

Snelling Bus Rapid Transit

May 13, 2013

Technical Advisory
Committee Meeting #1



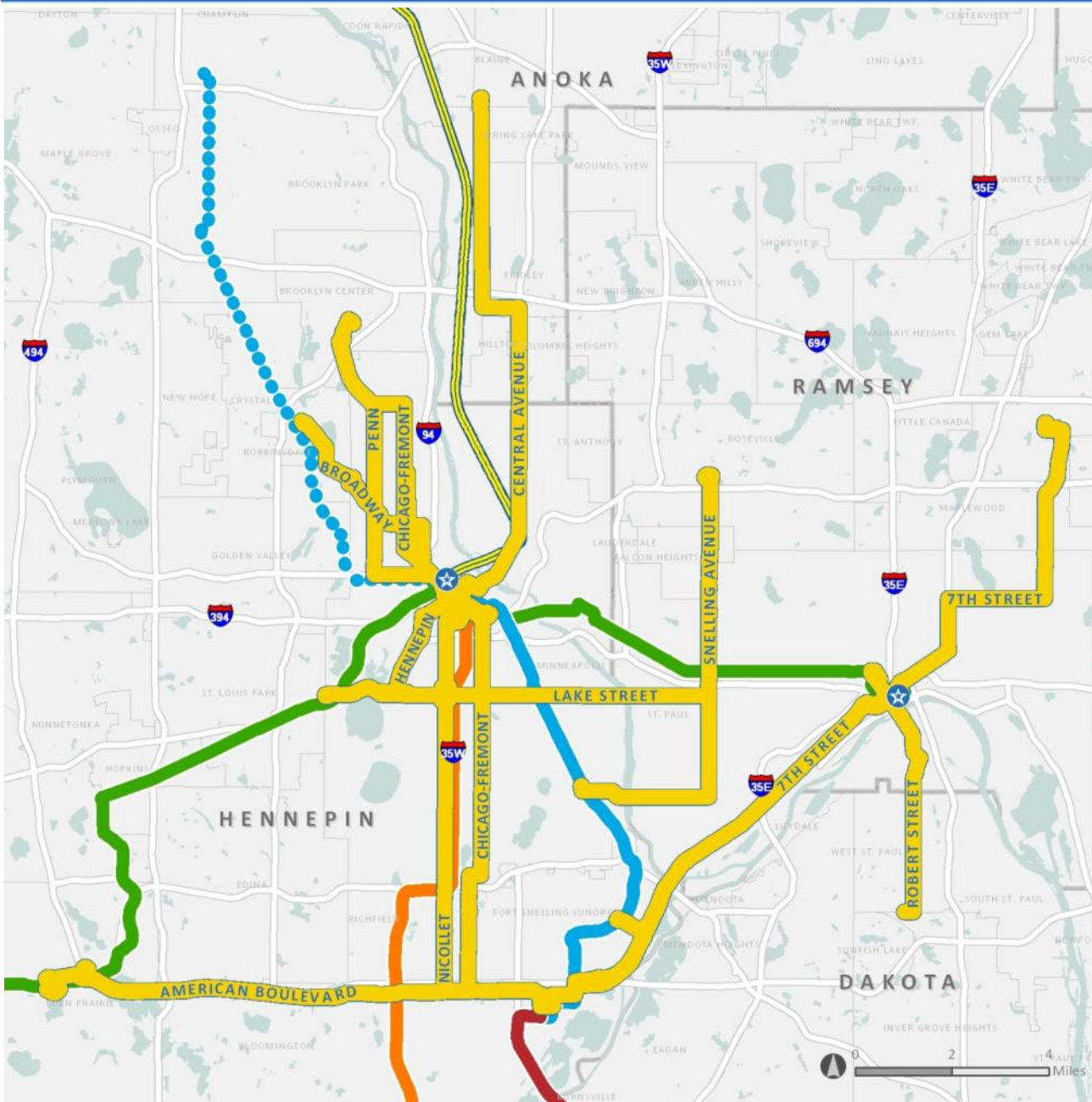
- TAC Introductions
- Project Overview
 - Arterial BRT Concept Background
 - Snelling Corridor Plan, Funding & Schedule
 - Stakeholder Engagement & Public Involvement
- Active Discussion: Issue Identification
- Project Coordination Roundtable
- Next Meeting



Arterial BRT

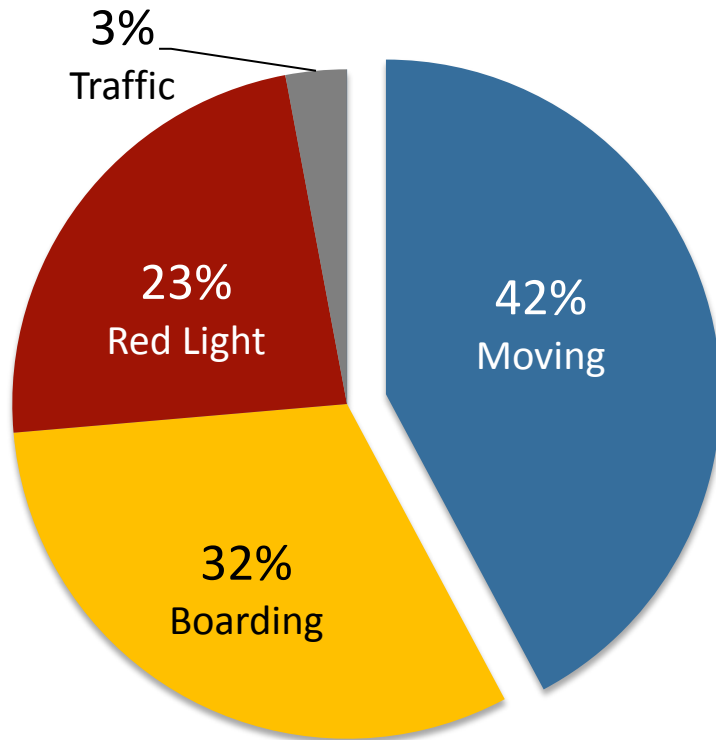
CONCEPT BACKGROUND

12 corridors studied for arterial BRT



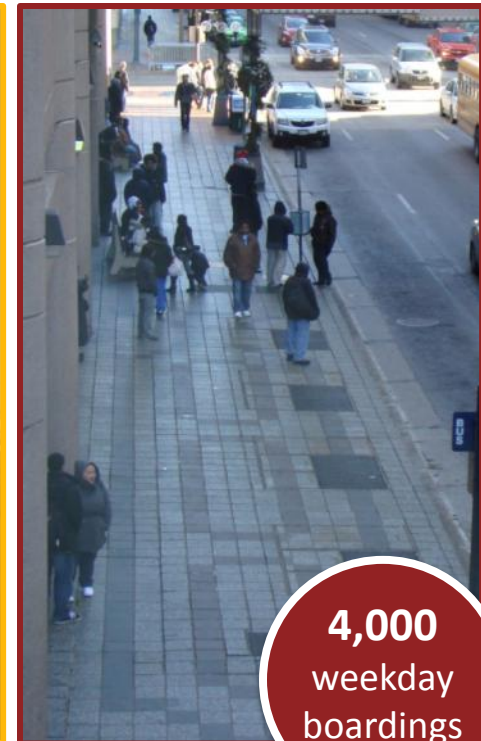
- Arterial Transitway Corridors Study completed April 2012
- Developed arterial BRT concept
- Prioritized corridors for near-term implementation
 - Snelling (2015 launch)
 - West 7th (2016 launch)

- Slow transit speeds caused by significant signal and boarding delay



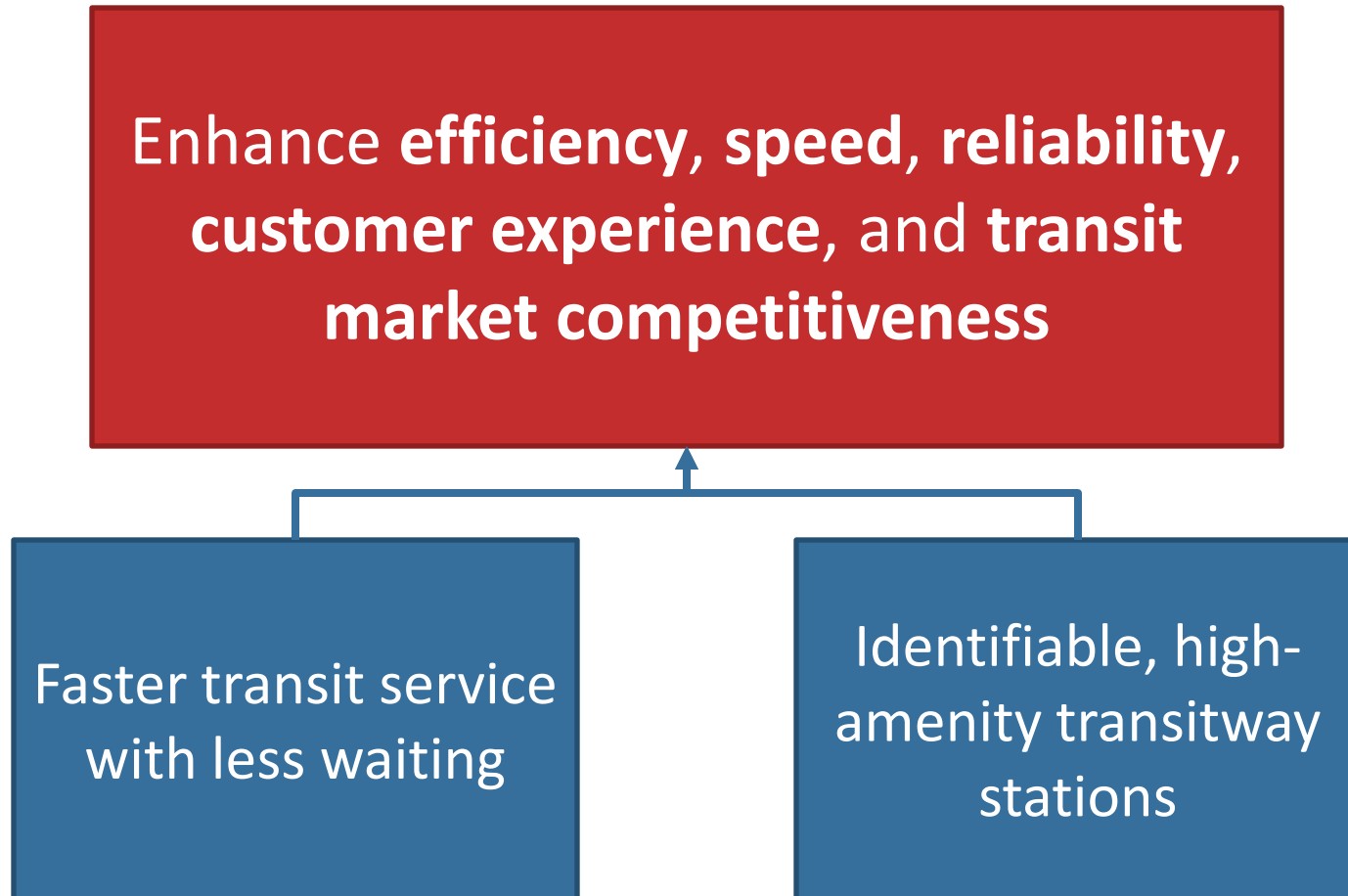
- Lack of attractive, easily identified facilities

