

# Snelling & West 7th Bus Rapid Transit Update

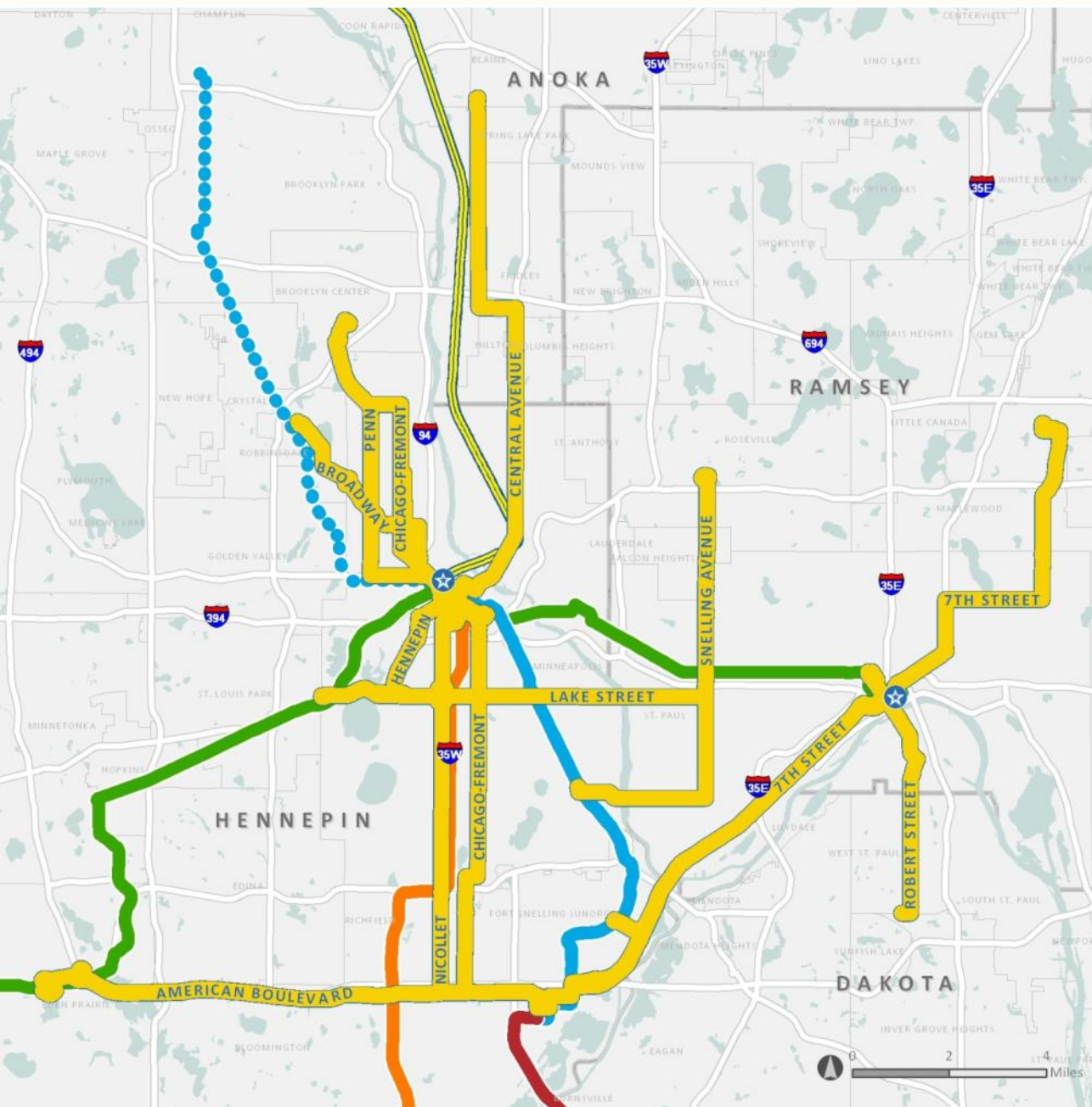
September 20, 2013

St. Paul Planning Commission

Katie Roth, Senior Planner  
Charles Carlson, Senior Manager  
Metro Transit BRT Project Office

