Where will BRT run?

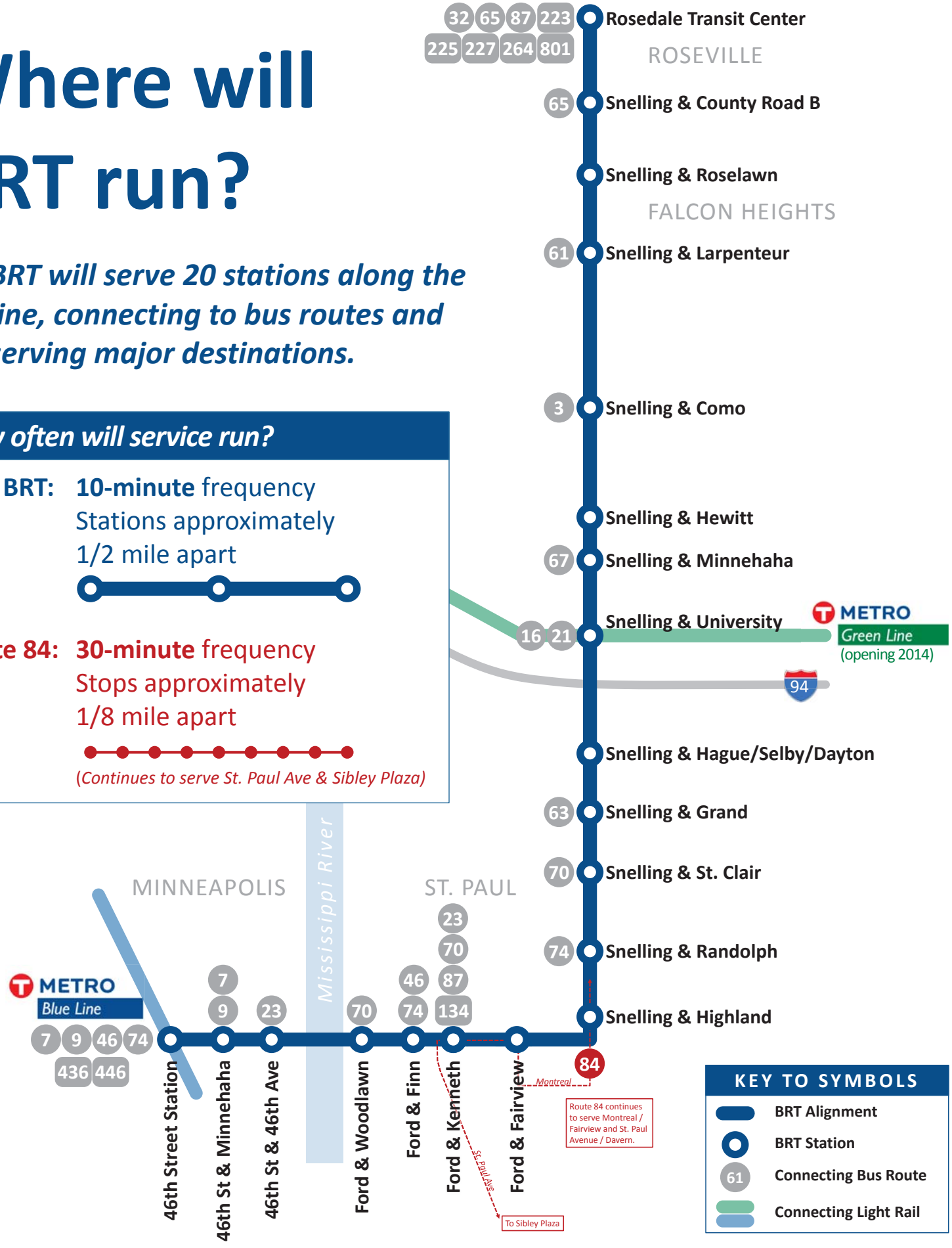
BRT will serve 20 stations along the line, connecting to bus routes and serving major destinations.

How often will service run?

BRT: **10-minute** frequency
Stations approximately
1/2 mile apart

Route 84: **30-minute** frequency
Stops approximately
1/8 mile apart

(Continues to serve St. Paul Ave & Sibley Plaza)



KEY TO SYMBOLS

- BRT Alignment
- BRT Station
- 61 Connecting Bus Route
- Connecting Light Rail

How will BRT be different?

