

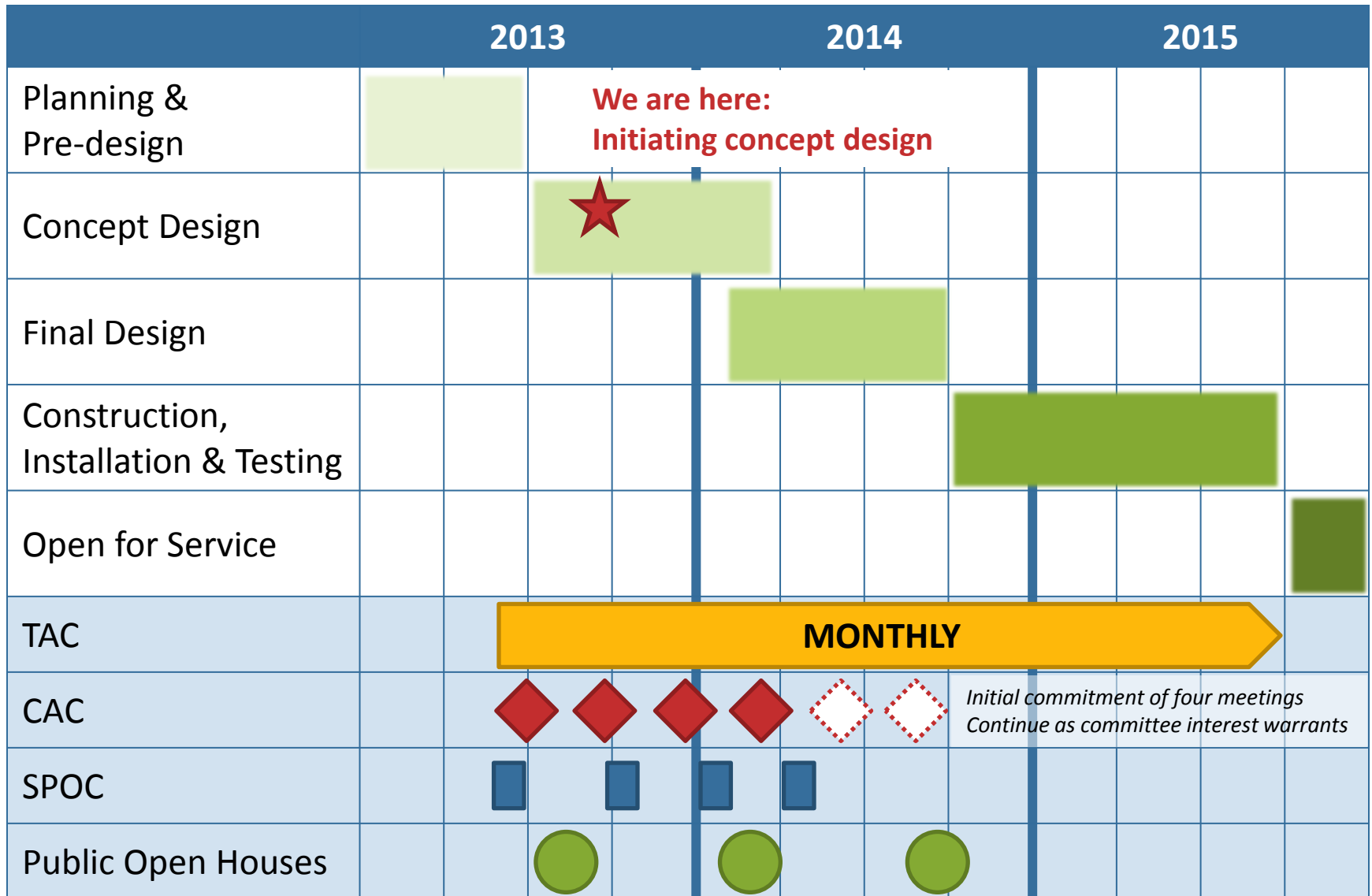
A Line (Snelling) Bus Rapid Transit

August 21, 2013

Community Advisory
Committee Meeting #2



Snelling BRT Schedule





A Line BRT

DECISION-MAKING PRINCIPLES

- 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

| Foundation | What it means for BRT Principles |
|---|--|
| <i>Transportation Policy Plan</i> | Identifies BRT for Snelling/Ford |
| Adopted Comprehensive Plans | Contain regionally-approved policies for transportation and land use |
| Regional Transitway Guidelines | Lay the groundwork for the arterial BRT mode Sets characteristics for service operations, station siting, vehicles, fare collection, branding |
| Arterial Transitway Corridors Study | Developed baseline concept plans for arterial BRT |
| TAC & CAC issues identified May 2013 | Emphasize areas of concern / interest |

