Arterial Transitway Corridors Study

Metropolitan Council

Metro Transit
a service of the Metropolitan Council

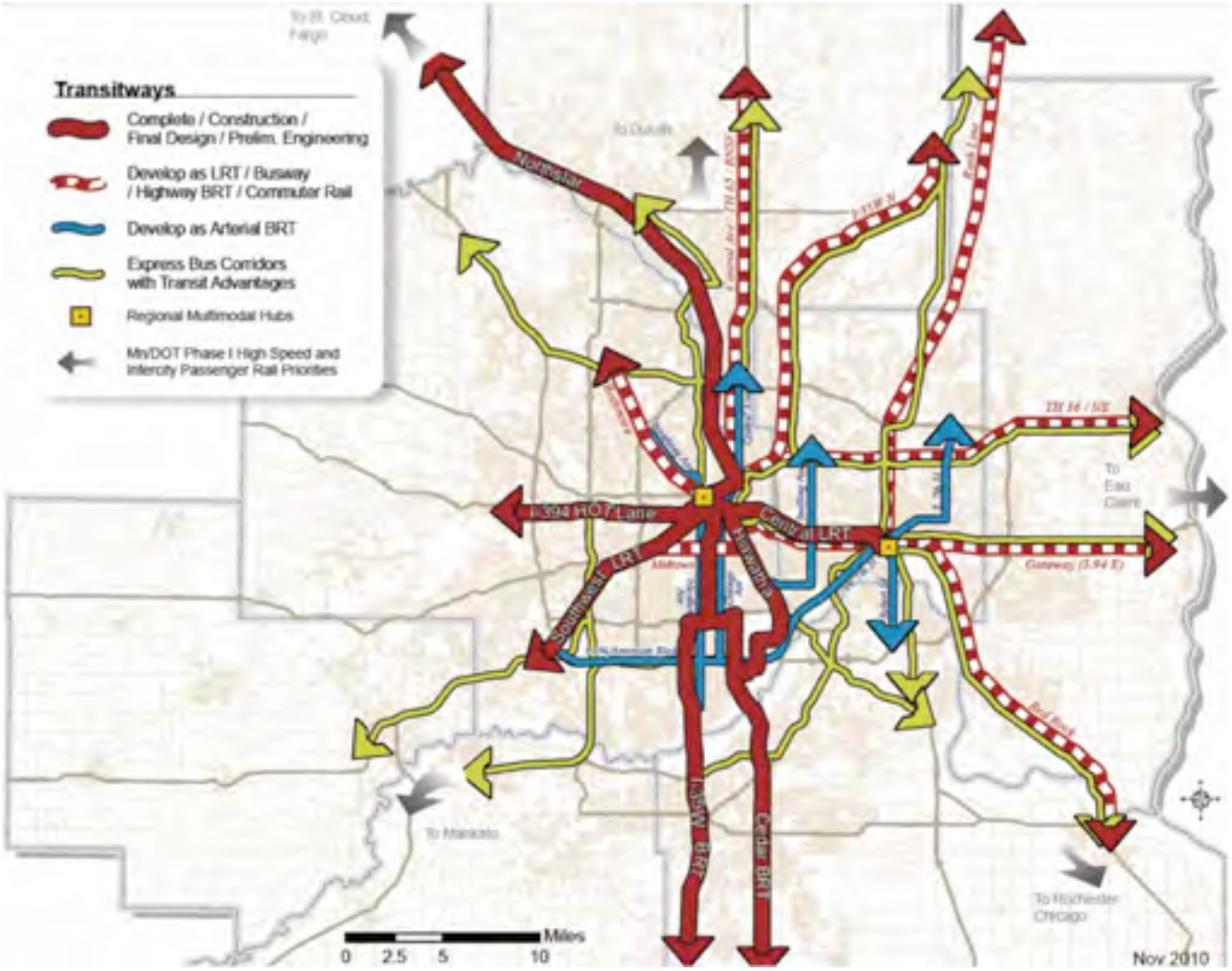
Purpose of Study

- Study 11 urban corridors in Minneapolis, St. Paul and surrounding communities

- Develop service and facilities plan to improve
  - Transit speed
  - Service reliability
  - Customer experience
  - Connections between major destinations