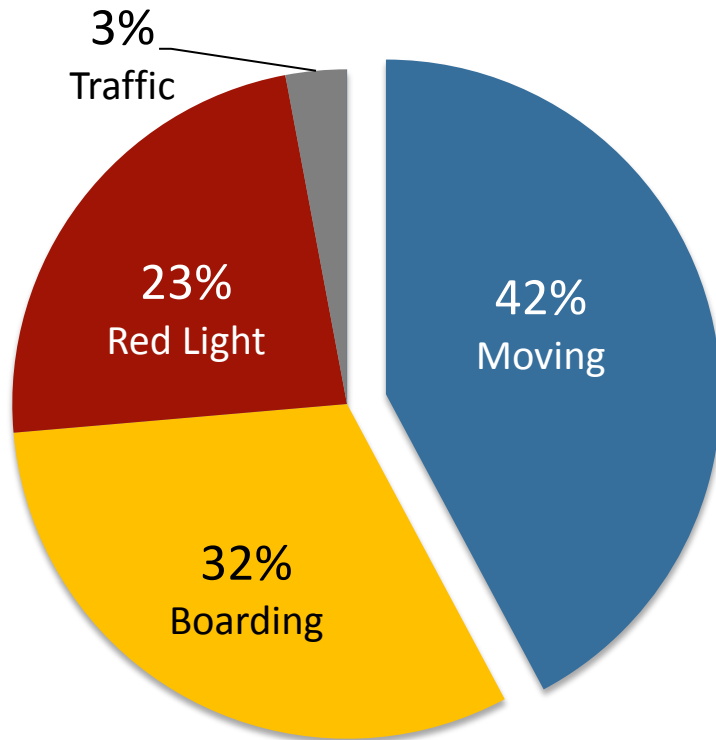


# 12 corridors studied for arterial BRT



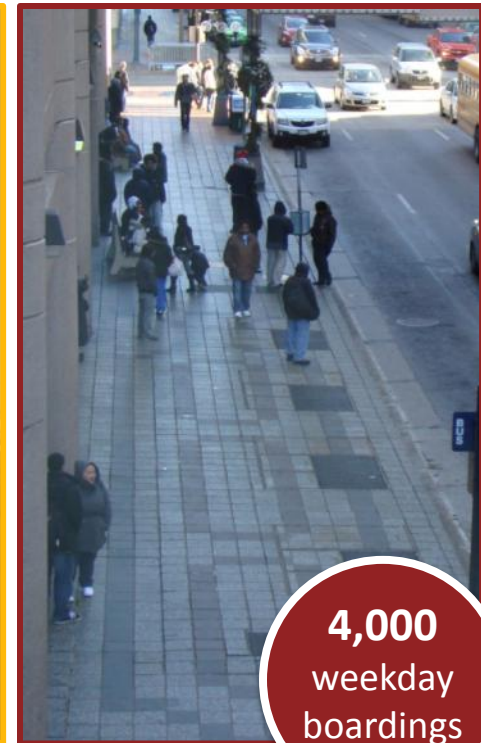
- Arterial Transitway Corridors Study completed April 2012
- Developed arterial BRT concept
- Prioritized corridors for near-term implementation
  - Snelling (2015 launch)
  - West 7th (2016 launch)