1,000
weekday
boardings



4,000
weekday
boardings

Based on Route 18 NB observation, American Blvd to 5th/Nicollet



- **Faster service with less waiting**
Limited stop service
 - + More frequent service
 - + Off-board fare payment
 - + All-door boarding
 - + Geometry changes
 - + Signal timing & priority

Does NOT include:

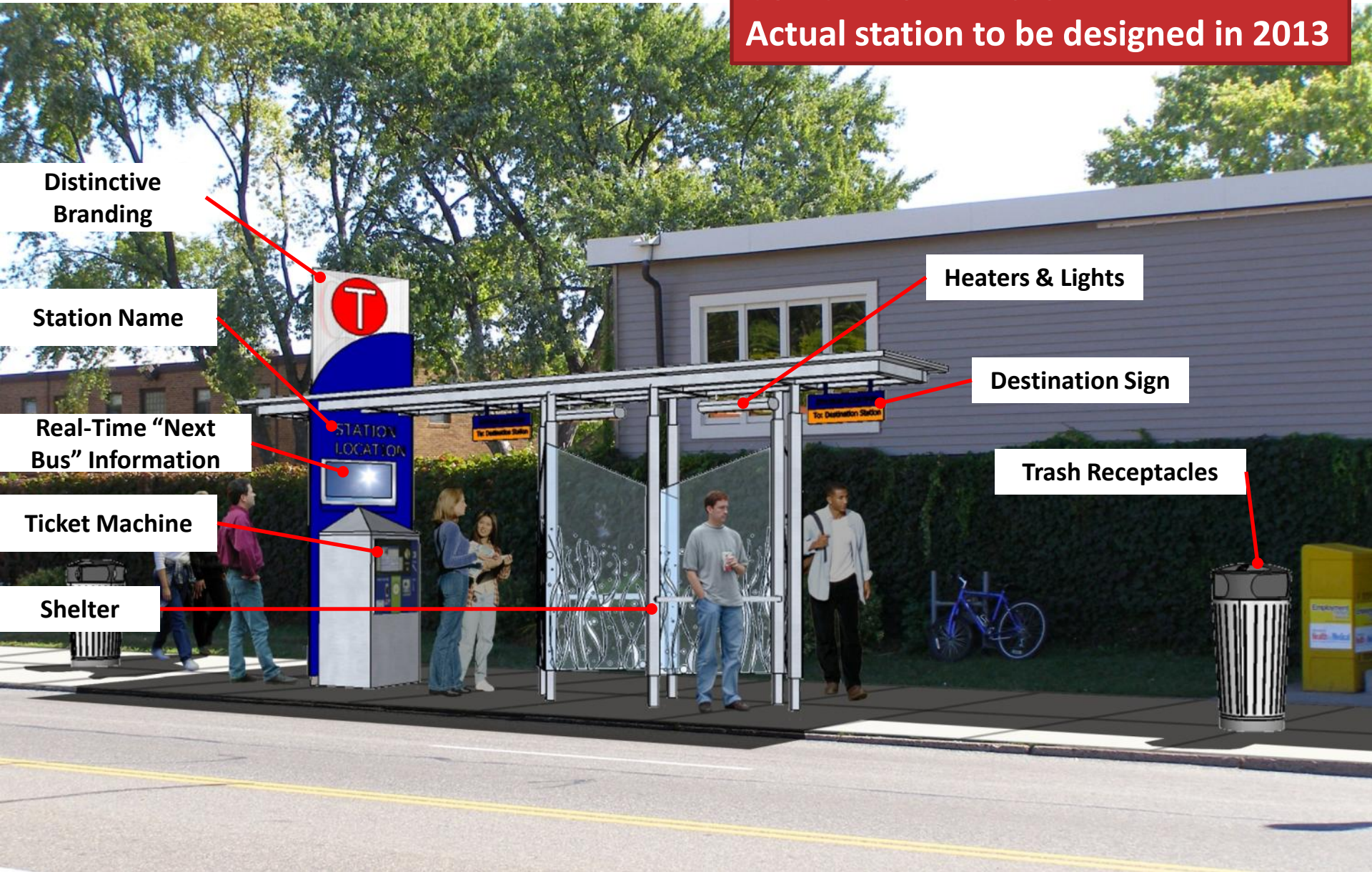
- Dedicated lanes
- Extensive ROW acquisition

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

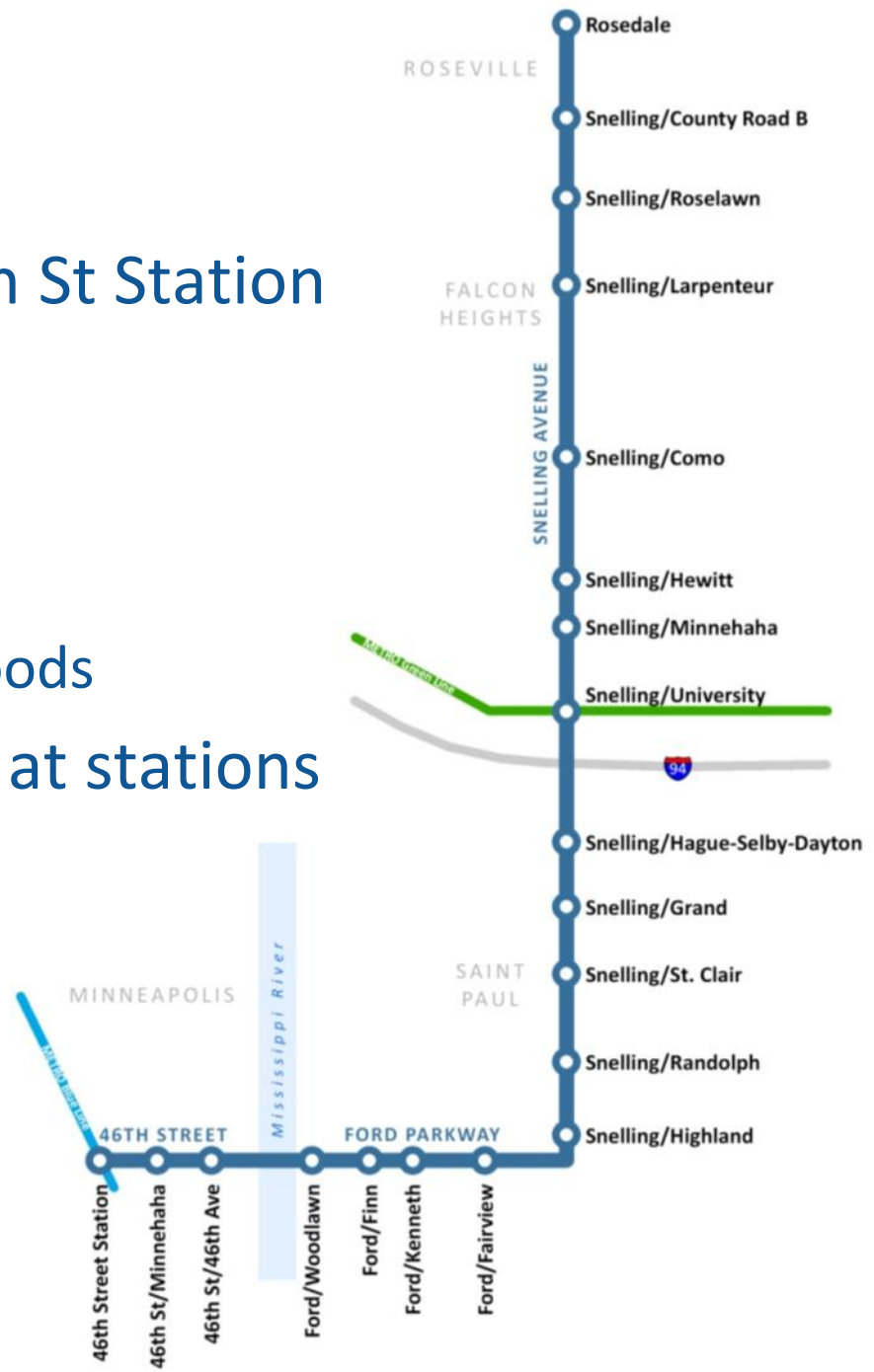


Arterial Bus Rapid Transit

SNELLING AVENUE CORRIDOR CONCEPT

Snelling Avenue BRT

- 9.7 miles, Rosedale to 46th St Station
- 20 stations, every ½ mile
 - Transit connections
 - Existing ridership
 - Confirmed with neighborhoods
- 72% of existing customers at stations
- 97% of customers within 1 stop of a station
- 4,000 daily rides today, 8,700 daily rides by 2030 with arterial BRT



