

Policy Advisory Committee Meeting #2

TH55 Transit Study

May 2025

Agenda

- Welcome and Introductions
- Network Now Overview
- Alternatives to Be Evaluated
 - BRT between downtown Minneapolis and Medina
 - BRT between downtown Minneapolis and Plymouth
 - Limited stop bus route 757 between downtown Minneapolis and Plymouth
 - BRT extension to the University of Minnesota
- Service Plan for Each Alternative
- Next PAC Meeting



Welcome and Introductions

Meeting Participants

Policy Advisory Committee

Judy Johnson	Metropolitan Council
Anjuli Cameron	Metropolitan Council
Yassin Osman	Metropolitan Council
Irene Fernando	Hennepin County
Kevin Anderson	Hennepin County
Jeremiah Ellison	City of Minneapolis
Gillian Rosenquist	City of Golden Valley
Roslyn Harmon	City of Golden Valley
Jeffrey Wosje	City of Plymouth
Todd Albers	City of Medina
Ryan Wilson	MnDOT

Project Management Team

Ryan Heath (Metro Transit)
Max Wilson (Hennepin County)
SRF Consulting Group
Kimley-Horn and Associates
Rani Engineering

PAC Roles and Responsibilities

- Approve goals, objectives, and evaluation criteria
 - ✓ Accomplished at PAC meeting #1 in March
- Comment on and approve alternatives recommended by the TAC for evaluation
 - ❑ This is the purpose of today's PAC meeting
- Review evaluation results and recommend next steps
 - ❑ This will be the agenda for the fall PAC meeting(s)

Study Goals

- Improve transit access to activity centers and destinations
- Improve transit access to jobs and residences between downtown Minneapolis and suburban communities
- Improve suburb to suburb transit access
- Identify improvements that benefit people who rely on transit
- Improve access to the regional transit network
- Reverse commute service from downtown Minneapolis to suburbs and jobs
- Leverage existing/planned economic development and areas of opportunity for transit-oriented development

Network Now Framework

Network Now Framework 2025-2027 Service Improvements

Improves:

- New or redesigned routes
- Frequency or span improvements
- METRO line investments
- Microtransit

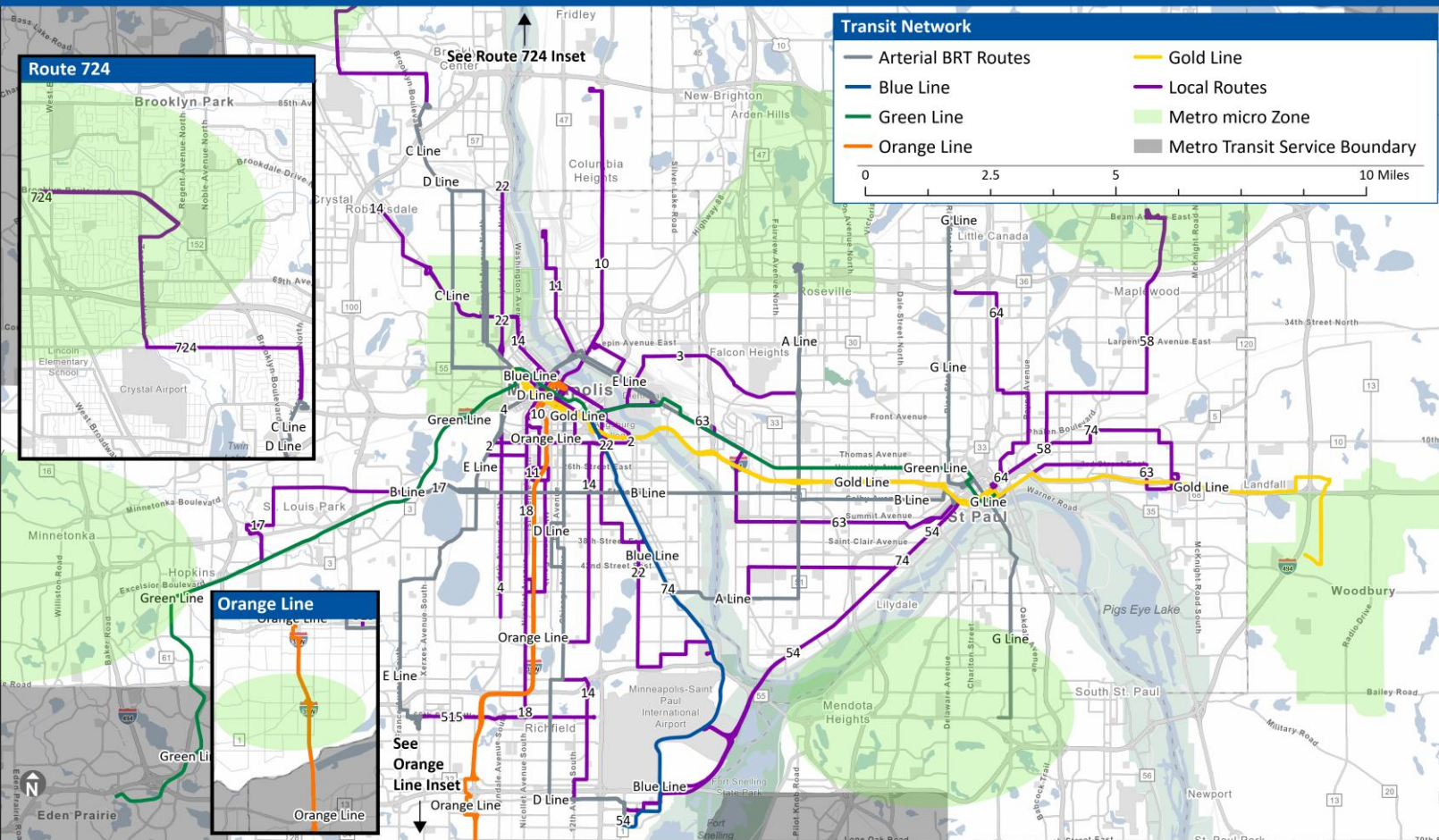
Resolves:

- Status of routes that are currently suspended (some since 2020)
- Facility closure needs

Builds upon data:

- **Performance:** details network performance, changes since 2019, and opportunities
- **Policy:** regional policy guidance from the Metropolitan Council applied
- **Engagement:** multiple rounds of engagement from values to specifics with nearly 8,000 comments

