



## Arterial Bus Rapid Transit System Policy Oversight Committee

Date/Time: Monday, April 7, 2014, 1:30-3:30 p.m.

Location: Metro Transit FTH Chambers (560 6th Avenue N, Minneapolis)

### Agenda and Meeting Notes

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*Chair Duinick called the meeting to order at 1:35 p.m.*

- 1. Introductions**
- 2. A Line project status**

*Katie Roth presented an update on the A Line, the region's first arterial BRT line along Snelling Avenue, Ford Parkway, and 46th Street.*

- Duinick asked how many stations are also stops for other routes. Roth responded that local buses continue to run in the corridor and will use BRT stations. Some will split.
- Aho asked how accurate pilot station evaluation will be if non-BRT buses using it. Roth answered that Metro Transit can evaluate station amenities (e.g. security features), operations, and maintainability. Aho added that he felt it will be difficult to gauge where people will stand and queue. He also said that the pilot station might create confusion for customers because two different services using station.
- Higgins suggested putting information out so people know about new BRT service. She also requested that Metro Transit talks to route 5 users about when their route will be upgraded to BRT. Roth clarified that the Commissioner that Route 5 will not be using the pilot stations; only Route 19 and peak-only Route 755 will be.
- Duinick asked when the pilot stations will be ready. Roth answered November/December 2014. Carlson added that the southbound platform will be expanded after Southwest LRT is finished so that more than C Line BRT can use it.
- Duinick asked with who the construction contract will be for all of the A Line platforms and stations (MnDOT or Metro Transit?) Roth said that Metro Transit is still parsing out a lot of that and that this involves a lot of coordination.
- Higgins wanted to know if there was a distinction between shelter and platform and if the shelter was adjustable or standard? Carlson answered that Metro Transit wants a common set of features, so people can recognize them. Metro Transit is working to find a balance of what programmatic elements are required, in addition to identifying items that are scalable. He added that this issue is for this group to determine.
- Higgins added that some neighborhoods like historic nature and that she is afraid of one station fits all. Roth said that the shelter and pylon both communicate the BRT service and brand, but that in some locations there may be potential to have the pylon carry the BRT marking without the shelter.

- Duinick asked how similar BRT station elements are to LRT. Torres said they are very similar. Standard design allows for easier maintenance, so it's possible to use the same elements as LRT for that reason.
- Duinick followed up by asking how competitive the manufacturing is for this type of equipment nationally. Torres said that transit manufacturing has become much more competitive with expansion of transit over the last decade.
- Wagenius said the kit of parts makes sense to him. It has been an issue on the METRO Blue Line, which has highly customized stations. He asked what the upper end of scalability is. How big can we get? Torres said that it is possible to extend shelter modules to adapt to growing rider demand over time.
- Aho wanted to know the approximate size of a shelter. Roth answered that the "small" shelter type is roughly 4-5 feet deep and 10 feet wide. It is approximately the same size as today's bus shelter. Larger iterations of the shelter combine multiple "small"-sized modules.
- Higgins asked if Metro Transit has talked to snow plow drivers to see if bump outs going to be an issue. Torres answered that bumpouts allow for a larger radius will allow snow plows to go around. Higgins followed up by asking how wide the bumpouts will be. Torres replied that it generally would be the width of the lane closest to station.
- Higgins asked where the bicycle lanes will go. Roth said Metro Transit is working through multiple options to address this bike/bus interaction at stations, and Torres added that the Twin Cities is not the only region facing this issue.
- Wagenius asked if the kit of parts takes bumpout versus non-bumpout into account. Torres applied in the affirmative and added that it all depends on how much space is available.
- Wagenius said that he has seen lean rails used abroad at transit stations, but he has not seen them in the United States. He asked if BRT station would use them. Torres said that other cities have used these outside of the shelter because it is difficult to fit them inside the shelter. Portland has them all over. Many put them 6-8' away from building so people won't lean on buildings.
- Busse asked where Metro Transit maintenance ends and property maintenance begin at stations. Torres said that we have to look at station layout and element placement, station by station. Metro Transit decides how this will practically be done. Roth added that maintenance agreements still to be determined. Metro Transit has budgeted for higher-level snow removal at the 38 A Line stations and that some cases might be better for partnerships.
- Qualley wanted to know if all stations will have recycling and trash receptacles. Roth said that Metro Transit is testing out trash/recycling pair on some rail platforms and at the Heywood facility and that it was certainly on table. No decision yet. Qualley and Higgins added that they support using both recycling and trash receptacles. Carlson added that potentially, whoever takes care of them will decide which bins will be used. Qualley suggested using the same throughout to keep a standard design.
- Wagenius asked how visible the pylons will be. Roth said that the pylon is a very important component and that Metro Transit is considering how size will fit all types of station types. Torres added that 12-15 feet is target height.

- Elkins asked if stations will have level boarding. Roth replied that there will not be “level” boarding, but most stations will have near-level boarding. Going for middle level, which is up to 9 inches.
- Qualley followed up by asking why there are not two equal size steps. Torres clarified that stations will ramp up, not step up to that level. Qualley followed by asking if pervious pavers could be used. Torres replied that maintenance was an issue, but that no decision has yet been made.
- Duinick asked if BRT buses will stop in shoulder at northern stations along Snelling Avenue. Roth responded that yes, buses will stop in the shoulder lanes within the high-speed segment of the corridor.