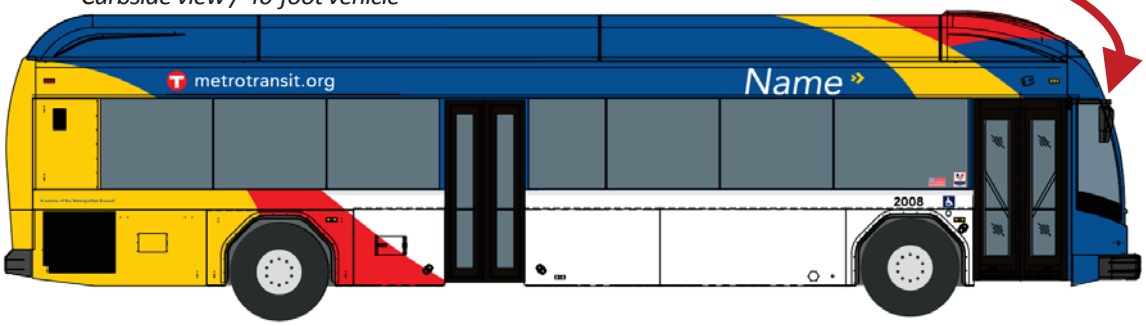
Unique, Branded Vehicles

BRT vehicles will have a bold, distinctive look so customers can easily distinguish BRT from regular route buses.

These specialized vehicles will ONLY be used on BRT lines—never on a regular bus route.

BRT will use both 40-foot (standard) and 60-foot ("articulated") buses

Curbside view / 40-foot vehicle

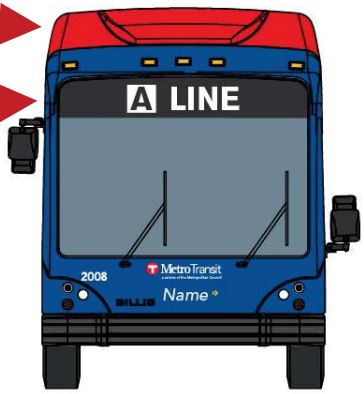


Curbside view / 60-foot vehicle

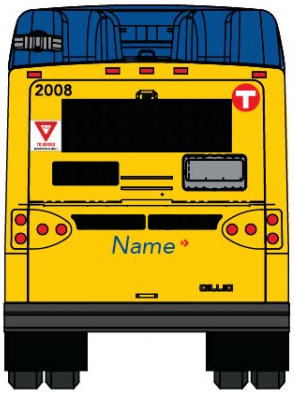
Designed for boarding at all doors, just like light rail

Bold color to identify BRT approaching the station

Front view



Back view



Highly visible overhead sign

More open interior layout for easier circulation

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How will BRT be different?

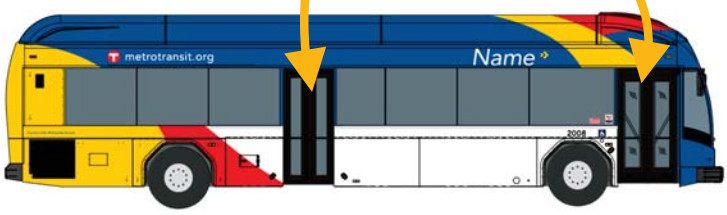
Pre-Boarding Fare Payment

To speed up boarding, customers will pay before boarding and show proof of payment (a ticket or a validated Go-To card) to on-board fare inspectors upon request, just like on light rail.

For speedier boarding through all doors of the bus, BRT vehicles won't have on-board fareboxes. You'll either purchase a ticket at the station or tap your Go-To card to pay fares.

With a Go-To Card:
Tap Card on Reader

Each door will be equipped with a Go-To card reader. When the bus arrives, board through any door and tap the card reader to pay your fare.



Without a Go-To Card:
Purchase a Ticket

Each station will be equipped with a ticket vending machine. Purchase a ticket before boarding and carry it with you.

Pay with cash or credit card

Roving fare inspectors—not drivers—will ensure customers have paid.

