

# Snelling Bus Rapid Transit (A Line)

## July 2013 Open House Summary

Compiled 7/18/2013

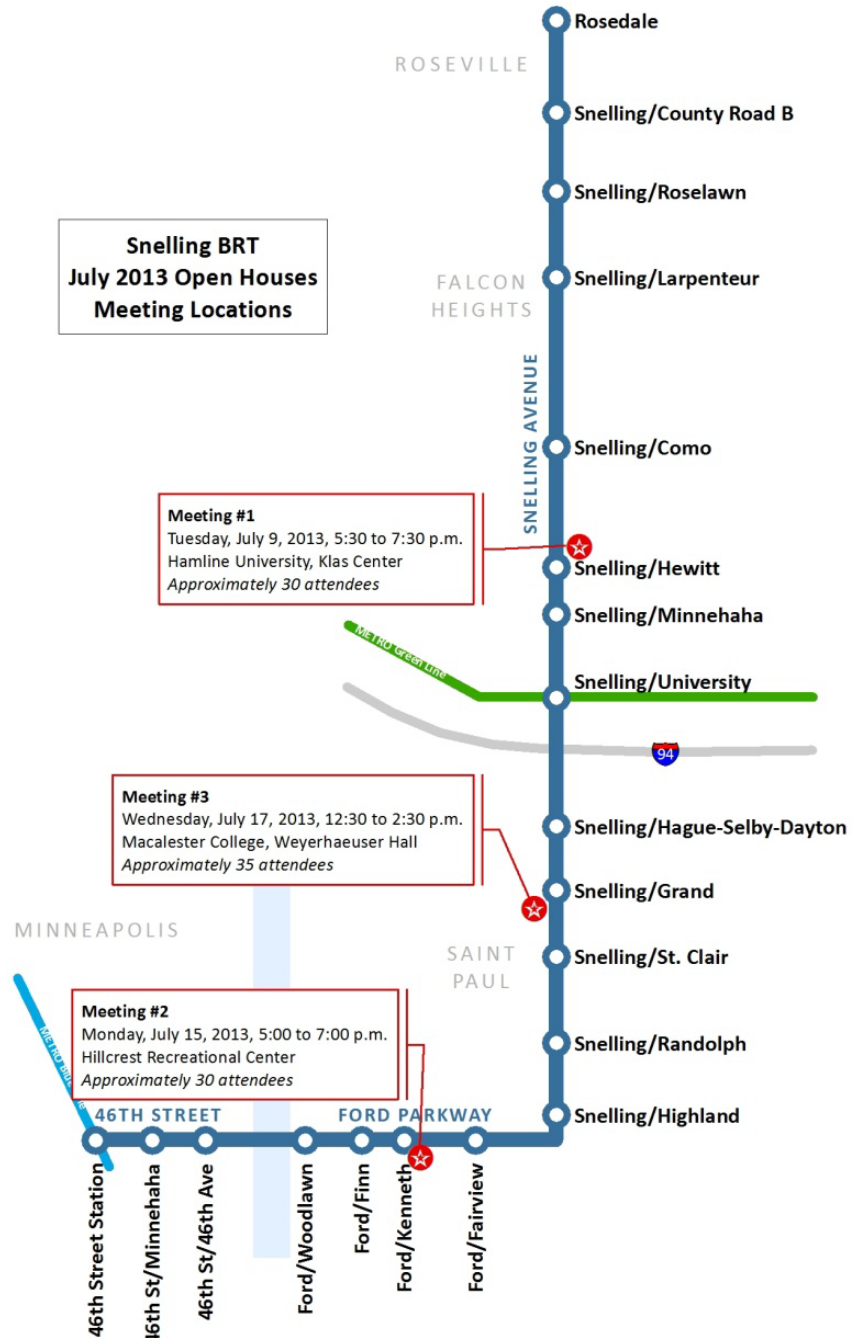
### Open House Overview

Metro Transit hosted three open houses in July 2013 regarding the upcoming design phase for Snelling BRT. The purpose of these meetings was to provide information about the Snelling BRT concept and receive feedback to inform the upcoming corridor design. The following open houses were held:

- Tuesday, July 9  
5:30–7:30 p.m.  
Hamline University
- Monday, July 15  
5:00–7:00 p.m.  
Hillcrest Recreation Center
- Wednesday, July 17  
12:30 to 2:30 p.m.  
Macalester College

Project staff were available at the meetings to share information on the project, answer questions, and gather feedback on initial plans for BRT in the Snelling Avenue/Ford Parkway/46th Street corridor.