Varying Station Contexts & Concepts



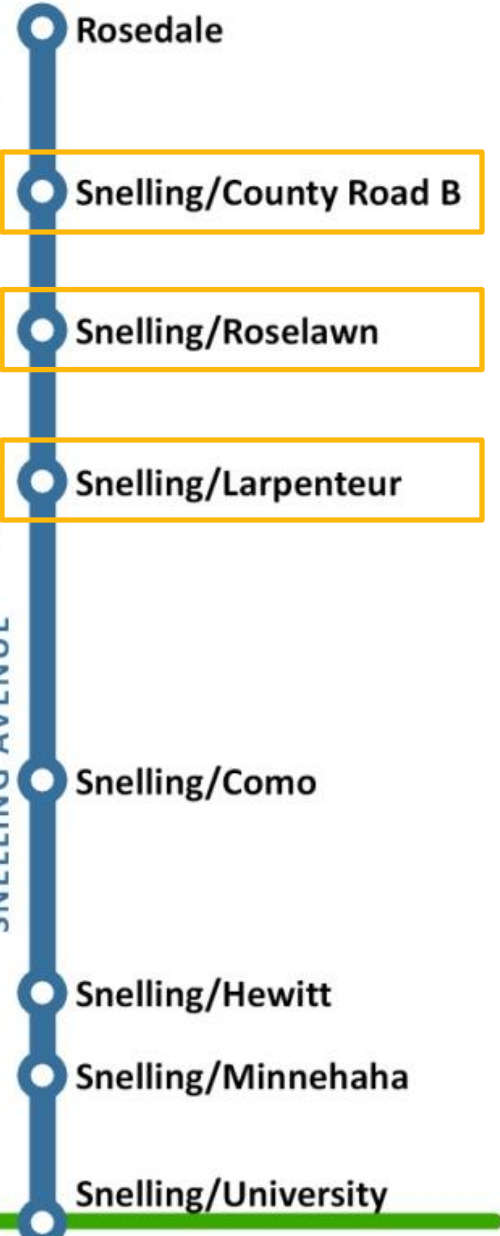
Expressway
with Bus-Only
Shoulder



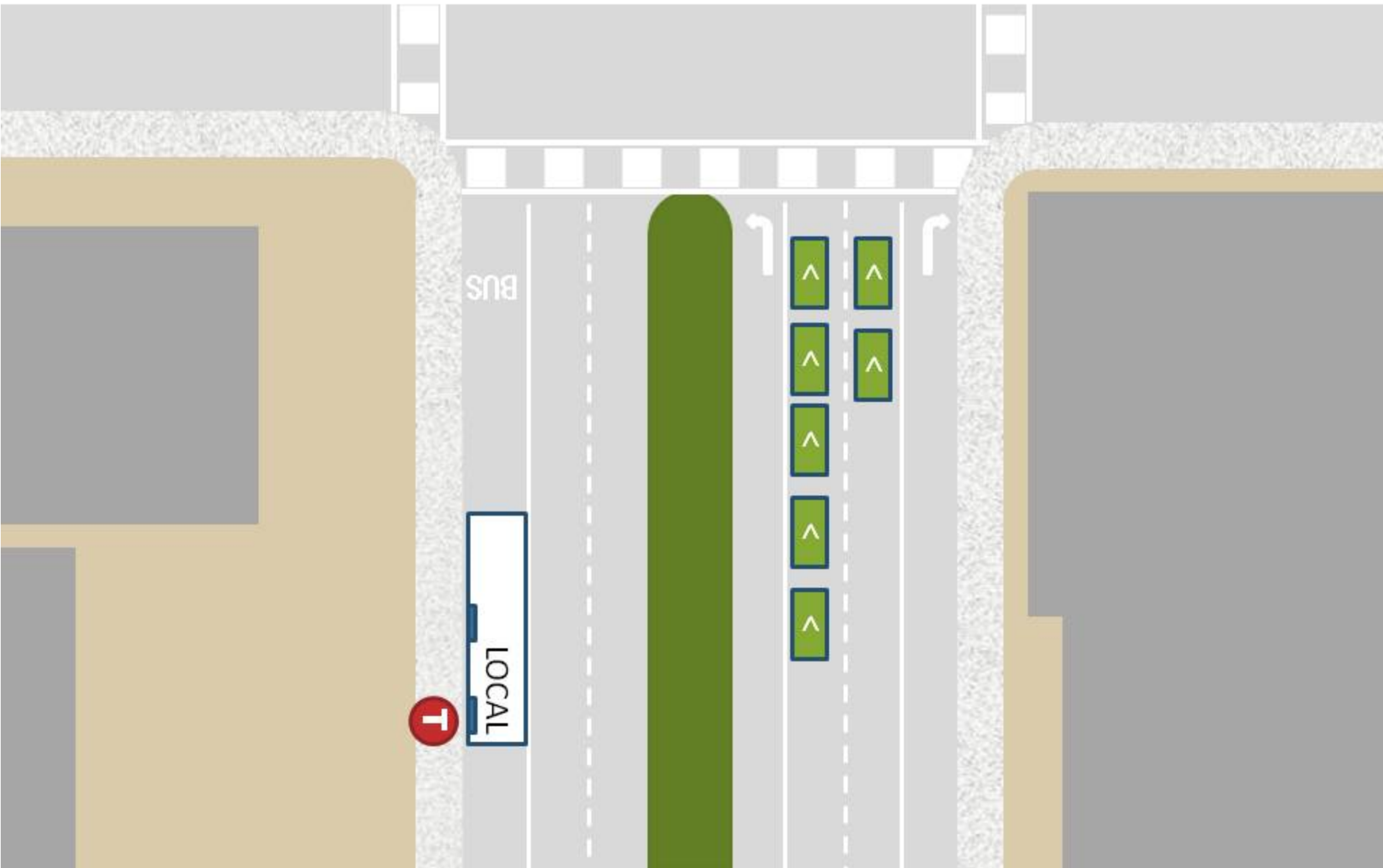
ROSEVILLE

FALCON
HEIGHTS

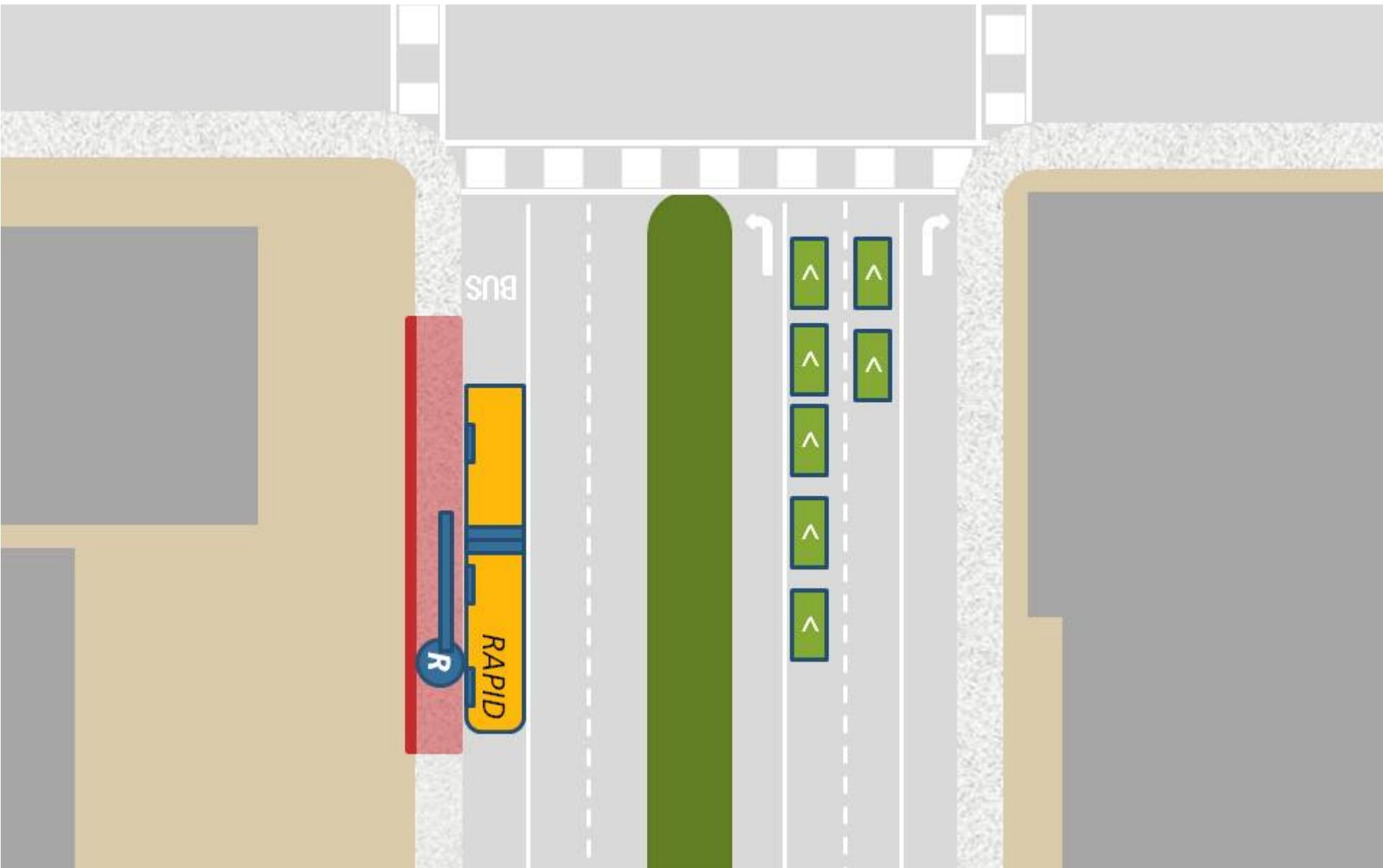
SNELLING AVENUE



Typical Current Condition: Two-Lane Divided with Bus-Only Shoulder/RT Lane (e.g. Snelling/Larpenteur)