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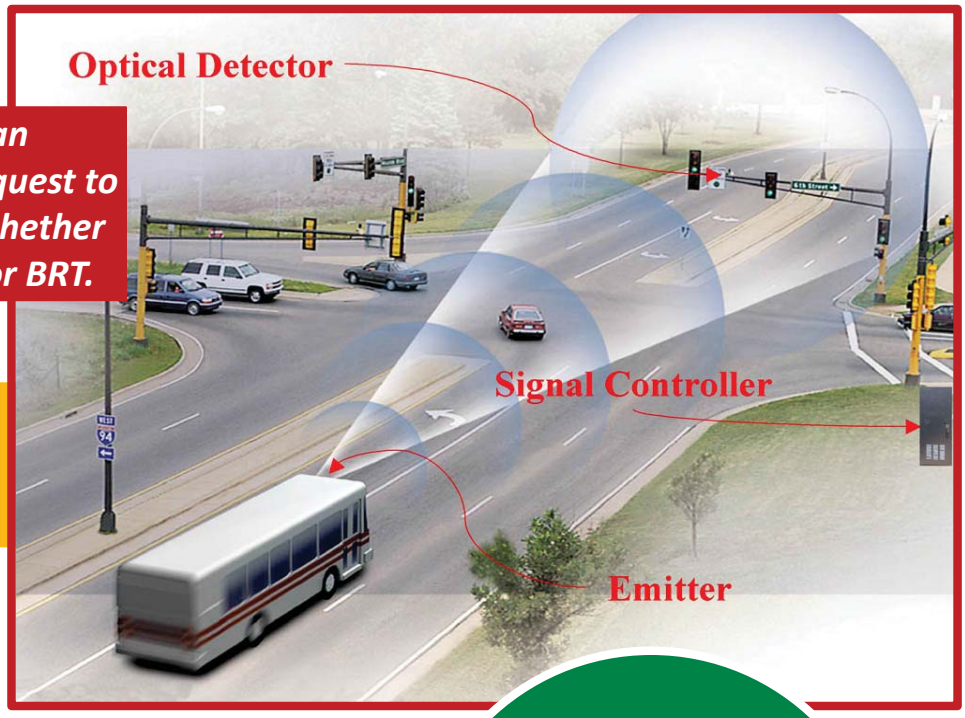
How will BRT be different?

Transit 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 help buses keep moving through the corridor.



As a BRT vehicle approaches an intersection, it will emit a green request to the traffic signal, which chooses whether or not to lengthen a green light for BRT.

Balancing the needs of all road users will be an important part of transit signal priority design for Snelling BRT.

Using this technology at key intersections will reduce delays caused by red lights and keep buses better in sync with traffic flow.

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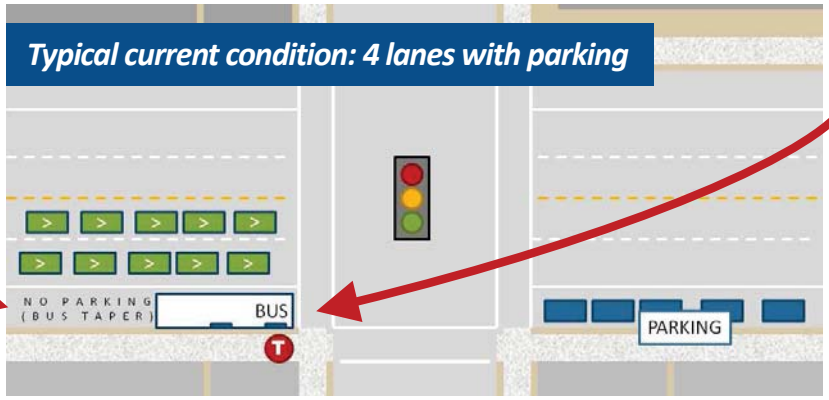
How will BRT be different?

Curb Extension Stations

Because BRT will run in general traffic lanes, the project won't need to widen the roadway. Instead, the project will add curb extensions at stations to improve ride quality, keep transit moving faster, and provide space for stations.

Typical current condition: 4 lanes with parking



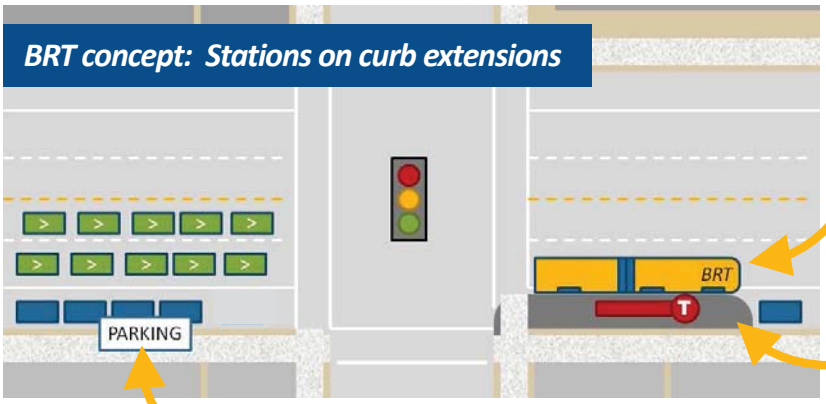
Buses stop in the right-turn lane

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

Why not right-turn lane stops for BRT?

