

Snelling BRT Technical Advisory Committee Meeting #2 and VISSIM Traffic / TSP Evaluation Wrap-Up

Date/Time: Monday, June 17, 2013, 1:00–3:00 p.m.

Location: Metropolitan Council Lower Level Room A (390 North Robert Street, Saint Paul)

TAC Invitees:	<input checked="" type="checkbox"/> Deb Jones (City of Falcon Heights)	<input type="checkbox"/> Connie Kozlak (Metropolitan Council)
	<input checked="" type="checkbox"/> Steve Hay (City of Minneapolis)	<input checked="" type="checkbox"/> Bill Goff (MnDOT)
	<input type="checkbox"/> Paul Mogush (City of Minneapolis)	<input checked="" type="checkbox"/> Carl Jensen (MnDOT)
	<input type="checkbox"/> Deb Bloom (City of Roseville)	<input type="checkbox"/> Mark Lindeberg (MnDOT)
	<input type="checkbox"/> Duane Schwartz (City of Roseville)	<input type="checkbox"/> Molly McCartney (MnDOT)
	<input type="checkbox"/> Pat Trudgeon (City of Roseville)	<input type="checkbox"/> Wayne Norris (MnDOT)
	<input checked="" type="checkbox"/> Hilary Holmes (City of Saint Paul)	<input checked="" type="checkbox"/> Erin Laberee (Ramsey County)
	<input checked="" type="checkbox"/> Eriks Ludins (City of Saint Paul)	<input checked="" type="checkbox"/> Joe Lux (Ramsey County)
	<input checked="" type="checkbox"/> Paul St. Martin (City of Saint Paul)	<input checked="" type="checkbox"/> Josh Olson Mike Rogers (Ramsey County)
	<input type="checkbox"/> Tom Johnson (Hennepin County)	<input checked="" type="checkbox"/> Charles Carlson (Metro Transit)
	<input type="checkbox"/> Kristy Morter (Hennepin County)	<input checked="" type="checkbox"/> Kate Christopherson (Metro Transit)
	<input checked="" type="checkbox"/> Joe Scala (Hennepin County)	<input checked="" type="checkbox"/> Peter DeMuth (Metro Transit)
	<input checked="" type="checkbox"/> Patrick Boylan (Metropolitan Council)	<input checked="" type="checkbox"/> Katie Roth (Metro Transit)
Additional	<input type="checkbox"/> Nick VanGunst (City of Minneapolis)	<input checked="" type="checkbox"/> Jim Henricksen (MnDOT)
Traffic Study	<input checked="" type="checkbox"/> Pete Gallagher (City of Saint Paul)	<input type="checkbox"/> Brian Isaacson (MnDOT)
Stakeholders:	<input checked="" type="checkbox"/> Brian Vitek (City of Saint Paul)	<input type="checkbox"/> Kevin Schwartz (MnDOT)
	<input type="checkbox"/> Nick Peterson (Hennepin County)	<input type="checkbox"/> Kevin Sommers (MnDOT)
	<input type="checkbox"/> Beth Engum (Ramsey County)	<input type="checkbox"/> Gary Nyberg (Metro Transit)
	<input type="checkbox"/> Gayle Gedstad (MnDOT)	<input type="checkbox"/> Claudius Toussaint (Metro Transit)
		<input checked="" type="checkbox"/> Nick Erpelding (SRF)

Agenda and Meeting Notes

The meeting began at 1:05 p.m.

1. Introductions

2. VISSIM Modeling / TSP Evaluation

Nick Erpelding presented the VISSIM traffic and TSP study methodology and results. The study found no substantial traffic impact from in-lane BRT stops at 18/20 stations and found that stations at northbound University and northbound/southbound Hague stations have potential PM peak traffic impacts.

- Hendrickson asked how dwell times were determined for the model. Roth responded that station-specific dwell times (of 7, 14, or 21 seconds) were developed in the Arterial Transitway Corridors Study, based on 2030 ridership forecasts and average per-person boarding times with off-board fare collection, all-door boarding, and raised curb platforms.
- St. Martin asked if SRF accounted for delay caused by regular buses. Erpelding replied no; SRF only studied BRT's effect on traffic. Roth added that the study treated local buses as heavy

vehicles and did not evaluate the impact of local buses stopping in traffic, as this will happen only twice per hour.