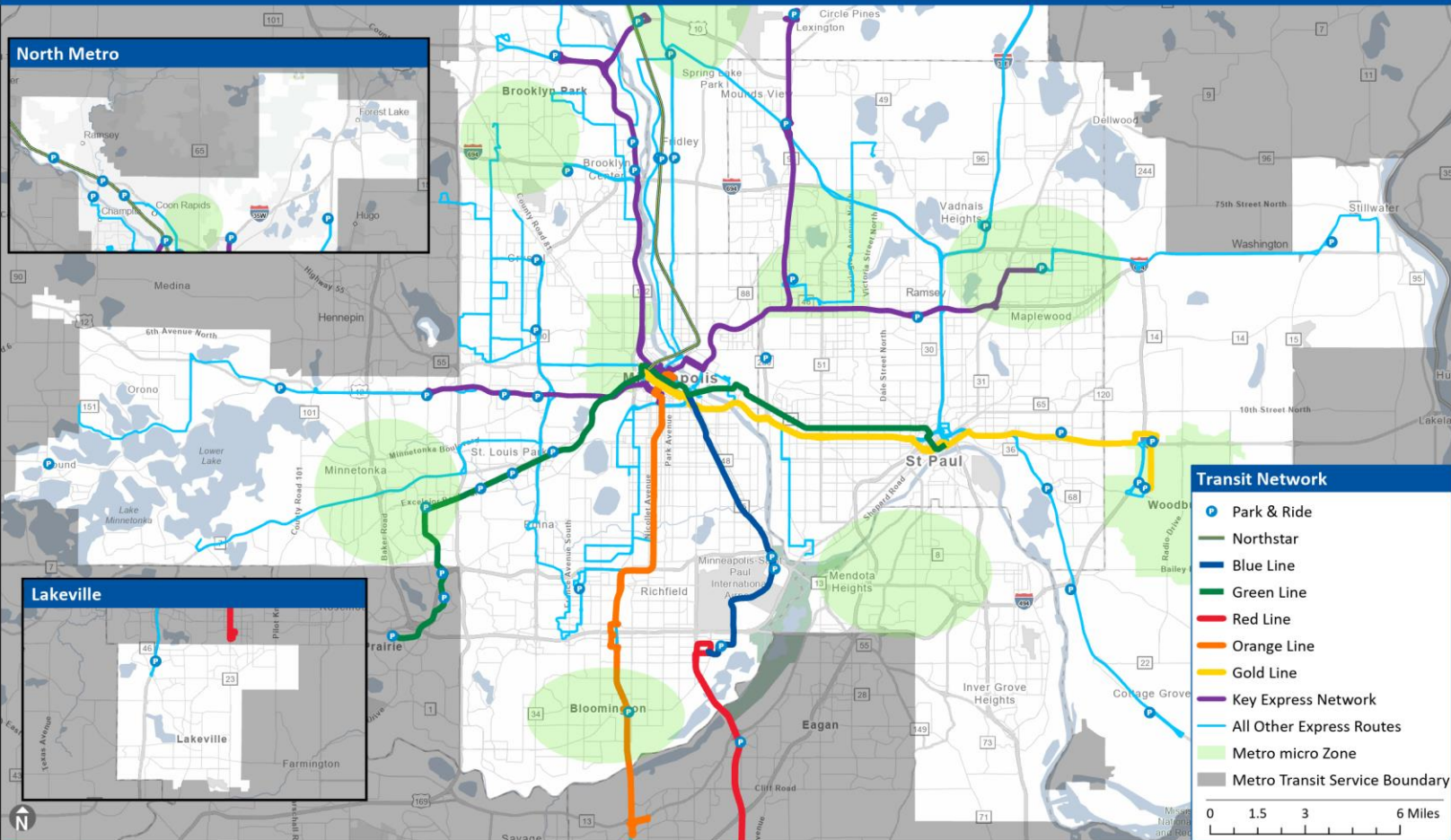
High Frequency Routes



New weekday high frequency service on Gold Line/Extension, Green Line Extension, B Line, E Line, G Line, Routes 22, 58, 74 and 515

More of our region can access frequent all-day service in walking distance

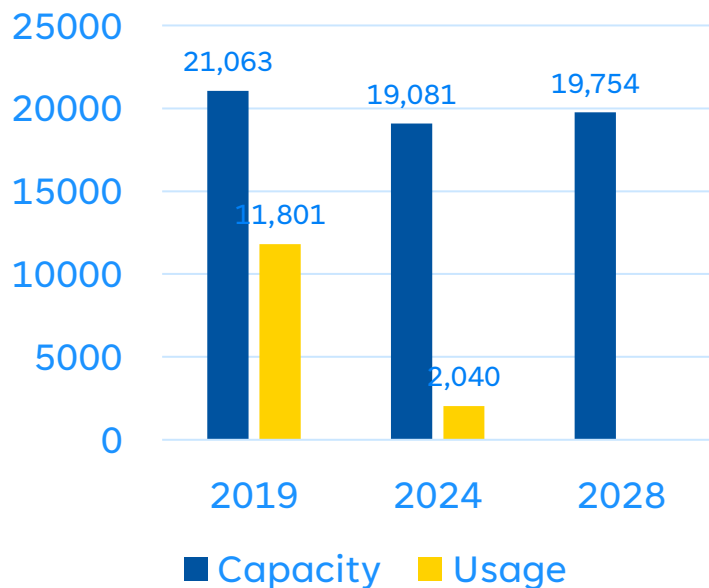
Commuter Oriented Service Network



Key express network

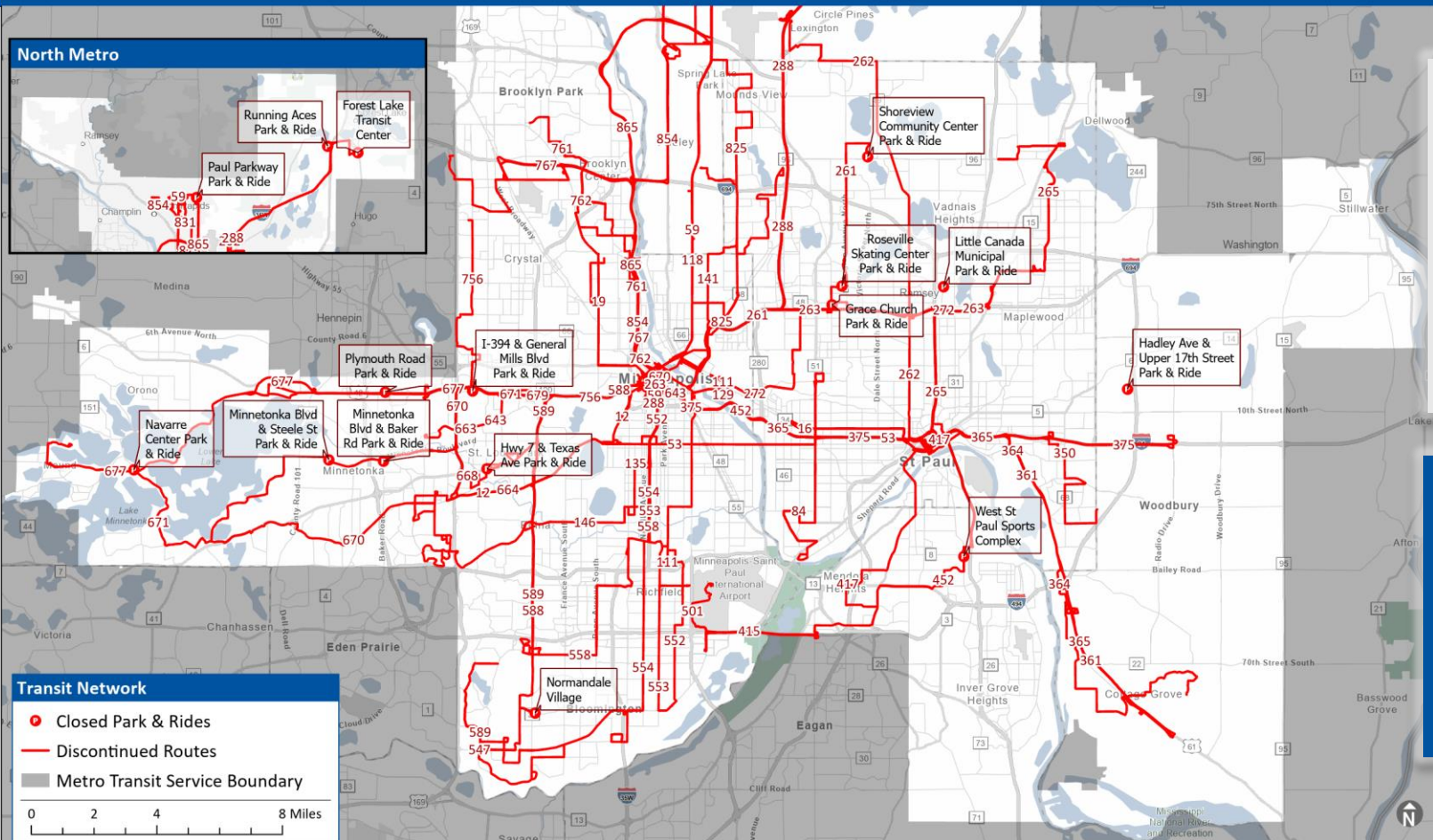
- 15" service during highest ridership of rush hours
- Hourly midday bi-directional service
- Serves all major highway corridors
- Rt 250, 270, 673, 768, and 850