- Right-turn lane stops **diminish ride quality for customers**.
  The side-to-side motion to reach these stops can make for an uncomfortable ride.
- Right-turn lane stops **make transit service slower**.
  Merging back into traffic causes delay for buses.
- Right-turn lane stops **do not provide space for adequate customer facilities**.
  Placing transit shelters in the sidewalk can result in sub-standard walkway width, and can obstruct the sidewalk for people with disabilities.

BRT concept: Stations on curb extensions



BRT stop s 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

Potential to replace some on-street parking on the near side of intersection

Curb extension design from Seattle

Chicago curb extension bus stop

What about traffic impacts from stopping in the lane?

Customers will pay before they board and enter the bus through all doors, so buses will spend only a few seconds stopped in the travel lane.

Preliminary traffic studies show that the traffic impact from this operation is very minimal at all but a few locations on the line.

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How will BRT be different?

High-Amenity Stations

Snelling BRT stations will be equipped with more amenities for a more safe and comfortable customer experience, similar to light rail.

Substantial stations to provide shelter from the elements

Trash receptacles

Ticket machines for Go-To card or ticket purchase with cash or credit

Bike parking facilities

NexTrip real-time departure information

Well-lit station areas

Prompt and thorough snow clearance

Maps and information on transit connections and nearby places

Security cameras

Radiant heat

Emergency phones

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BRT in Other Regions

Similar BRT systems have been built in other regions across North America—all with a recognizable, consistent look and feel to communicate a high quality level of service.

MAX (Kansas City)

Züm (Brampton, Ontario)

RapidRide (Seattle)

MetroRapid (Tampa)

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Frequently Asked Questions

Previous studies, costs & schedule

Why BRT for Snelling?

In the 2011-2012 Arterial Transitway Corridors Study, Metro Transit studied 12 high-ridership corridors for BRT (shown in yellow on the map at right).

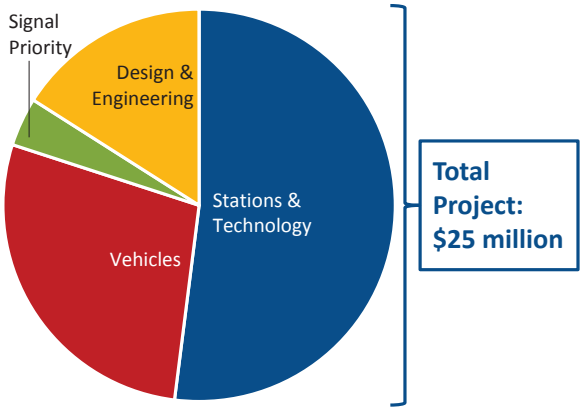
Through extensive analysis and stakeholder engagement, the study found that BRT would perform well on Snelling, and it became the top priority for implementation with city and county support.

The Snelling line will be the **first in a system** of additional lines to be built over the coming years. The study also found that all of these corridors would be good candidates for BRT before 2030, and all 12 corridors were added to the region's long-range *Transportation Policy Plan*.

How much will Snelling BRT cost to build?

The total cost of the Snelling BRT line is approximately $25 million. This includes:

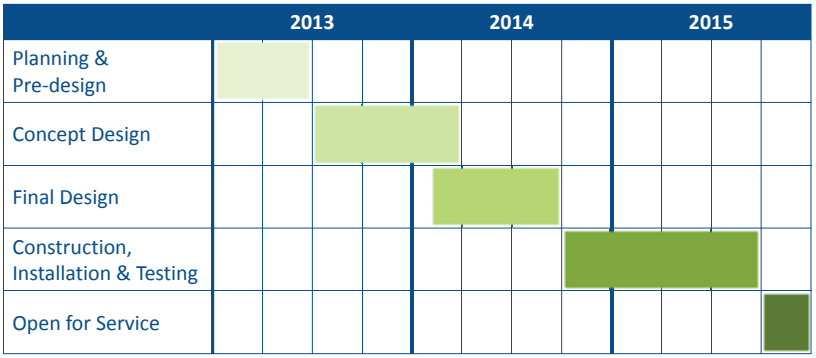
- $13 million to construct stations and related technology and fare collection elements
- $7 million to purchase new BRT vehicles for the service
- $1 million to add transit signal priority
- $4 million to design the stations, roadway improvements and technology



What's next in the process?

The current project schedule is shown at right.

- Concept design on the Snelling BRT project will begin in summer 2013.
- Final design decisions will be made in mid-2014.
- Construction is slated to begin in late 2014 and continue into 2015.
- Snelling BRT is currently on track to open for service in late 2015.



What will this new service be called?

Metro Transit is currently working to select a brand name for this new BRT service. It's been determined that these BRT lines will be identified by **letters**—not numbers like other bus routes use. Snelling BRT will be known as the **A Line**.

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