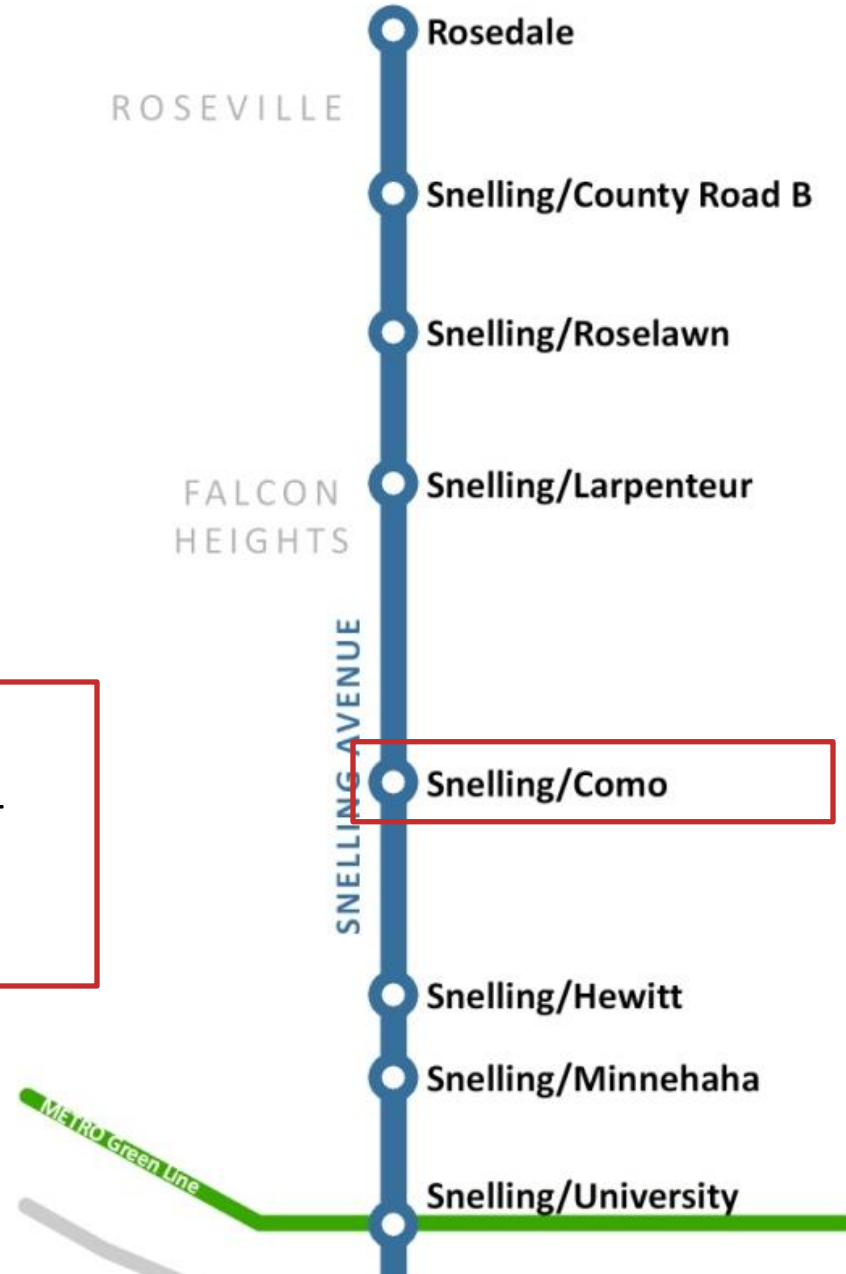
Concept: Upgrade existing stop to curbside station, stopping in bus-only shoulder



