

Snelling Bus Rapid Transit

May 15, 2013

Community Advisory
Committee Meeting #1



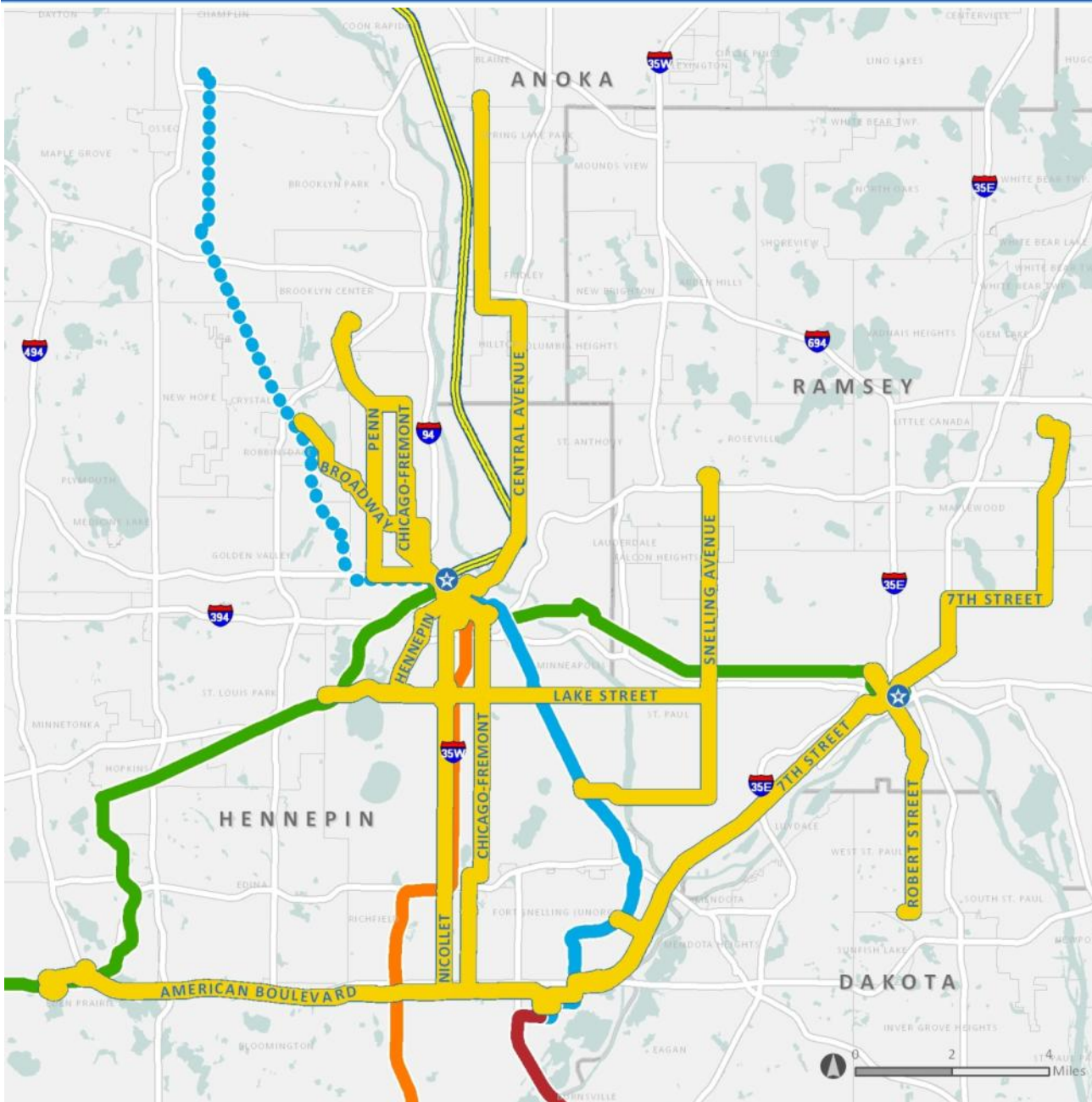
- Project Overview
 - Arterial BRT Concept Background
 - Snelling Corridor Plan
 - Funding & Schedule
 - Stakeholder Engagement
 - Arterial BRT System Branding



Arterial BRT

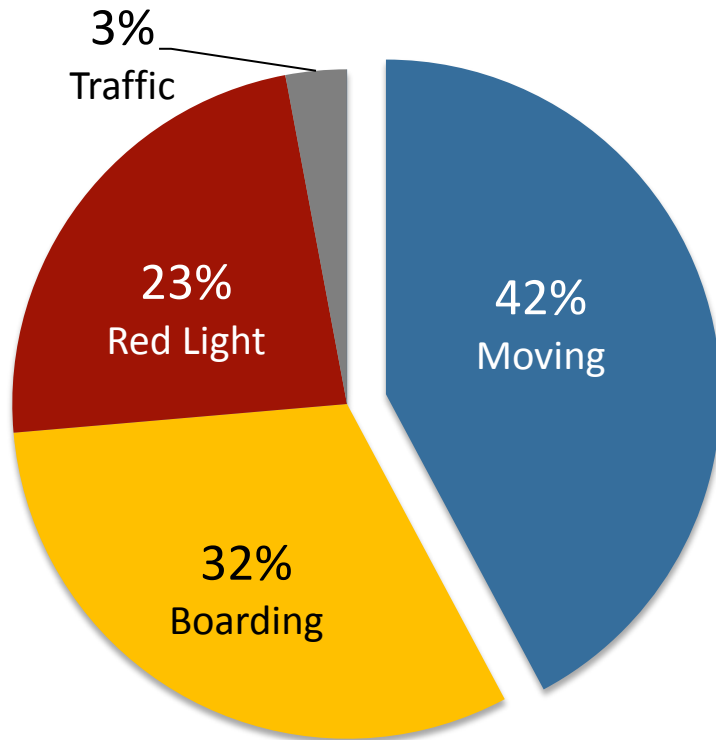
CONCEPT BACKGROUND

12 corridors studied for arterial BRT



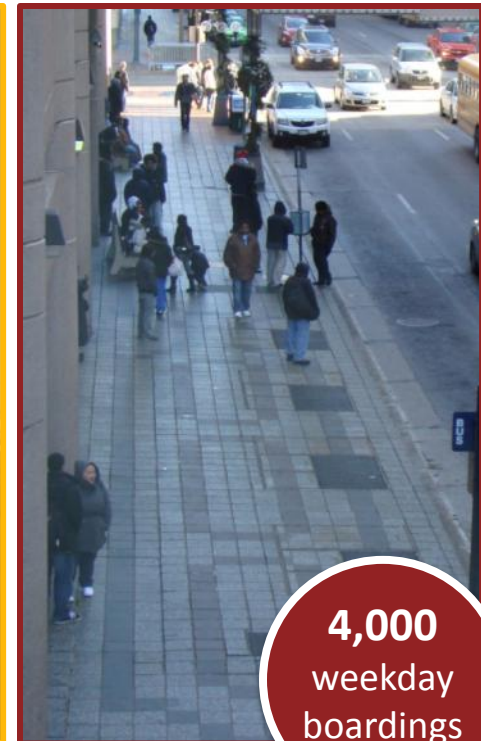
- Arterial Transitway Corridors Study completed April 2012
- Developed arterial BRT concept
- Prioritized corridors for near-term implementation
 - Snelling (2015 launch)
 - West 7th (2016 launch)

