Finding the Right Mix

Evolving Approaches to Balancing BRT and Local Underlay Bus Service

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METRO

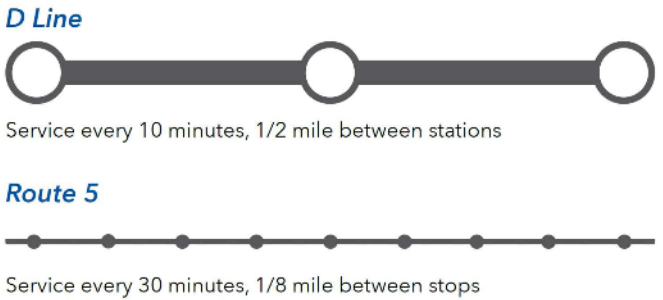
Twin Cities BRT background and history

- METRO BRT features
  - 1/3 to 1/2-mile stop spacing
  - Off-board fare payment
  - All-door boarding
  - Upgraded stations and buses
- A Line opened in 2016
- C Line opened in 2019
- Three lines in engineering or planning

Photo courtesy of HDR, Inc.; © 2019

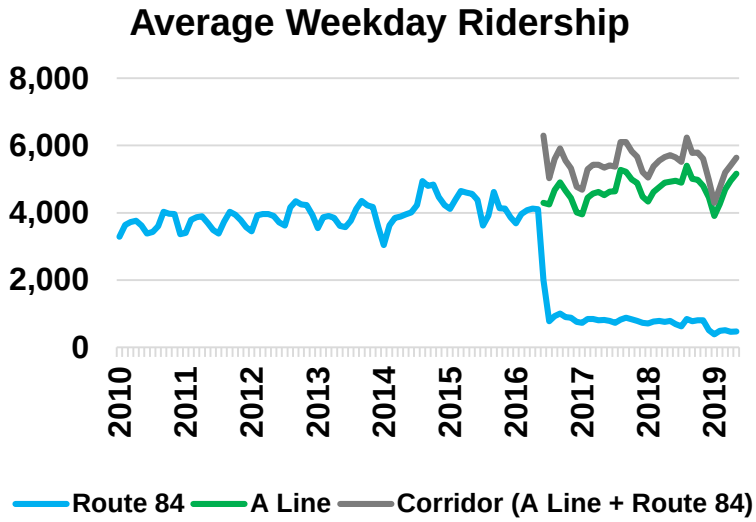
Previous approach to BRT service planning

- Introduce 10-minute BRT service
- Retain underlying 30-minute local service
- Modify and simplify branches
- Approach applied to A Line, C Line, and D Line (in engineering)



People like frequent, high-quality bus service

- A Line corridor ridership up 30%
- Underlying service has seen declining ridership, productivity
- Route 84 has struggled to meet service standards
- Systemwide context:
  - Constrained, unstable operating funding
  - Declining local bus ridership
  - Operator shortage



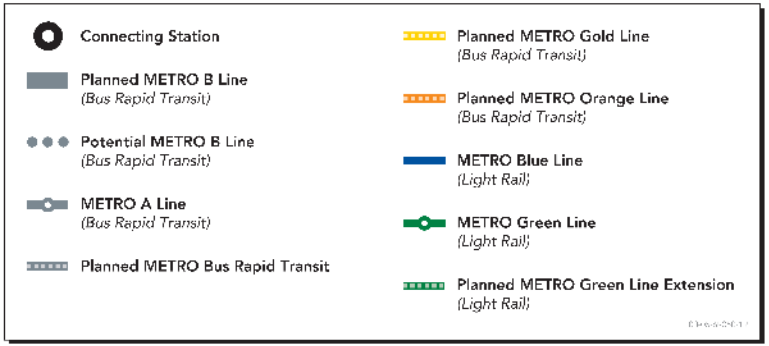
Changes to A Line / Route 84 service mix

- Who is using underlying service?
- Contract with private provider for Route 84 operations
- Eliminate segment of Route 84

A new approach

- Evaluate scenarios without local underlay service
- How does it change stop spacing conversation?
- What else needs to be considered?
- Applying new approach for B Line planning

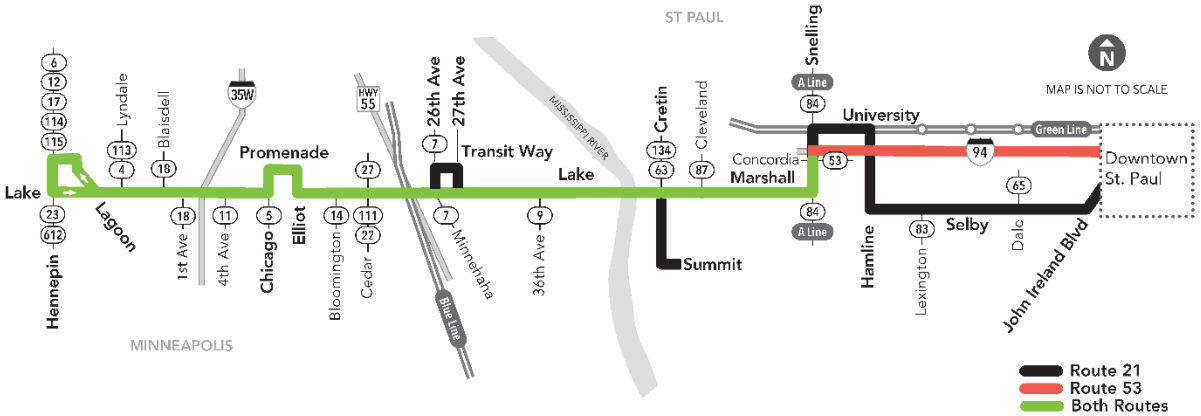
METRO B Line


Connecting Station
Planned METRO B Line
(Bus Rapid Transit)
Potential METRO B Line
(Bus Rapid Transit)
METRO A Line
(Bus Rapid Transit)
Planned METRO Bus Rapid Transit
Planned METRO Gold Line
(Bus Rapid Transit)
Planned METRO Orange Line
(Bus Rapid Transit)
METRO Blue Line
(Light Rail)
METRO Green Line
(Light Rail)
Planned METRO Green Line Extension
(Light Rail)