Varying Station Contexts



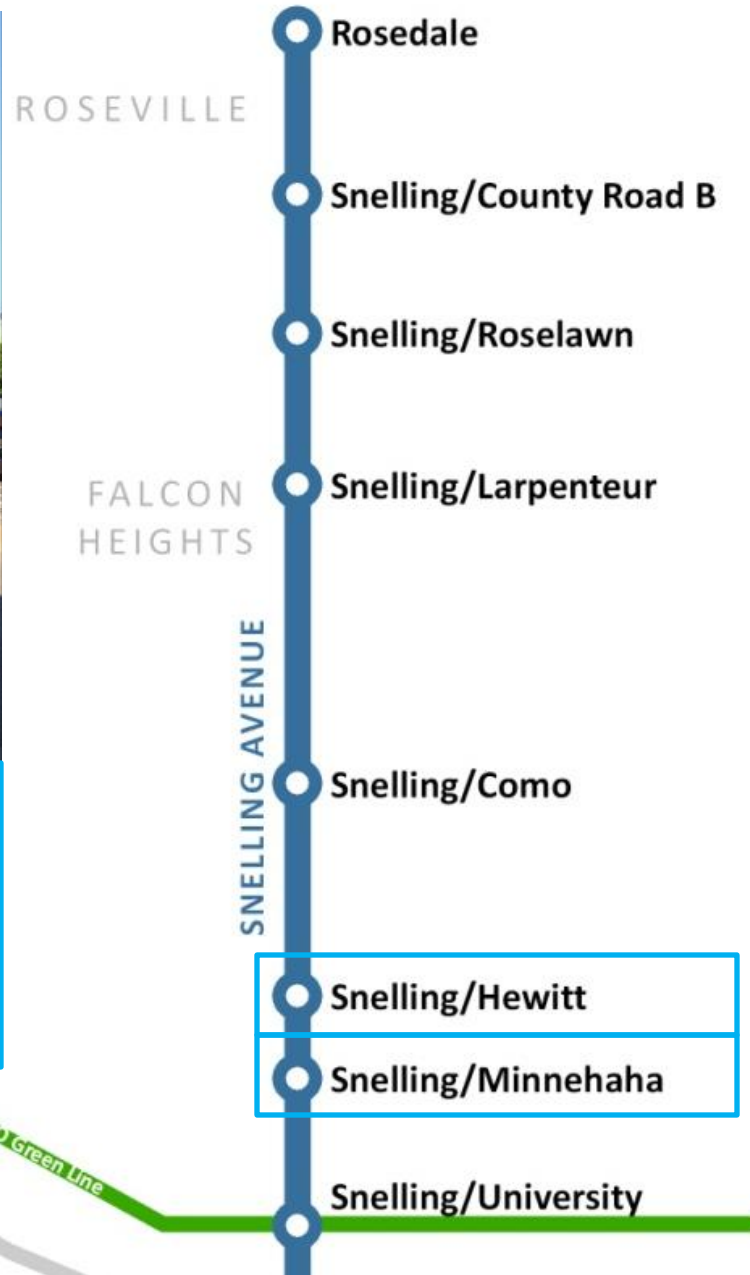
On-/Off-
Ramps



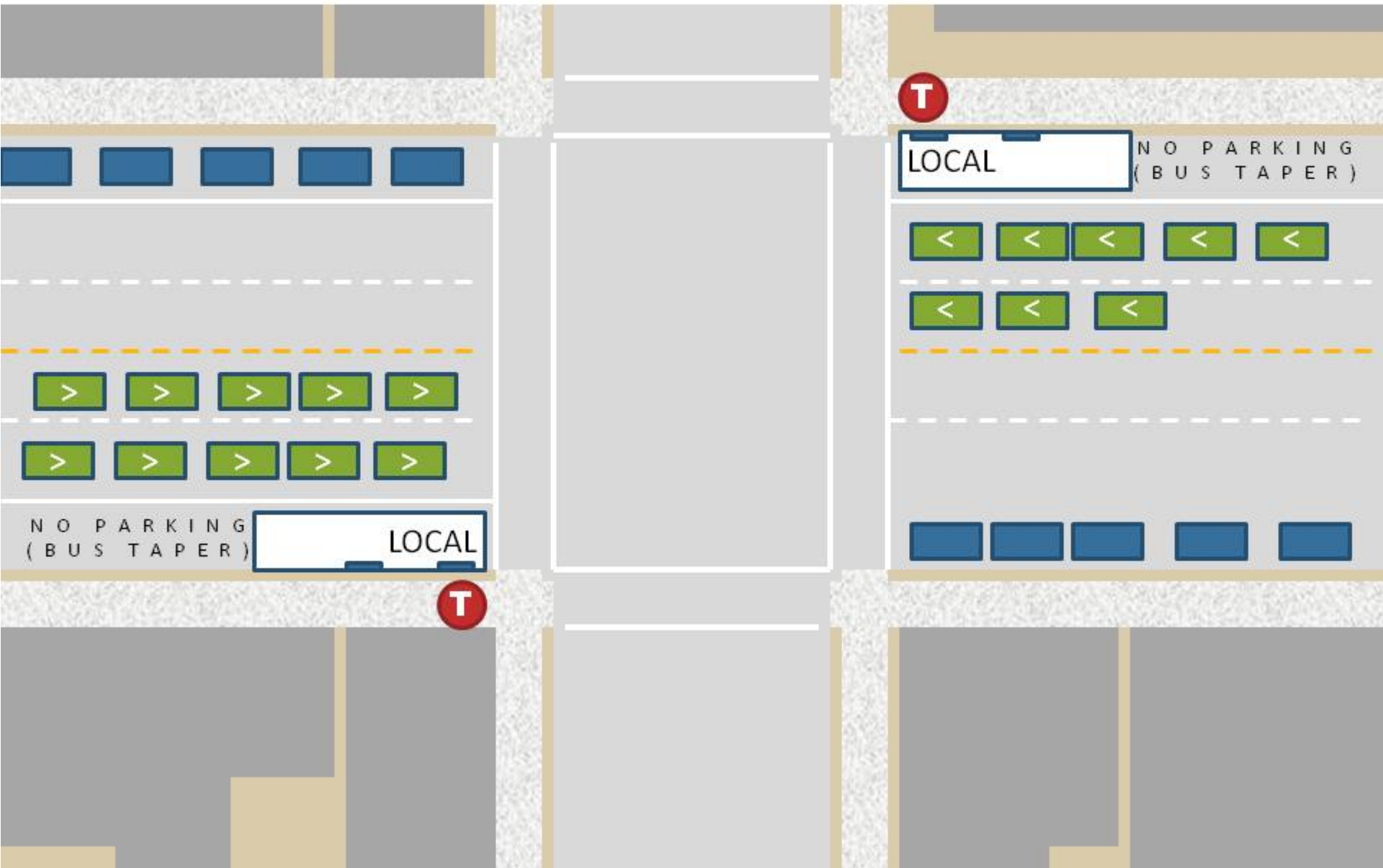
Varying Station Contexts



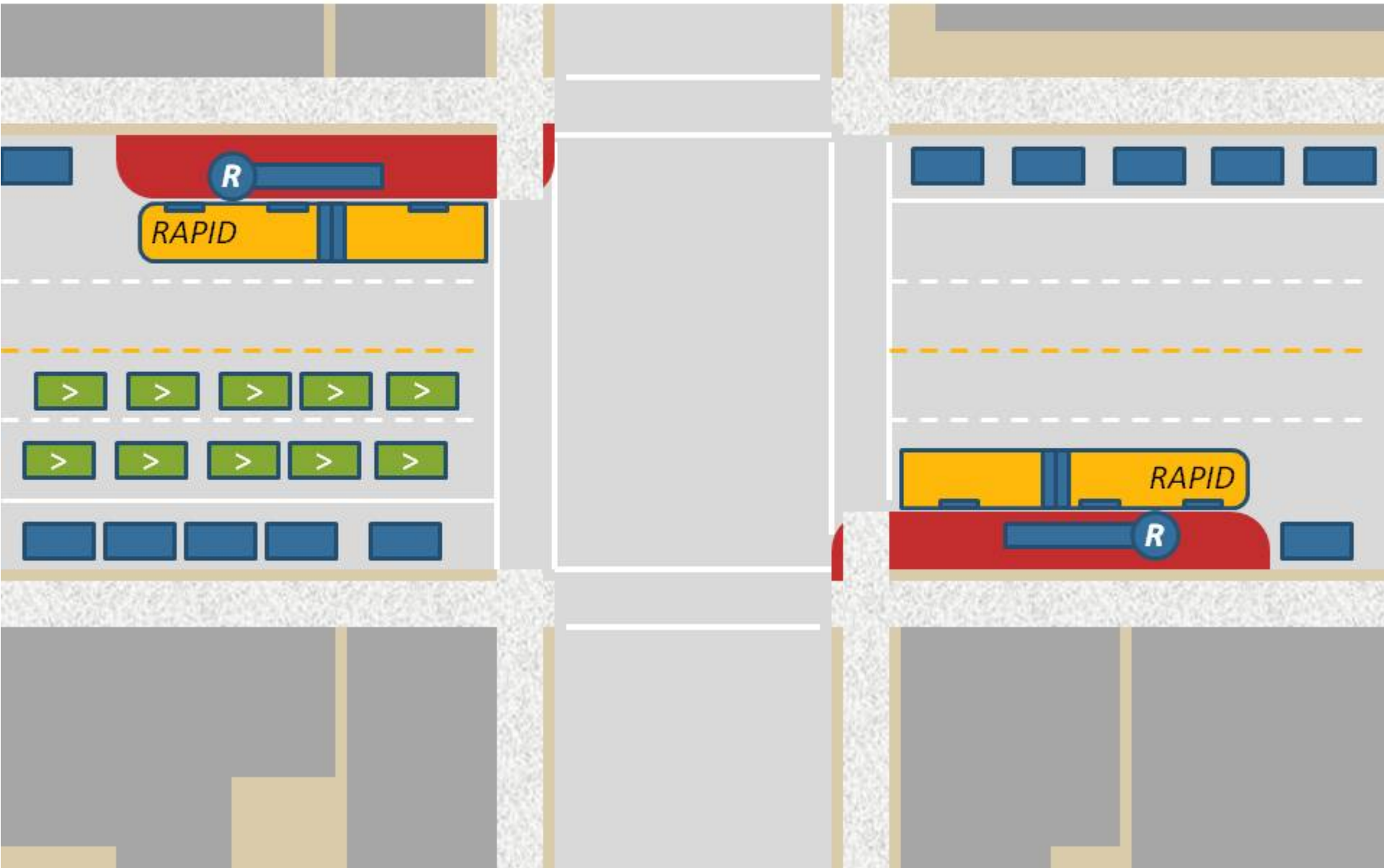
4-Lane Section with Parking



Typical current condition With parking



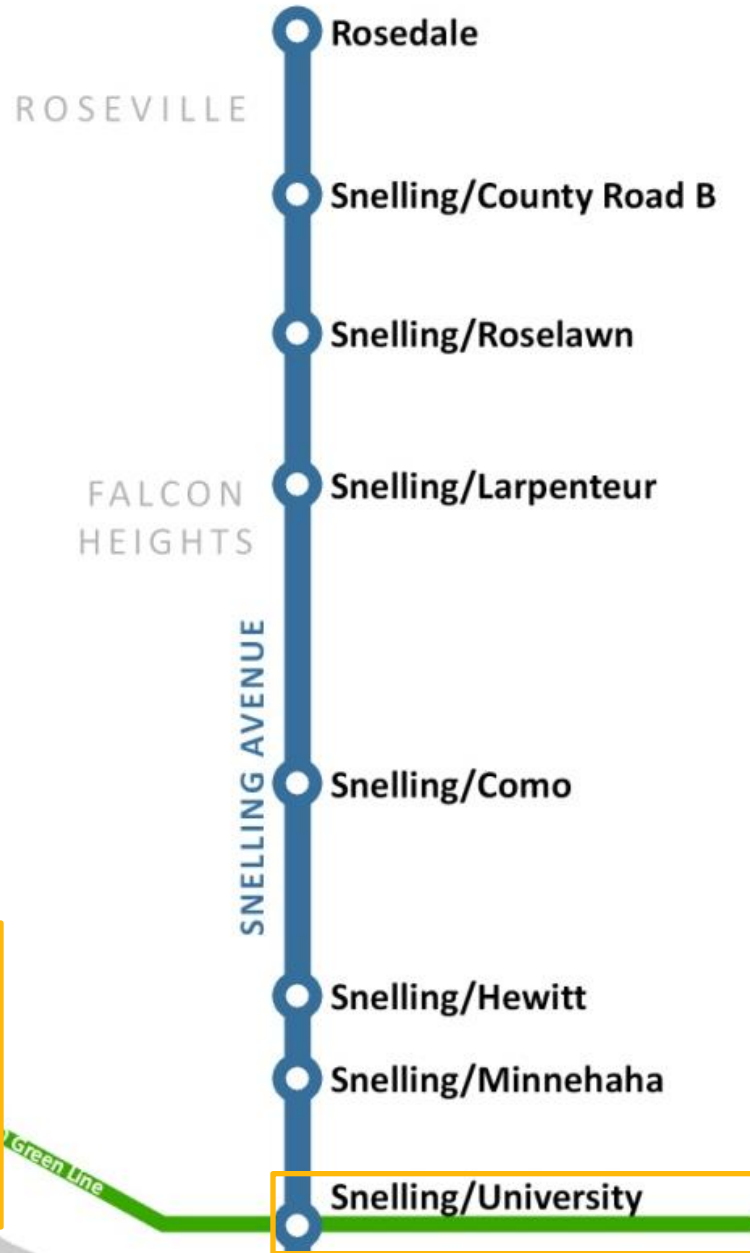
Concept: Farside Bumpout Station



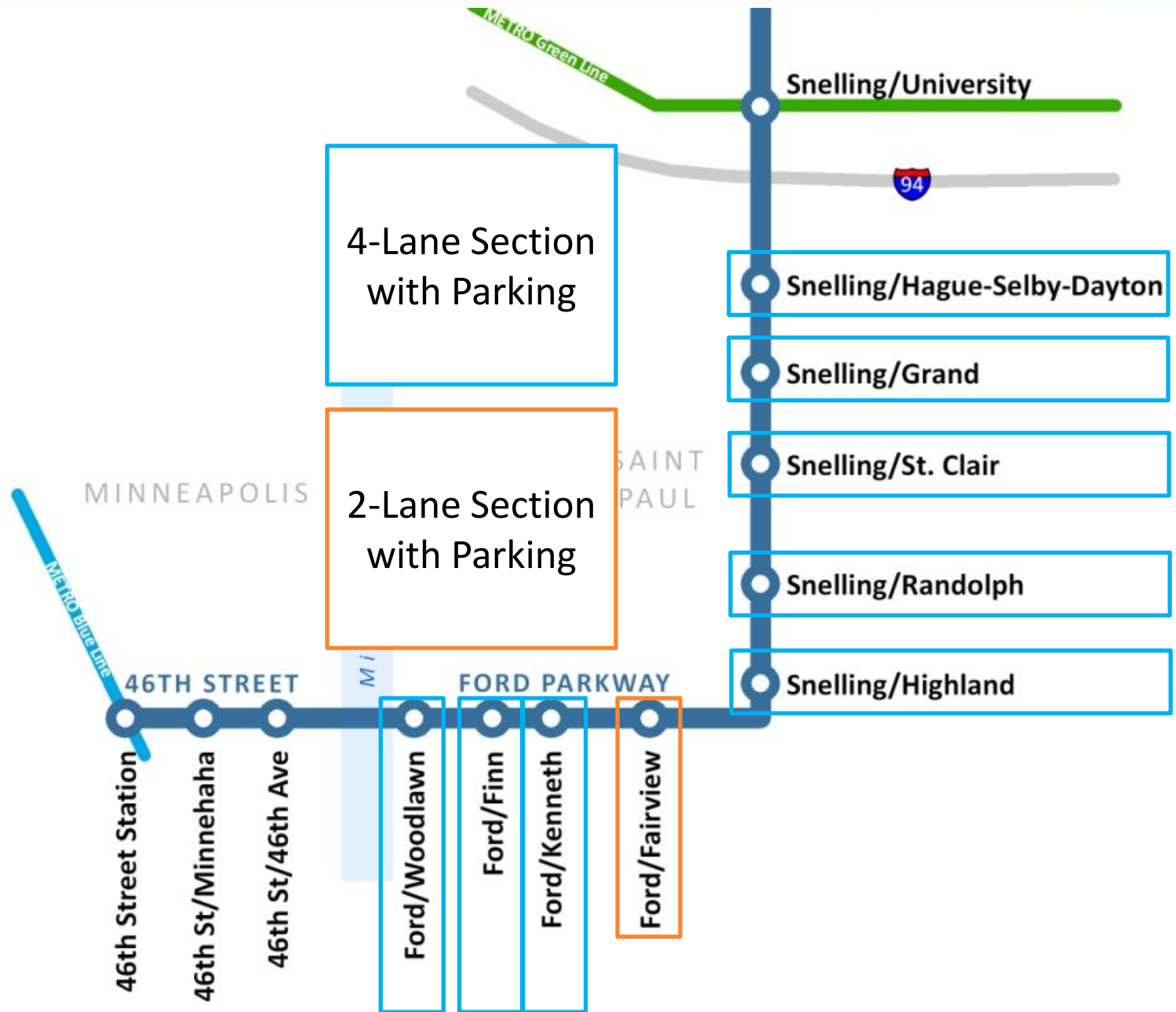
Varying Station Contexts



6+Lane Section
(with Bus
Pullout NB)