- **Slow transit speeds** caused by significant signal and boarding delay

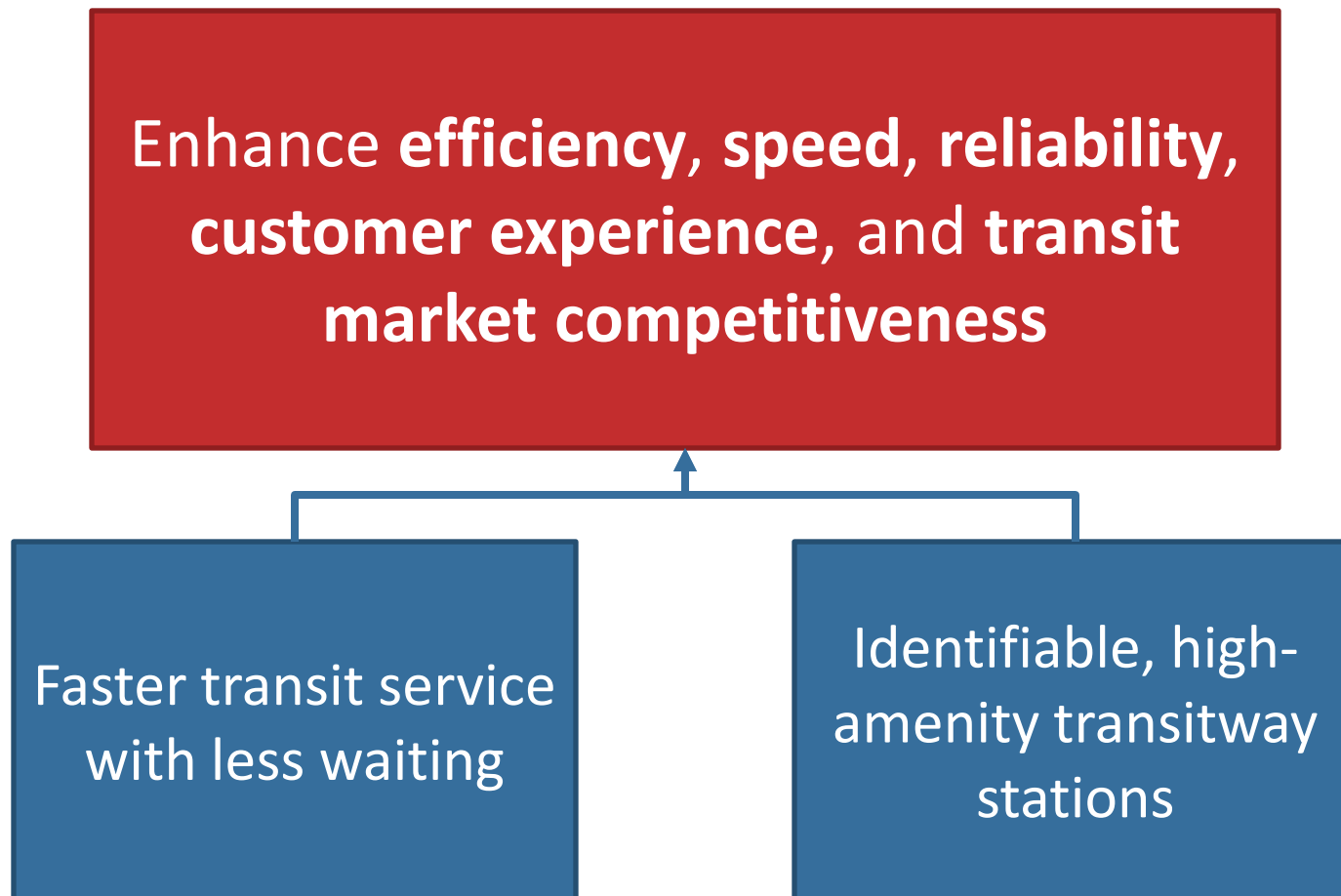


- **Lack of attractive, easily identified facilities**

**1,000**  
weekday  
boardings



**4,000**  
weekday  
boardings



# A Line (Snelling/Ford) BRT

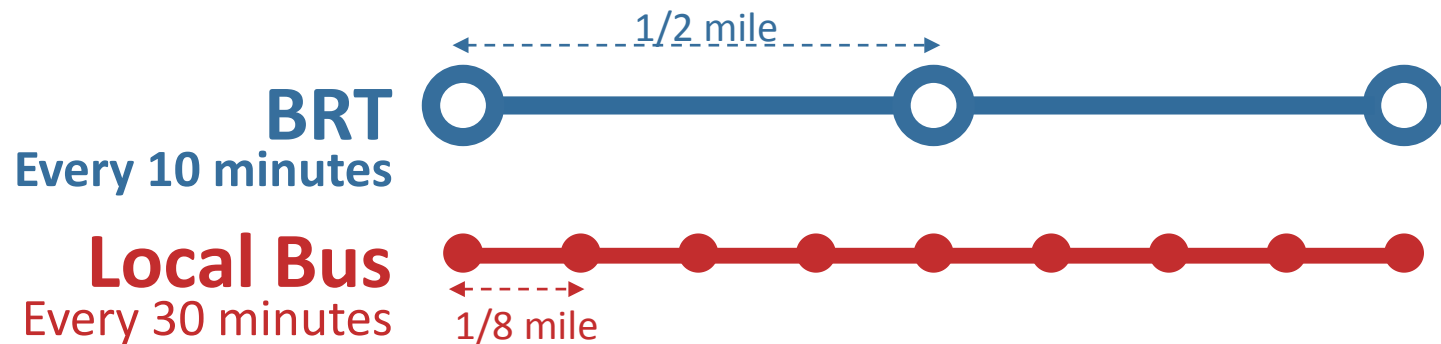
- 9.7 miles, Rosedale to 46th Street Station
- 72% of today's customers at 20 stations
  - Transit connections
  - Existing ridership
  - Confirmed with cities & neighborhoods
- 10-minute BRT service substantially replaces local Route 84
- 48 minutes end-to-end today
  - **36 minutes** with BRT (27% faster)
- 4,000 daily rides today, 8,700 daily rides by 2030



- **Limited Stop Service with Better Frequency**

➤➤ *BRT would become the primary route in the Snelling Avenue corridor, with increased service on evenings & weekends.*

*Route 84 would continue to run serve local trips and off-corridor branches.*



# How will BRT be different?



- **Pre-Boarding Fare Payment**

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

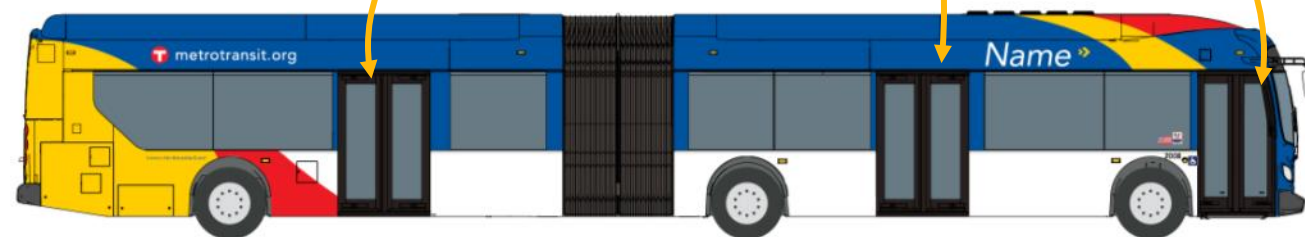
*Each station will have a ticket machine, where customers can buy tickets with cash or credit.*



*Customers with Go-To cards or passes can tap their card at any door when boarding.*



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

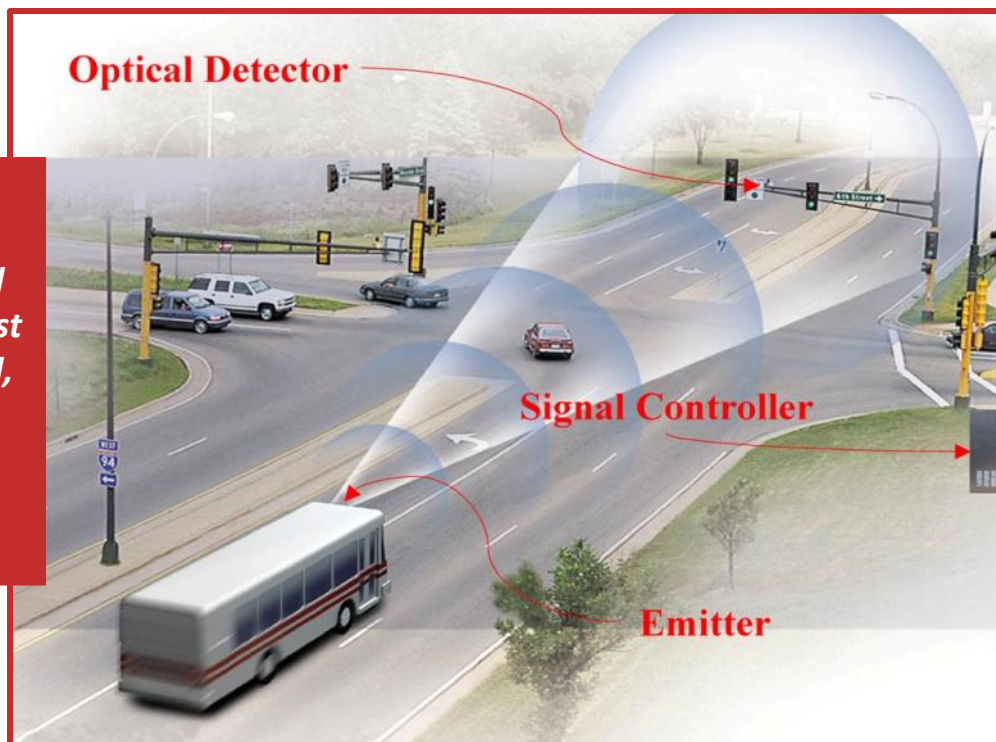


- **Transit Signal Priority (TSP)**

➤➤ *During rush hours today, local buses spend about 25% of their scheduled time stopped at red lights.*