- **Slow transit speeds** caused by significant signal and boarding delay

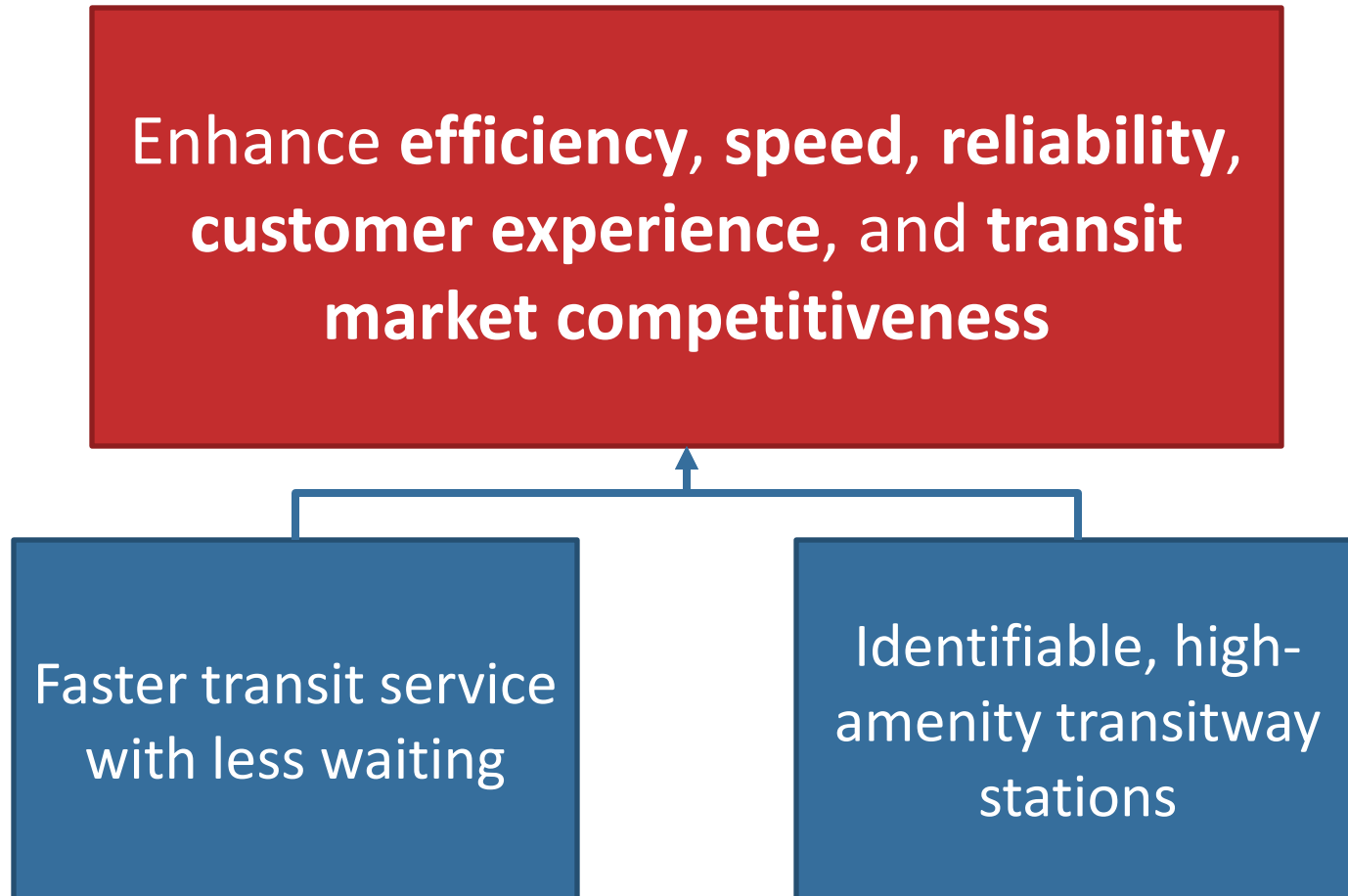


- **Lack of attractive, easily identified facilities**

1,000
weekday
boardings



4,000
weekday
boardings



- **Faster service with less waiting**
Limited stop service
 - + More frequent service
 - + Off-board fare payment
 - + All-door boarding
 - + Geometry changes
 - + Signal timing & priority

Does NOT include:

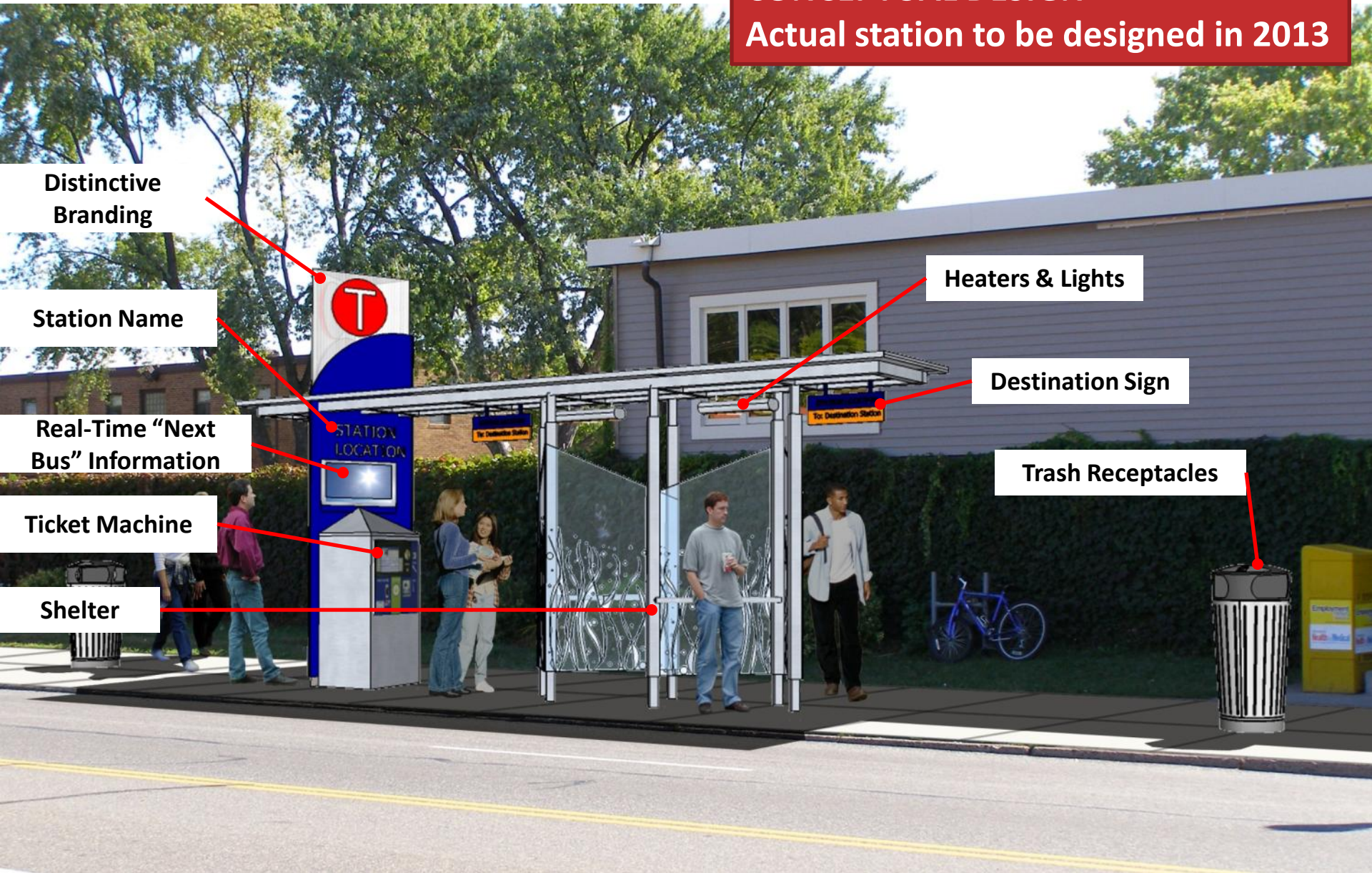
- Dedicated lanes
- Extensive ROW acquisition