Project exhibits on display at the meetings included [boards](#) describing aspects of the BRT concept and a [large-scale tabletop map](#) of the Snelling/Ford/46th line with station locations.



## Getting the Word Out

Meetings were publicized through a number of means, including:

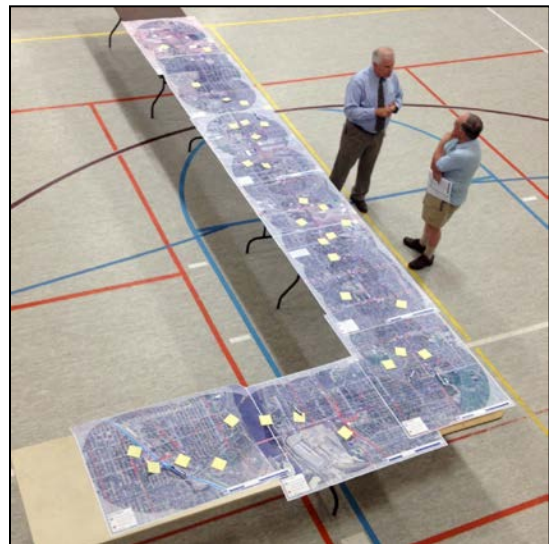
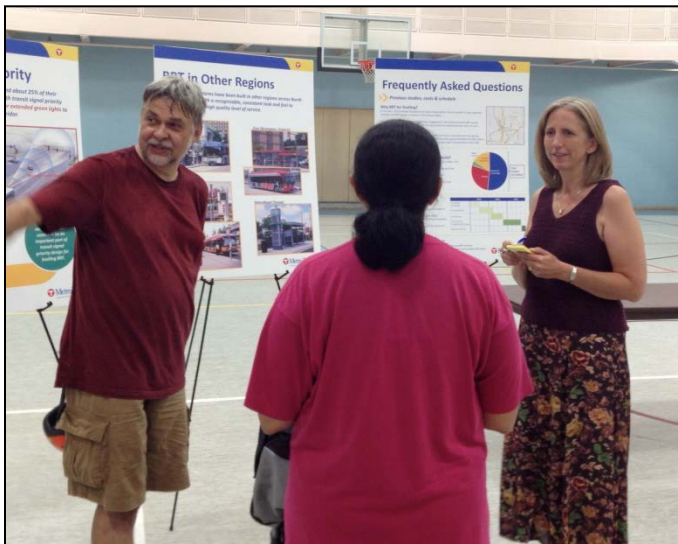
- Neighborhood newspapers (e.g. Highland Villager)
- Major newspapers (Pioneer Press, Star Tribune)
- e-Democracy forums
- metrotransit.org and social media (Twitter [@metrotransitm](https://twitter.com/metrotransitm), [Facebook.com/MetroTransitMN](https://www.facebook.com/MetroTransitMN))
- District Councils / neighborhood groups
- Community and advocacy organizations (e.g. Transit for Livable Communities)
- [Community Advisory Committee](#) members' networks
- [Notices](#) in bus shelters on Route 84
- Connect (Metro Transit customer e-newsletter)

## What We Heard

Approximately 30-35 people were in attendance at each open house, for a total of 90-100 attendees. This document summarizes the written feedback received from these attendees during the open houses. Attendees were also encouraged to take comment sheets home to friends and neighbors and return to Metro Transit via U.S. mail or email. The following document does not include these comments received outside the open houses.