INTERAGENCY / EXTERNAL

- **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

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:

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

A Line (Snelling) BRT project decisions should:

- D. Positively impact (decrease) BRT travel time
- E. Positively impact (improve) rail-like, straight-line BRT ride quality and support a convenient, comfortable customer experience
- F. 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:

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

A Line (Snelling) BRT project decisions should:

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

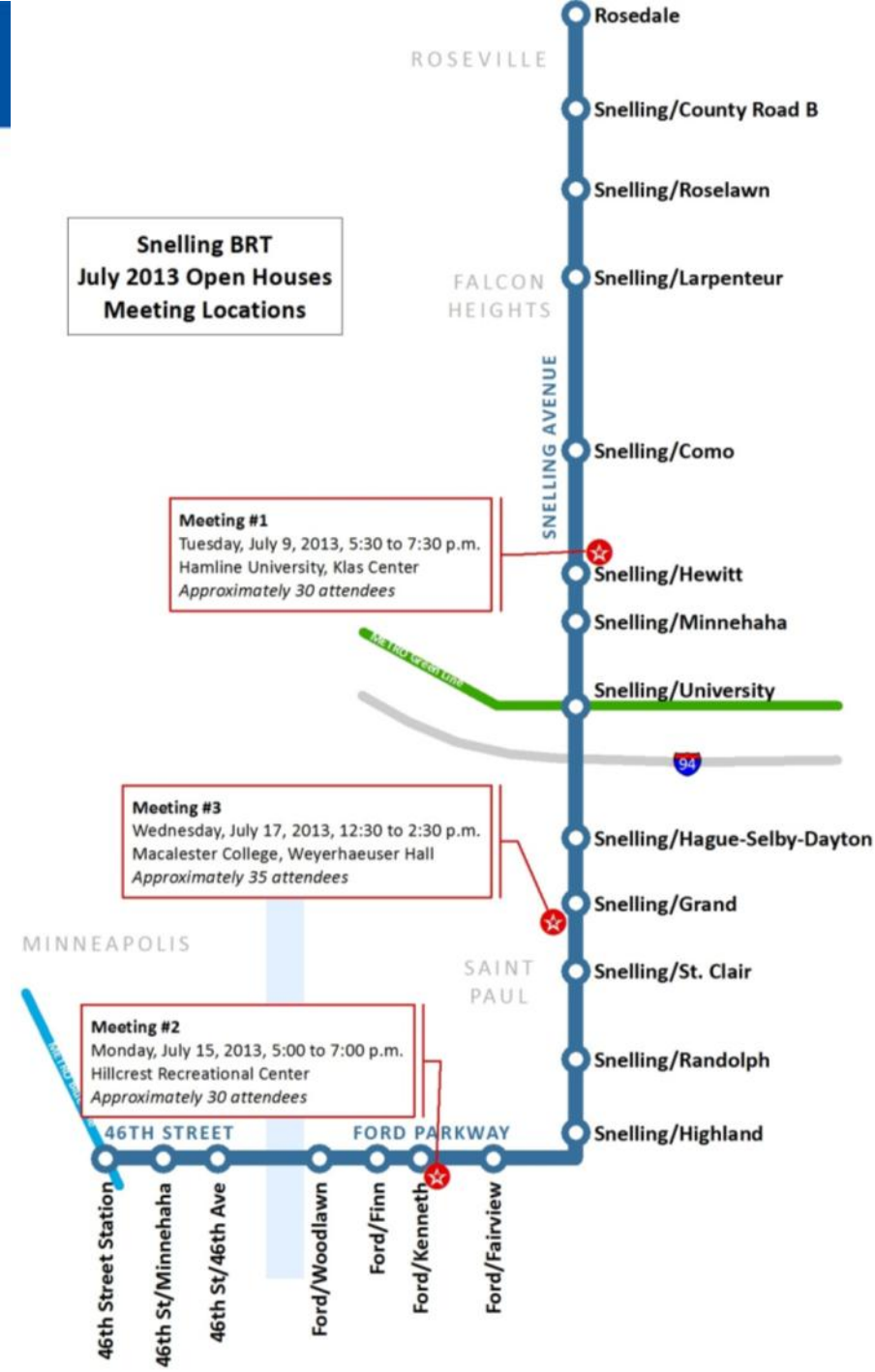


A Line BRT

REPORT FROM JULY 2013 OPEN HOUSES

Open Houses

- July 9, 15, 17
- Publicized via:
 - Newspapers
 - e-Democracy forums
 - Social media / web
 - District Councils
 - Community / advocacy organizations
 - CAC member networks
 - Notices in bus shelters
 - *Connect*



- Project information boards
- Corridor map
- Information sheets
- Staff conversations



Where will BRT run?

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

Key Stations: Bayview, Bayview East, Bayview North, Bayview South, Bayview West, Bayview North West, Bayview North East, Bayview South West, Bayview South East, Bayview West West, Bayview West East, Bayview North West West, Bayview North West East, Bayview South West West, Bayview South West East, Bayview North West West West, Bayview North West West East, Bayview South West West West, Bayview South West West East.