Identifiable, high-amenity transitway stations



CONCEPTUAL DESIGN

Actual station to be designed in 2013



Distinctive Branding

Station Name

Real-Time "Next Bus" Information

Ticket Machine

Shelter

Heaters & Lights

Destination Sign

Trash Receptacles

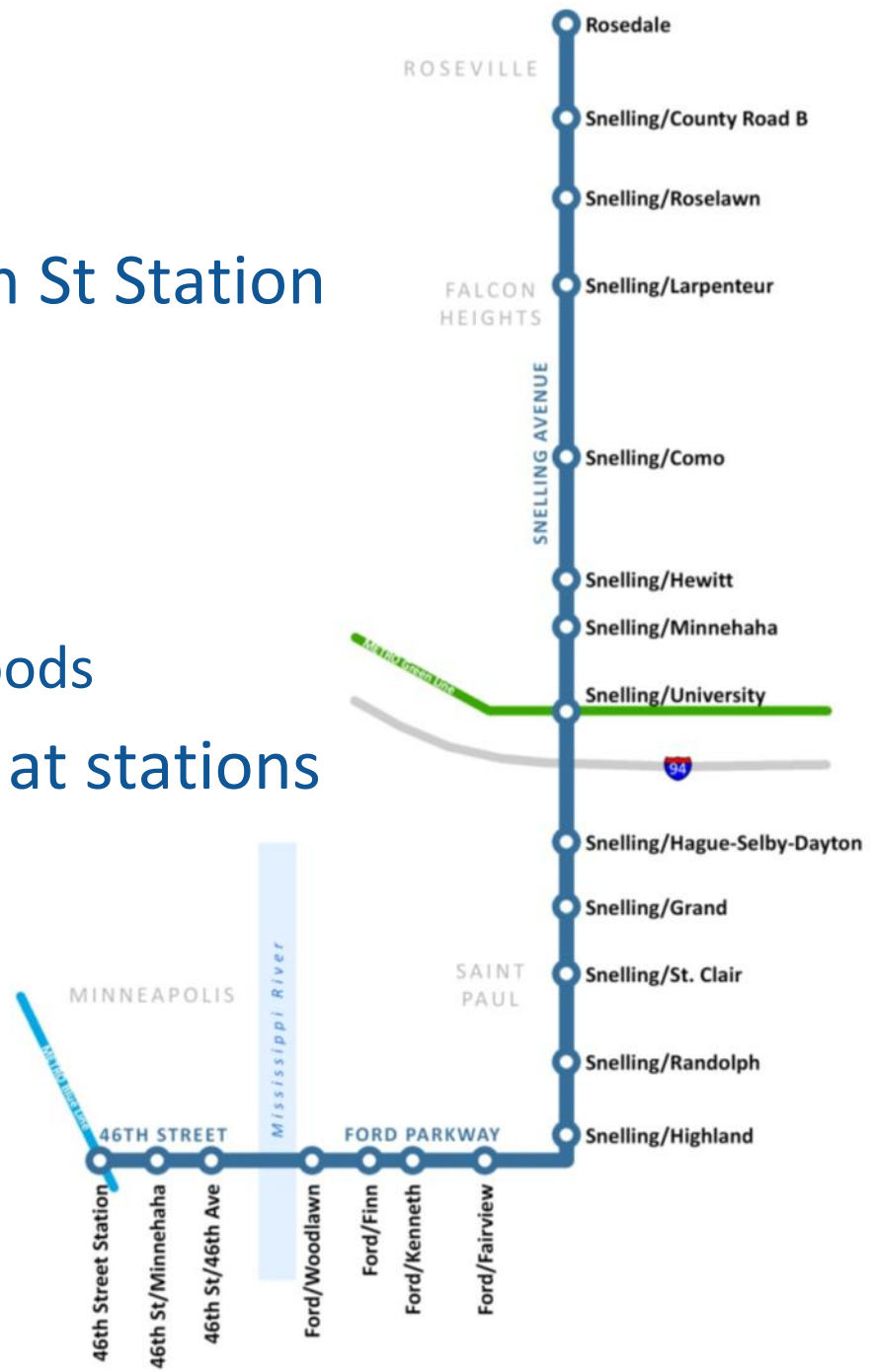


Arterial Bus Rapid Transit

SNELLING AVENUE CORRIDOR CONCEPT

Snelling Avenue BRT

- 9.7 miles, Rosedale to 46th St Station
- 20 stations, every ½ mile
 - Transit connections
 - Existing ridership
 - Confirmed with neighborhoods
- 72% of existing customers at stations
- 97% of customers within 1 stop of a station
- 4,000 daily rides today, 8,700 daily rides by 2030 with arterial BRT