Metro Transit Park & Ride System



Timeframe	Locations	Capacity
2019 System	72	21,063
<i>2019-2024 closures</i>	<i>-15</i>	<i>-1,982</i>
2024 System	57	19,081
<i>2025-2027 closures</i>	<i>-16</i>	<i>-1,710</i>
<i>2025-2027 openings</i>	<i>+10</i>	<i>+2,383</i>
2028 System	51	19,754

Discontinued Routes and Facilities



Discontinuing service to meet travel demand and strengthen commuter-oriented network

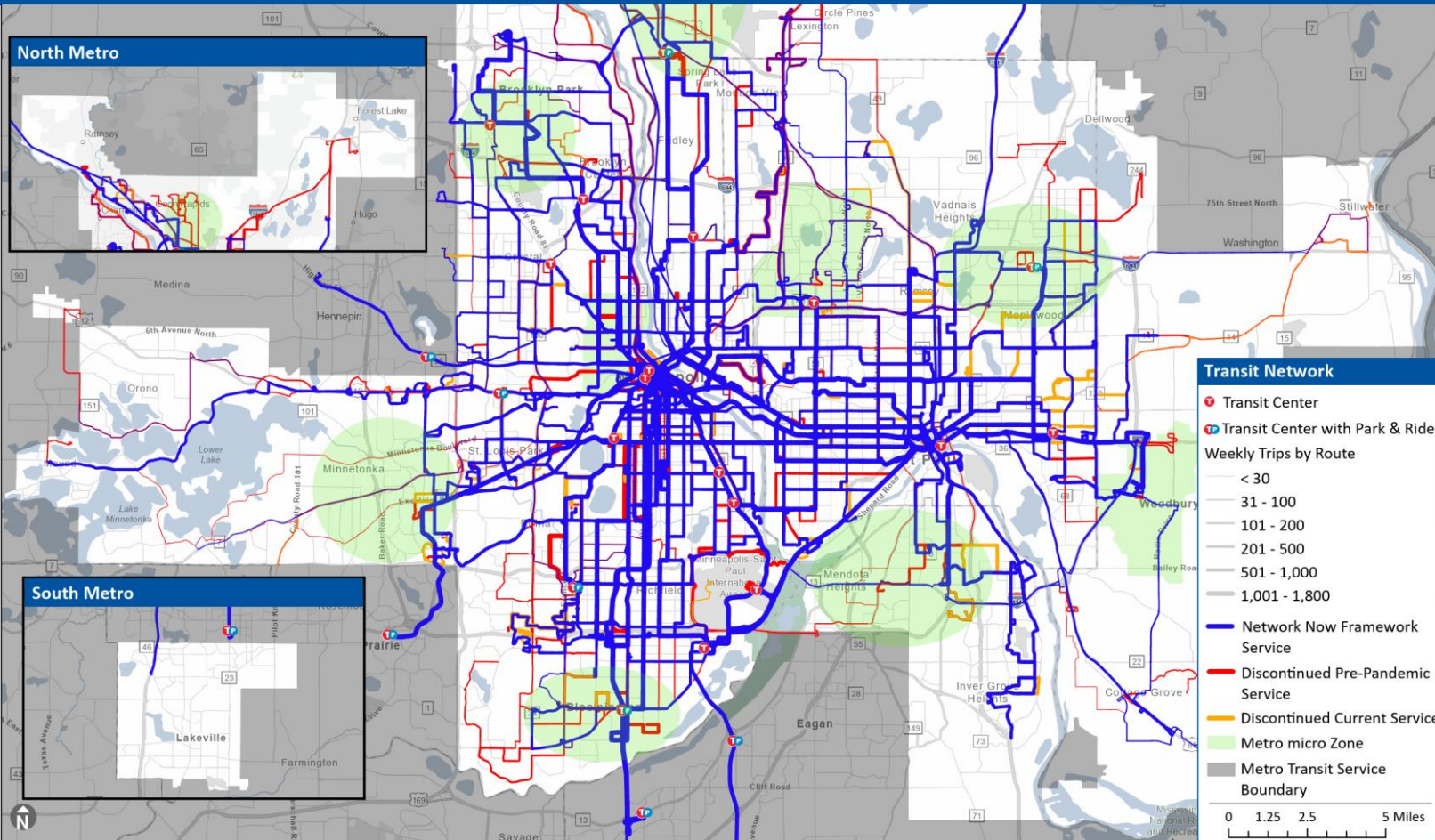
- 50 routes discontinued
- 16 park & rides closed
- 12 routes restored

