A Line (Snelling Bus Rapid Transit)
January 2014 Open House Summary

Compiled 1/27/2014

Open House Overview

Metro Transit hosted an open house in January 2014 regarding the upcoming design phase for the **A Line** (Snelling Avenue BRT). The purpose of this meeting was to provide information about the **A Line** concept and receive feedback to inform the upcoming corridor design. The open house was held at Roseville Library on Thursday, January 23 from 6:00 to 8:00 PM.

Project staffs were available at the meetings to share information on the project, answer questions, and gather feedback on initial plans for BRT in the Snelling Avenue/Ford Parkway/46th Street corridor.

Materials shared at this open house were the same concept plan exhibits developed for open houses held in summer 2013.Project exhibits on display at the meetings included boards describing aspects of the BRT concept and a large-scale tabletop map of the Snelling/Ford/46th line with station locations.

Getting the Word Out

Meetings were publicized through a number of means, including:

- Neighborhood newspapers (e.g. Midway Monitor)
- Major newspapers (Pioneer Press, Star Tribune)
- metrotransit.org and social media (Twitter @metrotransitmn, Facebook.com/MetroTransitMN)
- District Councils / neighborhood groups
- Community Advisory Committee members' networks

What We Heard

Approximately 40 people were in attendance at the open house. This document summarizes the written feedback received from these attendees during the open houses. Attendees were also encouraged to take comment sheets home to friends and neighbors and return to Metro Transit via U.S. mail or email. The following document does not include these comments received outside the open houses.

Comments are organized by the three mechanisms through which written comments were received:

- Feedback sheets (with three questions and an open-ended response section)
  - What are your overall thoughts / impressions of Snelling BRT?
  - What parts of the project appeal most to you?
  - What concerns you as the project proceeds?
- Geographically-specific notes attached to the corridor map exhibit
- Notes attached to the board exhibits

Comments from Feedback Sheets

What are your overall thoughts / impressions of Snelling BRT?

- Looking forward to implantation.
- Love it. Looks like a great service to the community at a bargain price.
- I like the more frequent service but am concerned that I will not be able to use my usual Hoyt stop.
- Great idea overall. Green Line makes it worthwhile. Satisfying everyone along the current 84 route with introduction of the BRT will be a challenge.
- This is a much needed improvement!
- 100% positive. I am excited that this area was chosen for this type of line. I think it will be great.
- This heavy traffic avenue needs the service.
- Great idea!
- Excellent improvement.
- Very positive. A good route to debut this kind of service.

What parts of the project appeal most to you?

- Convenience. Efficiency. ADA across.
- I'm moving out of walking distance to work and would love to use transit for commuting.
- Speed and efficiency.
- Access to Green Line with fewer stops/faster times! Major destinations.
- Will actually entice people to use this as a method to get to airport/Mall of America (via Blue Line).
- Later service hours and frequency!
- Off-board fare collection and fewer stops.
- Estimated cost of implementation. I think it is excellent that such a well designed (as far as location of stops, destinations, etc.) can be put in for the $25 million.
- Frequency and station amenities.
- Fast and frequent service.
- More frequent connections.
- Better travel time for longer trips.

What concerns you as the project proceeds?

- Should go to County Road C and Cleveland Park-and-Ride via Snelling and County Road C.
- Nothing.
- Snelling intersection crossings for pedestrians. How do you make Snelling more pedestrian friendly (Roseville/Falcon Heights)?
- No major concerns.
- Only minor concerns about traffic light implementation. Even if BRT has a bit of "priority" I want to be sure that the lights will resume to an expected pattern.

- Traffic disruption.
- No stop in the Como-Larpenteur gap.
- Stop in the Como-Larpenteur gap or maintain more frequent 84 service to that area.
- Station placement. A bit worried about some of these will fit in limited space (e.g. Snelling and University).

Additional comments

- There is an opportunity to use the local 84 to restore service to the Hamline/Hoyt area while the Rapid Ride stays straight on Snelling.
- One thing I would like to see is the stop "shelters" error on the side of being a bit more substantial. Since we area in the elements, the line should feel as protected as light rail.
- Highland Village has four stops in a row that area ¼ mile apart. Our walk is more than a ½ mile. I see this as unfair.
- Highland Park has several stops, but Como has a large gap!
- I like this improved service. Route 84 can be so slow. I take this route a lot to connect to the Blue Line, and it takes a lot of time. Unfortunately, I live halfway between two stations. A bit more walking for me, but hey, I'm young.

Comments from Corridor Map

Location	Comment
Rosedale Transit Center	• Would like the Park-and-Ride back at Rosedale.
Snelling & County Road B	• Target needs to make a sidewalk to the Har Mar bus stop.
Snelling & Roselawn	• Almost nobody uses this stop.
Hamline & Larpenteur	• An 84 route option to serve as much of Hamline as possible would be a good idea (a la future Route 83).
Hamline & Hoyt	• Consider restoring the 84 Local to the Hamline/Hoyt area!
Snelling & Nebraska	• Can you add a stop between Larpenteur and Como, even with the limitation of the west side boundary of the State Fair? • Job Corps span of service later at night. • Need stop in the Como-Larpenteur gap!
Snelling & Como	• A dedicated bike lane is needed along Snelling between Como and Hewitt (similar to bike bridge along Lexington).
Snelling & University	• The bus stop by the book store is too small for such a high usage.