Varying Station Contexts



Varying Station Contexts

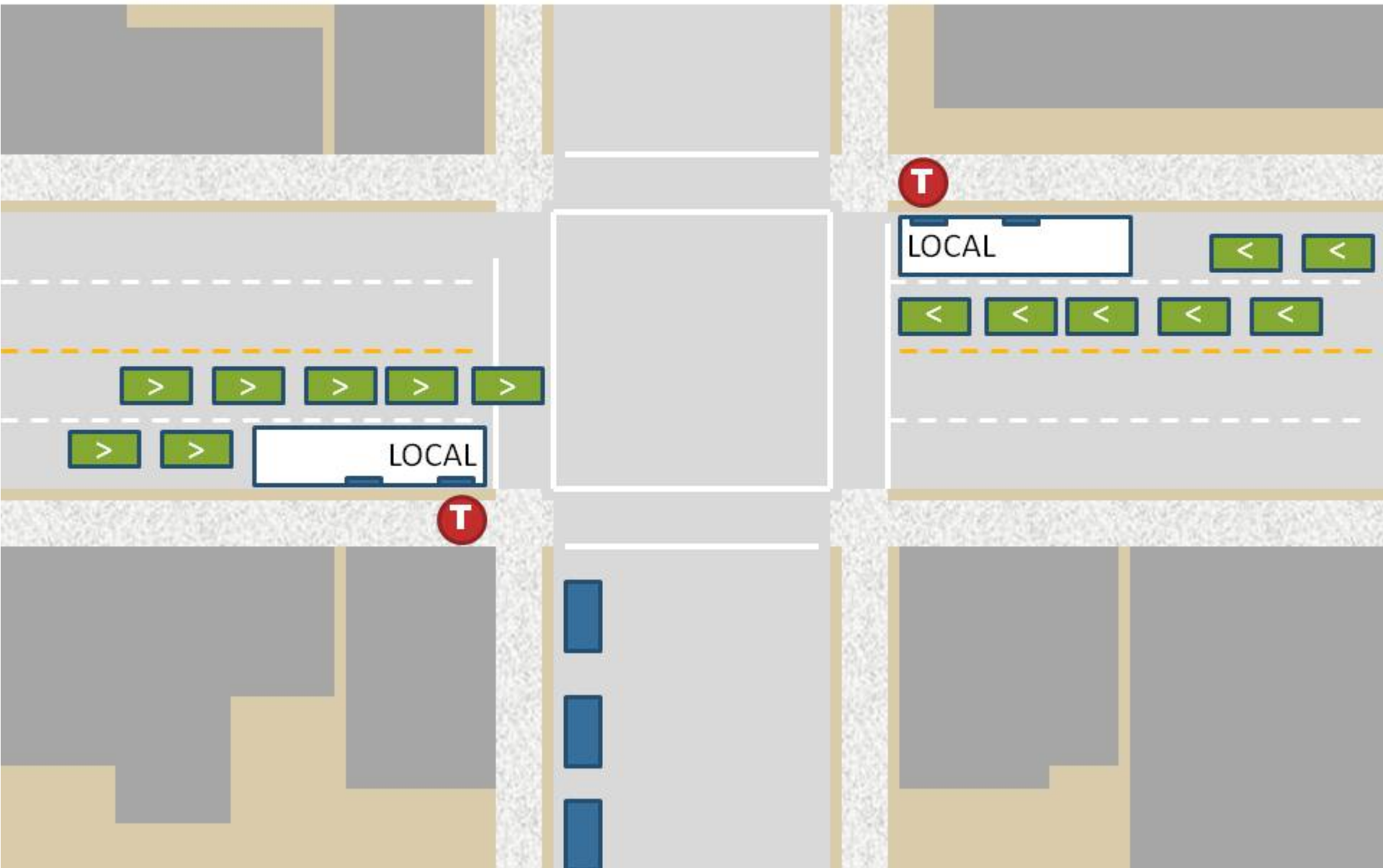


4-Lane Section
No Parking

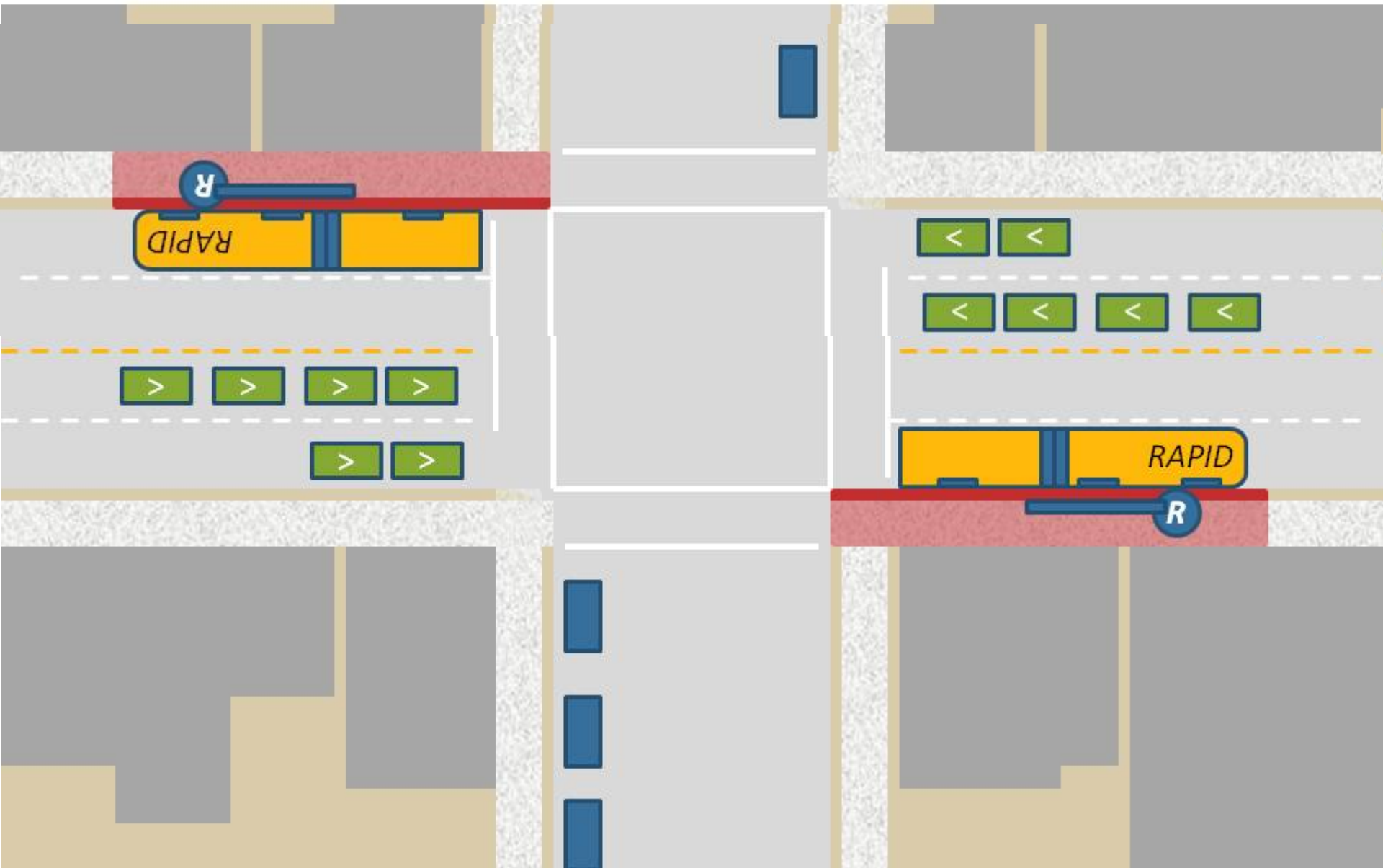


Typical Current Condition

NO Parking in Curb Lane (ex. 46th Street)