Network Now Framework by Number of Weekly Trips

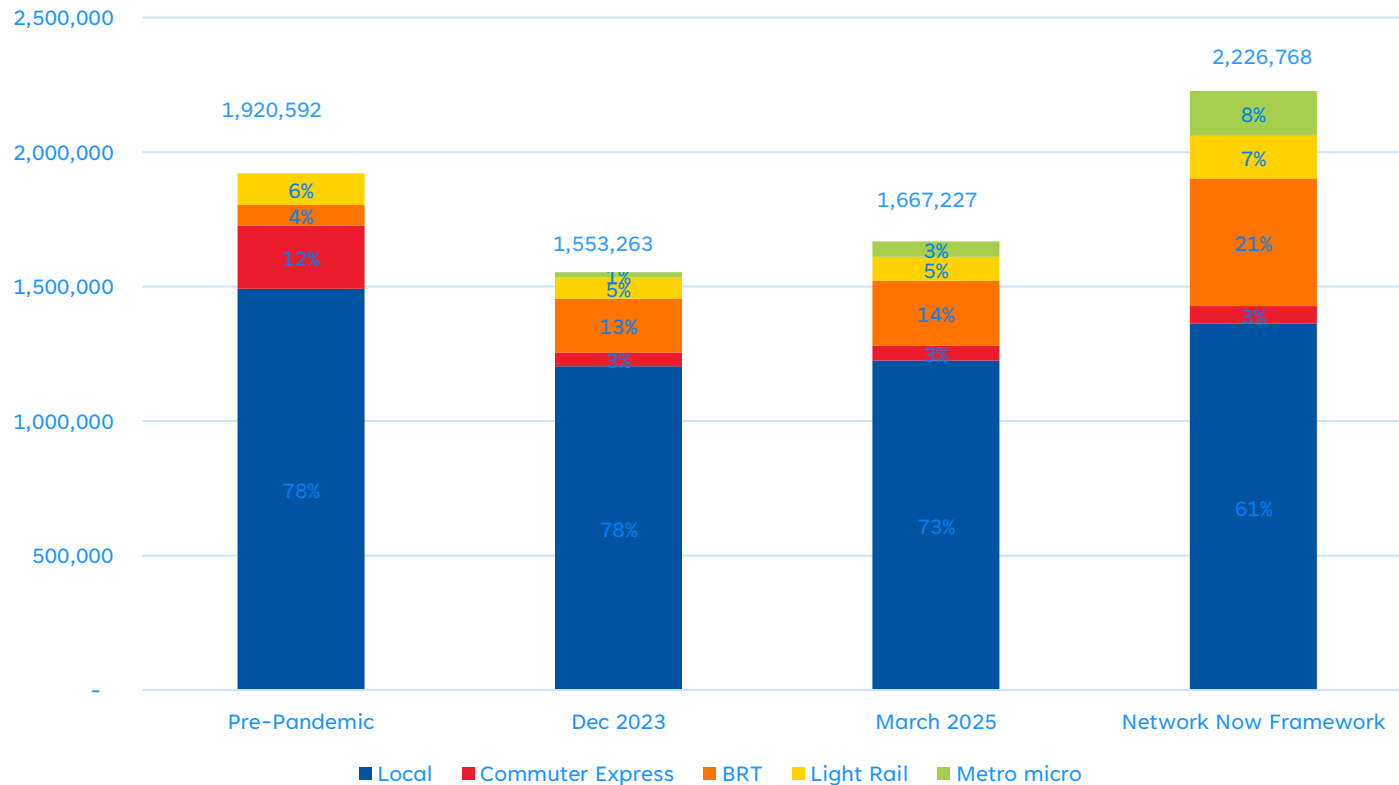


Network Now framework invests in frequent service

- 70+ routes improved frequency or span
- 26 routes with service 15"
- LRT 10-minute frequency
- 8 new micro zones
- 10+ routes with new areas of coverage

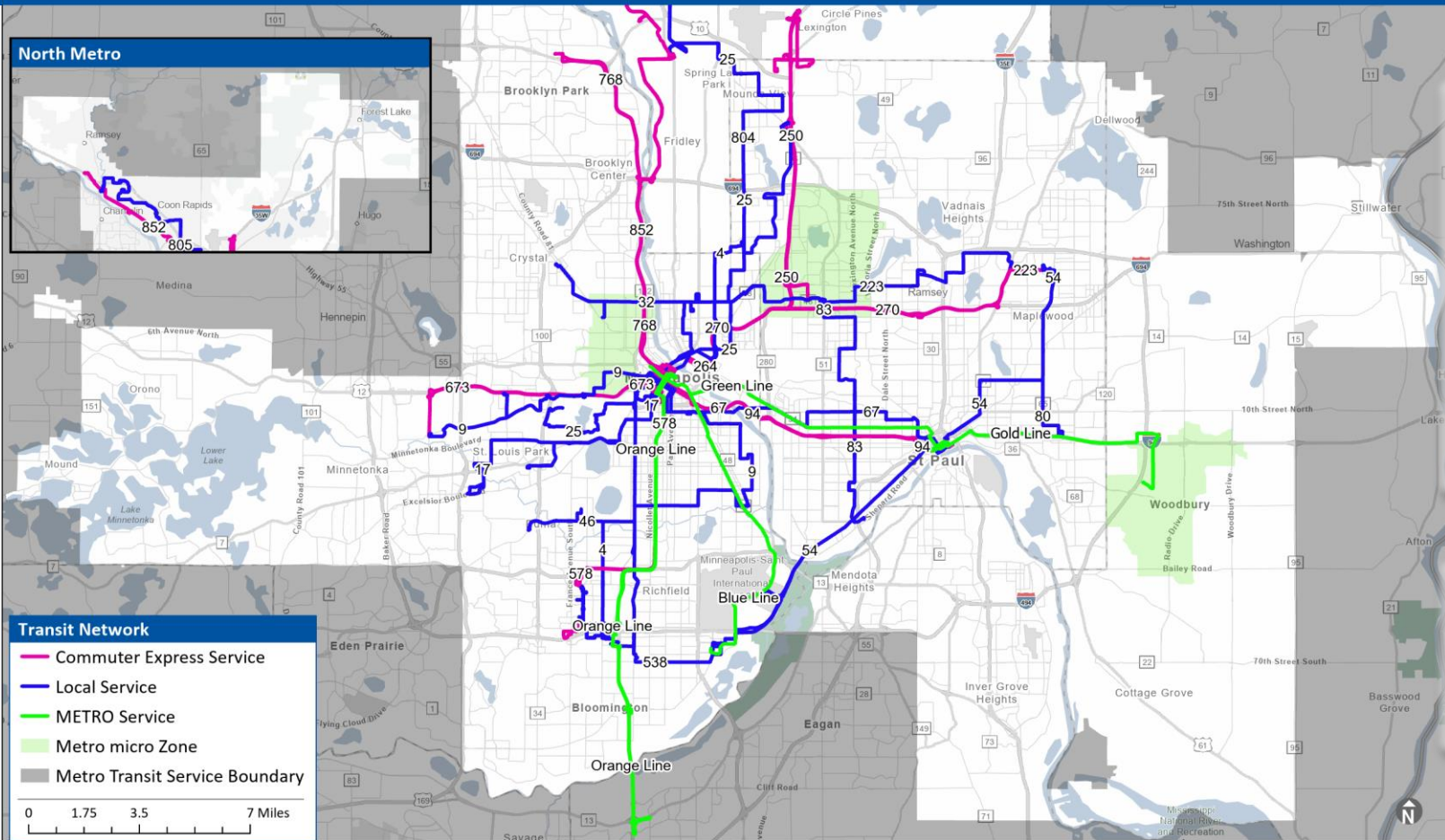


In-Service Hour Changes: increase ~5% over Concept



- **Framework**
40% increase from 2023

Routes Improved Baseline (Dec-23) to Current Network (Mar-25)



Progress is already underway to implement improvements on routes throughout the region

- 25 routes with improvements as of March 2025

TH 55 Alternatives

Study Alternatives

- Alternative 1: No build. Retain existing transit service in the corridor.
- Alternative 2: Bus rapid transit (BRT) between downtown Minneapolis and Medina.
- Alternative 3: BRT between downtown Minneapolis and Plymouth.
- Alternative 4: Limited stop bus route 757 between downtown Minneapolis and Plymouth.
- Alternative 5: Possible out-of-scope work evaluating extension of BRT to University of Minnesota.