How will BRT be different? Curb Extension Stations

Because BRT will run in general traffic lanes, the project user's need to utilize the roadway, instead, the project will add curb extensions at stations to improve ride quality, keep transit moving faster and provide space for stations.

How will BRT be different? Pre-Boarding Fare Payment

To speed up boarding, customers will also receive boarding and show proof of payment to riders on a dedicated Go-To credit to on-board! Any requests upon request, just like on 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.

How will BRT be different? Transit Signal Priority

During rush hour traffic, local buses spend about 25% of their scheduled time stopped at red lights. With transit signal priority buses can "talk" traffic signals for early or extended green lights to help buses keep moving through the corridor.

How will BRT be different? High-Amenity Stations

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

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.

Frequently Asked Questions

Pre-board station, seats & schedule.

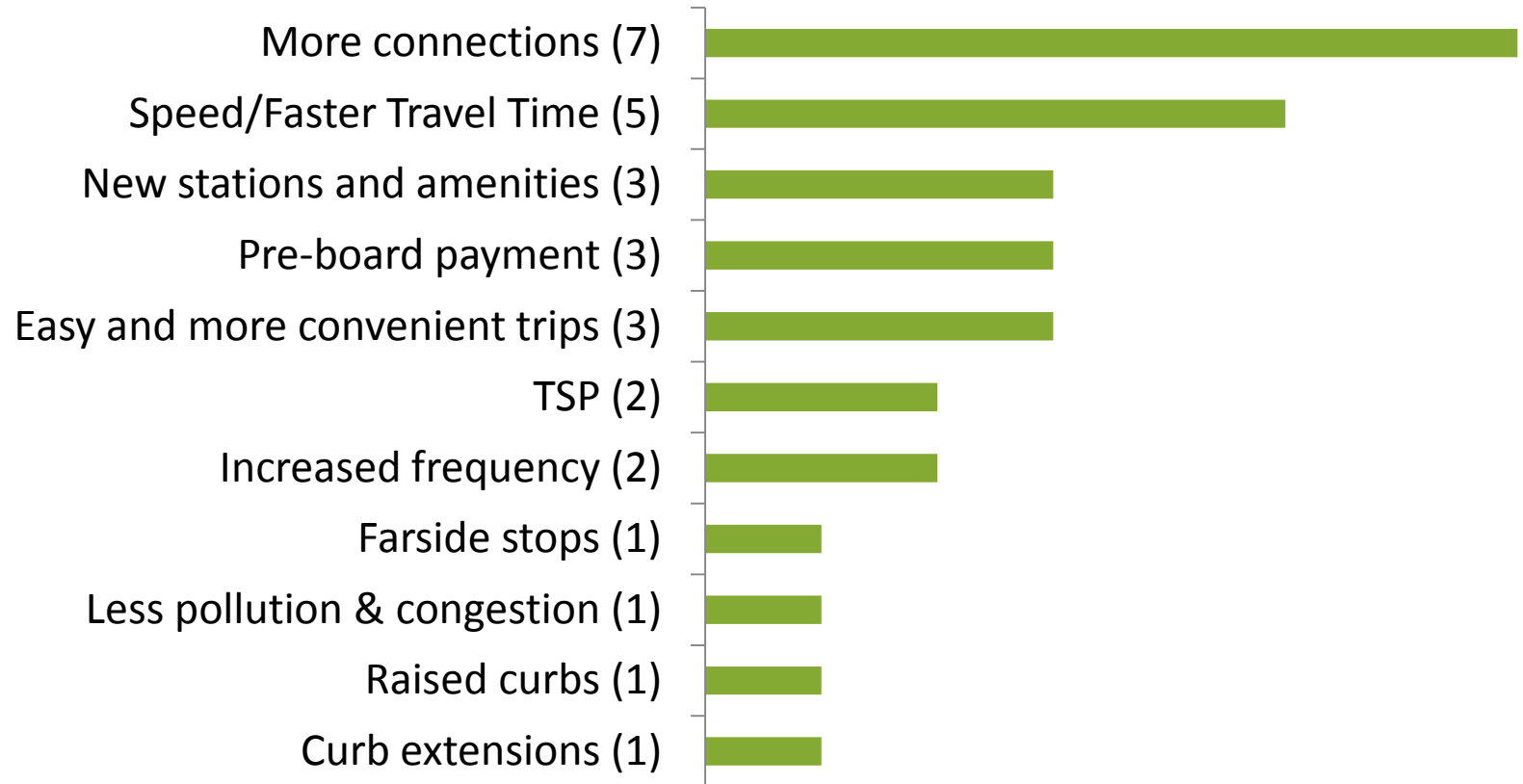
Why BRT for Toronto?