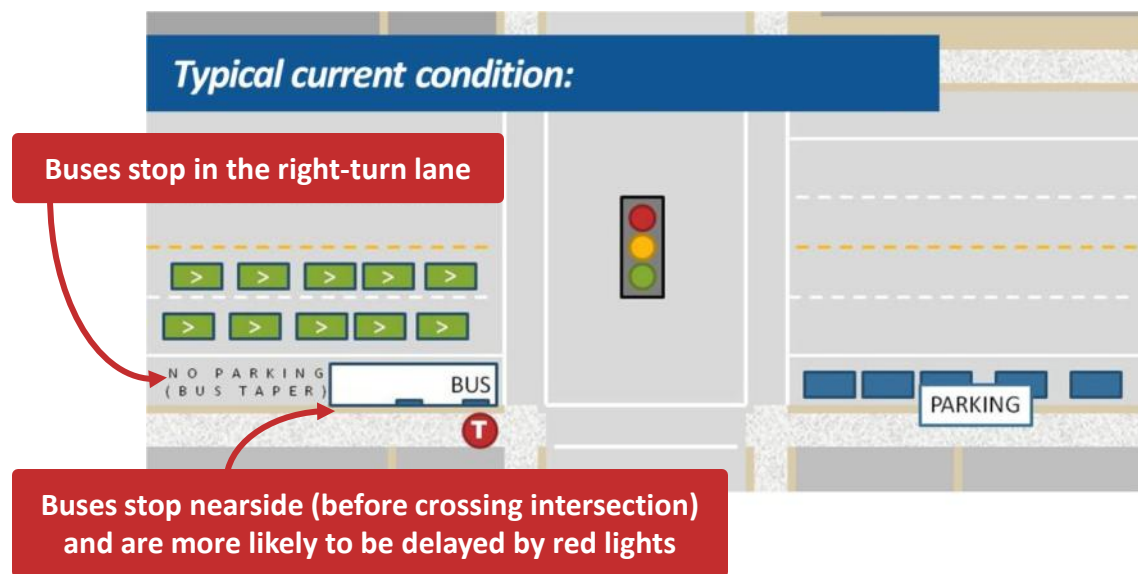
*With transit signal priority buses can “ask” traffic signals for early or extended green lights to help buses keep moving.*

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

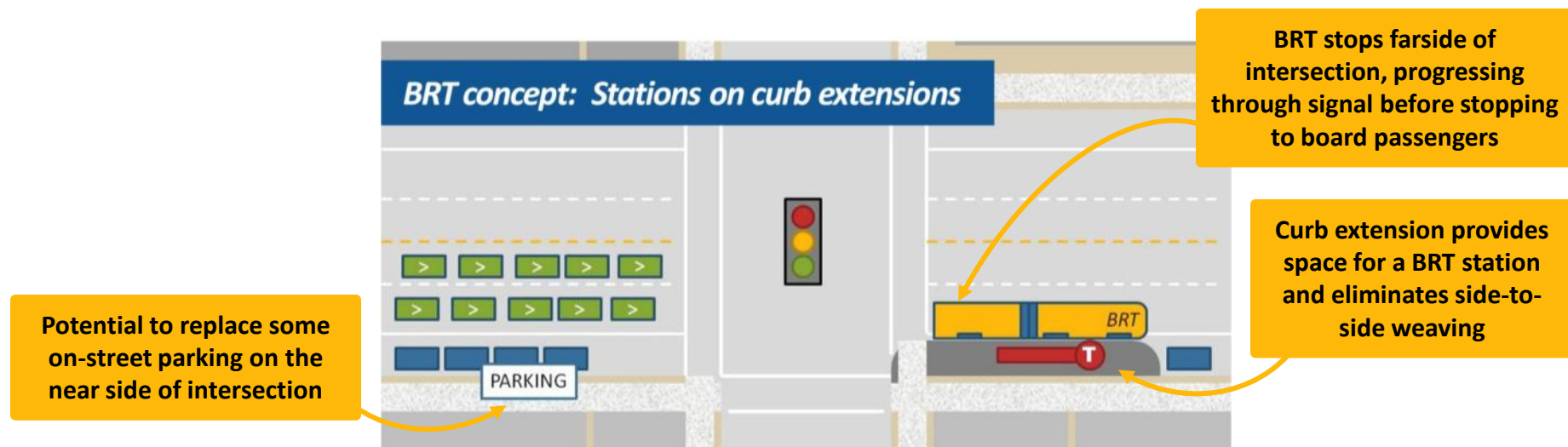




## • Curb Extension Stations



➤➤➤ *BRT will run in general traffic and won't widen the roadway. Instead, the project will add **curb extensions** at stations.*