ARTERIAL



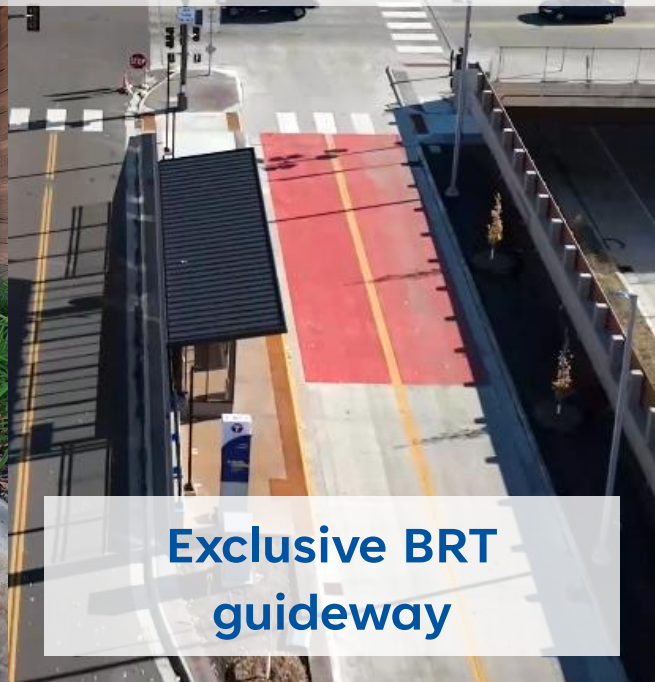
Mixed traffic with
some bus-only lanes

HIGHWAY



High-Occupancy
Vehicle (or Toll) lanes

GUIDEWAY



Exclusive BRT
guideway

Three varieties of BRT, one  METRO transitway system

Current Stage

- Evaluate and determine routing and preferred station locations for 2 BRT build alternatives
 - Alternative 2: Highway BRT between downtown Minneapolis and Medina
 - Alternative 3: Highway BRT between downtown Minneapolis and Plymouth
- Preferred station locations advanced to typical station concept design and included in build alternatives for evaluation
- Key assumptions:
 - Stations east of Penn Ave in Minneapolis use existing C Line stations
 - Stations west of Penn Ave in corridor to be determined

Station Evaluation

- Use Met Council station spacing and siting guidance*
- Primary station market analysis factors
 - Major travel patterns, residential/job density, current/planned zoning and land use, socioeconomic factors, and existing ridership
 - Focus on ½ mile station radius
- Site location factors
 - High-level transitway operations
 - Pedestrian/bicycle considerations including signalized intersections and grade-separated crossings
 - Current/planned transit connections
 - Planned operational and capital improvement projects by others

* <https://metro council.org/Transportation/Publications-And-Resources/Transit/TRANSITWAYS/RegionalTransitwayGuidelines-pdf.aspx>--

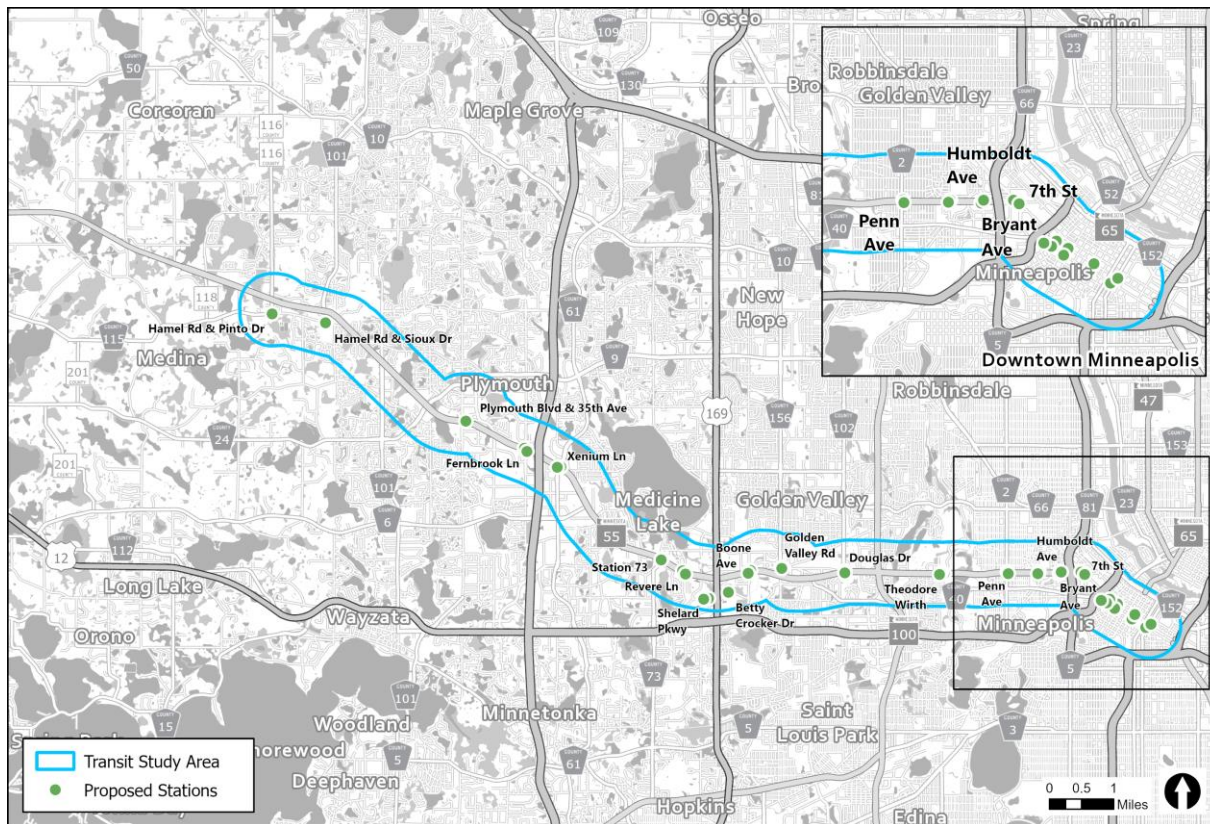
Station Spacing and Siting Guidance

BRT type	Arterial BRT	Dedicated BRT*	Highway BRT
Min. Daily Boardings for Transitway Opening Year Forecast (per station)	50+	n/a	100+
Typical Station Spacing	½ mile	1 mile	2 miles
Min. Spacing between 2 Stations	¼ mile	½ mile	½ mile
Min. Distance between CBDs and Next Station	n/a	n/a	1 mile or longer

Note: Stations may be spaced closer together within central business districts, downtowns, or key transfer locations