Comments are organized by the three mechanisms through which written comments were received:

- Feedback sheets (with three questions and an open-ended response section)
  - What are your overall thoughts / impressions of Snelling BRT?
  - What parts of the project appeal most to you?
  - What concerns you as the project proceeds?
- Geographically-specific notes attached to the corridor map exhibit
- Notes attached to the board exhibits



## Comments from Feedback Sheets

### What are your overall thoughts / impressions of Snelling BRT?

- This is a no brainer. It will improve efficiency and should increase ridership.
- Sounds nice.
- Sounds like a pretty useful line.
- I like the concept and think it should be the standard for high-ridership and 'hi-frequency' routes.
- Big fan! Spent 50+ years prioritizing automobiles. Time transit received some love.
- I like it! The Rosedale stop is so inefficient and this is an improvement opportunity. I think a large portion of the success of it will depend on improved ped/bike infrastructure and transit-oriented development within the vicinity.
- I like it, especially if travel times are reduced by 8 minutes.
- Very excited, would use for commute to downtown Minneapolis every day.
- I'm excited. I didn't know about this until tonight. I'm glad that there are initiatives to make transit faster and more convenient.
- Interesting concept. Design looks good to me. Seems like an efficient use of resources.
- Looks great.
- Great.
- Everything looks very promising.
- Excellent. Very well done. Informative. Please do add funding sources – fed., state, local.
- Simple but elegant. This is something needed for suburban riders coming in to the city from the outer-ring communities. It will take the uncertainty out of transit for those not familiar with the area. Finding a parking space is a big uncertainty, if I drive. This is better.
- I like the concept. We've lived in home for 24+ years and look forward to completion of Green Line & BRT.
- I think it will be a great service that will encourage more walking by sedentary riders.
- Very excited to finally be getting BRT in the Twin Cities! A great transit advance for the metro area. Thank you.
- A great in between link between LRT & the bus.
- Generally positive. I like how it's planned with curb extensions – that sounds like it will reduce construction mess and minimize delay when in use.
- Is it necessary to duplicate BRT and local service by running two buses? If local ridership isn't viable how can BRT be adjusted to accommodate those users?
- I don't think that many people will use it. Part of taking the bus is the frequent stops. Hot/cold/rain/snow makes it difficult to go to a main hub.

## Comments from Feedback Sheets

### What parts of the project appeal most to you?

- Faster, more convenient travel along route w/great potential for redevelopment!!! Take advantage of the momentum generated by Green Line to help transform St. Paul.
- Getting to airport and Minnehaha Park. Connecting to University LRT to both downtowns. Paying before getting on will save time.
- It'll be easier and quicker to get to the airport, nice!
- Faster, more frequent and convenient transit & connectivity to LRT lines.
- Station design and connectivity to other routes. Please, we need wide bus doors front and rear.
- Transit connections—yay!
- Better connections with 94 and Green Line. Right now connections from/to 94 and 84 are very slow and involve about 20 min of waiting a day.
- Speed and good connections to popular destinations.
- Fewer stops, better stop design, pre-paid ticketing (proof of payment), curb extensions, and raised-curb stops.
- Efficient on-boarding. Better station north of the State Fair. Consolidation of stops. Single route.
- Bus stopping on the other side of the intersection.
- New stations – fast travel times.
- Frequency. Quick on/off boarding.
- Less pollution, congestion, faster connection to the green and blue line.
- Quick on & off.
- Visibility, speed, access
- Speed and convenience
- Priority signaling. Streamlined bus. Pay before you board.
- Signal preference, wind shelter @ stations (I hope!), expedited boarding for slow people
- It sounds like people in wheelchairs may be able to park their wheelchairs without help – faster for all of us and more dignified for them.