- **Neighborhood-Scale Stations with Amenities**



Stations



Waste bins



Ticket machines



Bike parking



NexTrip



Lighting



Snow removal



Maps & info



Security cameras



Radiant heat



Emergency phone



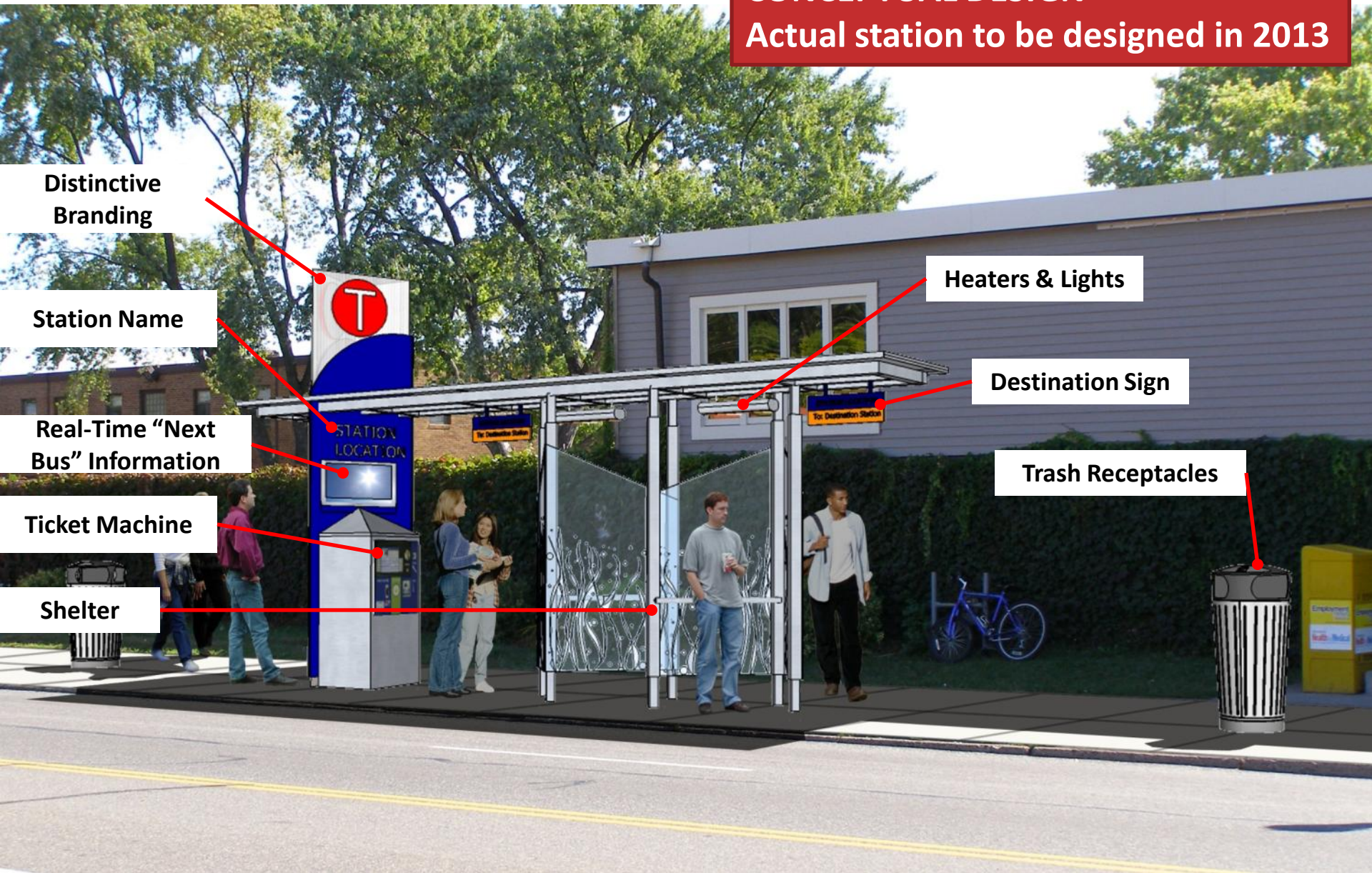
*Stations will be equipped with more amenities for a **safe and comfortable customer experience**, similar to light rail.*