How much will building BRT cost to build?

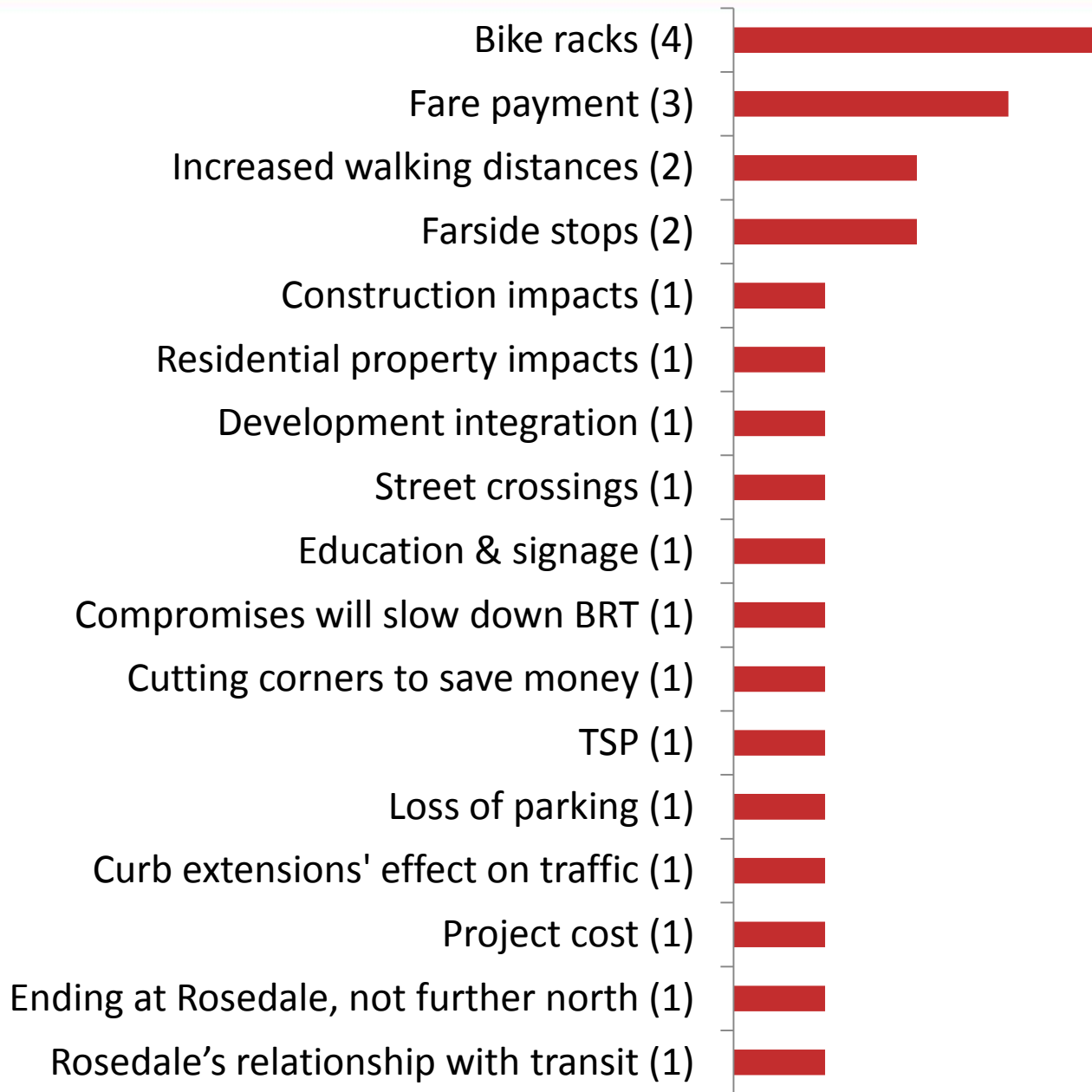
What's next in the process?