### 3. Shelter and pylon development

*Roth and Torres discussed the shelter and pylon design process and revealed the top shelter design.*

- Wagenius asked where the pylon will go, relative to the image of a station that was displayed. Roth replied that the design team hasn’t developed it yet as much as shelter and that there will be more to come.
- Wagenius asked how effective radiant heat will be with high shelter ceilings. Roth said heaters are placed at 8.5 feet high to provide heat and avoid fire risk. Benches to go outside of shelter so lean rails can be inside. Design team is looking to contain heat more than put heat below. Wagenius asked if Metro Transit would coordinate with Nicollet Mall regarding seating and heat.
- Higgins said that historic neighborhoods won’t like these shelters and that she was surprised Metro Transit went with the curved roof option as opposed to flat roof option. Roth said that the curved roof allows snow, rain, ice to fall off and that drove preference over flat roof design.
- Aho asked if there was any flexibility in design that still works for kit of parts. Torres said that top of shelter is standard because it’s the first part seen by customers.
- Wagenius asked if Metro Transit was taking advantage of flat surfaces. Roth replied that Metro Transit is pursuing a “Kit of Arts” approach to identify station areas where public art could be placed. Local community can select from kit to inform public art placement at stations.

### 4. Arterial BRT branding update

*Carlson updated the group that in the near-term Metro Transit will refer to arterial BRT by the line names (A Line, B Line, C Line, etc). The need for a strong system name (e.g. Rapid, Direct, Connect) is in part ameliorated by the strength of the line identifier.*

- Duinick asked if any thought given to line name and street name (e.g. L Line travels down Lake Street). Carlson said that too many of the BRT routes will be using multiple streets that this will not be effective.

- Higgins asked if all arterial BRT lines will replace a current route. Roth said that many will, but some will take different routes from other bus routes (e.g. Hennepin Ave BRT). Higgins added that she wonders if some will call the C Line the 19 BRT since the C Line will replace Route 19.
- Wagenius reiterated that “BRT” should be used for dedicated right-of-way highway lines. He recommended replacing the Hi-Frequency network with arterial BRT and using that name.

## 5. Anticipating future corridors

*Carlson and Roth updated the group on the locations of the B and C Lines, in addition to discussing how future lines will be determined.*

- Wagenius asked how the Riverview Study was working with the B Line planning. Roth replied that the B Line would continue the progression of investment that has been made in the corridor since limited-stop Route 54 was launched a decade ago. The B Line will help to strengthen an already strong transit corridor for potential future investments through the Riverview study, which is looking more broadly at the corridor. Carlson added that the same is true of Saint Paul’s streetcar effort. Different purposes, need, and transit investment.
- Aho asked if there was a methodology for determining the next corridors. Carlson replied in the negative. There are a variety of efforts; lot of data from ATCS; TPP allows for prioritization.
- Higgins noticed a transit gap west of downtown and asked if Metro Transit has thought about what might be used for the western suburbs. Carlson answered that Metro Transit runs express service there. Since there is not a popular local route traveling there, it is unlikely arterial BRT will run there in the near term. There are opportunities being studied, such as highway BRT, for 394 corridor. Higgins added that Highway 55 might be better for highway BRT.

## 6. Roundtable

- LaShella Sims (guest) asked how wheelchair accessibility from the shelter to the bus will work. Roth said that clearance area being considered in platform design and raised curb will shrink distance for those using canes/walkers. A ramp will be still needed for wheelchairs.
- Sims followed by asking how Metro Transit is selling the public on farther walking distances. Roth said there will be a longer walk for some, but they will have a faster and more reliable trip. Metro Transit is selecting most popular stations so majority won’t have to walk farther. Higgins added that the regular route will still run for those who can’t make it to BRT station.

## 7. Next meeting

- Next meeting will be in October 2014 during A Line final design phase; invitations will be sent in advance.

*The meeting adjourned at 3:30 p.m.*

**Present:**

Council Member Adam Duininck (Metropolitan Council) (Committee Chair)  
Council Member Steve Elkins (Metropolitan Council)  
Commissioner Linda Higgins (Hennepin County)  
Council Member Brad Aho (City of Eden Prairie)  
Council Member Tim Busse (City of Bloomington)  
Robert Ellis (City of Eden Prairie)  
Bart Fischer (City of Falcon Heights)  
Marcia Glick (City of Robbinsdale)  
Steve Hay (City of Minneapolis)  
Andrew Hogg (City of Brooklyn Center)  
Hilary Holmes (City of Saint Paul)  
Julie Klima (City of Eden Prairie)  
Scott McBride (MnDOT)  
Joe Morneau (Dakota County)  
Josh Olson (Ramsey County)  
Don Pflaum (City of Minneapolis)  
Kay Qualley (City of Fridley)  
Duane Schwartz (City of Roseville)  
Peter Wagenius (City of Minneapolis)  
Kim Zlimen (Hennepin County)  
Charles Carlson (Metro Transit)  
Kate Christopherson (Metro Transit)  
Katie Roth (Metro Transit)  
Chris Leverett (Kimley-Horn)  
Edgar Torres (Kimley-Horn)