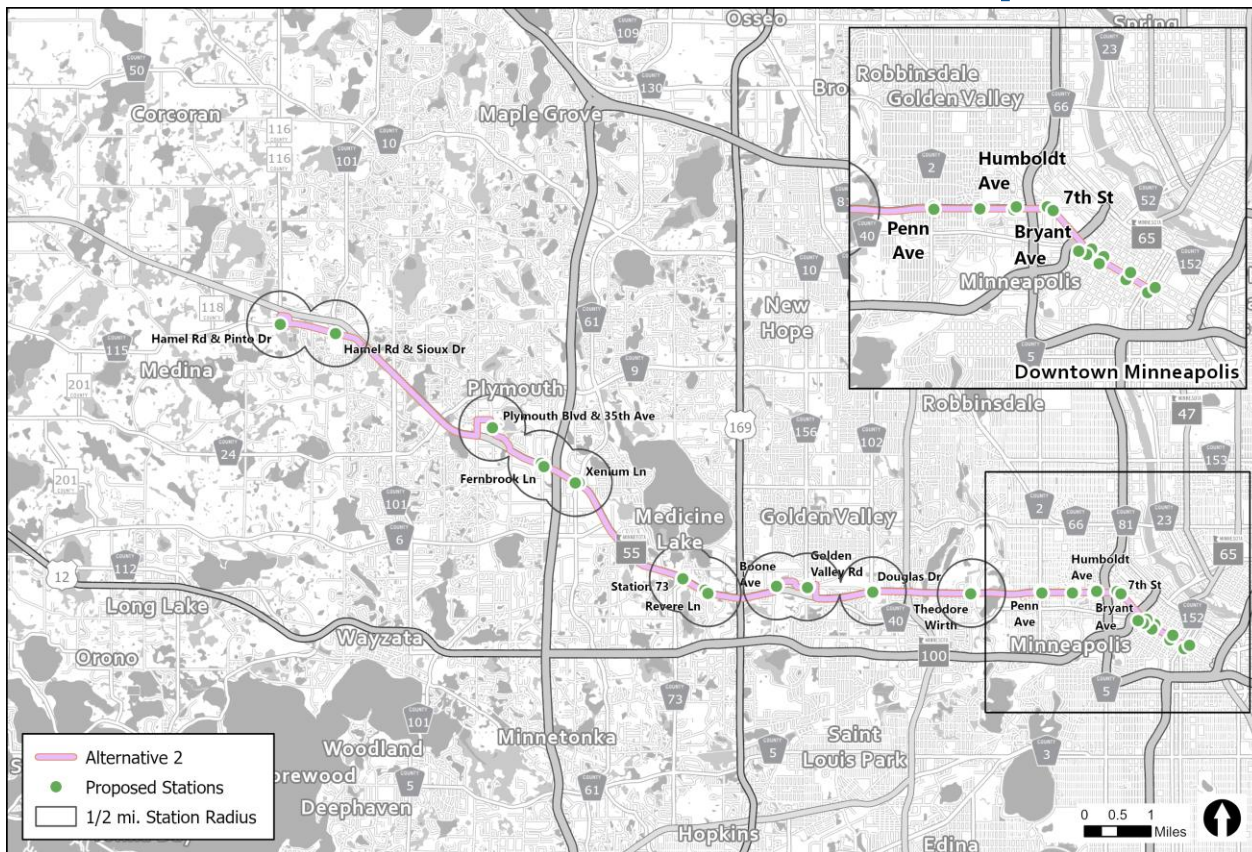
*Dedicated BRT included in TPP 2050 but not included in most recent Regional Transitway Guidelines

Recommended Stations



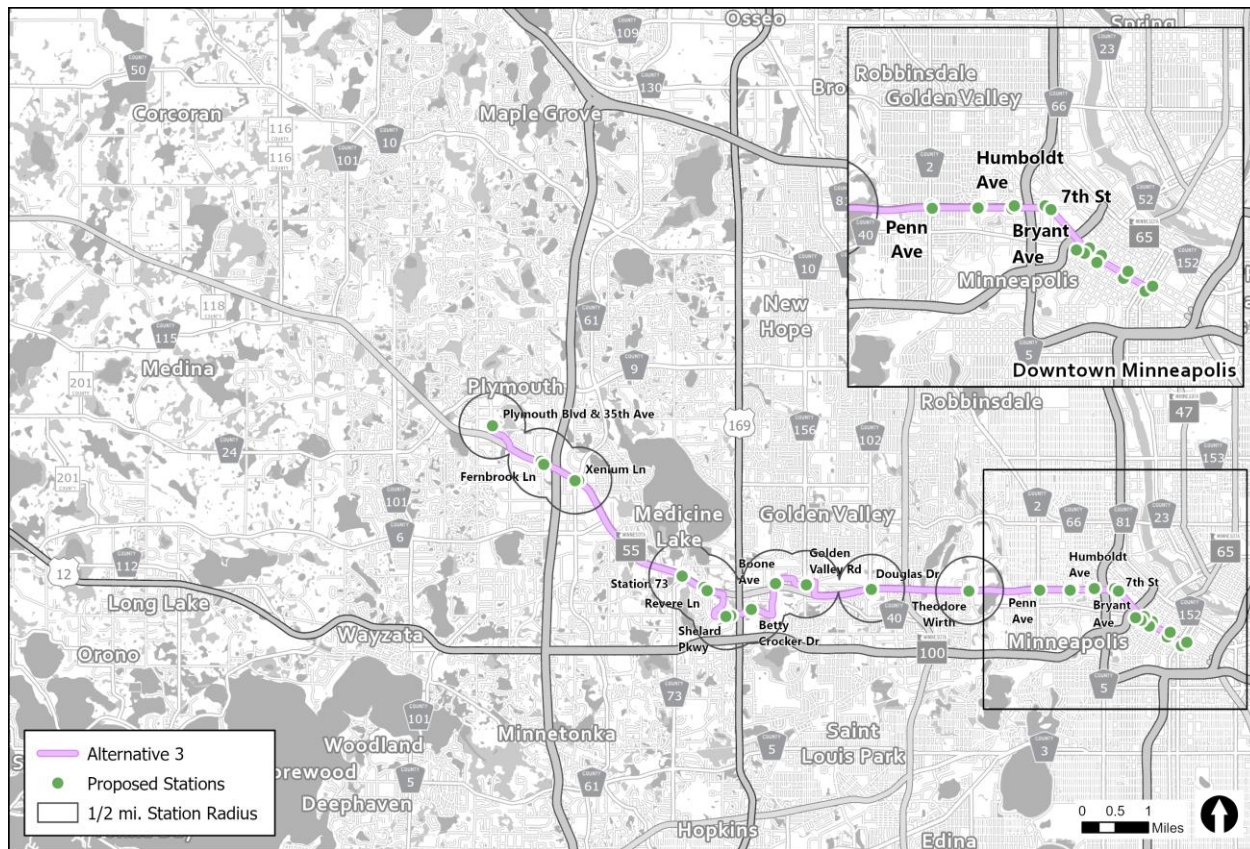
- Stations added in response to TAC feedback:
- Revere Ln
- Fernbrook Ln
- Plymouth Blvd & 35th Ave
- Hamel Rd & Sioux Dr
- Terminus at Hamel Rd & Pinto Dr