# Identifiable, high-amenity transitway stations



CONCEPTUAL DESIGN

Actual station to be designed in 2013



Distinctive Branding

Station Name

Real-Time "Next Bus" Information

Ticket Machine

Shelter

Heaters & Lights

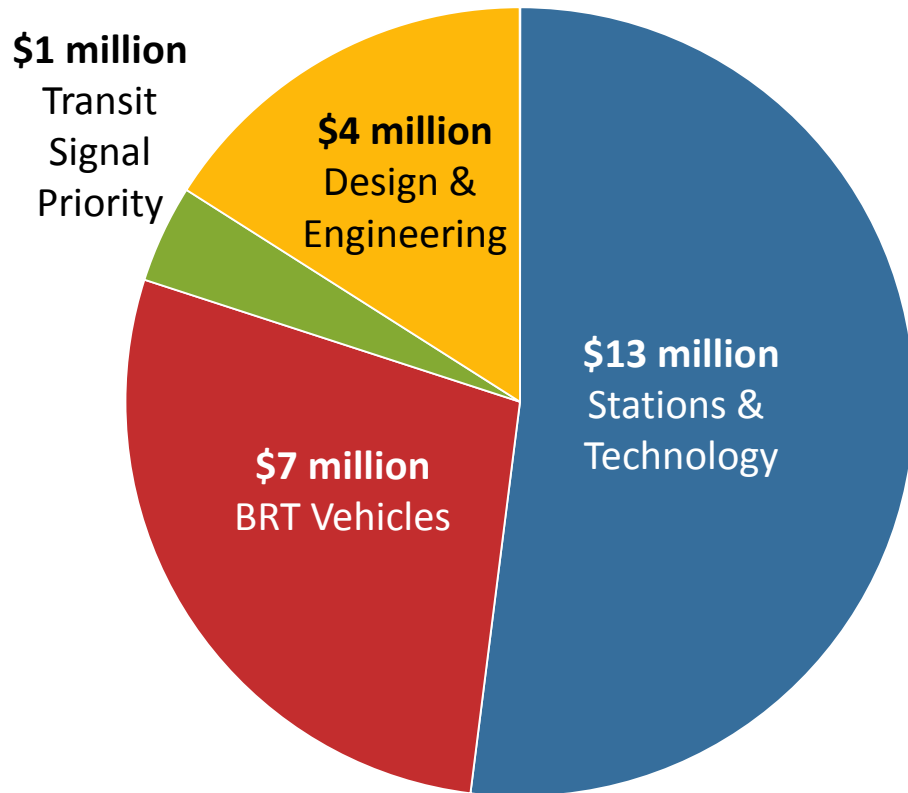
Destination Sign

Trash Receptacles

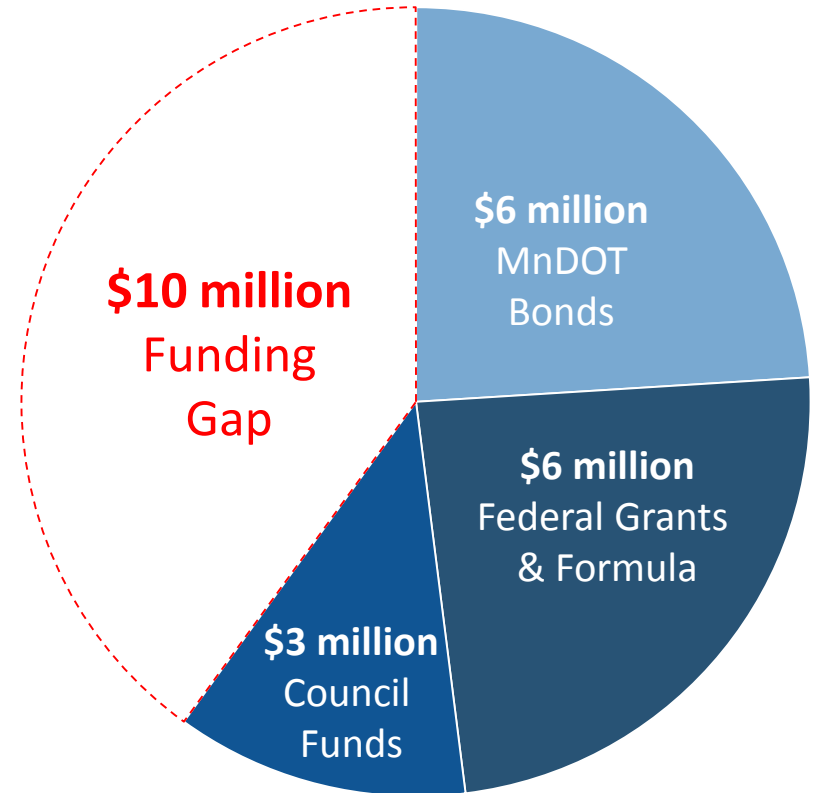
# A Line Project Costs & Identified Funding