What will the new service be called?

What parts of the project appeal to you?

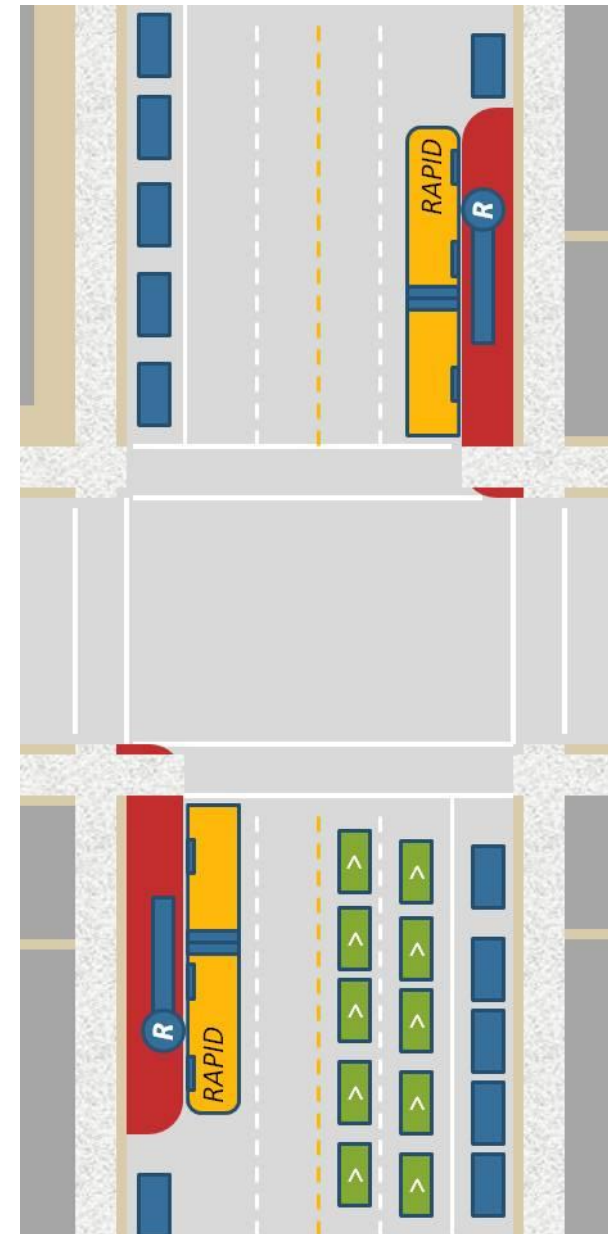


What concerns you as the project proceeds?

