2021
- Updated Arterial BRT network planning
 - Continuing, plan to complete in spring 2021

BRT Planning Process

1. Identify (Spring 2020)
 - Identify approximately 20 corridors to be screened for their fit for arterial BRT implementation
2. Screen (Summer 2020)
 - Conduct screening evaluation to identify the most promising Arterial BRT candidate corridors from the group identified in Step 1.
3. Evaluate (Fall 2020)
 - Evaluate corridors identified in Step 2 using criteria based on BRT Principles and public feedback
4. Prioritize (Winter 2020/21)
 - The top performing corridors will be prioritized for implementation based on the results of Step 3, public engagement, and other readiness criteria

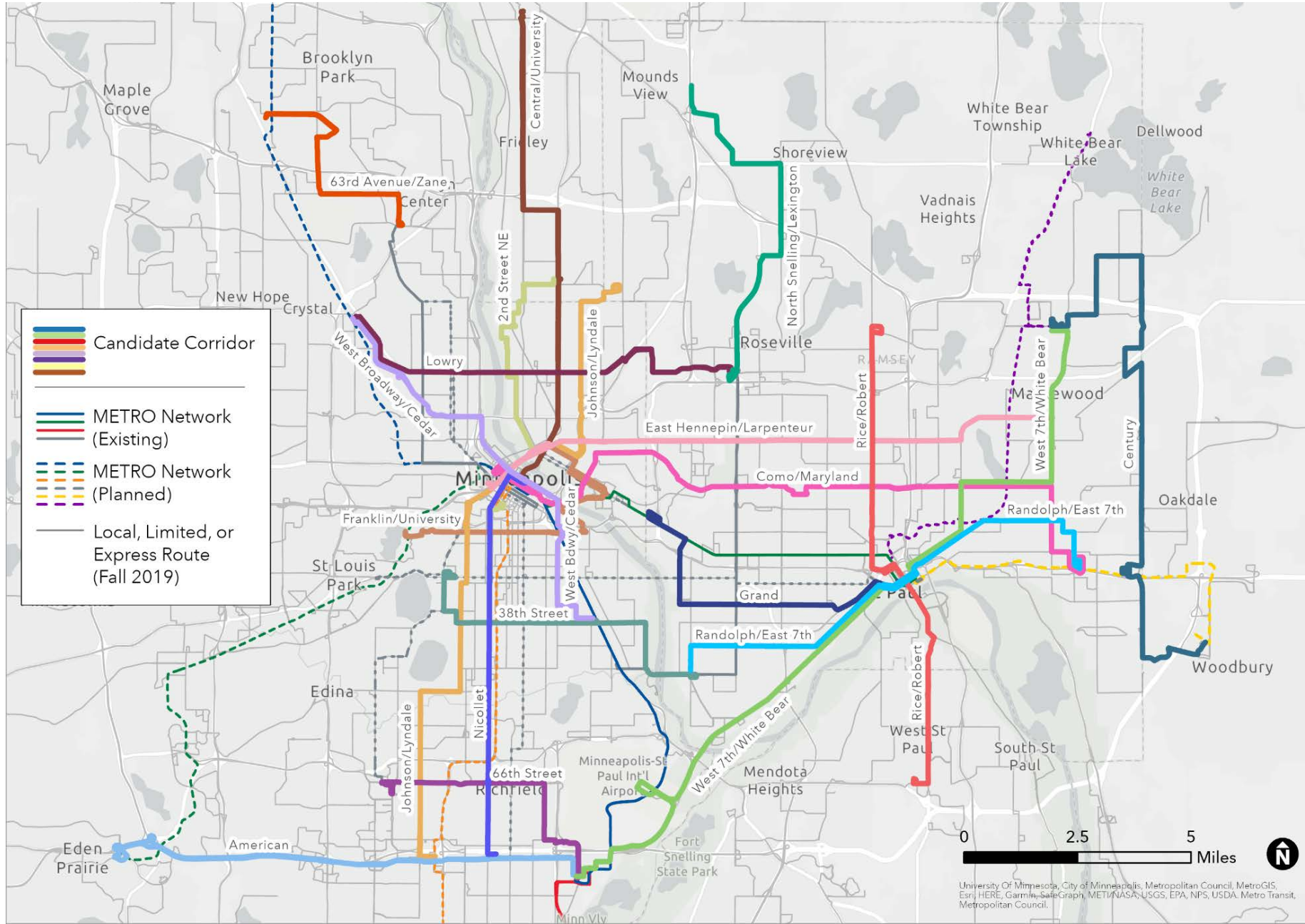
Network Next Principles Applied to BRT

- 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 corridors Under Consideration

- 19 Initial corridors identified
- Based on Network Next principles
- Identified from:
 - High-Frequency network
 - High ridership corridors
 - Previously studied corridors
 - Network balance