Varying Station Contexts & Concepts



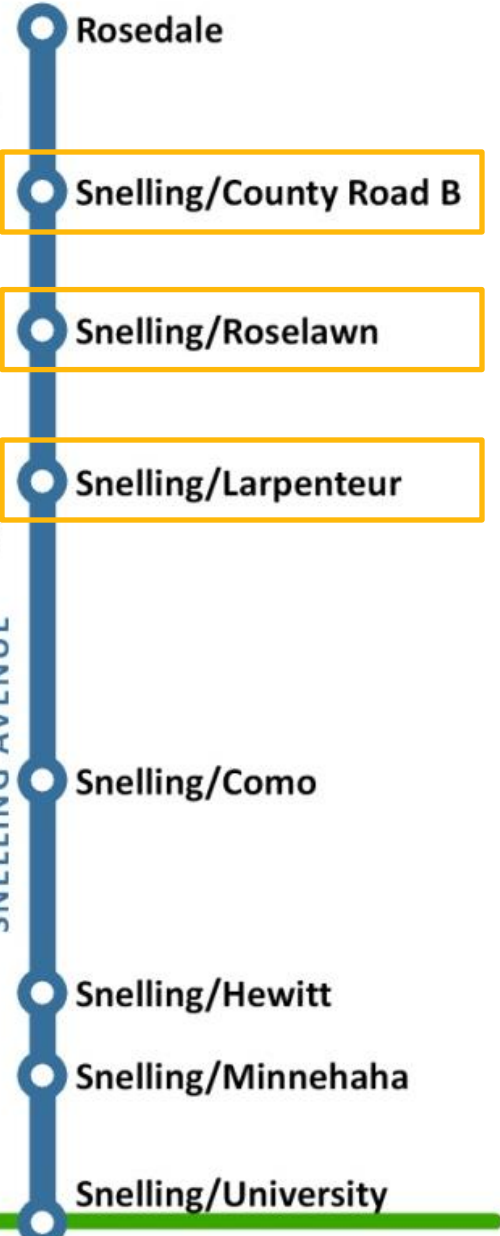
Expressway
with Bus-Only
Shoulder



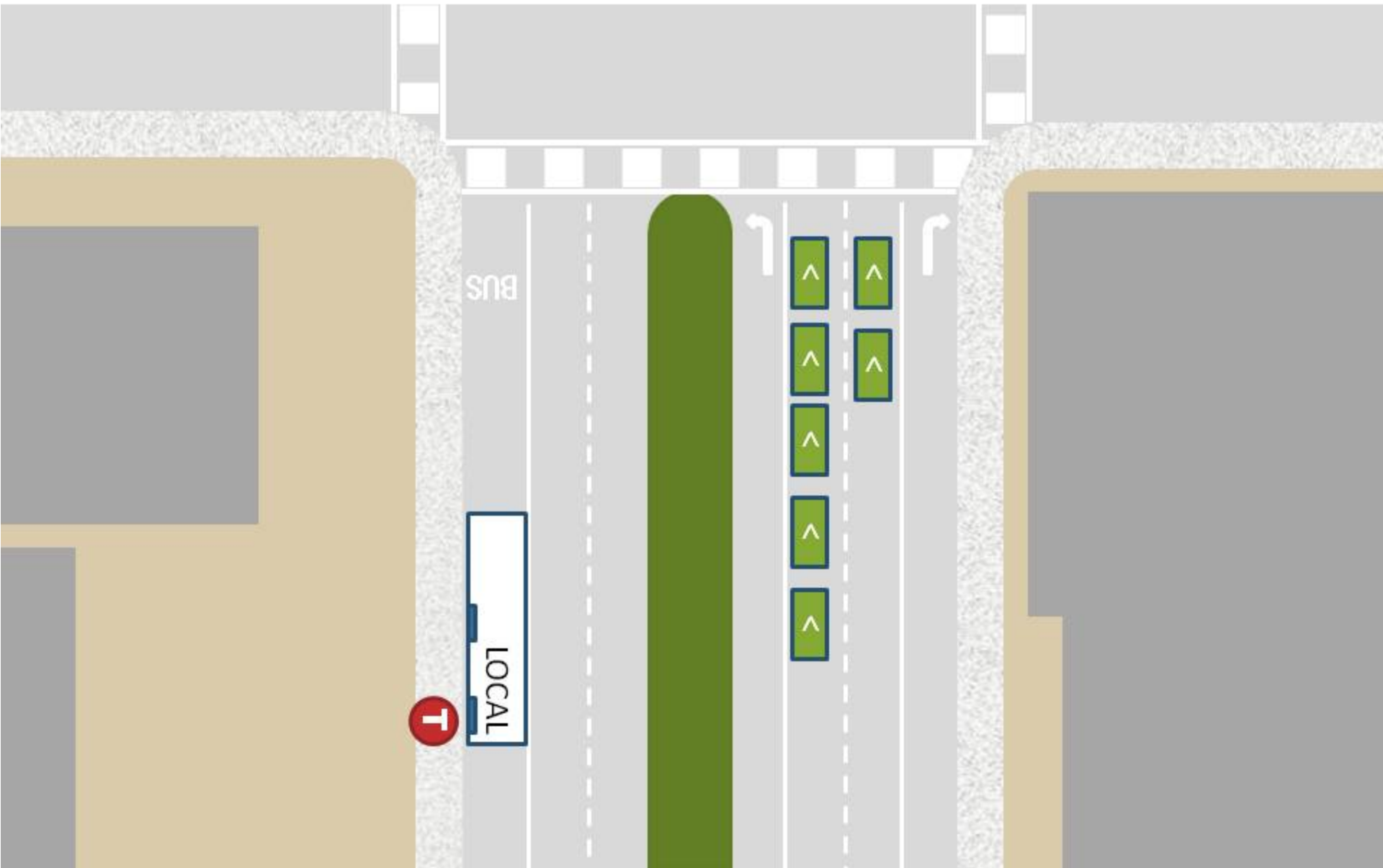
ROSEVILLE

FALCON
HEIGHTS

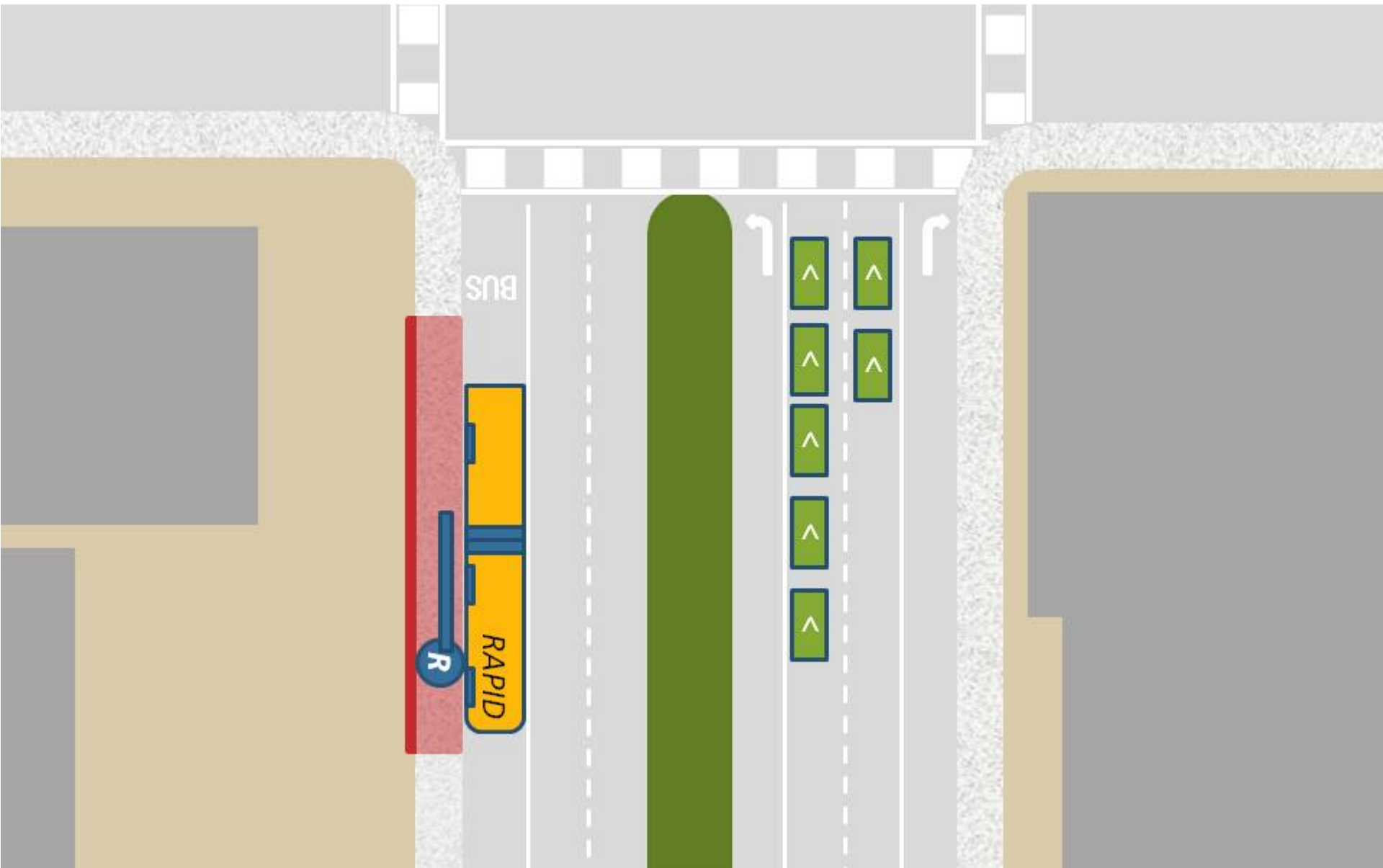
SNELLING AVENUE



Typical Current Condition: Two-Lane Divided with Bus-Only Shoulder/RT Lane (e.g. Snelling/Larpenteur)



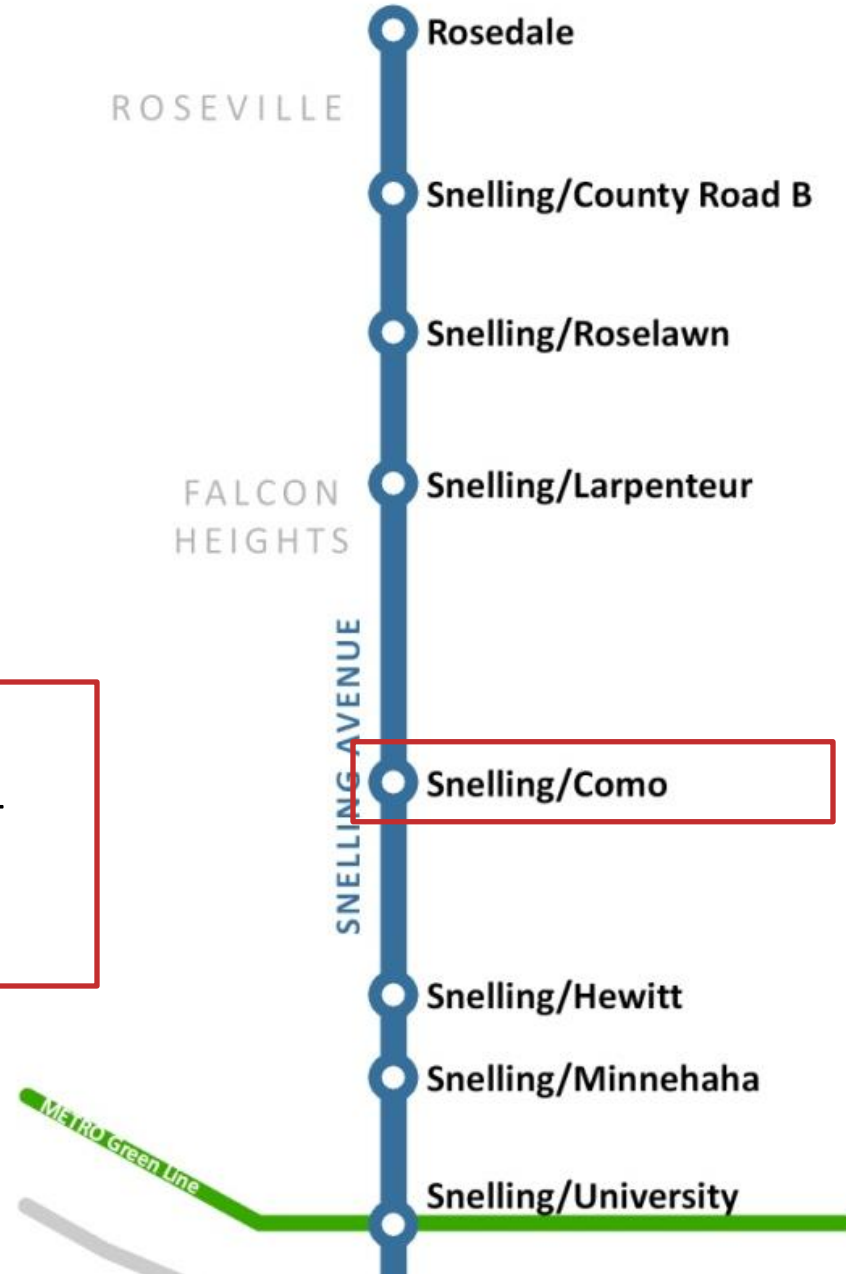
Concept: Upgrade existing stop to curbside station, stopping in bus-only shoulder