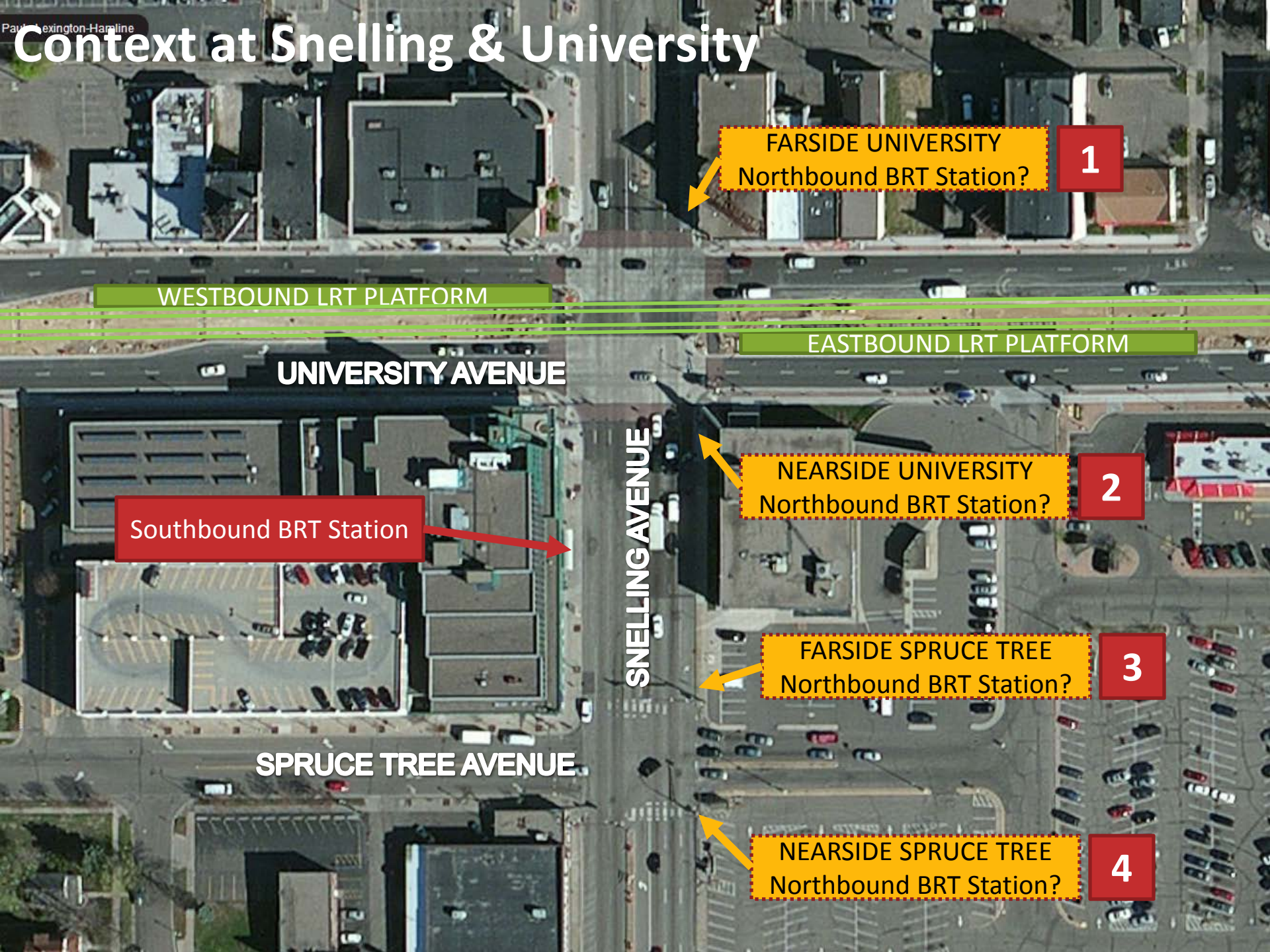


| City | Comments / Concerns |
|-------------------------------|--|
| Roseville / Falcon Heights | <ul style="list-style-type: none">• Fitting transit in permanently at Rosedale• Consider online station at County Road B2• Pedestrian infrastructure issues at County Road B, Larpenteur |
| Saint Paul | <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 |

- Traffic study completed July 2013
 - Stopping a bus in travel lane at 35 of 38 station platforms will have **minor to no impact on traffic**
 - Exceptions at University, Selby area
 - Confirms curb extension design concept feasibility
- Branding
 - Policy makers requested more market testing on *Direct*
 - Moving forward with **A Line** & other elements
- Design services procurement



Context at Snelling & University



FARSIDE UNIVERSITY
Northbound BRT Station?

1

WESTBOUND LRT PLATFORM

EASTBOUND LRT PLATFORM

UNIVERSITY AVENUE

Southbound BRT Station

NEARSIDE UNIVERSITY
Northbound BRT Station?

2

SNELLING AVENUE

FARSIDE SPRUCE TREE
Northbound BRT Station?