Concept: Farside Curbside Station

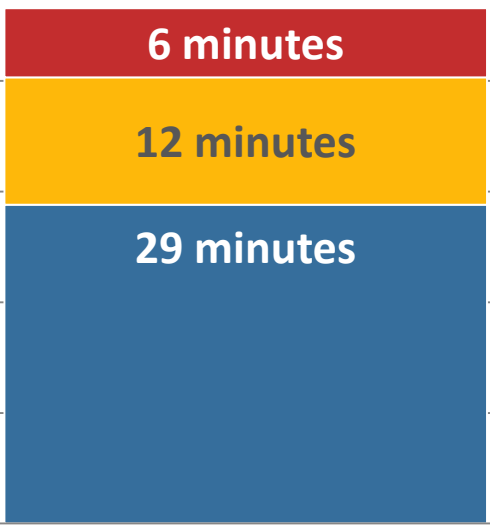


Estimated Travel Time Savings



■ Red Light ■ Boarding ■ Moving

47-48 minutes



36 minutes



27% faster

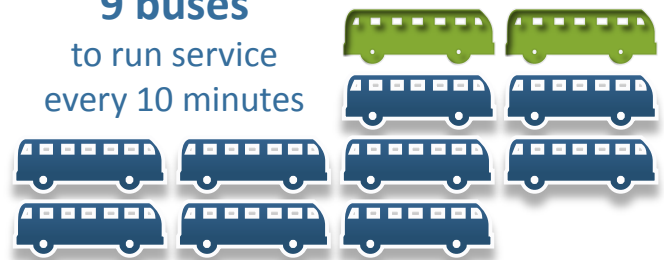
Current Local Route

Arterial BRT

11 buses to run service every 10 minutes



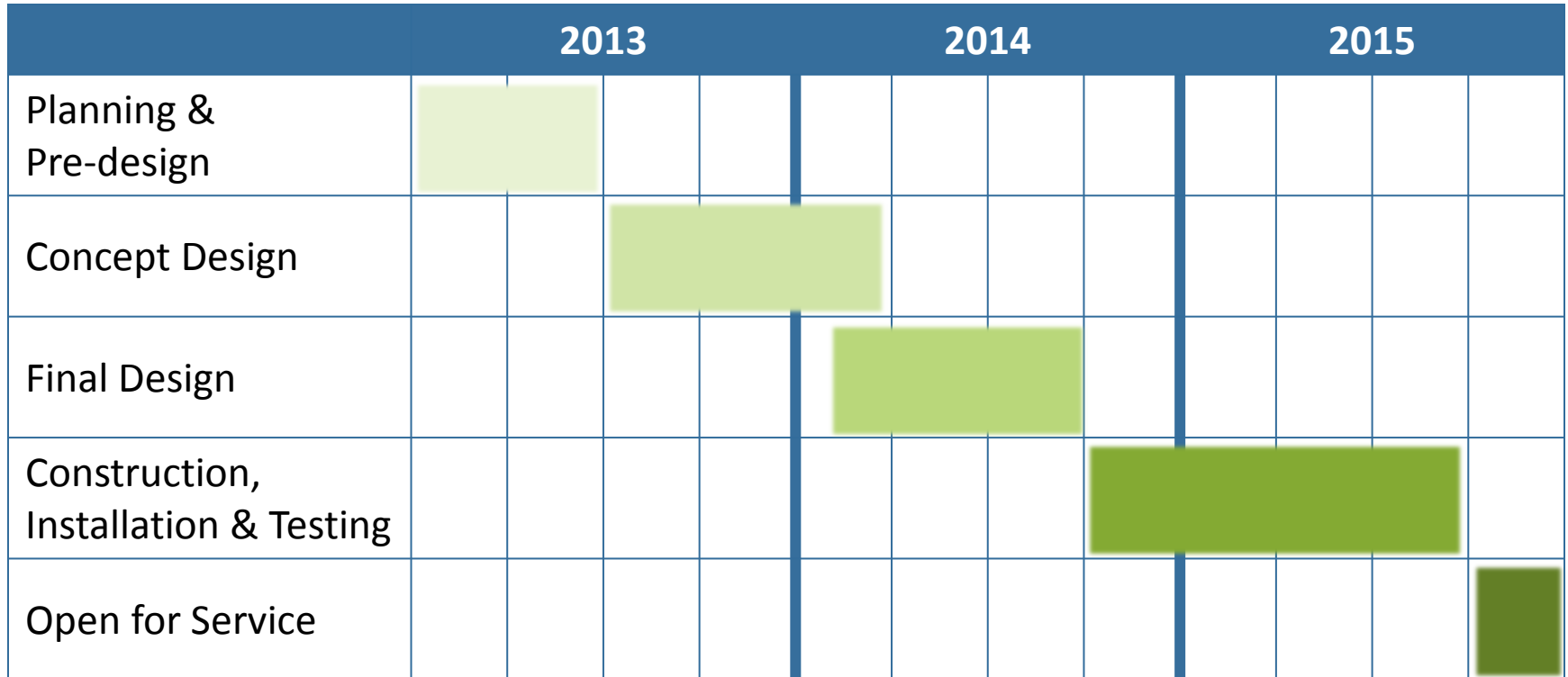
9 buses to run service every 10 minutes



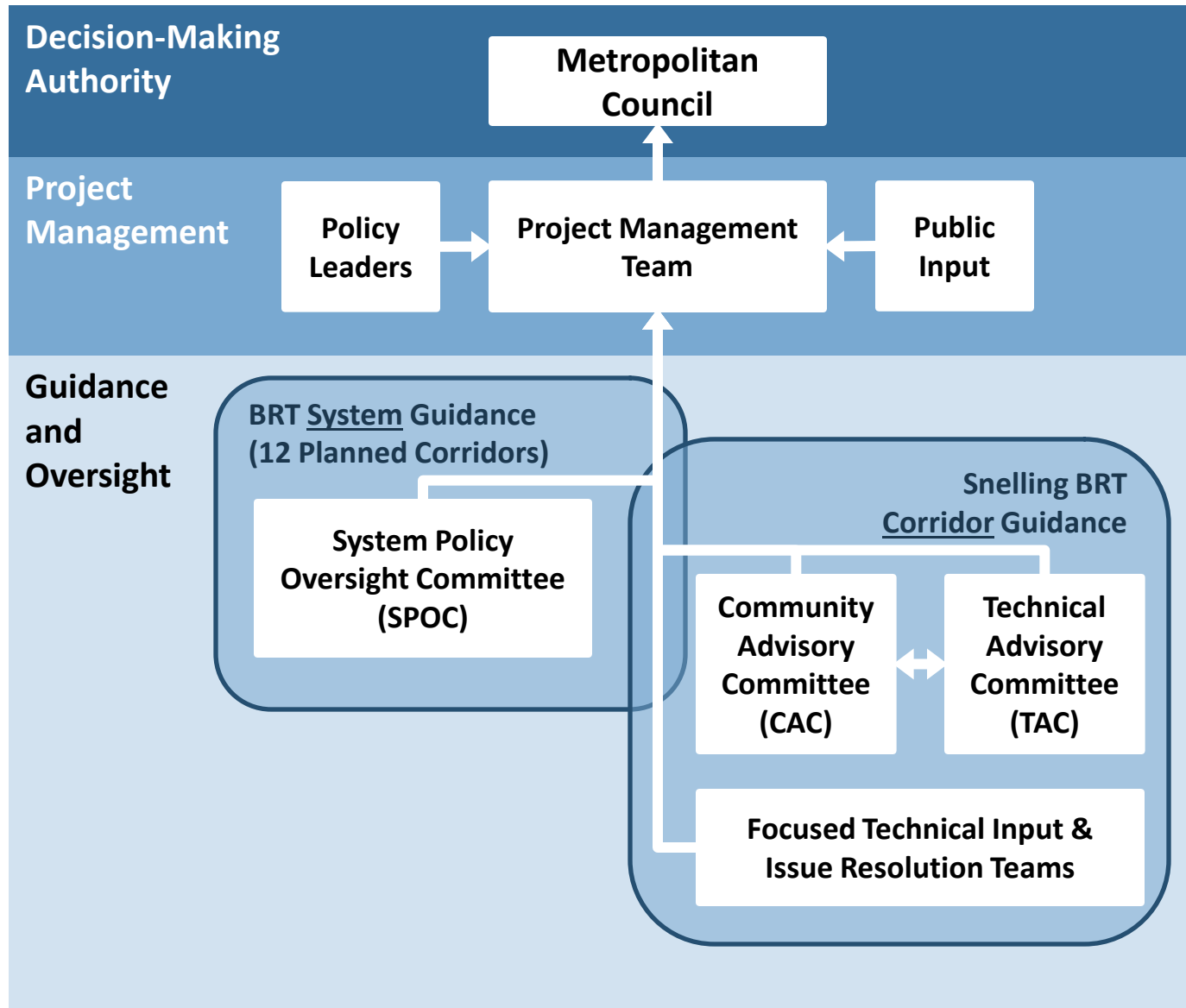
2 buses to use elsewhere

- **Total Project Cost: \$25 million**
 - 50% stations & technology
 - 25% vehicles
 - 10% TSP
 - 15% design & soft costs
- **\$15 million identified to date**
 - \$6 million MnDOT TH Bonds
 - \$6 million Federal CMAQ, formula
 - \$3 million Council funds
- **Seeking \$10 million TIGER V grant**