- During the VISSIM animation replay, Scala asked which lane BRT would use approaching University northbound since there are three lanes. Roth replied that in the referenced segment near Spruce Tree, the right lane is for right turning vehicles, so BRT would potentially use the center lane in a scenario with a farside curb extension station at University.
- Gallagher asked if the reported 2500 person hours of delay saved was at peak times. Erpelding said the study only looked at morning and afternoon peaks and that “per hour” was the unit. Reported values on slide 16 represent the total change in person delay during each daily peak hour.
- Vitek asked if the Selby stop was in the travel lane or right turn lane. Roth answered that the study originally considered a curb extension and in-lane stop further south at Hague, and also considered a curb extension at Selby with an in-lane stop. Vitek also wanted to know if it was possible to take the bus out of the travel lane and stop in the right turn lane. Roth said Metro Transit will engage people in the next phase in an Issue Resolution Team to determine where the station should be, and what configuration will be a workable solution for multiple goals.
- Vitek asked if the ASC III Controller was capable of running early greens and extended greens in TSP. Erpelding said ASC II and III can do both; nothing had to be configured; did it by default.
- Gallagher asked if TSP was linked to a virtual controller in the VISSIM model. Erpelding replied that yes it was.
- Vitek asked if Metro Transit was planning to equip entire bus fleet with emitters. He also asked what would prevent drivers of non-BRT routes from enabling emitters for local services in the corridor. Erpelding said that the Emtrac system was tied to buses’ TransitMaster controls, and that it is not possible for drivers to “turn on” TSP if those parameters are unallowed via TransitMaster. Roth added that Metro Transit will define these parameters for local and BRT buses.
- Jensen asked if pedestrian crossings signals would be affected by TSP. Erpelding replied that TSP would not affect crossing time. He gave the example of intersections in St. Paul, which accommodate pedestrian crossing timings on all four legs. If a pedestrian presses the walk button, pedestrian will walk within one cycle. In study, some intersections did not see a lot of benefit from TSP because of pedestrian crossings.
- Boylan wanted to know how early/late green lights affected cross traffic. Erpelding said the time difference from TSP was due to the minimum split and actual green time in the signal timing plan. TSP may take 5 seconds away from a 25 second cross traffic time so the light can be extended/changed for a bus. The cross traffic only gets 20 seconds then instead of its normal 25.
- Roth wrapped up by asking if anyone planned to submit formal comments. Laberee said Ramsey County planned to submit comments by the end of the week.

3. Snelling Corridor Design and Scope

Katie Roth updated the TAC on the draft Snelling BRT scope of work that will be used in an upcoming RFP. TAC members will review off-line and provide comments to Peter DeMuth by June 27.

4. Roundtable / Project Coordination Updates

Katie Roth updated the committee on Metro Transit's TIGER V funding application for the Snelling project, May 31 SPOC branding discussion, upcoming open houses, and project timeline.

- Lux said that Ramsey County staff and a commissioner are concerned that bus will stop in the single lane of traffic at Fairview. The concern is that vehicles will go around bus into oncoming traffic in order to pass the bus. Carlson asked if staff had a preferred alternative. Lux offered that the bus stop in the right turn lane. Roth suggested that a small group be convened outside the TAC to address this issue. Laberee said she would put this in the county's formal comments on the VISSIM report.
- Goff said the Snelling Multimodal improvements were not scoring highly in initial CIMS evaluation. He is working to package improvements into a smaller project that may fare better.
- Carlson asked about the CIB status for Ford Parkway streetscape reconstruction. Ludins said it was a work in progress and that it won't be decided until December.
- Laberee said the City of St. Paul (PED, led by Anton Jerve) is looking into street design on Ford Parkway, specifically pedestrian issues at intersections. Roth wanted to know if Ramsey County staff was regularly interfacing with city staff; Laberee confirmed.

5. Tentative TAC Meeting Schedule (*all held at Metro Transit FTH Chambers*)

Katie Roth ended the meeting by presenting proposed TAC meeting times and locations for future meetings. Based on location and staff availability, meetings are scheduled for third Thursdays at FTH Chambers from 1:30-3:30, except for dates in red. TAC members with conflicts during these times are asked to notify Katie and meeting dates will be finalized based on TAC availability.

Thursday, July 18, 1:30–3:30
 Thursday, August 15, 1:30–3:30
Wednesday, September 18, 1:30–3:30
 Thursday, October 17, 1:30–3:30
 Thursday, November 21, 1:30–3:30
 Thursday, December 19, 1:30–3:30

Thursday, January 16, **1:00–2:30**
 Thursday, February 20, 1:30–3:30
 Thursday, March 20, 1:30–3:30
 Thursday, April 17, 1:30–3:30

The meeting adjourned at approximately 2:20 p.m.