B Line would use METRO Gold Line stations in downtown St. Paul
MINNEAPOLIS
E Line
D Line
Lake
Hennepin
I-35W
Chicago
Hiawatha
MISSISSIPPI RIVER
Snelling
Hamline
Lexington
University
Marshall
Selby
A Line
ST PAUL
The potential for B Line routing to downtown St. Paul will be studied in 2019

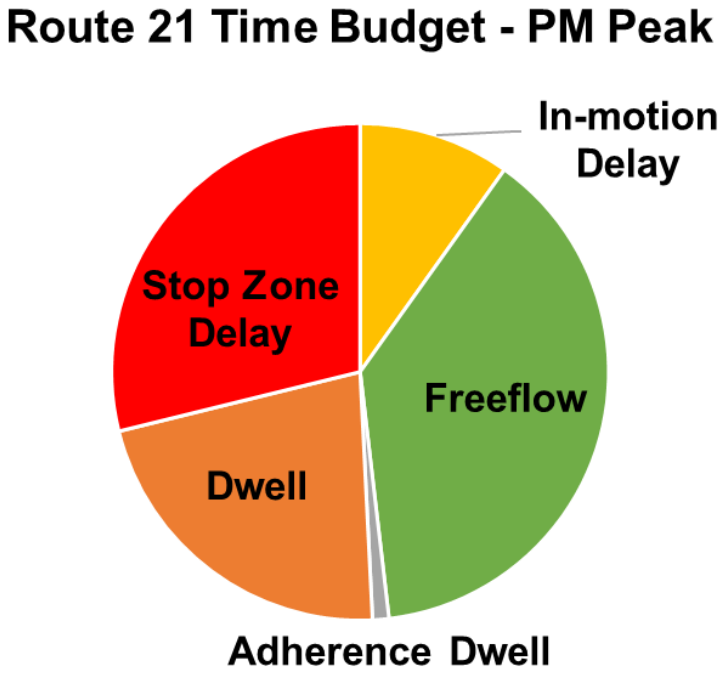
Existing service in the B Line corridor

- Route 21: 2nd highest ridership, 3rd highest productivity
- Route 53: limited-stop peak-hour service



Route 21 speed and delay

- Lowest in-service speed among system routes
- Some trips with average speeds as slow as 8 mph
- Average trip spends more than half of its time stopped
- Ridership declining reflecting systemwide trends

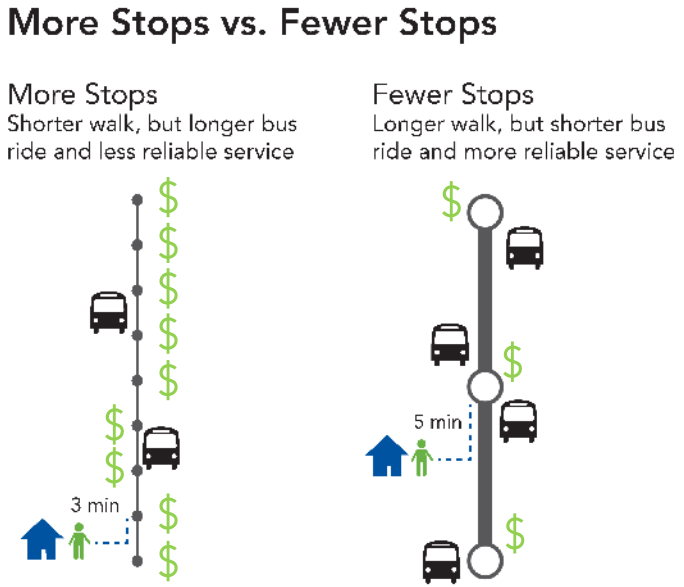


Stop spacing and service mix considerations

- Ridership patterns
- Speed/reliability improvement
- Access and walk time
- Regional accessibility

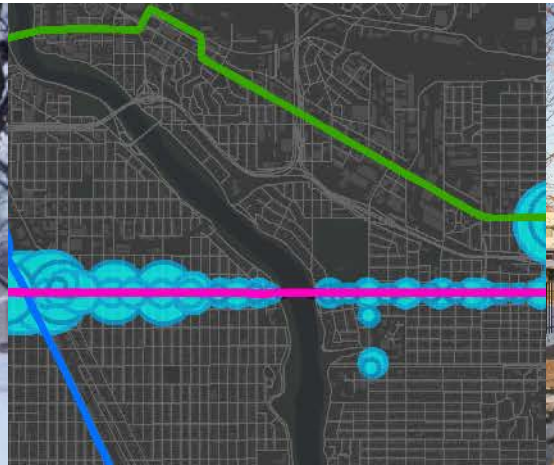
Stop spacing and service mix considerations

- Demographics
- Public and stakeholder engagement
- Capital and operating costs



Adjustments based on new approach

- Lower tolerance for station spacing >1/2 mile
- Add/adjust station locations to maintain spacing
- Evaluate underlying local service in specific segments
- Consider the “last quarter-mile” or next-best options



What’s next?

- Formalize recommendations
- Monitor ridership trends
- Continued technical analysis
- Targeted engagement activities