



# B R T

The Rush Line Bus Rapid Transit (BRT) Project is a proposed 14-mile transit route between Saint Paul and White Bear Lake. It includes 21 stations that would serve the communities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Township and White Bear Lake. The analysis and design of this transit route is being led by Ramsey County.

## Purpose

The purpose of the Rush Line BRT Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and supports sustainable development within the study area.



## Why is the Rush Line BRT Project Needed?



SERVING THE NEEDS OF PEOPLE WHO RELY ON TRANSIT



MEETING INCREASING DEMAND FOR RELIABLE, HIGH-FREQUENCY TRANSIT



PLANNING FOR SUSTAINABLE GROWTH AND DEVELOPMENT



EXPANDING MULTIMODAL TRAVEL OPTIONS

Learn more about why the Rush Line BRT project is needed

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# WHY IS THE RUSH LINE BRT PROJECT NEEDED?



## SERVING THE NEEDS OF PEOPLE WHO RELY ON TRANSIT

*The number of people in the study area who rely on transit to meet their transportation needs is increasing.*

### Transit-dependent populations

AGE:

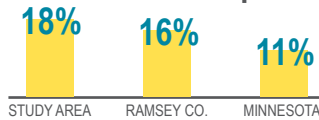
**65+** fastest growing AGE GROUP



Growth in the 65+ age group is increasing the need for access to medical services and ability to maintain an active and mobile lifestyle without having to rely on a personal automobile.

INCOME:

### Individuals below poverty



The percentage of residents below the poverty level is higher in the study area than in Ramsey County or in Minnesota, meaning there are more people who rely on transit to access jobs, education and other services.

VEHICLE AVAILABILITY:

From 2014 to 2040, the number of households without a vehicle is forecast to grow at a faster rate than the total number of households in the study area.

2014 → 2040



## MEETING INCREASING DEMAND FOR RELIABLE, HIGH-FREQUENCY TRANSIT

*Demand for reliable, high-frequency transit service is increasing, and the existing high-frequency network does not currently serve the study area outside of Saint Paul.*

3 EXISTING HIGH FREQUENCY ROUTES



Only **3 of 41** existing routes within one mile of the proposed Rush Line BRT route are high-frequency.

Metro Transit A line RIDERSHIP



↑ 30% since 2016 opening

Metro Transit has seen an increase in ridership on high-frequency routes, including the highly successful A Line BRT.



## PLANNING FOR SUSTAINABLE GROWTH AND DEVELOPMENT

*Population and employment are forecast to grow in the study area. As concentrations of jobs and residents grow in different communities, the need to travel between these communities will increase.*

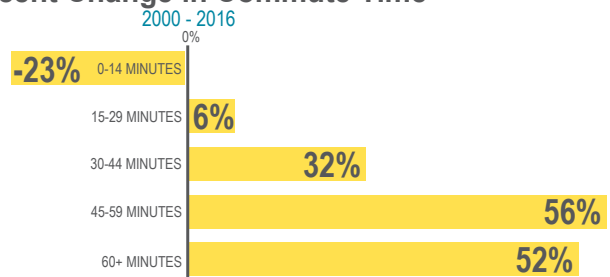
2010 → 2040

POPULATION EMPLOYMENT

20% INCREASE

24% INCREASE

### Percent Change in Commute Time



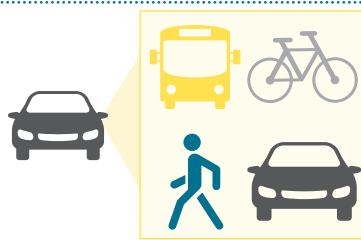
## EXPANDING MULTIMODAL TRAVEL OPTIONS

*State and regional transportation policies identify the need to provide multimodal transportation options.*

The state of Minnesota and the Twin Cities region are shifting away from investing in cars only to investing in multiple modes including cars, transit, walking, biking and more.

This promotes greater travel choice and flexibility and provides opportunities for benefiting health.

STATE AND REGIONAL INVESTMENTS



Regional transportation plans include the Rush Line BRT Project as one of multiple METRO lines to be built in the next decade.

