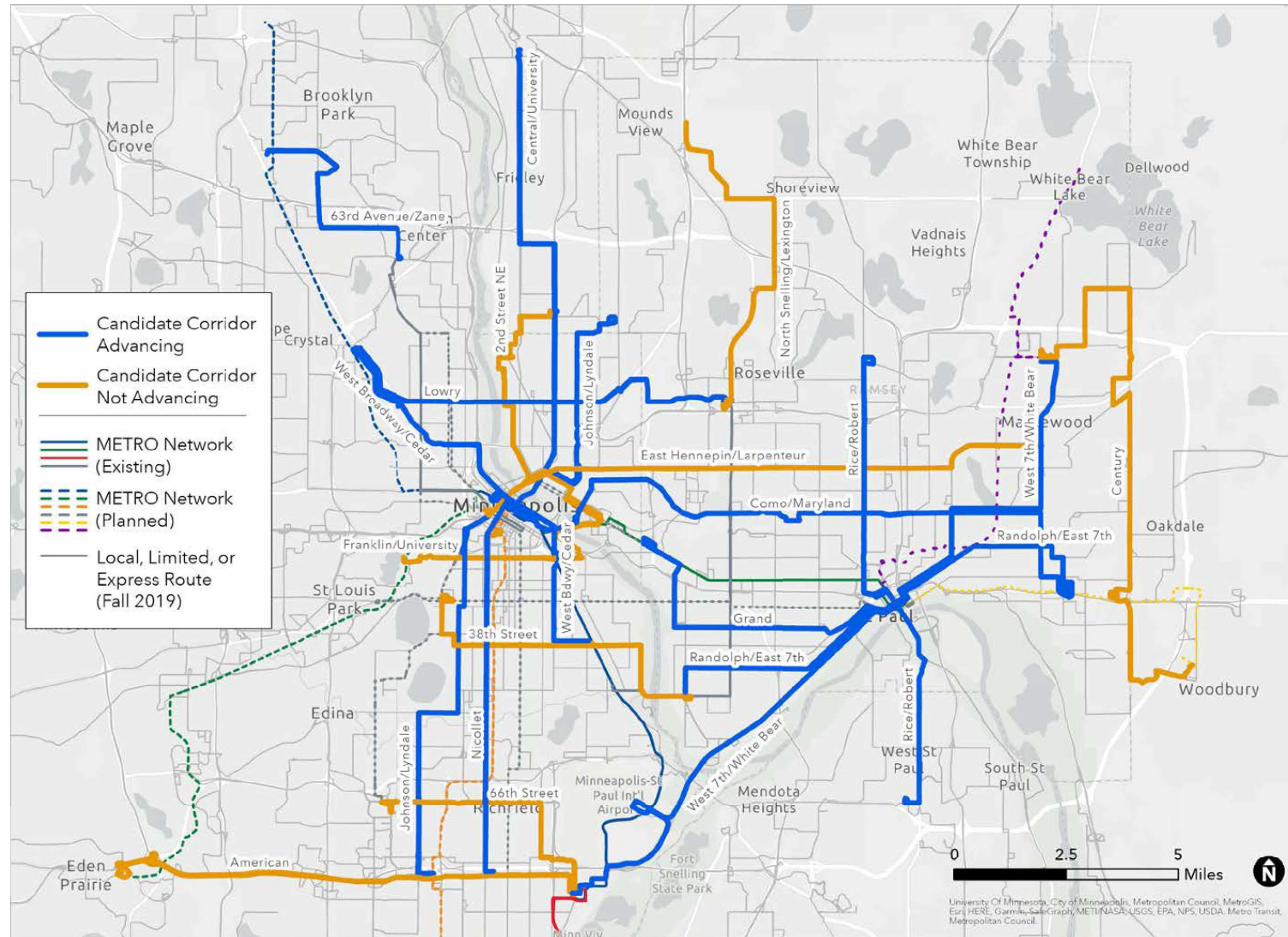


# BRT Corridors to advance

- Engagement on 11 advanced corridors Sept. 1 – Oct. 9
  - Open comments on advanced corridors
  - What should be weighted most heavily in evaluation?
  - How should we prioritize these 11 corridors?



# 11 Potential BRT Corridors to advance

Corridor	Terminals	Underlying Route	Score
Nicollet	Dt Mpls to American Blvd	18	90.6
Franklin / University	21st St Station to 8th St/Central	2	78.8
Central Ave	Dt Mpls to Northtown TC	10	72.5
West Broadway / Cedar	Robbinsdale TC to 38th Street Station	22/14	70.4
Como / Maryland	Dt Mpls to Sun Ray TC	3	66.8
West 7th Street	Maplewood Mall TC to MOA	54	62.7
Randolph / East 7th	Ford Pkwy to Sun Ray TC	74	62.1
Johnson / Lyndale / Penn	Silver Lake Village to 82nd/Knox	4	59.5
2nd Street NE	Dt Mpls to CHTC	11	57.9
63rd Ave / Zane	Starlite to BCTC	724	57.4
Rice / Robert	North Dakota Co Svc Ctr to Little Canada TC	62/68	56.5
Grand Ave	Westgate to Dt Stp	63	56.3
Lowry	Robbinsdale TC to Rosedale TC	32	52.6
66th Street	Southdale TC to MOA	515	48.5
38th Street - Ford Pkwy	UPTS to Cleveland/Ford Pkwy	23	47.5
East Hennepin / Larpenteur	Dt Mpls to White Bear Ave	61	43.1
Century Avenue	Woodbury Theatre to Maplewood Mall	219	39.7
American Boulevard	MOA to SouthWest Station	542	38.1
Snelling / Lexington	Rosedale TC to TCAAP	225	35.0

# Quantitative screening criteria

Ensure the Long-Term Sustainable Growth of the Bus Network	Build on Success to Grow Ridership	Design a Network that Supports a Transit-Oriented Lifestyle		Advance Equity and Reduce Regional Racial Disparities	
Average Midday Service Levels Compared to BRT	Average Daily Corridor Boardings	Corridor Propensity to Use Transit	Planned Land Use	POC on Underlying Route	People Experiencing Poverty
10%	30%	20%	10%	15%	15%
Ratio between the current average weekday trips scheduled on trunk portion of underlying route between 11am-1pm to expected levels of BRT service (10" all day service)	Average daily weekday boardings at stops on corridor on primary underlying local routes using Fall 2019	Weighted average of transit market index values for blocks within ¼ mile buffer of corridor. TMI values updated to reflect 2016 data	Review of community 2040 Comprehensive Plans and related policies for 1) nexus between land use and transit, 2) planned residential densities meet TPP requirements, and 3) corridor identified in plan as desired improvement	Percent of riders identifying as people of color. Data from 2016 TBI On-Board Survey.	Percent of riders identifying as a member of a household earning less than 185% of the federal poverty line. Data from 2016 TBI On-Board Survey.