

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



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



DESIGN SERVICES PROCUREMENT UPDATE

- 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

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:

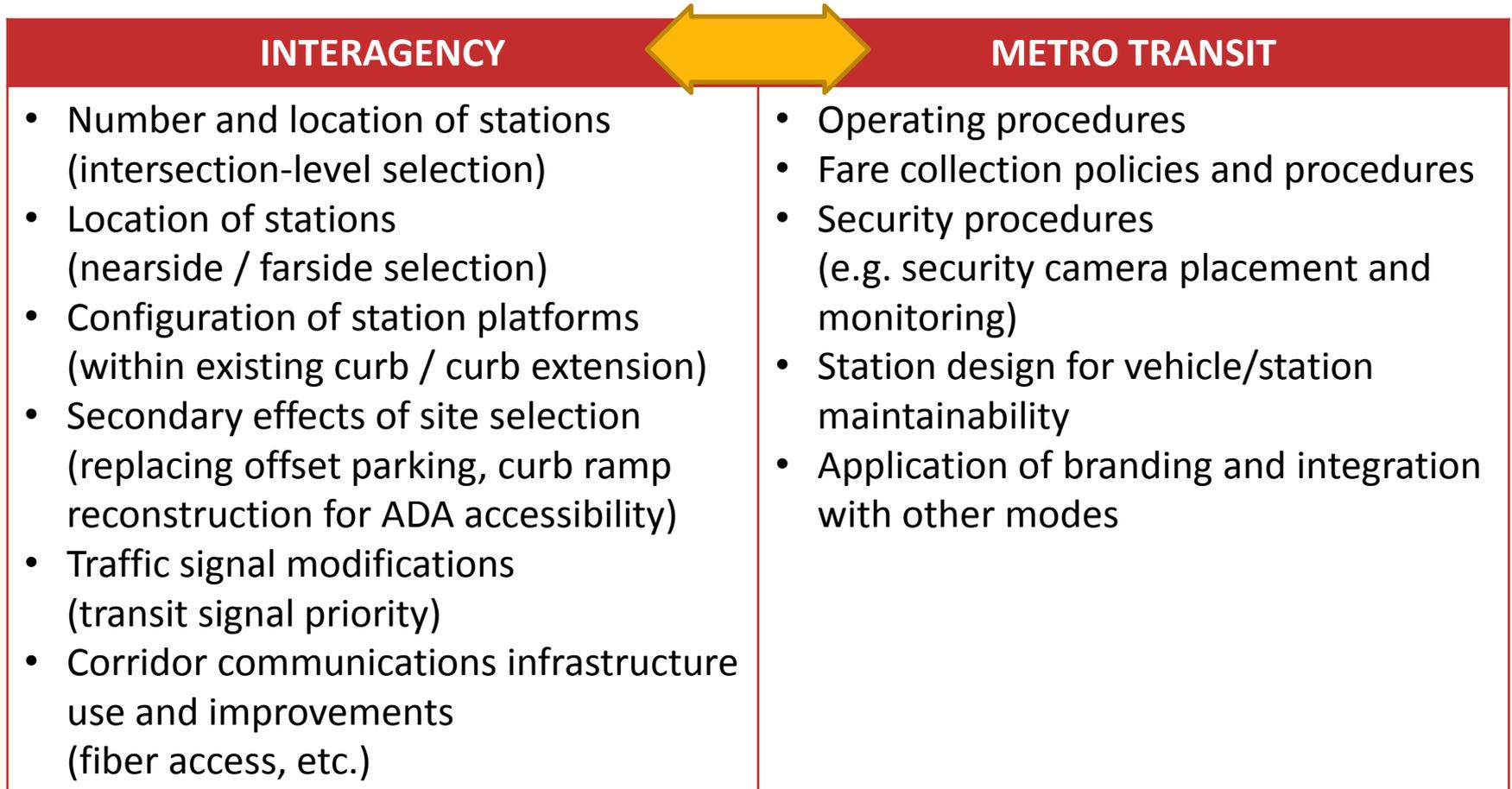
- Provide **mobility benefits** by connecting major destinations along the study corridors more quickly with more frequent transit service.
- Provide an **enhanced customer experience** by developing passenger infrastructure and information commensurate with existing and planned levels of transit service.
- 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)