Alternative 2: Downtown Minneapolis to Medina



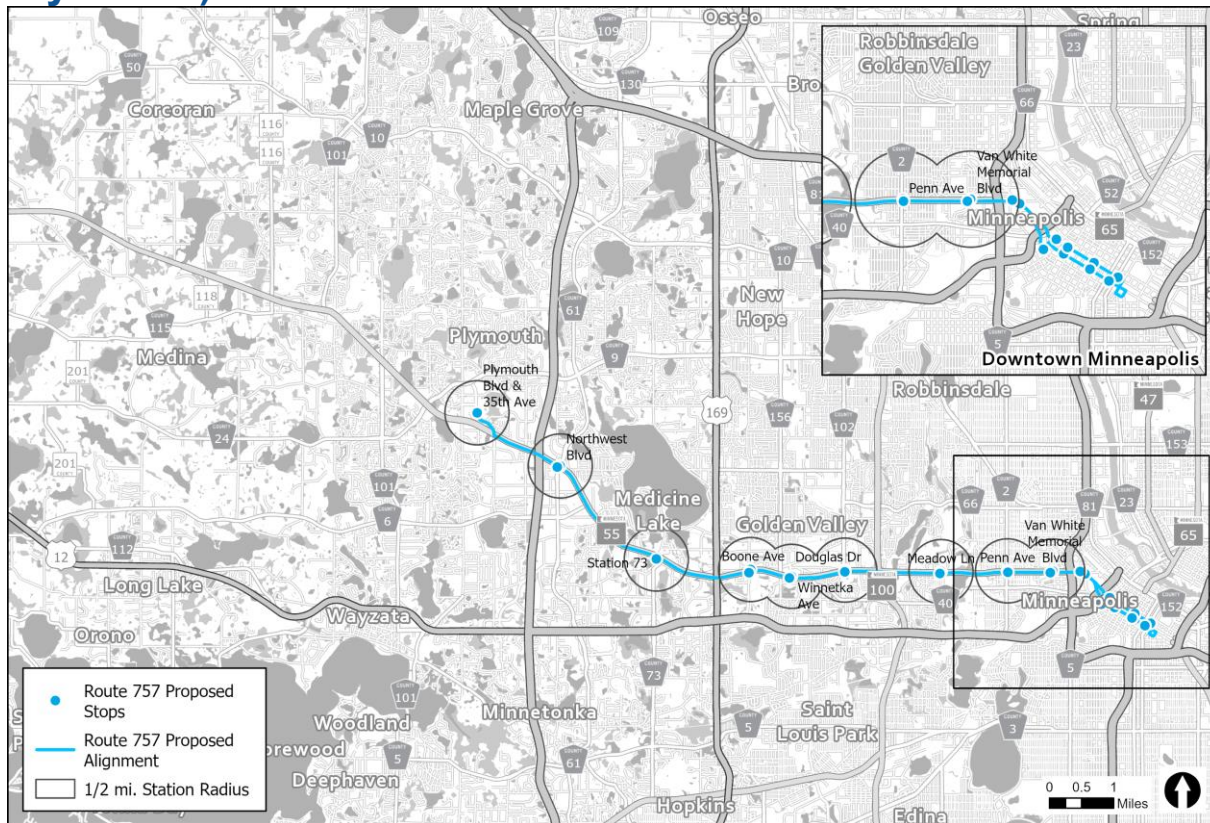
- More spaced-out stations and fewer deviations compared to Alternative 3
- Terminus at Hamel Rd & Pinto Dr

Alternative 3: Downtown Minneapolis to Plymouth



- Closer station spacing and more deviations compared to Alternative 2
- Terminus at Plymouth Blvd & 35th Ave

Alternative 4: Route 757 (Limited Stop Service from Downtown Minneapolis to Plymouth)



- Terminus originally planned at the now-closed Dunkirk Park and Ride
- Enhanced bus stops

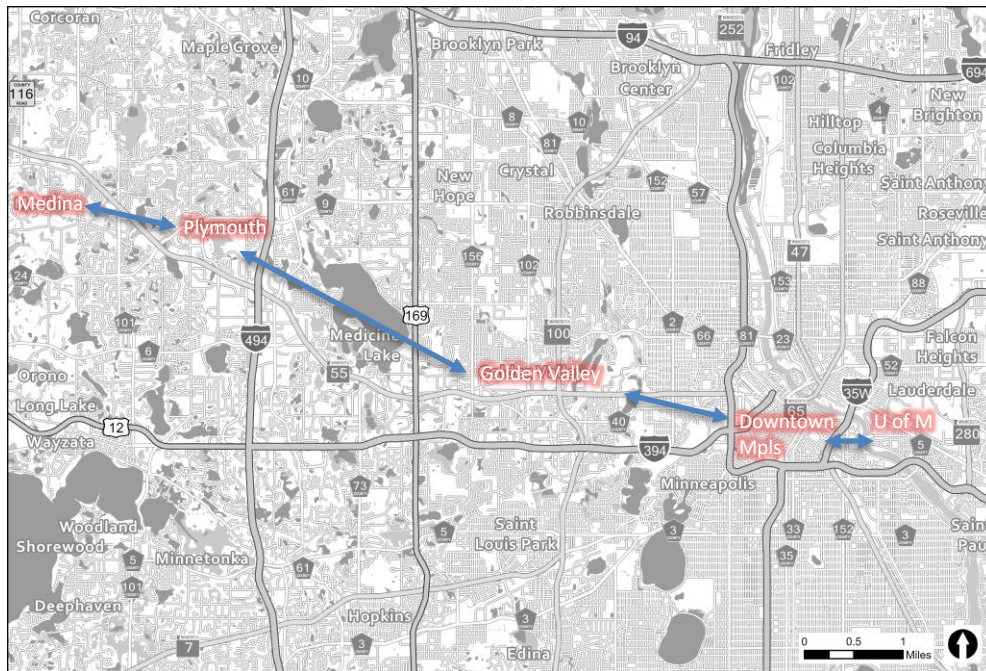
Alternative 5: Extend BRT to University of MN

Out-of-scope
task

2-3 campus
stations

Create service
plan and
ridership
forecast

Would not
include
station design



Next Steps Underway

- Develop station concepts for build alternatives
 - Apply Metro Transit station platform design criteria
- Determine transit advantages (bus only lanes, queue jumps, transit signal priority) in the corridor





BRT Service Plan

BRT Service Plan

- Different types of BRT have different minimum service levels
- For the purposes of this study, it is assumed that BRT on TH 55 will operate as **Highway BRT station-to-station service**. This means that:
 - Buses will operate all-day, frequent service
 - Buses will serve each station and stop upon request
 - BRT service will not have branches or local “tails”

BRT Service Plan

- Sources of service planning guidance:
 - Met Council Regional Transitway Guidelines
<https://metro council.org/Transportation/Publications-And-Resources/Transit/TRANSITWAYS/RegionalTransitwayGuidelines-pdf.aspx>
 - Met Council Regional Transit Design and Performance Guidelines (2050 TPP)
<https://metro council.org/Council-Meetings/Committees/Metropolitan-Council/2025/2-12-25/Section-9.aspx>
 - Additional BRT projects already in operation
 - METRO Orange Line
 - METRO Gold Line
 - METRO Red Line
 - METRO A/C/D Lines

Frequency Guidance

Service Period	Regional Transitway Guidelines	2050 TPP – Core Local Routes**	Existing Highway BRT (Orange Line)	Existing Highway BRT (Red Line)
Peak Frequency	10 minutes combined*	15 minutes	10 minutes	30 minutes
Midday Frequency	15 minutes combined*	30 minutes	15 minutes	30 minutes
Weekend Frequency	Based on demand	15 minutes	15 minutes	30 minutes

* Combined frequency includes any express routes serving Highway BRT stations.

** 2050 TPP guidance is provided for local and express bus routes only.

Previous 2040 TPP guidance called for 15-minute service on Highway BRT routes.