Map of Initial Corridors Under Consideration



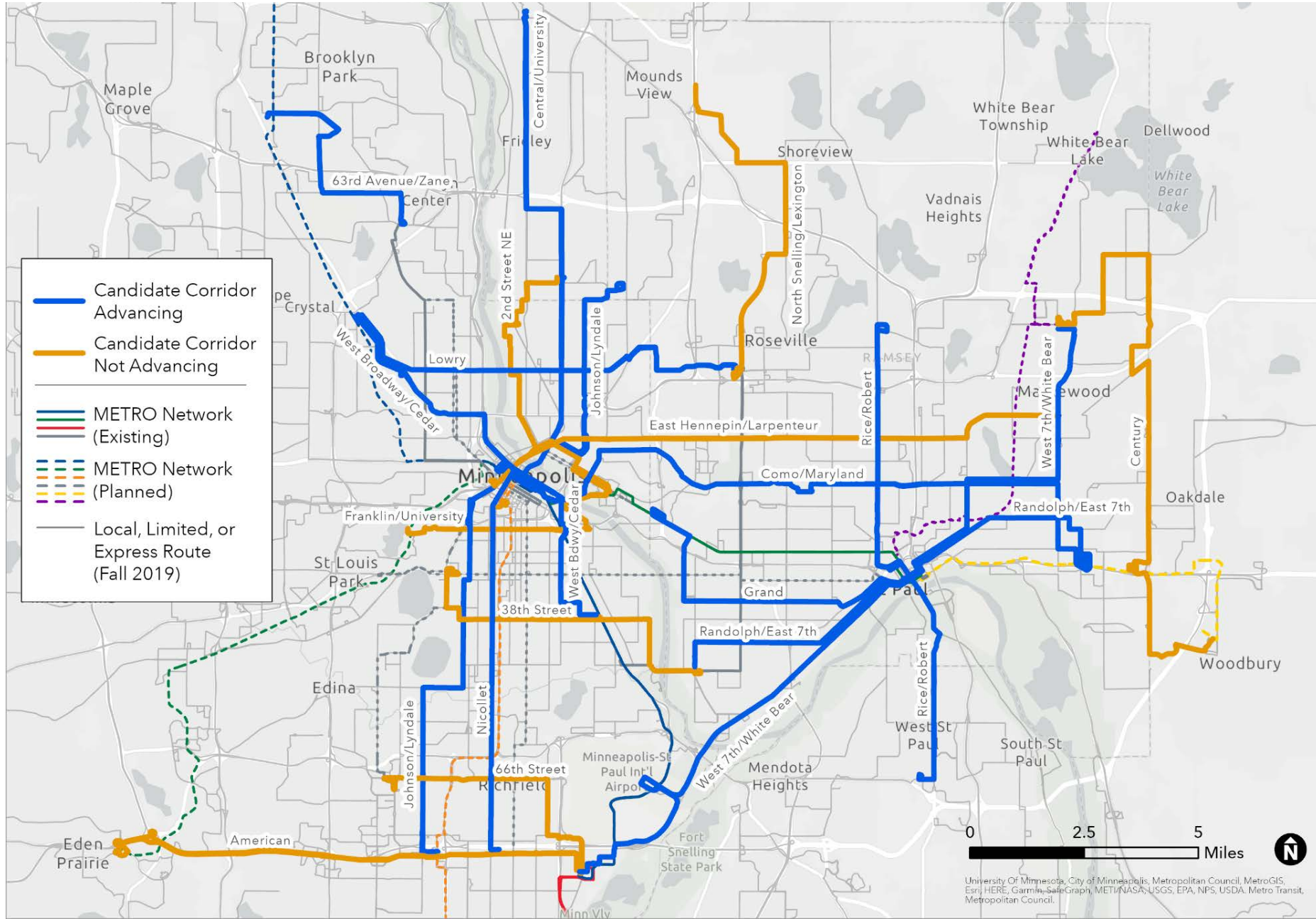
Quantitative Screening

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

Qualitative Screening

- Reviewing corridors for other critical considerations not represented in quantitative screening criteria
 - Role of underlying bus route in broader bus network
 - Design of underlying routes and limitation of applying BRT route design principles
 - How people are using transit in the corridor
- 2nd Street NE (Route 11) removed from consideration
 - Indirect route design
 - Limitations of roadway network
- Franklin Avenue (Route 2) removed from consideration
 - Indirect route design
 - Limited potential to speed service

Map of BRT Corridors to Advance



Engagement Plan

- Update website with various ways people can comment
- Use an interactive Storymap with project history, 11 potential corridor and link to survey
- Encourage people to take an online survey
- Use social media to direct people to website and survey
- Hold virtual meeting in late September
- Engage community organizations and ask if they want to sponsor a community meeting or help promote links to the survey
- Engage existing groups and advisory committees such as the Transportation Accessibility Advisory Committee (TAAC)
- Work with cities, counties to help get community feedback