A Line (Snelling) BRT project decisions should:

- *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*

A Line (Snelling) BRT project decisions should:

- 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

A Line (Snelling) BRT project decisions should:

- 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

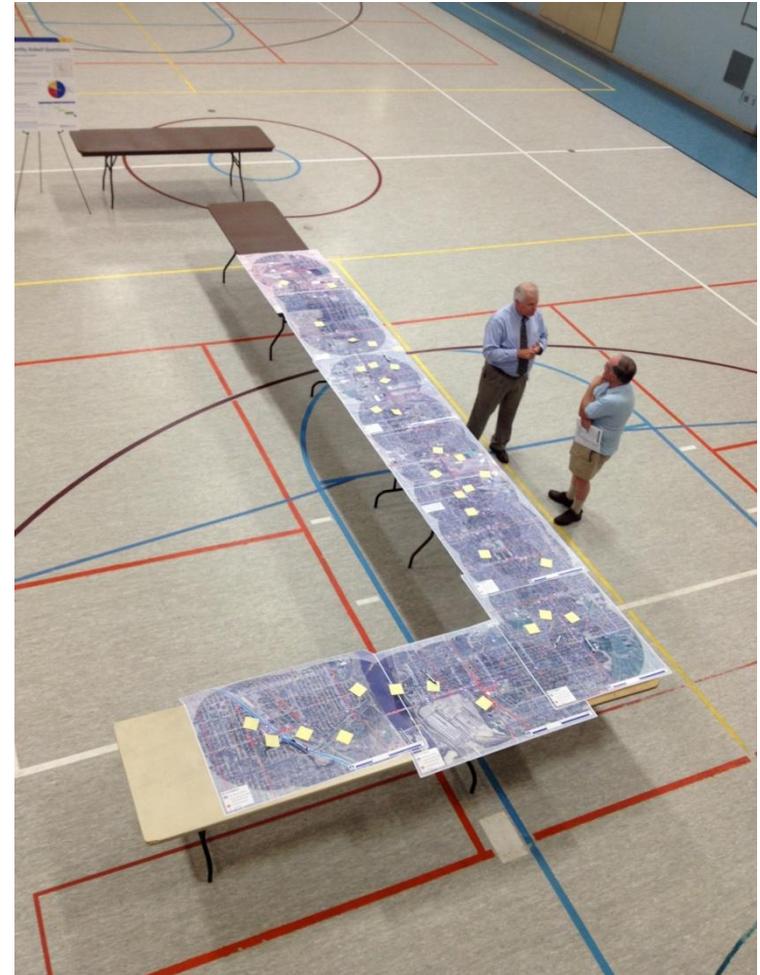
A Line (Snelling) BRT project decisions should:

- 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

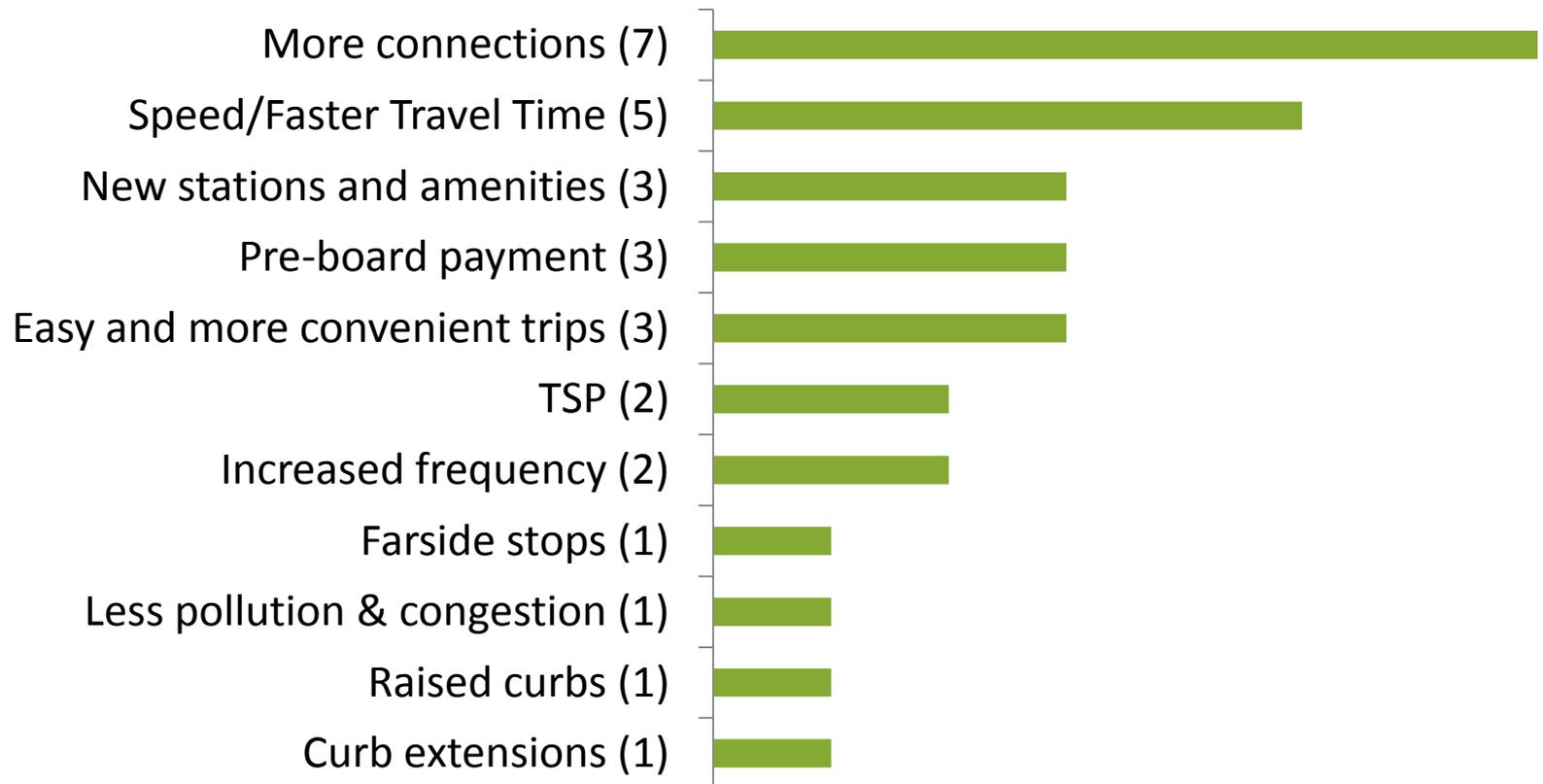
A Line (Snelling) BRT project decisions should:

- 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*



What parts of the project appeal to you?



What concerns you as the project proceeds?



City	Comments / Concerns
Roseville / Falcon Heights	<ul style="list-style-type: none">• Fitting transit in permanently at Rosedale• Consider online station at County Road B2• Pedestrian infrastructure issues at County Road B, Larpenteur
Saint Paul	<ul style="list-style-type: none">• Consider adding station at Hoyt/Arlington/Midway• Consider online station at Como• Do not close Snelling/Taylor intersection (Snelling Multi-Modal Study)• Parking concerns at Snelling/Minnehaha, Snelling/Selby• Snelling & University bus facility needs major improvement• Better pedestrian infrastructure needed at Snelling/Marshall
Minneapolis	<ul style="list-style-type: none">• 46th/Hiawatha – Concern about signal operations and bus delays

- 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