Varying Station Contexts



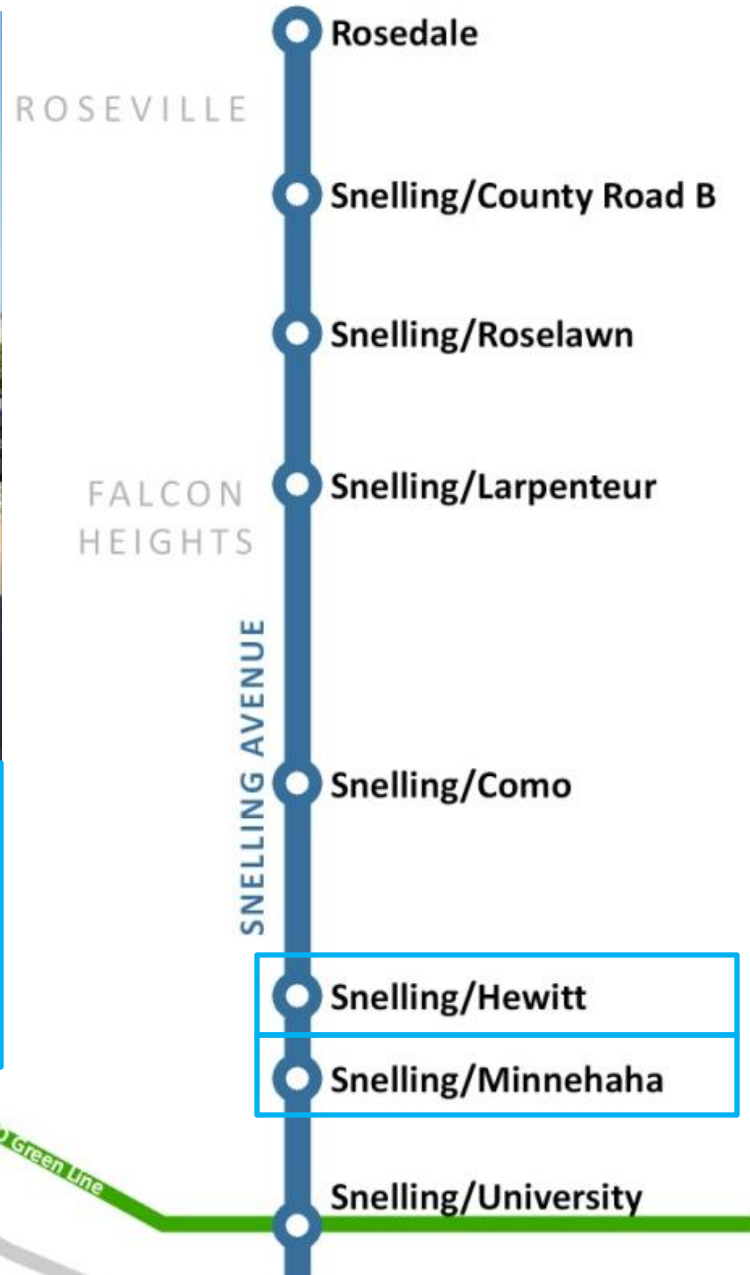
On-/Off-
Ramps



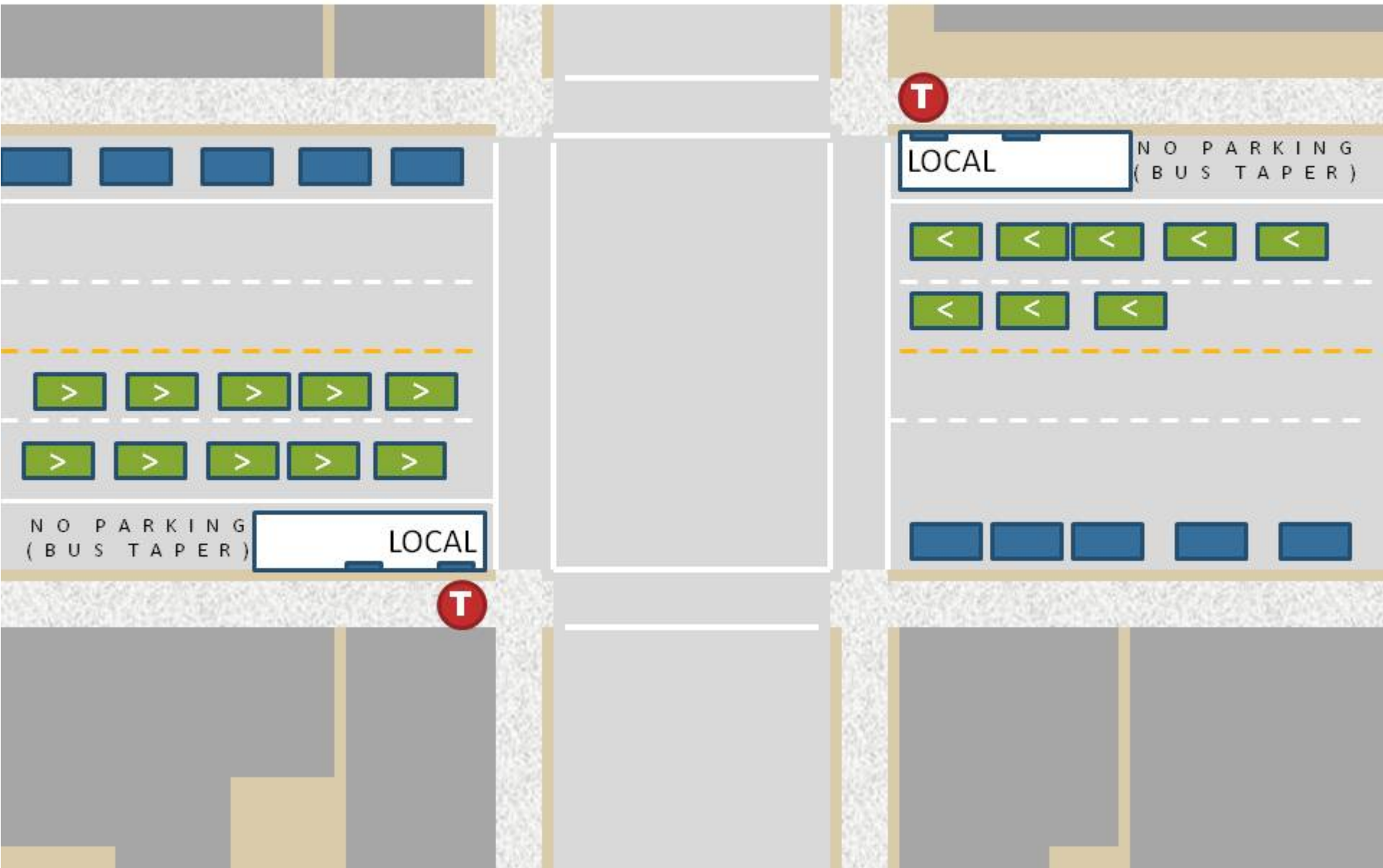
Varying Station Contexts



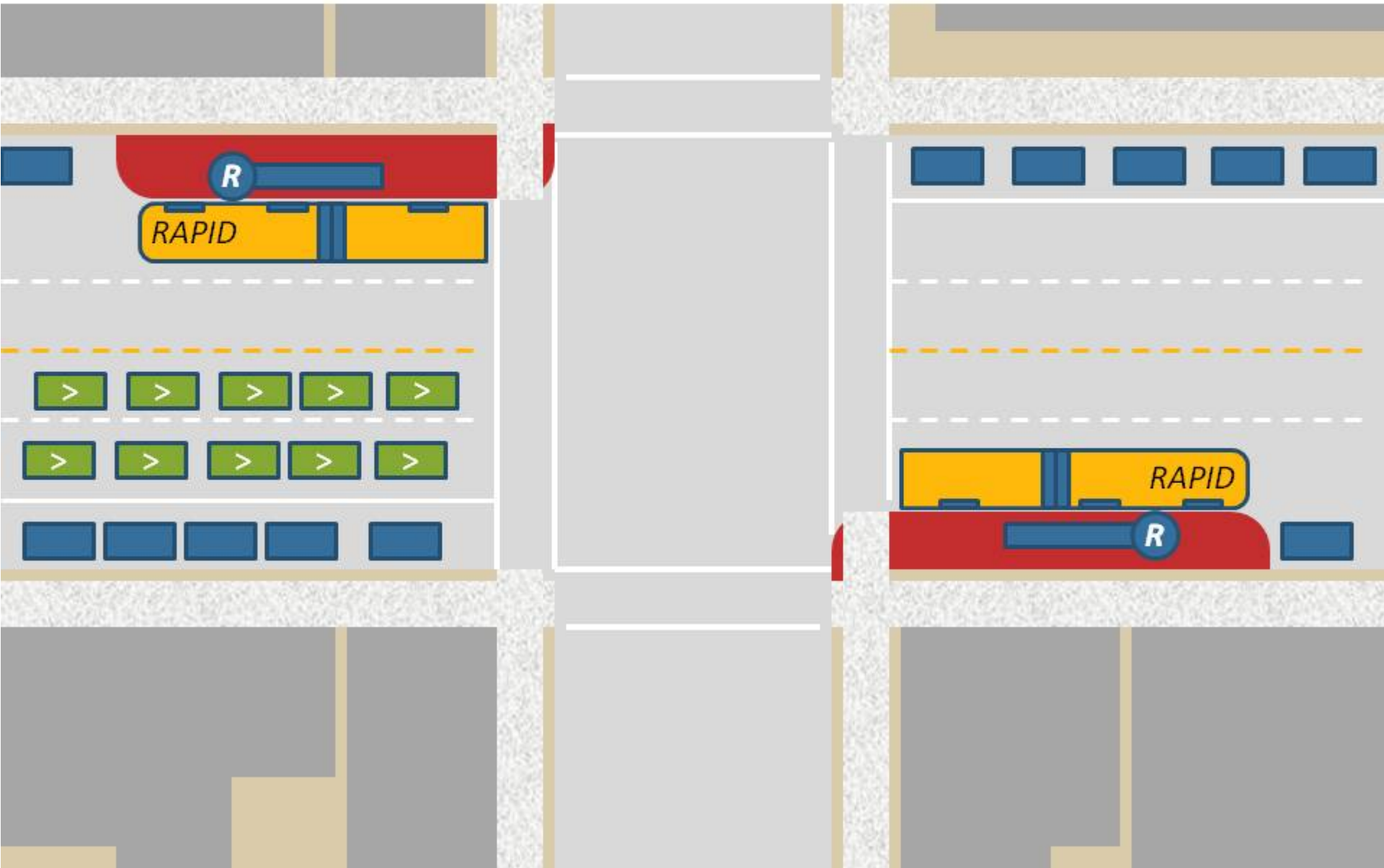
4-Lane Section with Parking