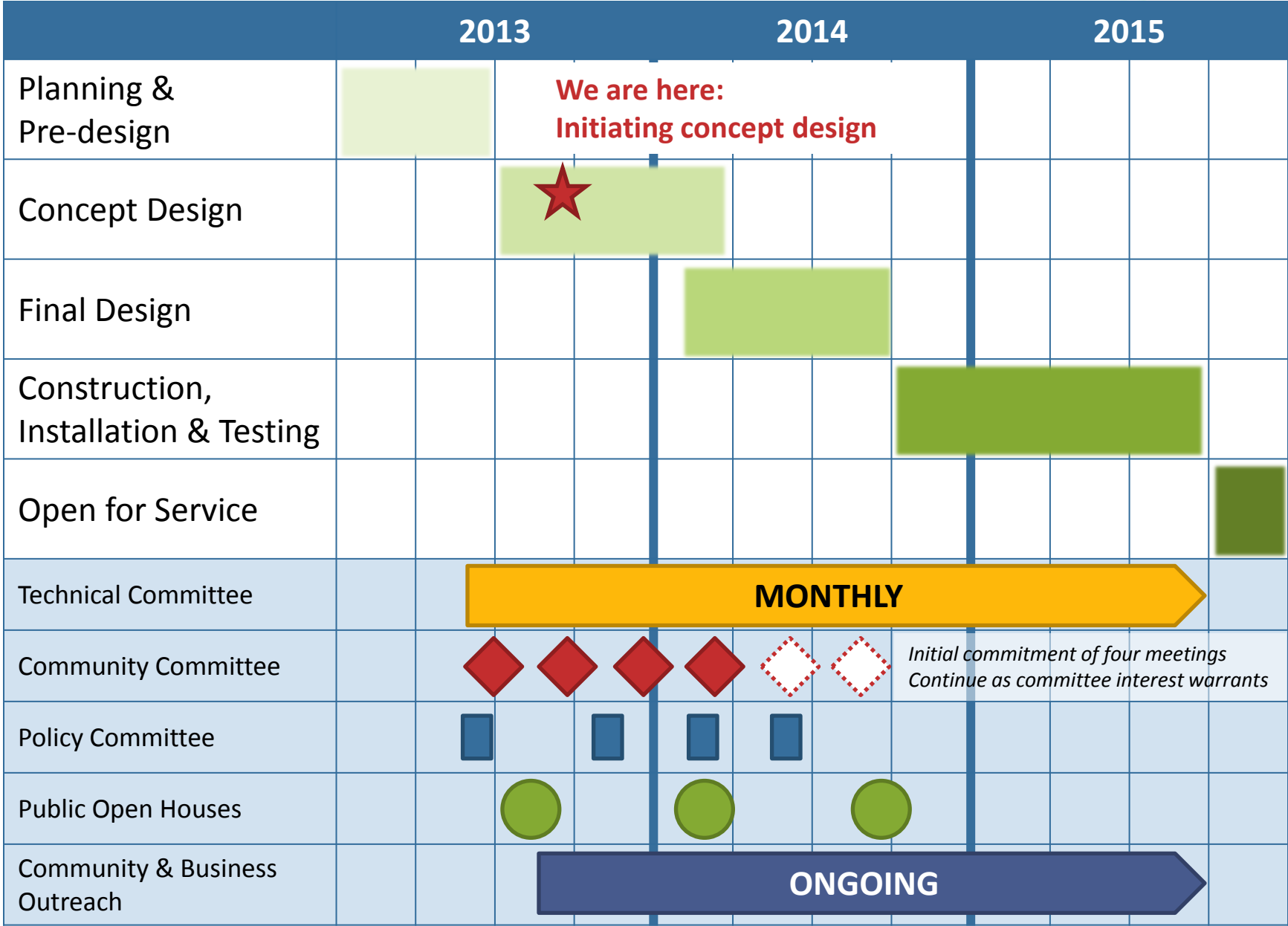
## Project Costs: \$25 million



## Identified Funds: \$15 million



# Project Schedule





# B LINE BUS RAPID TRANSIT

-  Alignment/Station
-  METRO Blue Line
-  METRO Green Line
-  METRO Red Line
-  70 Connecting Transit Route

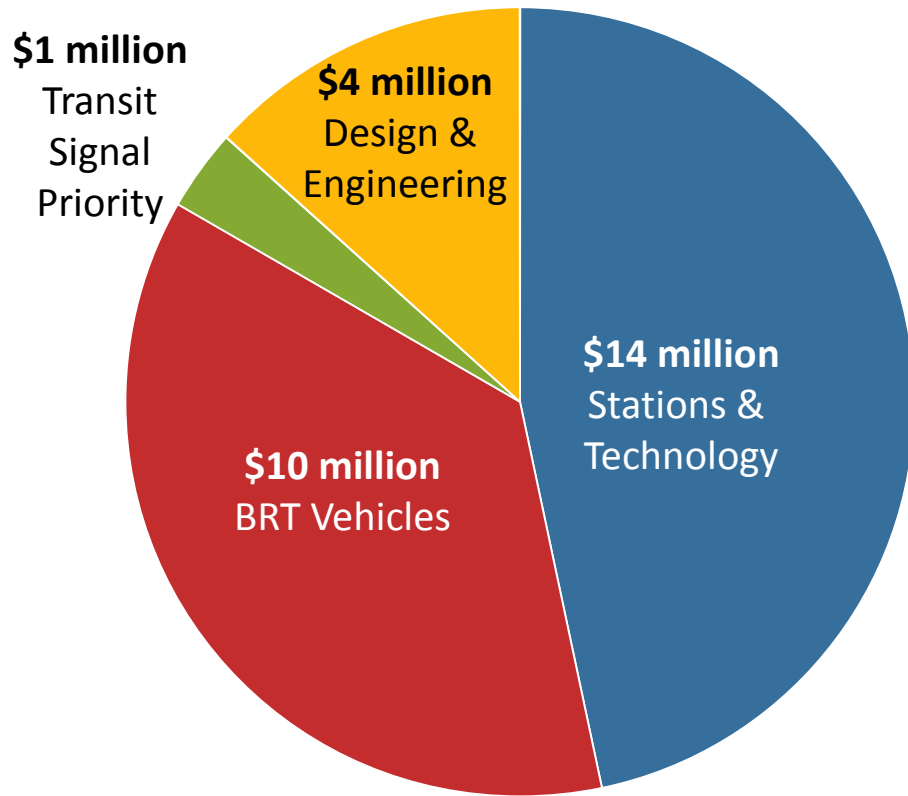
See Downtown  
St. Paul Inset



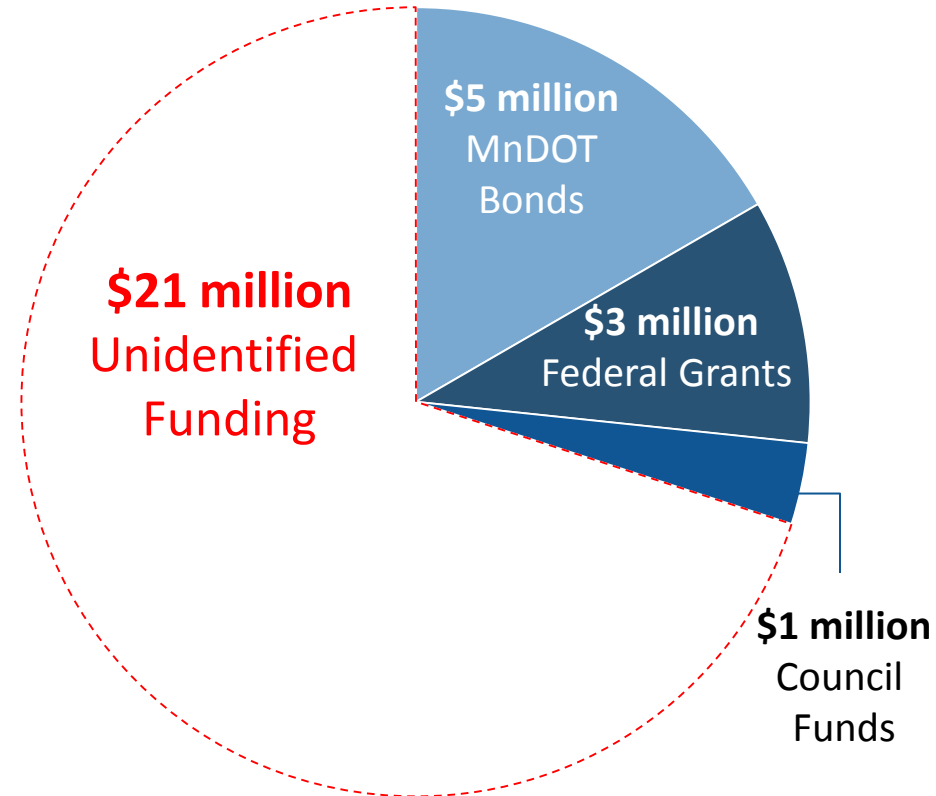
# B Line Project Costs & Identified Funding