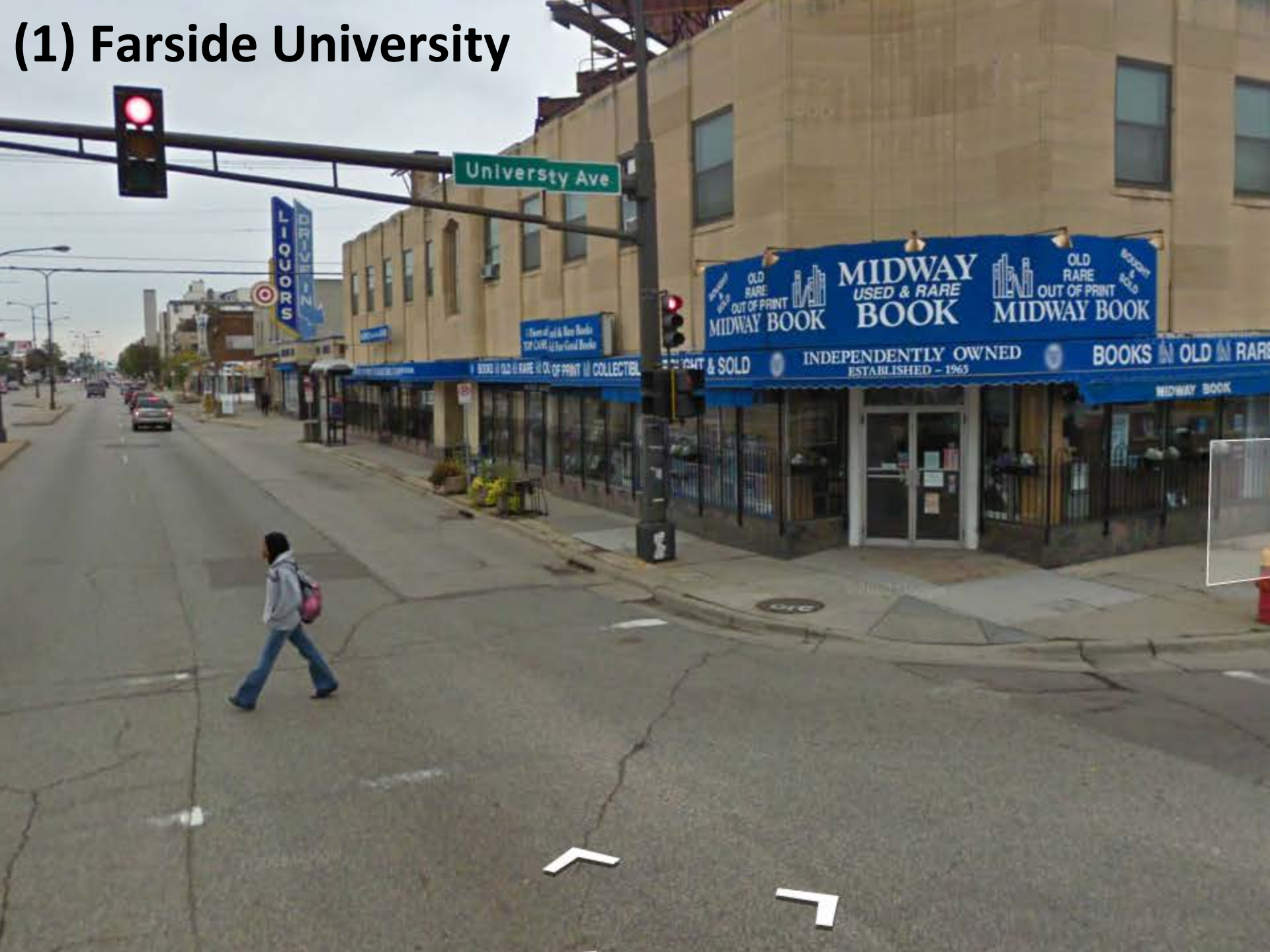
3

SPRUCE TREE AVENUE

NEARSIDE SPRUCE TREE
Northbound BRT Station?

