A Line (Snelling) Bus Rapid Transit August 15, 2013 Technical Advisory Committee Meeting #3

HENNEPIN

ANOKA









### Introductions

- Design Services Procurement Update
- Decision-Making Principles
- July 2013 Open Houses / Public Comment Summary
- Roundtable / Project Coordination Updates





# DESIGN SERVICES PROCUREMENT UPDATE

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- Reach mutually agreeable project design solutions
- Balance interests and needs of multiple roadway users in constrained rights-of-way
- Balance interests and needs of adjacent land uses and property owners
- Work to achieve regional and local goals for growing transit ridership and maintaining an efficient multimodal transportation system
- Deliver a high-quality arterial bus rapid transit project, successfully demonstrating the mode for future regional deployment



- Transportation Policy Plan
- Adopted Comprehensive Plans
- Regional Transitway Guidelines
- Arterial Transitway Corridors Study
- TAC & CAC issues identified May 2013



- Service Operations
- Station Spacing and Siting
- Station and Support Facility Design
- Runningway
- Vehicles
- Fare Collection Systems
- Identity and Branding
- Technology and Customer Information
- Project Development, Leadership & Oversight



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**GOAL:** Arterial BRT mode treatments in the eleven study corridors will focus on **developing new ridership** to contribute toward Transportation Policy Plan ridership goals by achieving the following objectives:

#### **OBJECTIVES:**

- Provide mobility benefits by connecting major destinations along the study corridors more quickly with more frequent transit service.
- Provide an enhanced customer experience by developing passenger infrastructure and information commensurate with existing and planned levels of transit service.
- Seamlessly integrate with existing and planned transit systems.
- Implement **affordable** transit improvements.
- Support anticipated corridor growth and redevelopment.



#### **Top Opportunities**

- Pedestrian & Bicycle Safety / Streetscape Improvements (4)
- Expand Modal Choices in the Region (4)
- Redevelopment / Synergies between Business & Transit (2)
- Efficient Connection to LRT (1)
- Increase Transit Use and Reduce Auto Mode Share (1)
- Showcase a Smart / Cost Effective Transit Investment (1)

#### **Top Threats**

- Traffic Impacts (4)
- Crossing Snelling (Auto & pedestrian) (2)
- Related Project Coordination
   (2)
- Bicycle & Pedestrian Safety (2)
- University Avenue (1)
- Focus on LOS for autos dilutes the project (1)
- Defining Project Success (1)



#### INTERAGENCY

- Number and location of stations (intersection-level selection)
- Location of stations (nearside / farside selection)
- Configuration of station platforms (within existing curb / curb extension)
- Secondary effects of site selection (replacing offset parking, curb ramp reconstruction for ADA accessibility)
- Traffic signal modifications (transit signal priority)
- Corridor communications infrastructure use and improvements (fiber access, etc.)

#### **METRO TRANSIT**

- Operating procedures
- Fare collection policies and procedures
- Security procedures (e.g. security camera placement and monitoring)
- Station design for vehicle/station maintainability
- Application of branding and integration with other modes



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- Comply with federal, state, and local laws, rules, and guidelines
- Follow Regional Transitway Guidelines, regional policies and regional plans adopted by the Metropolitan Council, and follow best business practices of the Council



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- Actively engage and encourage input from interested and impacted stakeholders
- Maintain project consistency with applicable funding streams
- Positively impact (improve) or not impact safety and security for all roadway users



## **DRAFT Decision-Making Principles (3)**

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- Positively impact (decrease) BRT travel time
- Positively impact (improve) rail-like, straight-line BRT ride quality and support a convenient, comfortable customer experience
- Positively impact (increase and improve) connections to the multimodal transportation network including local and rapid bus, light rail, trails, and sidewalks



## **DRAFT Decision-Making Principles (4)**

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- Support acceptable traffic operations consistent with designated roadway function
- Positively impact (shorten) or not impact the project schedule
- Positively impact (decrease) capital cost
- Positively impact (decrease) operating cost