Typical current condition With parking



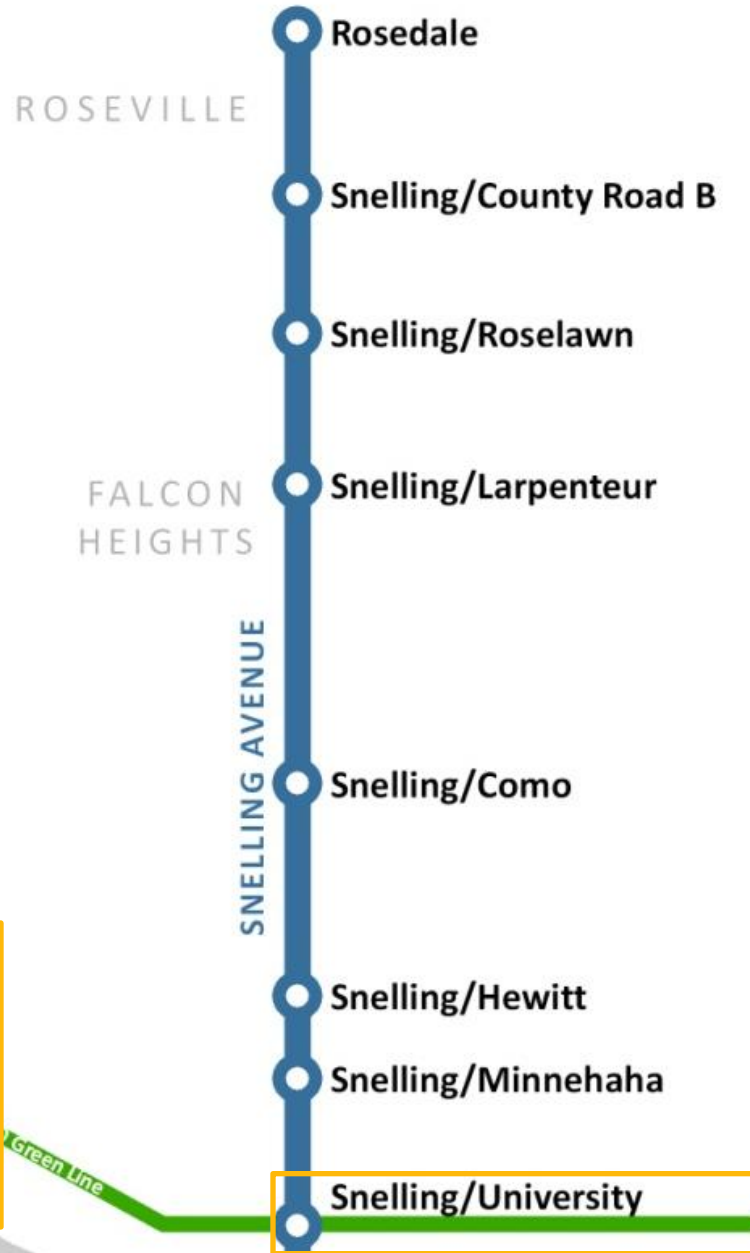
Concept: Farside Bumpout Station



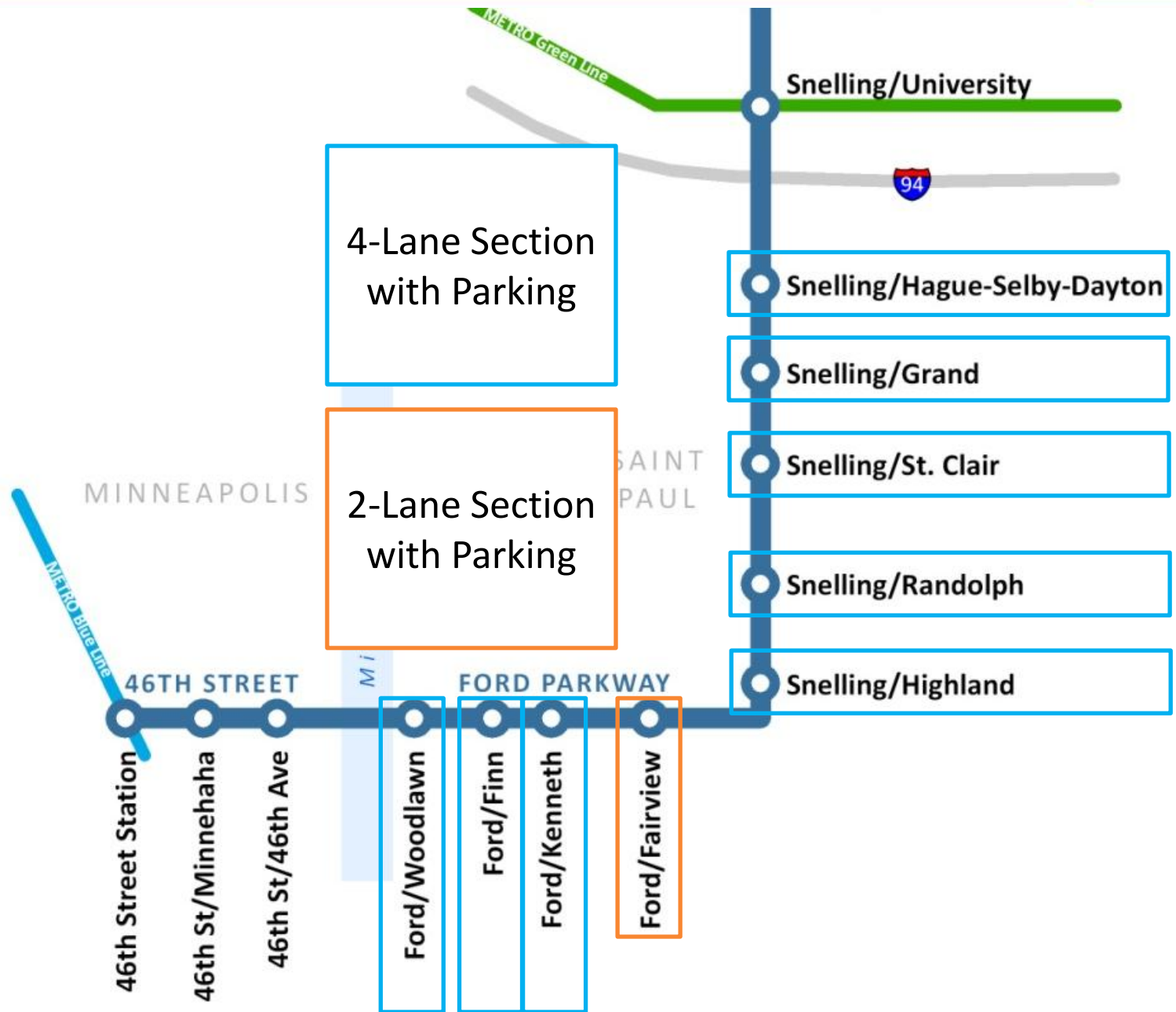
Varying Station Contexts



6+Lane Section
(with Bus
Pullout NB)