## Comments from Feedback Sheets

### What concerns you as the project proceeds?

- Rosedale's future decisions about transit. MnDOT's future decisions about Snelling.
- Very little—sooner the better. And bike racks for more than two bikes—you'll have capacity utilization.
- Better bike racks. Better pedestrian access in Roseville.
- Will there be bike racks? How will seniors (over 65) get the 75 cent fare since on reg. bus you show Medicare card and pic ID? Will machine read those? I don't want my SSN read by a machine or anyone.
- I hope it won't drain too much money.
- Curb extensions will RUIN car traffic. Don't even think of it. A nightmare waiting to happen.
- Backup in intersections with farside stops?
- Traffic impact (I avoid Hiawatha crossings today because of blue line signal priority.)
- Loss of parking. Duplication of effort if streetcar takes off. Seems like we are ambivalent between them. Blocking driving lane is a concern for traffic movement thru intersections.
- The lack of a stop near Midway/Dan Patch, Arlington/Randall, or Hoyt. Little space for a NB stop at University. Pedestrian crossings are also poor near Har-Mar Mall. A ped bridge might be good there.
- I feel you need to plan on a stop at the State Fair main gate when the fair is running.
- Increased foot travel for residents: not all ¼-mile walks created equal! Consider pedestrian movement: walking through neighborhoods near Macalester College/Mac-Groveland different than Highland Park, different from Midway (and w/in neighborhoods, differences!). MN too damn cold! Shelters: more Brampton, less Tampa/KC.
- Too many compromises with traffic patterns and parking may slow it down and make it less successful.
- The design will get watered down if the planners cheap out. The city of St. Paul will try to put a streetcar in the way. I like streetcars, but not on this route. It would be in the way.
- Education & signage
- How can you cross streets after you get off of before you get on the bus?
- Integration into other development plans (Selby/Snelling); Impact on residential properties nearby (not everything tilts to business needs); Green space – not industrial cold landscape created; strong consideration of residential = not just a transit corridor; or that longer term residents concerns are not heard, responded to, as a business will be. Transit YES, Livability YES. This is not downtown. This is a neighborhood.
- Construction impact

## Comments from Feedback Sheets

### Additional comments

- I hope it'll be easy to take a bike on the bus.
- The Red Line bike racks don't work well at all. No one bothers to use them properly.
- My bike is heavy (steel). How hard is it to lift your bike onto the bus?
- Put bike racks outside the bus, unlike the red line.
- I'd prefer all stops to have pedestal readers for Go-To cards so payment is entirely off-board. For station design, the zum station on your High-Amenity Stations display board is a good thing to aim for – a mix of enclosed space for the worst weather, plus a more open covered area that would keep patrons cool on sunny days, dry on rainy days, while still allowing a breeze.
- Has mid-block been considered vs. far-side bus stop? Can BRT and local service stop be on the same location to save parking spots?
- GIS data on winter pedestrian slip/fall locations and/or snow clearance complaints? This could be helpful info if available.
- Why don't you consider extending the BRT north of Rosedale? There are large employment centers and universities along the Snelling corridor within 3 miles of Rosedale.
- I think the new & improved transit stations will be neighborhood amenities.
- If you are also going to run the 84, just how many people will truly use it?
- How will it handle the events that throw the 84 off-schedule? (Grand Ole Day, Twin Cities Marathon, State Fair)
- Amber turn lights need to be near top of the back of bus so second & third car behind bus can see what is happening.
- My suggestion for a name for the arterial rapid bus system is PRIORITY TRANSIT. It flows with traffic and doesn't have exclusive lanes so the Rapid title doesn't quite fit. When I look at the features it offers, PRIORITY does.
- It would be really great if regular buses, BRT, and LRT had a more integrated payment system for transferring between modes. It is currently inconvenient, particularly as stored value passes cannot be used on BRT or LRT and transfer protocol is unclear and cumbersome. Being able to purchase stored value at pay stations would also make transit more accessible, particularly to non-commuters and visitors.



