

Better. Faster. Coming soon.

Arterial Bus Rapid Transit

IMPROVING TRANSIT ON HIGH-TRAFFIC ROUTES

In 2012, Metro Transit completed a study of ways to improve speed and customer experience on 12 of its highest-ridership bus routes.

These are lines where transit demand is high, but streets aren't wide enough to accommodate light rail or a dedicated lane for buses.

Transit speeds on these routes are slowed down by frequent stops and red lights. And customer waiting facilities are limited.

Arterial bus rapid transit, or BRT, is a package of transit enhancements that adds up to a **faster trip** and an **improved experience** on Metro Transit's busiest bus routes.

BRT would be up to **25 percent faster than local bus** service – without making major changes to the street.

NEXT STOP: SNELLING AVENUE & FORD PARKWAY

Metro Transit is currently working to implement the **A Line** on Snelling Avenue & Ford Parkway for a late 2015 launch.

FOR MORE INFORMATION

Katie Roth, Project Manager
 Metro Transit
 BRT/Small Starts Project Office
BRTProjects@metrotransit.org
metrotransit.org/snelling-brt

When will arterial BRT be built?

The A Line is targeted to open on Snelling & Ford in late 2015. One additional line in the Twin Cities is planned to open each year as the system is built out.

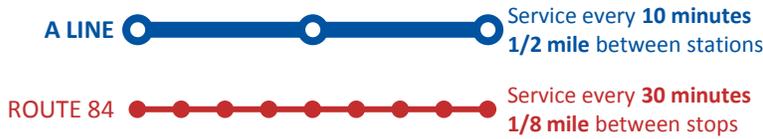


**Opening
Late 2015 on
Snelling Avenue &
Ford Parkway**



➤ Limited Stops, More Frequent Service

The A Line would be the primary service in the corridor, with increased service on nights & weekends. Local bus Route 84 would continue to run at a reduced frequency to serve local trips & off-corridor branches.



➤ More Green Time with Signal Priority

During rush hours today, local buses spend about 25% of their scheduled time stopped at red lights. With transit signal priority buses can “ask” traffic signals for early or extended green lights to keep moving. Traffic lights will determine whether to give BRT the extra green time.



What makes Bus Rapid Transit different?

The A Line won't have a dedicated lane for buses. Everything else about the lines will be designed for faster travel speeds & enhanced customer comfort.

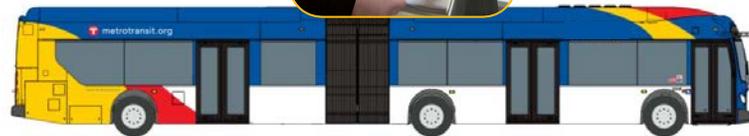
➤ Pre-Boarding Fare Payment for Faster Stops

For speedier boarding through all bus doors, the A Line won't have on-board fareboxes. Customers will either purchase a ticket at the station or tap a Go-To card. Roving police officers—not bus operators—will ensure customers have paid.

Go-To card holders can tap their cards before boarding.



Each station will have a ticket machine, where customers can buy tickets with cash or credit.



➤ Curb Extensions for Speed & Space

The A Line will run in general traffic and won't widen the roadway. Instead, the project will add curb extensions at stations.

Typical Current Bus Stop



Today, buses stop in the right-turn lane with little space for customer amenities

Merging back into traffic causes delay

Buses stop before crossing intersection and are more likely to be delayed by red lights

BRT Curb Extension Station



BRT stops farside of intersection, progressing through signal before stopping to board passengers

Curb extension provides space for a BRT station and eliminates side-to-side weaving

➤ Neighborhood-Scale Stations with Amenities

Stations will be equipped with more amenities for a safe and comfortable customer experience, similar to light rail. Standard features include heat, lighting, security cameras and phone, real-time bus arrival information, trash receptacles, and printed maps.