Varying Station Contexts



Varying Station Contexts

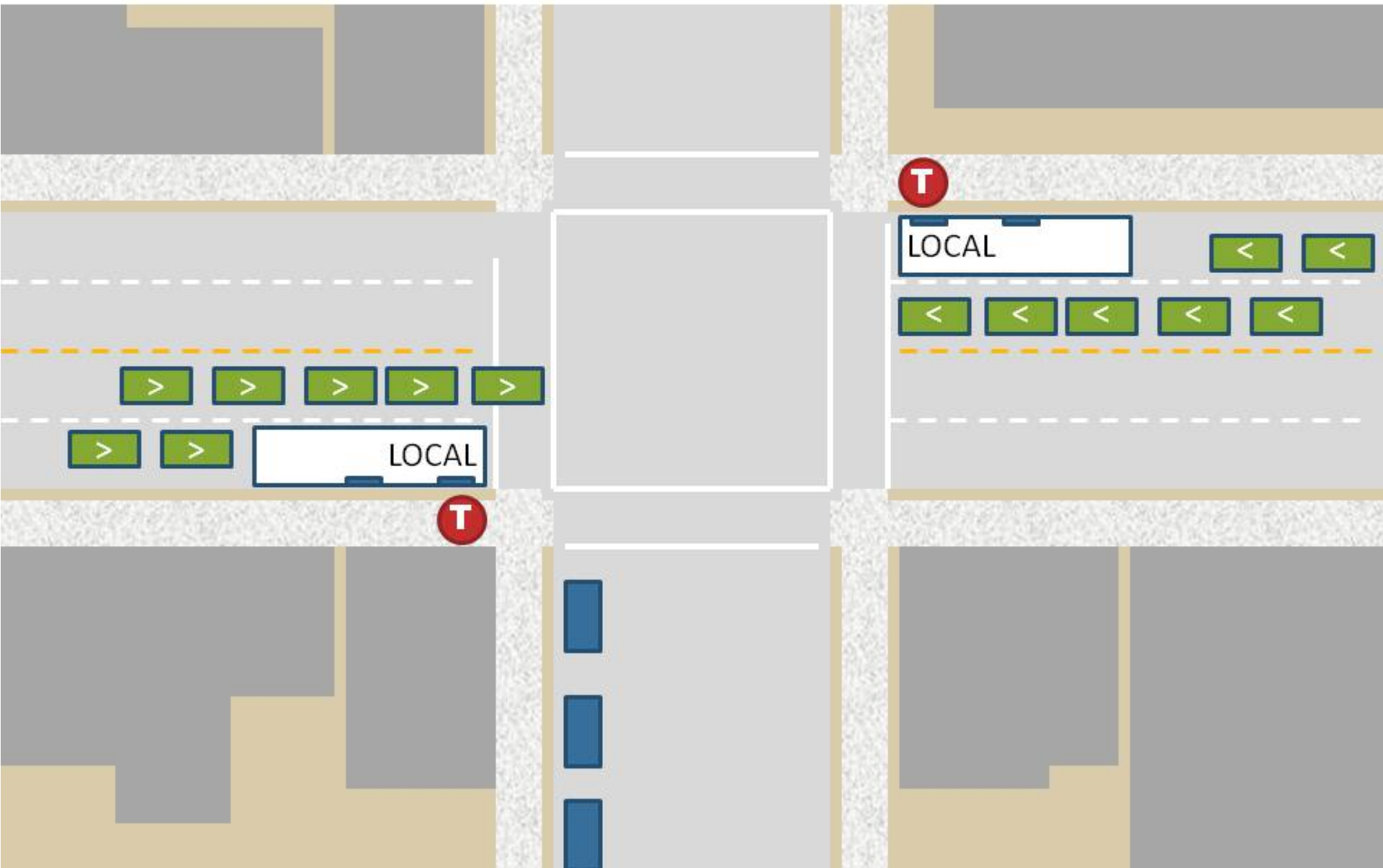


4-Lane Section
No Parking

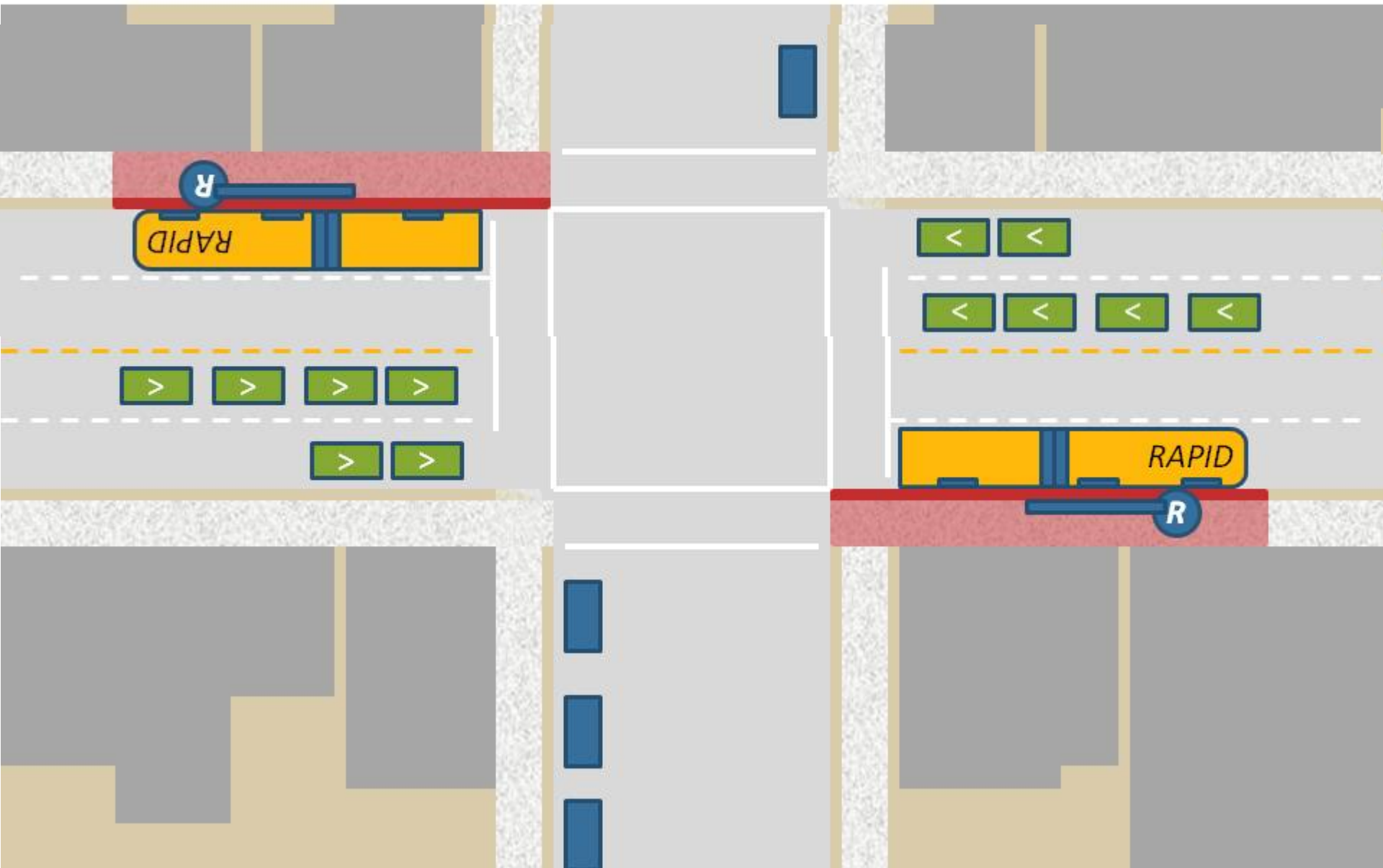


Typical Current Condition

NO Parking in Curb Lane (ex. 46th Street)