Span of Service Guidance

Service Period	Regional Transitway Guidelines	2050 TPP – Core Local Routes**	Existing Highway BRT (Orange Line)	Existing Highway BRT (Red Line)
Weekday Peak: 6:00am to 9:00pm, 3:00pm to 6:30pm	7 days a week, 16 hours per day	Yes	Yes	Yes
Midday: 9:00am to 3:00pm		Yes	Yes	Yes
Evening: 6:30pm to 1:30am		Yes	Yes	Yes
Owl: 1:30am to 5:00am*		Based on demand	No	Partial
Saturday		Yes	Yes – 5am-12am	Yes
Sunday/Holiday		Yes	Yes – 5am-12am	Yes

* Most Metro Transit BRT service currently runs from ~5:00am to 12:00am systemwide.

** 2050 TPP guidance is provided for local and express bus routes only.

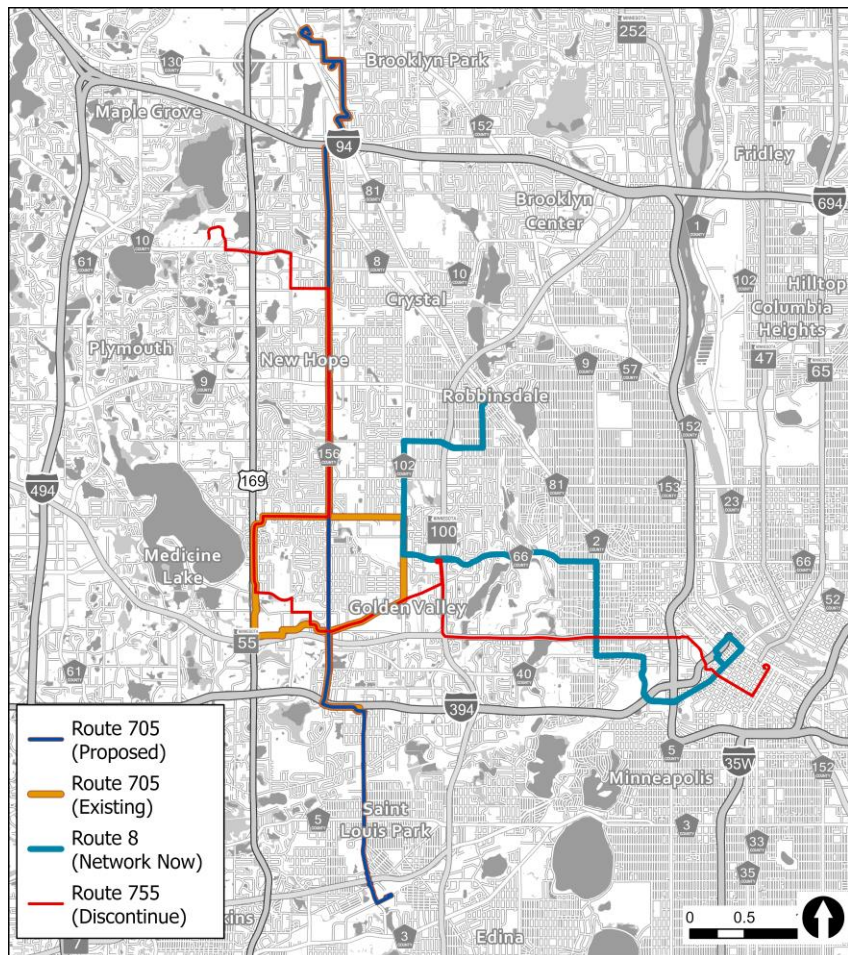
Previous 2040 TPP guidance specified BRT service spans consistent with core local routes.

Recommended Service Levels

Service Period	Frequency (Seven Days A Week)
Early Morning: 5:00 am to 6:00 am	Every 30 minutes
Morning to Evening: 6:00 am to 8:00 pm	Every 15 minutes
Late Evening: 8:00 pm to 12:00 am	Every 30 minutes

Supporting Bus Service

Route		Existing Ridership	Existing Frequency	Proposed Changes
Route 705	All-day service on Winnetka Ave from Louisiana Ave & I-394 to Starlite Transit Center in Brooklyn Park	93 (Weekday)	60 minutes (120 minutes on each branch)	Increase frequency to 30 minutes. Add weekend service. Eliminate branching. Extend to Louisiana Ave. SWLRT station.
Route 755	Peak-only service along TH 55 and Winnetka Ave to Bass Lake Business Centre (Plymouth)	145 (Weekday)	60 minutes (weekday, peak only)	Discontinue route to reduce duplication with Route 705 and TH 55 BRT.
Route 8	Service between downtown Minneapolis and Robbinsdale Transit Center via Penn, Golden Valley Rd, Douglas Dr, and 36 th Ave N.	N/A (New)	N/A. Planned route to be implemented as part of Network Now.	No changes due to TH 55 BRT. Connect at TH 55 & Penn Ave.
Plymouth Metrolink	Various	Various	Peak only	Active plan in progress. No changes due to TH 55 BRT.



Proposed or Anticipated Route Changes

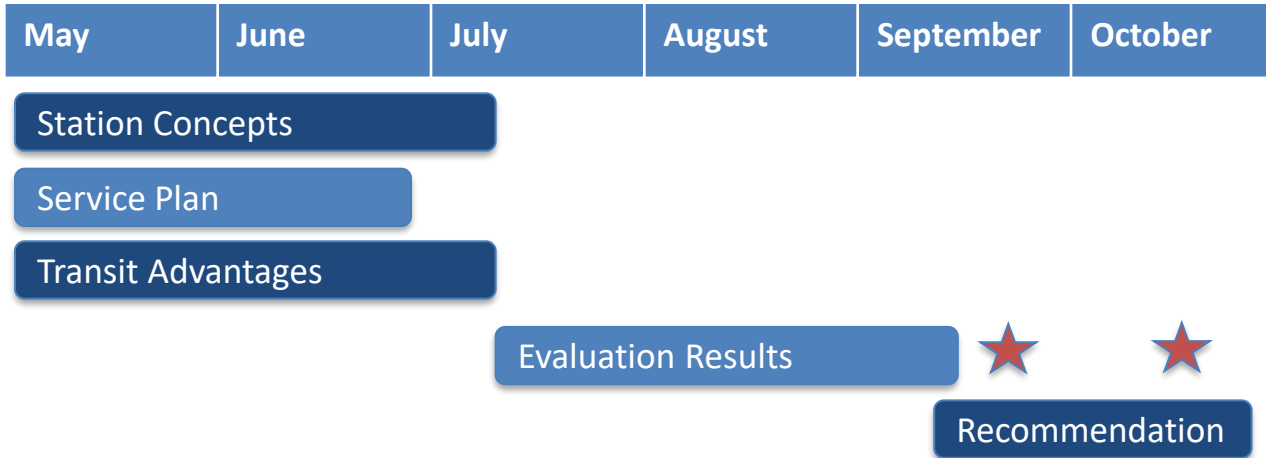
Route 705	Increase frequency to 30 minutes. Add weekend service. Eliminate branching. Extend to Louisiana Ave. SWLRT station.
Route 755	Discontinue route to reduce duplication with Route 705 and TH 55 BRT.
Route 8	New route proposed in Network Now. No changes due to TH 55 BRT. Connect at TH 55 & Penn Ave.

Next Steps

- Confirm service plan and supporting route changes
- Develop the following:
 - Detailed travel time estimates
 - Operations and maintenance costs
 - Ridership forecasting inputs

Next PAC Meeting

- Late summer/early fall 2025
- Review evaluation results:



★ = PAC Meeting