Metropolitan Council

Metro Transit
a service of the Metropolitan Council



Metropolitan Council

Metro Transit
a service of the Metropolitan Council

Purpose & Needed Elements on Arterial Corridors

1. Speed and reliability improvements are required to decrease costs and improve ridership

Boarding Delay

Signal Delay


Traffic Delay

Metropolitan Council

Metro Transit
a service of the Metropolitan Council

Connecting destinations and supporting rail and BRT corridors

High ridership supports facility improvement

2. Corridor transit services are a critical element of the region's transportation system.

Serving diverse and transit dependent corridors

Corridors are focus of development and redevelopment plans by local communities

Metropolitan Council

Metro Transit
a service of the Metropolitan Council

Study Goals:

Faster Service

Improved Experience

Effective & Attractive Transportation System

- Increased ridership
- Improved perception of transit
- Support infill and redevelopment

Metropolitan Council

Metro Transit
a service of the Metropolitan Council

Modes Evaluated in ATCS

- Local Bus
  - Existing service in all corridors
  - Study routes carry half of Metro Transit urban local ridership
- Rapid Bus
  - Mode concept developed through ATCS study
  - Study prepares concept Rapid Bus plans for 11 corridors

Rapid Bus Improvements

- System Consistency
  - Station design
  - Fare collection
  - Vehicle branding
  - System identity


Kansas City MAX

… to provide a consistent system identity & experience

- Corridor/Stop Level
  - Station size
  - Running way
  - Traffic signals/systems
  - Service levels


Snelling Avenue

… to respond to local conditions and demand

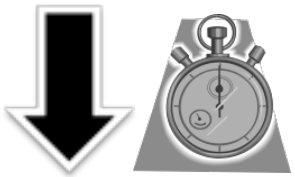
Metropolitan Council

Metro Transit
a service of the Metropolitan Council

How does Rapid Bus achieve faster service?

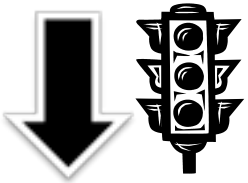
Faster Service

Less Waiting



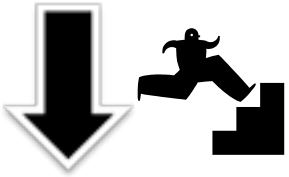
- Improved frequency
- Better on-time performance

Signal & Traffic Delay



- Signal priority
- Far-side stops
- Curb extensions

Boarding Delay



- Pre-pay boarding
- All-door boarding
- Raised curbs

Fewer Stops

- 2-3 stations/mile
- Serve activity centers

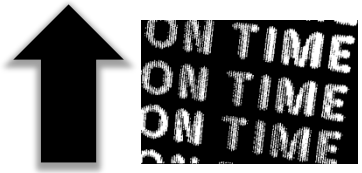
Metropolitan Council

Metro Transit
a service of the Metropolitan Council

How does Rapid Bus create an improved experience?

Improved Experience

Service Reliability

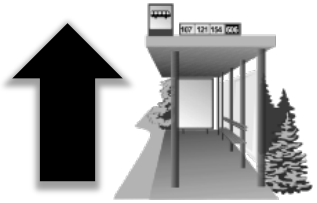


- Better on-time performance

Customer Information

- Real time signs
- Schedule info and way-finding signs
- On-bus information
- Branding

Transitway Stations



- Security features & station lighting
- Heated shelters
- Curb extensions
- Ticket machines
- Branding
- Enhanced maintenance

Specialized Vehicles

- Dedicated fleet
- Low-floor buses
- Clean emissions
- Unique look

Metropolitan Council

Metro Transit
a service of the Metropolitan Council

Concept design for small station

Metropolitan Council

Metro Transit
a service of the Metropolitan Council

Concept design for larger station

Metropolitan Council

Metro Transit
a service of the Metropolitan Council

Rapid Bus in other regions

Component	Typical Results
Travel Time	15 - 25% or + faster travel
Ridership	20 - 40% or + increase
Capital Costs	$1 - $3 million/mile