Snelling BRT Schedule

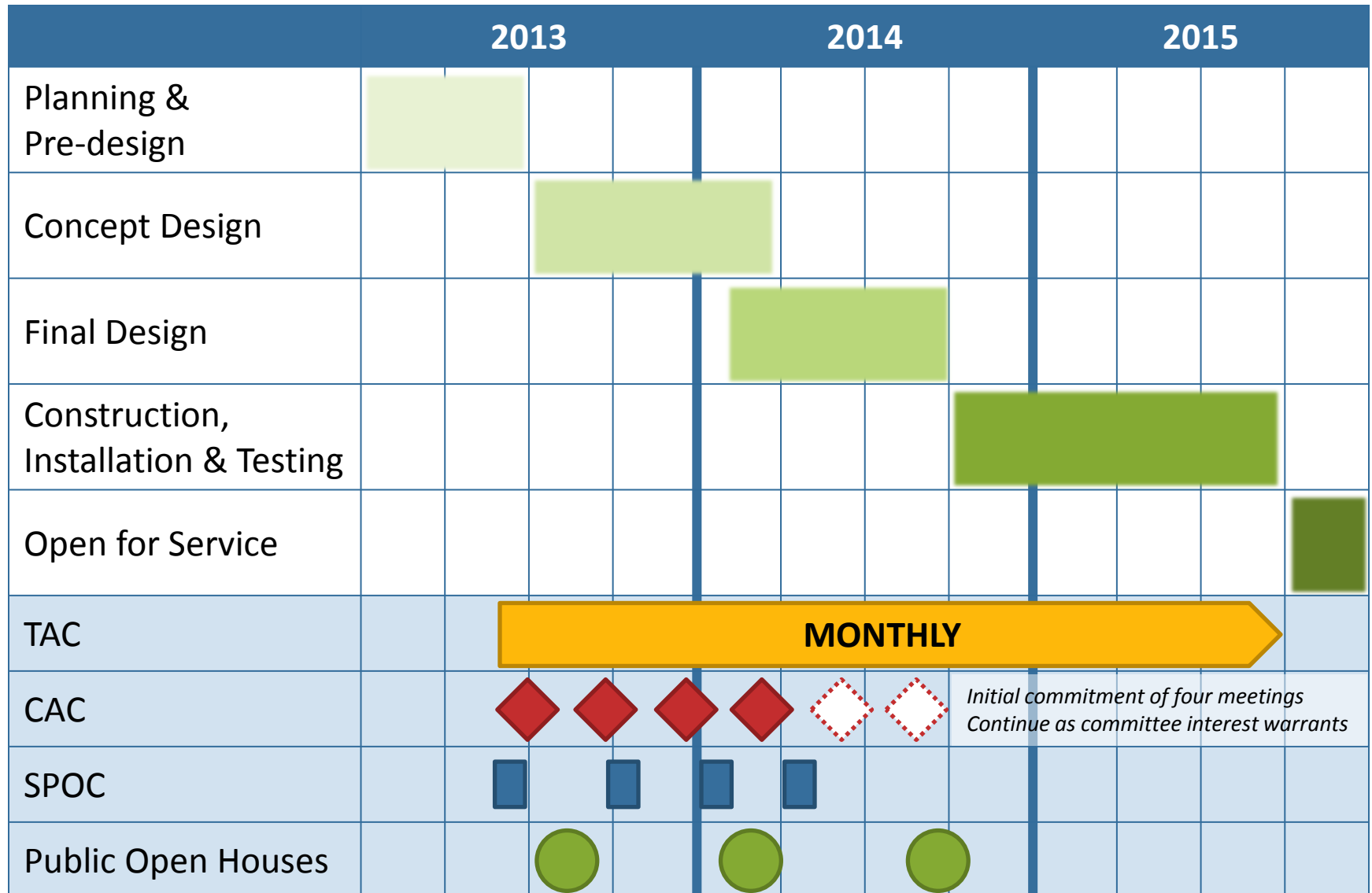


Snelling BRT Oversight Structure



TSP & Traffic Study

Snelling BRT Schedule





Arterial Bus Rapid Transit

BRAND ELEMENTS

System
Brand Name

 **Metro Transit** *Direct*

Vehicle
Design

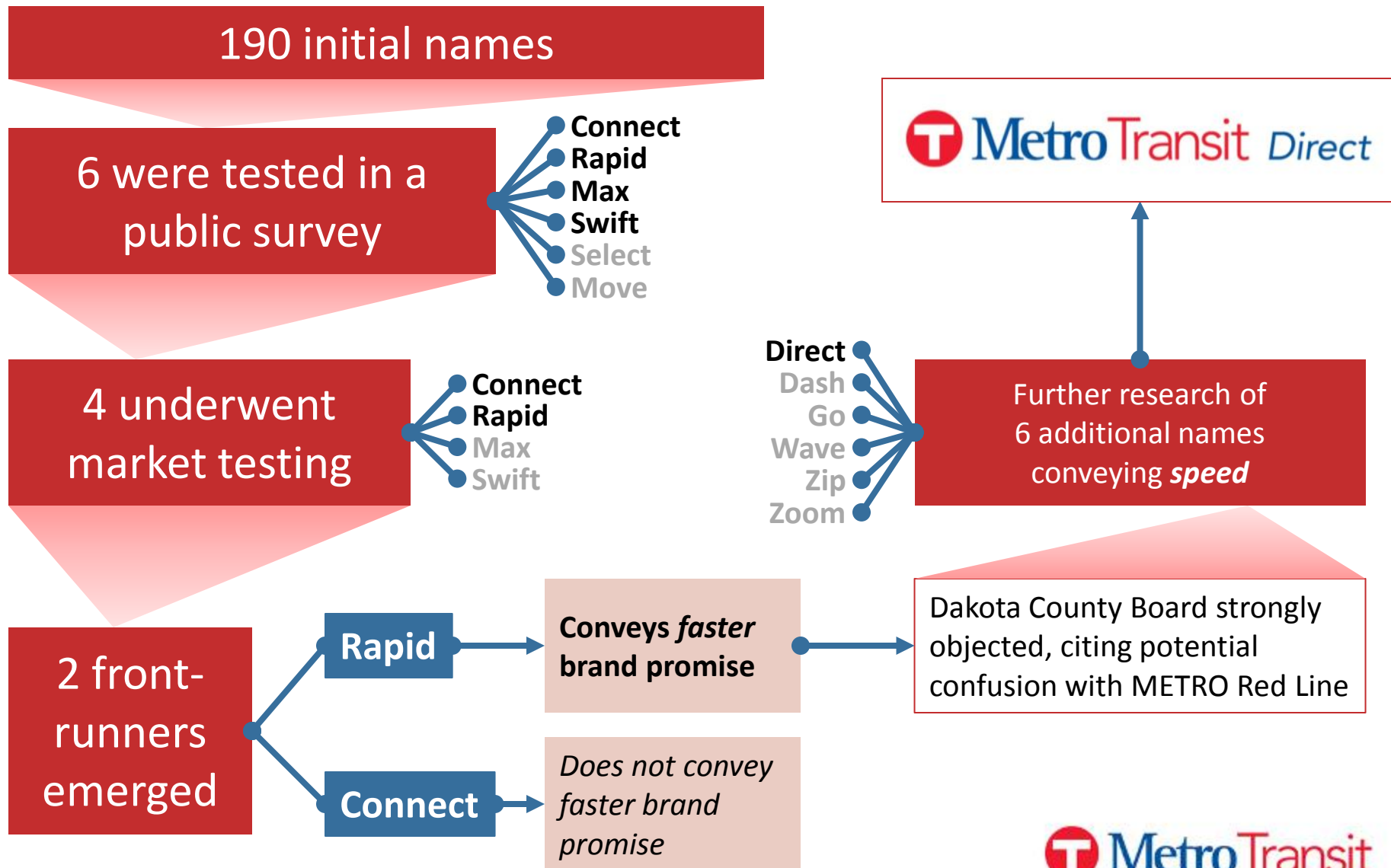


Line
Identifiers

A Line, B Line, C Line

Station
Names

Snelling Avenue & Randolph Avenue



METRO (Highway BRT)



Metro Transit Direct (Arterial BRT)



Metro Transit Standard Bus





Arterial Bus Rapid Transit

ACTIVE DISCUSSION: ISSUE IDENTIFICATION



CORRIDOR Characteristics

Snelling Avenue
Ford Parkway
46th Street

**Corridor
Strengths**

**Corridor
Weaknesses**



CORRIDOR Characteristics

Snelling Avenue
Ford Parkway
46th Street

**Corridor
Strengths**

**Corridor
Weaknesses**

PROJECT Outcomes

What could happen when
we build BRT?

**BRT Project
Opportunities**

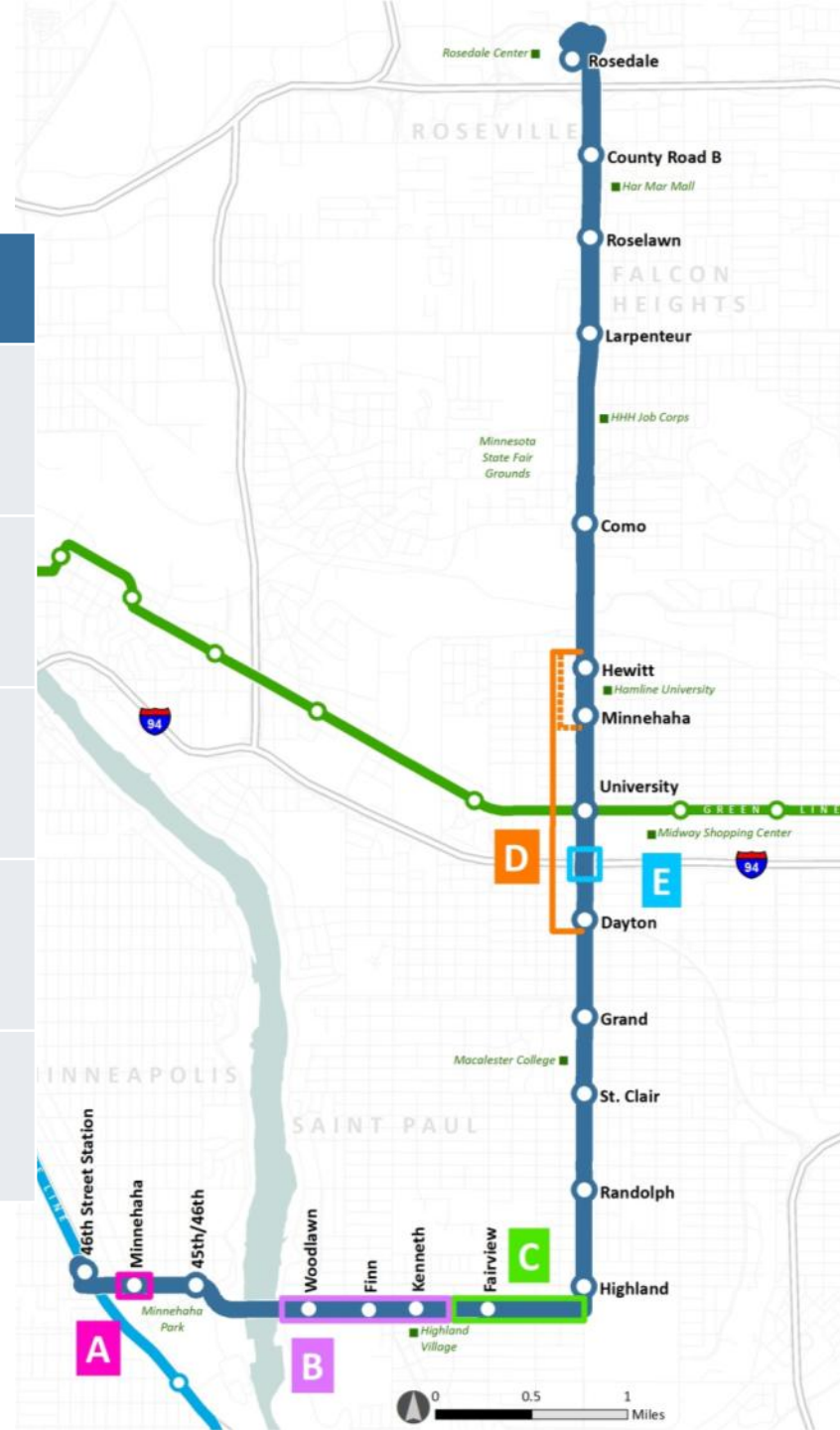
**BRT Project
Threats**



Arterial Bus Rapid Transit

PROJECT COORDINATION

	Project	Lead
A	Minnehaha Avenue Reconstruction <i>Minnehaha/46th intersection</i>	Hennepin County
B	Highland Village Streetscape <i>Mississippi River Boulevard to Howell</i>	Saint Paul
C	Ford Parkway Reconstruction <i>Howell to Snelling</i>	Ramsey County
D	Snelling Multi-Modal Improvements <i>Selby to Taylor</i>	MnDOT/ City of Saint Paul
E	I-94 Bridge Redeck <i>Snelling/I-94 interchange</i>	MnDOT



- TSP/traffic study results distribution (TAC & traffic group)
- TAC Meeting #2:
Monday, June 17
1:00 to 3:00 pm
 - Traffic study results
 - Design contract scope