Concept: Farside Curbside Station

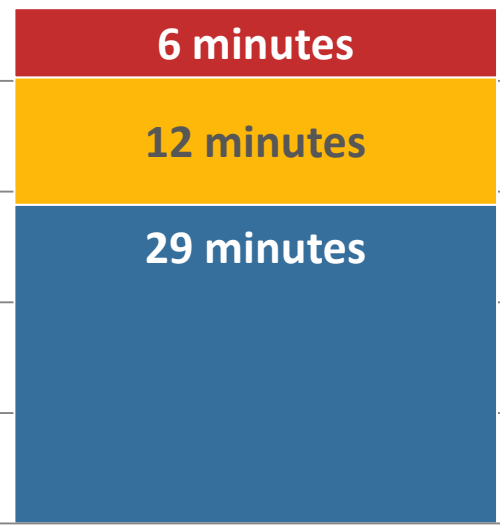


Estimated Travel Time Savings



■ Red Light ■ Boarding ■ Moving

47-48 minutes



36 minutes



27% faster

Current Local Route

Arterial BRT

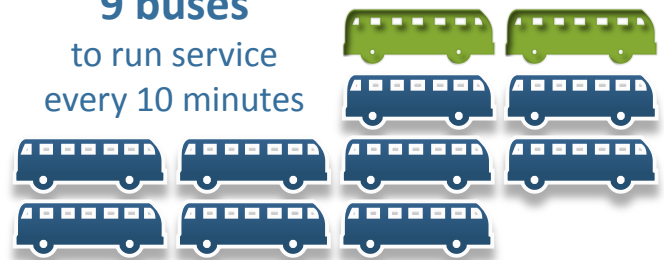
11 buses

to run service every 10 minutes



9 buses

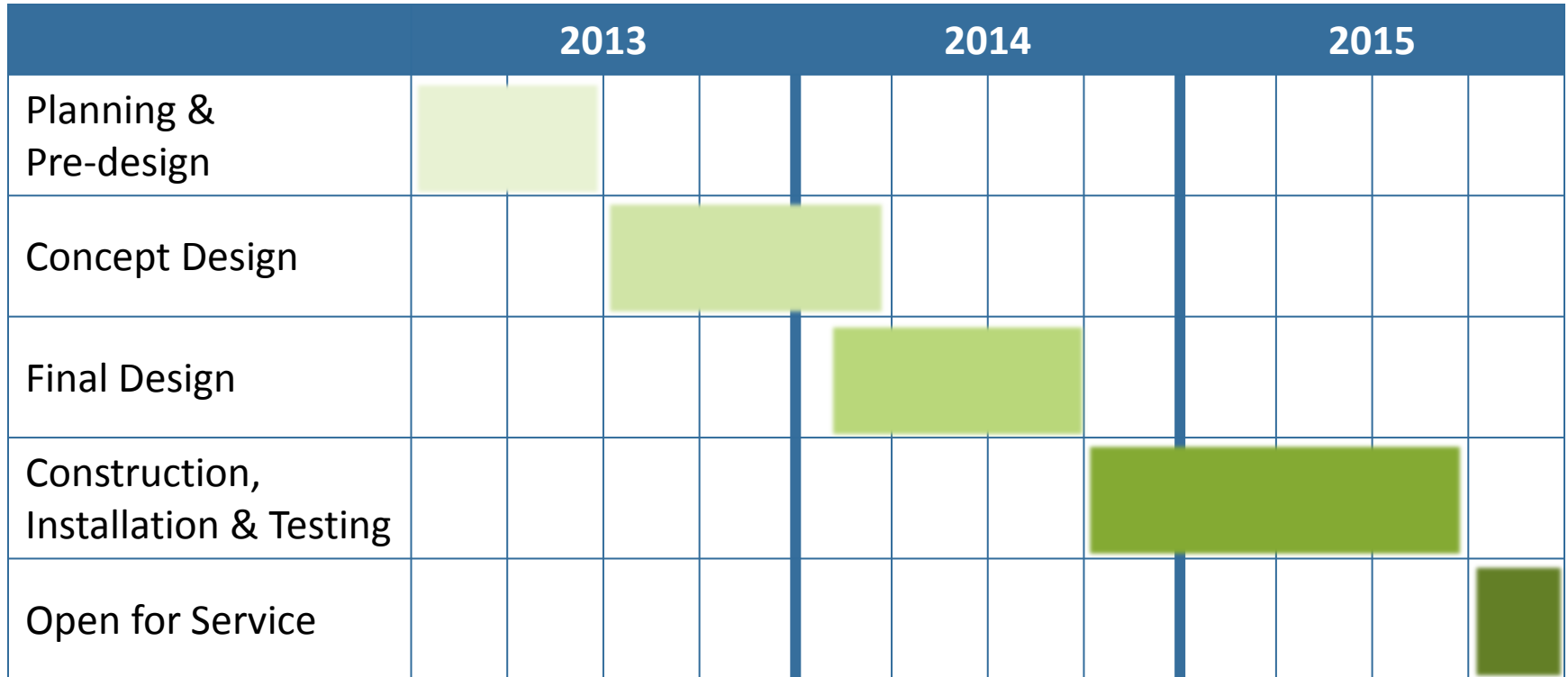
to run service every 10 minutes



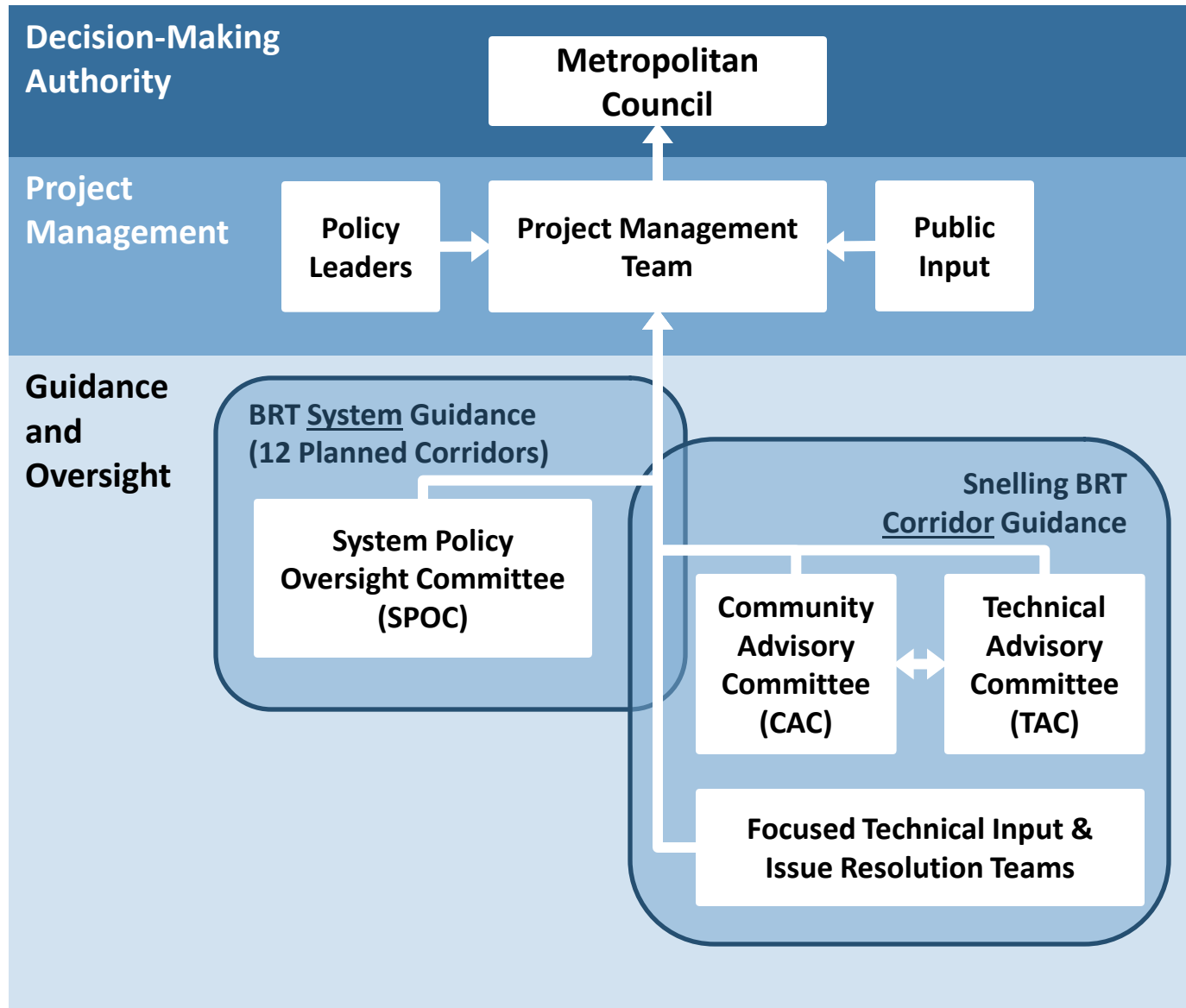
2 buses to use elsewhere

- **Total Project Cost: \$25 million**
 - 50% stations & technology
 - 25% vehicles
 - 10% TSP
 - 15% design & soft costs
- **\$15 million identified to date**
 - \$6 million MnDOT TH Bonds
 - \$6 million Federal CMAQ, formula
 - \$3 million Council funds
- **Seeking \$10 million TIGER V grant**

Snelling BRT Schedule

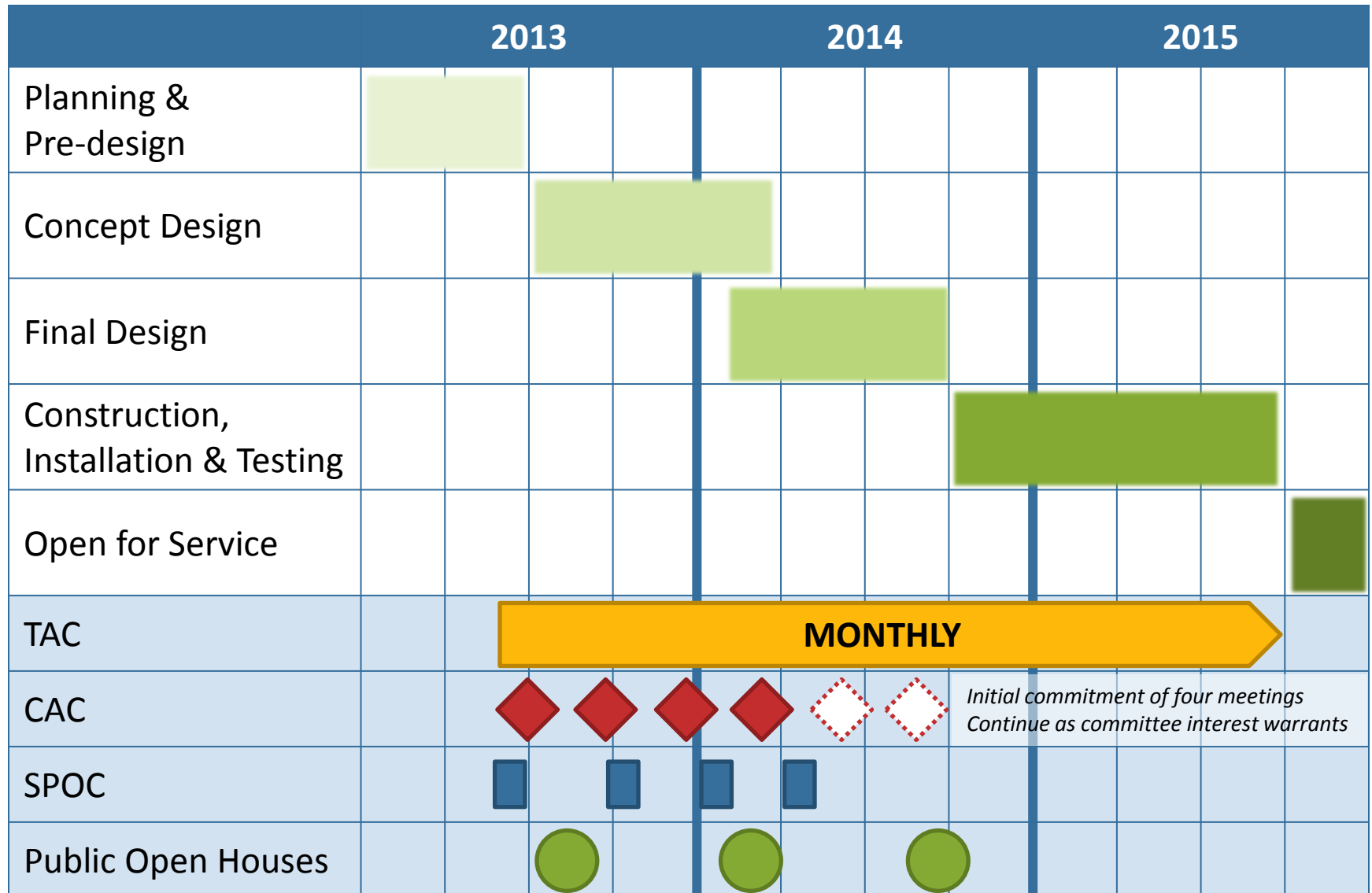


Snelling BRT Oversight Structure



TSP & Traffic Study

Snelling BRT Schedule





Arterial Bus Rapid Transit

BRAND ELEMENTS

System
Brand Name

 **Metro Transit** *Direct*

Vehicle
Design



Line
Identifiers

A Line, B Line, C Line

Station
Names

Snelling Avenue & Randolph Avenue

190 initial names

6 were tested in a public survey

- Connect
- Rapid
- Max
- Swift
- Select
- Move

4 underwent market testing

- Connect
- Rapid
- Max
- Swift

2 front-runners emerged

Rapid

Conveys *faster* brand promise

Connect

Does not convey *faster* brand promise



Further research of 6 additional names conveying *speed*

- Direct
- Dash
- Go
- Wave
- Zip
- Zoom

Dakota County Board strongly objected, citing potential confusion with METRO Red Line

METRO (Highway BRT)



Metro Transit Direct (Arterial BRT)



Metro Transit Standard Bus