## Comments from Corridor Map

Location	Comment
Snelling Avenue and County Road B2	<ul style="list-style-type: none"> <li>• How about a stop between MnDOT and Rosedale that is integrated into the highway? Would be very useful if route ever goes further north. Also, big time savings. Could eliminate going into Rosedale entirely.</li> </ul>
Rosedale	<ul style="list-style-type: none"> <li>• More bike racks and closer bike lockers.</li> <li>• Pedestrians access Rosedale near the theatre stoplight, but there is no way for busses to pick them up as busses are leaving the mall. Very inefficient and frustrating for pedestrians who are a minute too late.</li> </ul>
Snelling and Highway 36	<ul style="list-style-type: none"> <li>• Comment points at exit ramps off of Snelling onto 36 and says, Redundant. Could use cloverleaf.</li> </ul>
Snelling and County Road B – NW corner of intersection	<ul style="list-style-type: none"> <li>• Stop here? Consider NW corner of Snelling and B. Is it possible to do a boarding feasibility study? With signal timing it could be a safe stop.</li> <li>• If money could be found, a pedestrian bridge would be good by Har-Mar.</li> </ul>
Snelling and Larpenteur	<ul style="list-style-type: none"> <li>• NW corner of intersection has a sidewalk that leads to a stop today, but it's not ADA on the north and south termini, will it be?</li> </ul>
Snelling and Hoyt	<ul style="list-style-type: none"> <li>• St. Paul should consider improving its zoning on Snelling to allow for greater height, less parking, location at the street, and <u>no</u> drive thrus.</li> </ul>
Snelling and Arlington/Randall	<ul style="list-style-type: none"> <li>• Consider improving Arlington/Randall intersection and adding stop. Perhaps Hoyt as alternate?</li> </ul>
Snelling and Como	<ul style="list-style-type: none"> <li>• NB 84 stop gets moved to the end of the Snelling exit during the State Fair. Something to consider.</li> <li>• Consider stopping on bridge and using stair/ramps for access to Como.</li> <li>• Bike parking @ Como/Snelling. Regardless of BRT, this is an issue.</li> </ul>
Snelling and Midway Parkway	<ul style="list-style-type: none"> <li>• Add station at Midway or Hoyt Ave.</li> <li>• Need to stop Midway Parkway during fair.</li> </ul>
Snelling and Energy Park Drive	<ul style="list-style-type: none"> <li>• Does the design incorporate the Snelling Ave Multi-Modal Study results?</li> </ul>
Snelling and Taylor	<ul style="list-style-type: none"> <li>• Do not close this intersection – Snelling and Taylor</li> <li>• Please keep the Hewitt stop. Great for Hamline, students, and safety.</li> </ul>
Snelling and Minnehaha	<ul style="list-style-type: none"> <li>• Cannot afford to lose any parking on west side of Snelling between Minnehaha and Englewood.</li> </ul>
Snelling and University	<ul style="list-style-type: none"> <li>• Bus stop on east side of Snelling just north of University is severely lacking today.</li> </ul>
Snelling and Marshall	<ul style="list-style-type: none"> <li>• Quality walking connection needed in this stretch.</li> </ul>
Snelling and Selby	<ul style="list-style-type: none"> <li>• Coordinate w/Ryan on redevelopment of [Associated] Bank. – NE corner</li> <li>• Preserve parking. – NW corner</li> <li>• New grocery store with shared parking—main entrance</li> </ul>
Ford and Mount Curve	<ul style="list-style-type: none"> <li>• Mount Curve better.</li> </ul>
46 <sup>th</sup> Street and Hiawatha/METRO Blue Line 46 <sup>th</sup> Street Station	<ul style="list-style-type: none"> <li>• Improve signal intervals across Hiawatha.</li> <li>• Buses can get backed up at 46<sup>th</sup> Street Station.</li> <li>• Connect to 446 to Brown College Mendota Heights at 46th Street Station</li> </ul>
[Off corridor] Hamline and Arlington	<ul style="list-style-type: none"> <li>• Thank you for the Lex/Hamline bus that will be part of the green line changes.</li> </ul>



## Comments from Boards

Exhibit	Comment
Frequently Asked Questions	<ul style="list-style-type: none"> <li>• Why no connection from Snelling to W 7<sup>th</sup>?</li> </ul>
High-Amenity Stations	<ul style="list-style-type: none"> <li>• <u>All</u> these elements are important – don't limit or boil down.</li> <li>• Is there a way to get real time info on space for bikes on bus? This would allow time to park bike if no space to travel with it.</li> <li>• Real-time bike rack availability.</li> </ul>
Curb Extension Stations	<ul style="list-style-type: none"> <li>• Curb extension will block traffic with buses?</li> <li>• Next to 'Typical current condition' picture – Shared farside stop local w/BRT-scheduled for no bunching to minimize taking of parking.</li> <li>• Near 'BRT Concept' picture – Please ensure snow removal along total platform.</li> </ul>
Snelling BRT Corridor Map	<ul style="list-style-type: none"> <li>• Direct, one-seat ride from Highland to DT St. Paul.</li> <li>• Please consider Davern Station.</li> </ul>