Seattle RapidRide

Los Angeles Metro Rapid

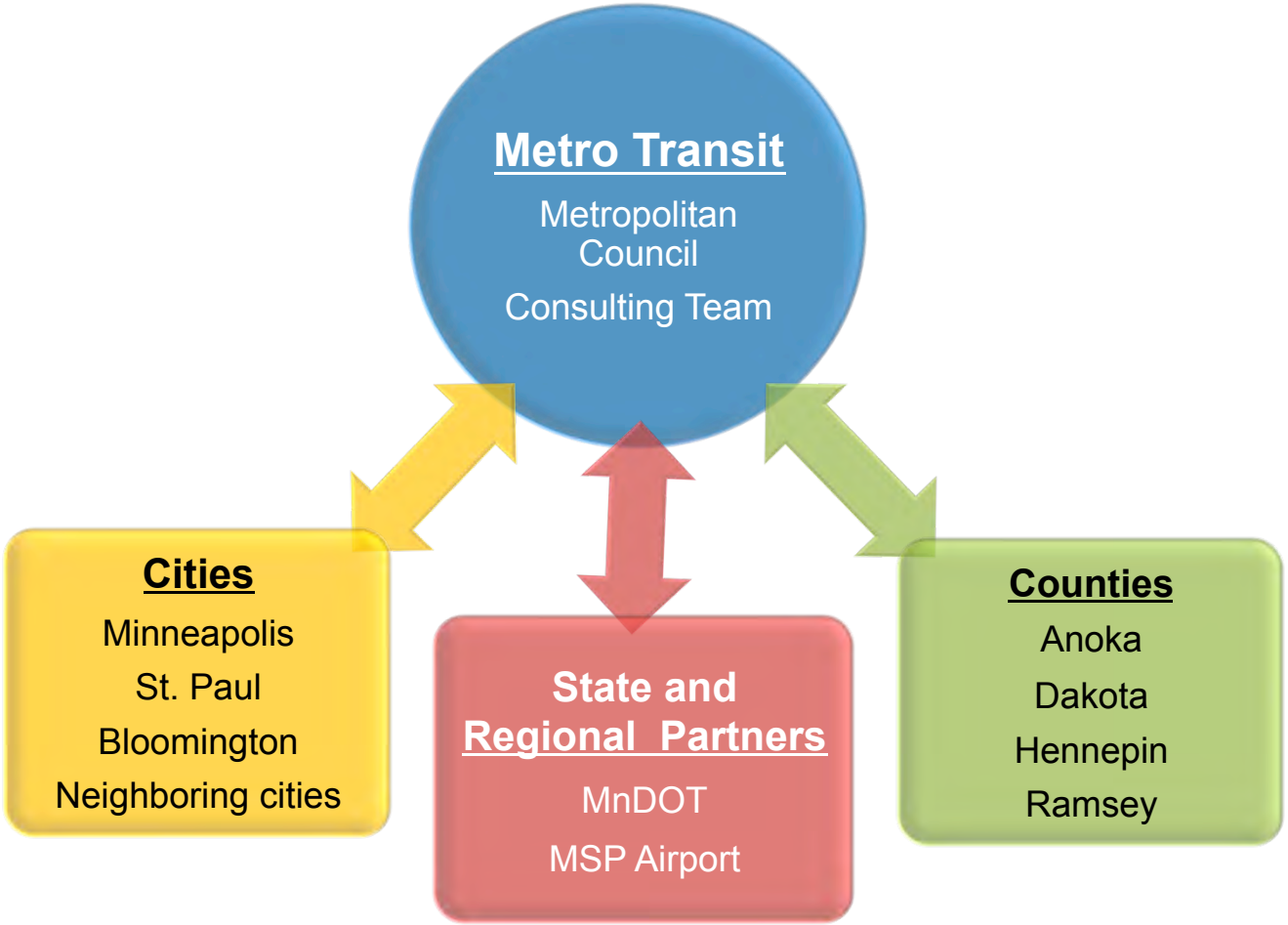

NYC Select Bus

Kansas City MAX Line

Metropolitan Council

Metro Transit
a service of the Metropolitan Council

Study Team and Project Partners



Metropolitan Council

Metro Transit
a service of the Metropolitan Council

Stakeholder Engagement

Input Phase	Dates
Policymaker Workshop	June 2011
Study Open Houses- Phase I *Seeking feedback on mode and corridor concept plans*	4 meetings October 2011
Presentations to Stakeholder Groups	February-March 2012 25+ presentations
Study Open Houses- Phase II *Seeking feedback on preliminary study recommendations*	4 meetings February-March 2012
Project website	Updated throughout

After the ATCS Study is completed, corridor-specific planning and engineering phases (2012-2014+) will incorporate significant public and stakeholder engagement.

Technical and Policy Stakeholders

Metro Transit
a service of the Metropolitan Council

Next steps toward implementation

Implementation Step	Potential Timeline
Complete study	March 2012
Select first corridor(s) for implementation	Early 2012
Advanced planning, design and construction of first corridor(s)	2012 – 2014
Begin operations in first corridor(s) *Subject to available funding*	Late 2014
Implement service in additional corridor(s)	2015 – 2030

Metropolitan Council

Metro Transit
a service of the Metropolitan Council