## Project Costs: \$30 million



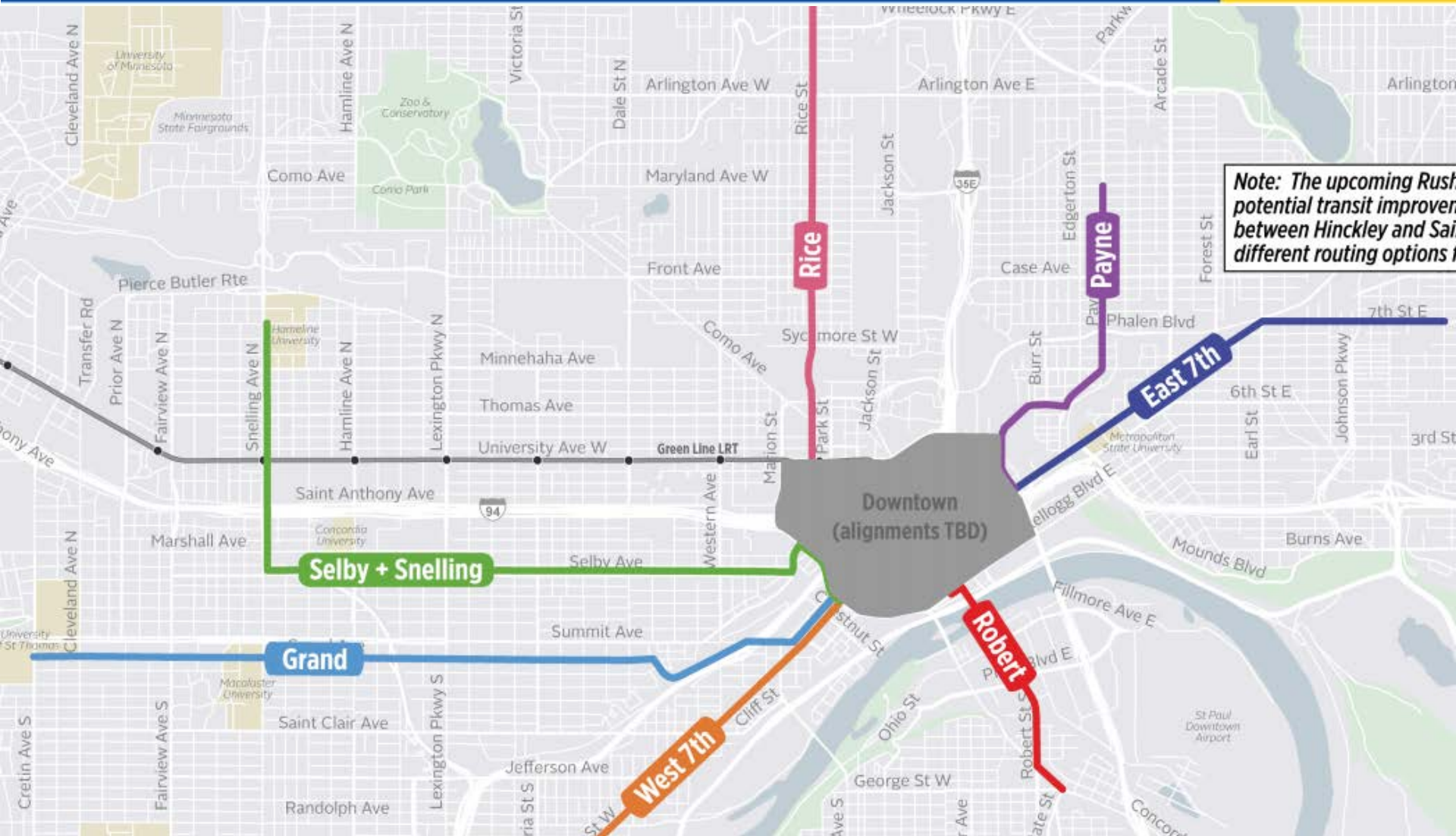
## Identified Funds: \$9 million





- **Late 2013:** Initiate advanced planning with community outreach on station locations
- **2014:** Conceptual design
- **Late 2014:** Complete conceptual design; obtain environmental clearance
- **Early 2015:** Purchase vehicles; deadline for obligating federal CMAQ funding
- **Late 2015:** Begin construction
- **Fall 2016:** Open for service

# Streetcar Planning Coordination



*Note: The upcoming Rush potential transit improvement between Hinckley and Saint Paul offers different routing options.*

# Snelling & West 7th Bus Rapid Transit Update

September 20, 2013

St. Paul Planning Commission

Katie Roth, Senior Planner  
Charles Carlson, Senior Manager  
Metro Transit BRT Project Office