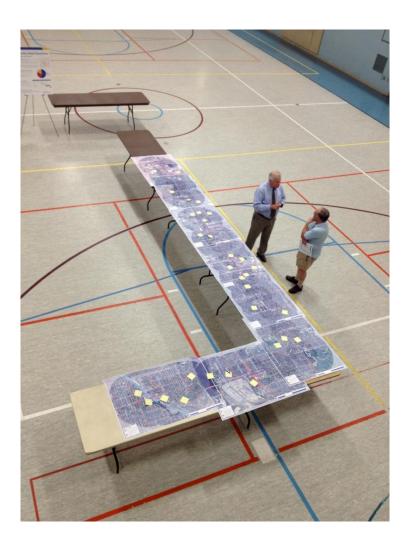
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- Positively impact (increase) equity so that community benefits and burdens are shared
- Support land use planning, economic development, and transit access to jobs and housing by coordinating with local development plans





- July 9, 15, 17
- Widely publicized
  - Newspapers
  - e-Democracy forums
  - Social media / web
  - District Councils
  - Community organizations
  - CAC member networks
  - Notices in bus shelters
  - Connect

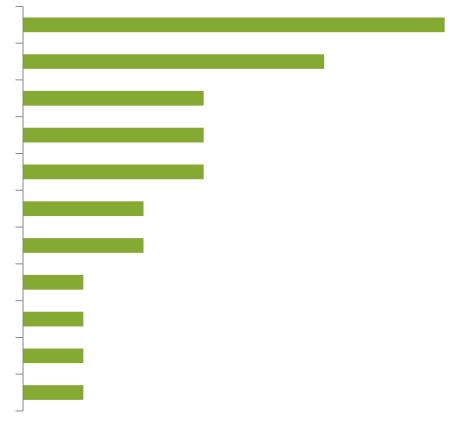




#### **Open Houses**

- 30-35 attendees/meeting
- 23 comment sheets on site
- Additional comments received via email
- Overwhelmingly positive feedback
- Full summary of comments available at metrotransit.org/snelling-BRT



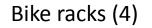


- More connections (7)
- Speed/Faster Travel Time (5)
- New stations and amenities (3)
  - Pre-board payment (3)
- Easy and more convenient trips (3)
  - TSP (2)
  - Increased frequency (2)
    - Farside stops (1)
  - Less pollution & congestion (1)
    - Raised curbs (1)
    - Curb extensions (1)



#### What concerns you as the project proceeds?





- Fare payment (3)
- Increased walking distances (2)
  - Farside stops (2)
  - Construction impacts (1)
- Residential property impacts (1)
  - Development integration (1)
    - Street crossings (1)
    - Education & signage (1)
- Compromises will slow down BRT (1)
  - Cutting corners to save money (1)
    - TSP (1)
    - Loss of parking (1)
  - Curb extensions' effect on traffic (1)
    - Project cost (1)
- Ending at Rosedale, not further north (1)
  - Rosedale's relationship with transit (1)

City	Comments / Concerns
Roseville / Falcon Heights	<ul> <li>Fitting transit in permanently at Rosedale</li> <li>Consider online station at County Road B2</li> <li>Pedestrian infrastructure issues at County Road B, Larpenteur</li> </ul>
Saint Paul	<ul> <li>Consider adding station at Hoyt/Arlington/Midway</li> <li>Consider online station at Como</li> <li>Do not close Snelling/Taylor intersection (Snelling Multi-Modal Study)</li> <li>Parking concerns at Snelling/Minnehaha, Snelling/Selby</li> <li>Snelling &amp; University bus facility needs major improvement</li> <li>Better pedestrian infrastructure needed at Snelling/Marshall</li> </ul>
Minneapolis	<ul> <li>46th/Hiawatha – Concern about signal operations and bus delays</li> </ul>



- Snelling Multi-Modal Improvements
- I-94 Bridge Redeck
- Randolph Avenue Reconstruction
- Ford Parkway Reconstruction
- Highland Village Streetscape
- Minnehaha Avenue Reconstruction
- Other Updates



Metro Transit FTH Chambers (560 6th Ave N, Mpls)

#### 2013

Thursday, Jul 18, 1:30–3:30

Thursday, Aug 15, 1:30–3:30

**Tuesday, September 17**, 1:30–3:30

Thursday, Oct 17, 1:30–3:30

Thursday, Nov 21, 1:30-3:30

Thursday, Dec 19, 1:30–3:30

#### 2014

Thursday, Jan 16, **1:00–2:30** Thursday, Feb 20, 1:30–3:30 Thursday, Mar 20, 1:30–3:30 Thursday, Apr 17, 1:30–3:30