4

(1) Farside University



University Ave

OLD RARE OUT OF PRINT
MIDWAY BOOK

MIDWAY
USED & RARE
BOOK

OLD RARE OUT OF PRINT
MIDWAY BOOK

INDEPENDENTLY OWNED
ESTABLISHED - 1965

BOOKS OLD RARE

DEER
SPOORS

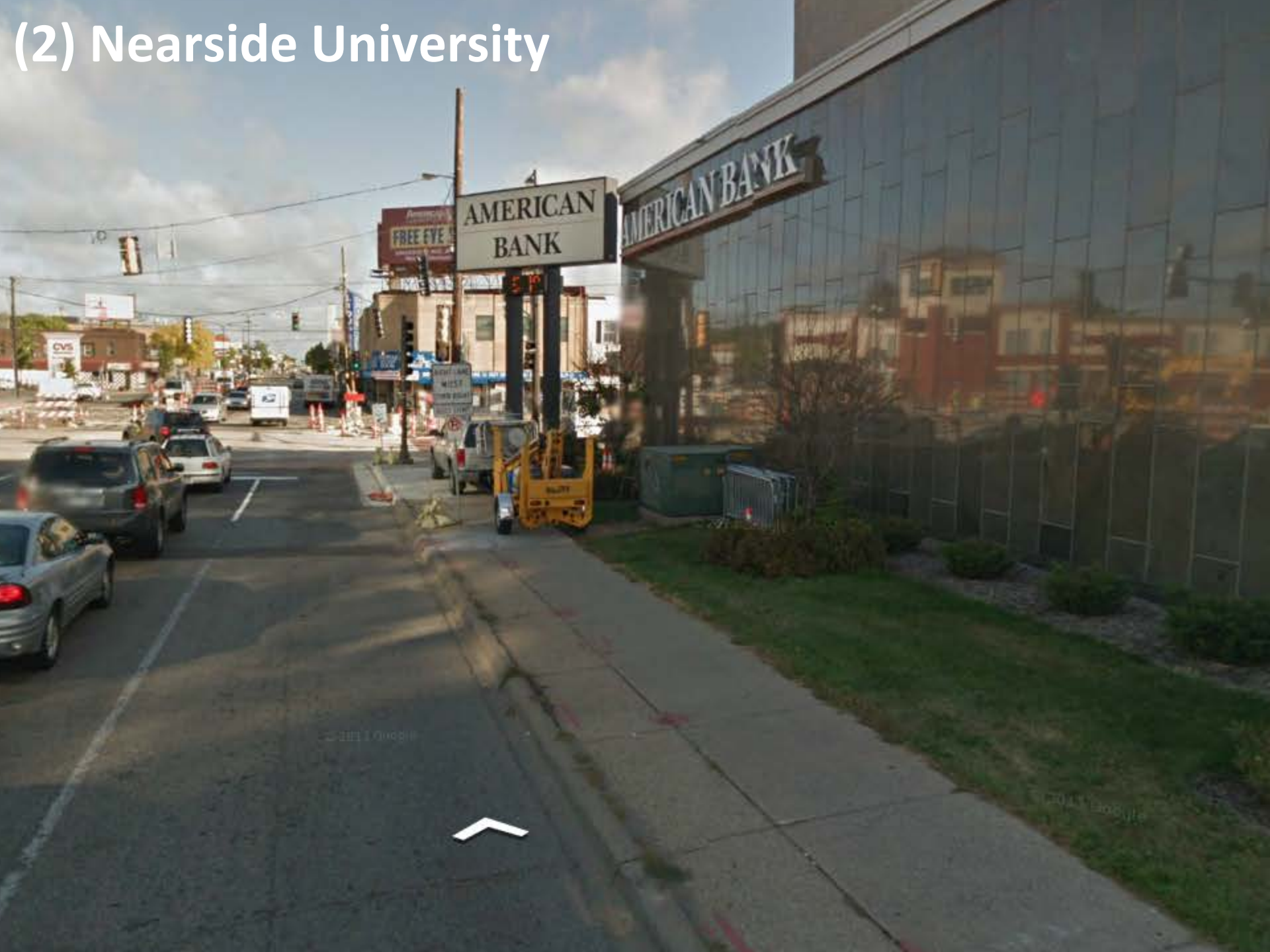
10 Years of used & Rare Books
TOP QUALITY 100% Great Books

BOOKS OLD RARE OUT OF PRINT COLLECTIBLE

BUY & SOLD

MIDWAY BOOK

(2) Nearside University



(3) Farside Spruce Tree



(4) Nearside Spruce Tree

