

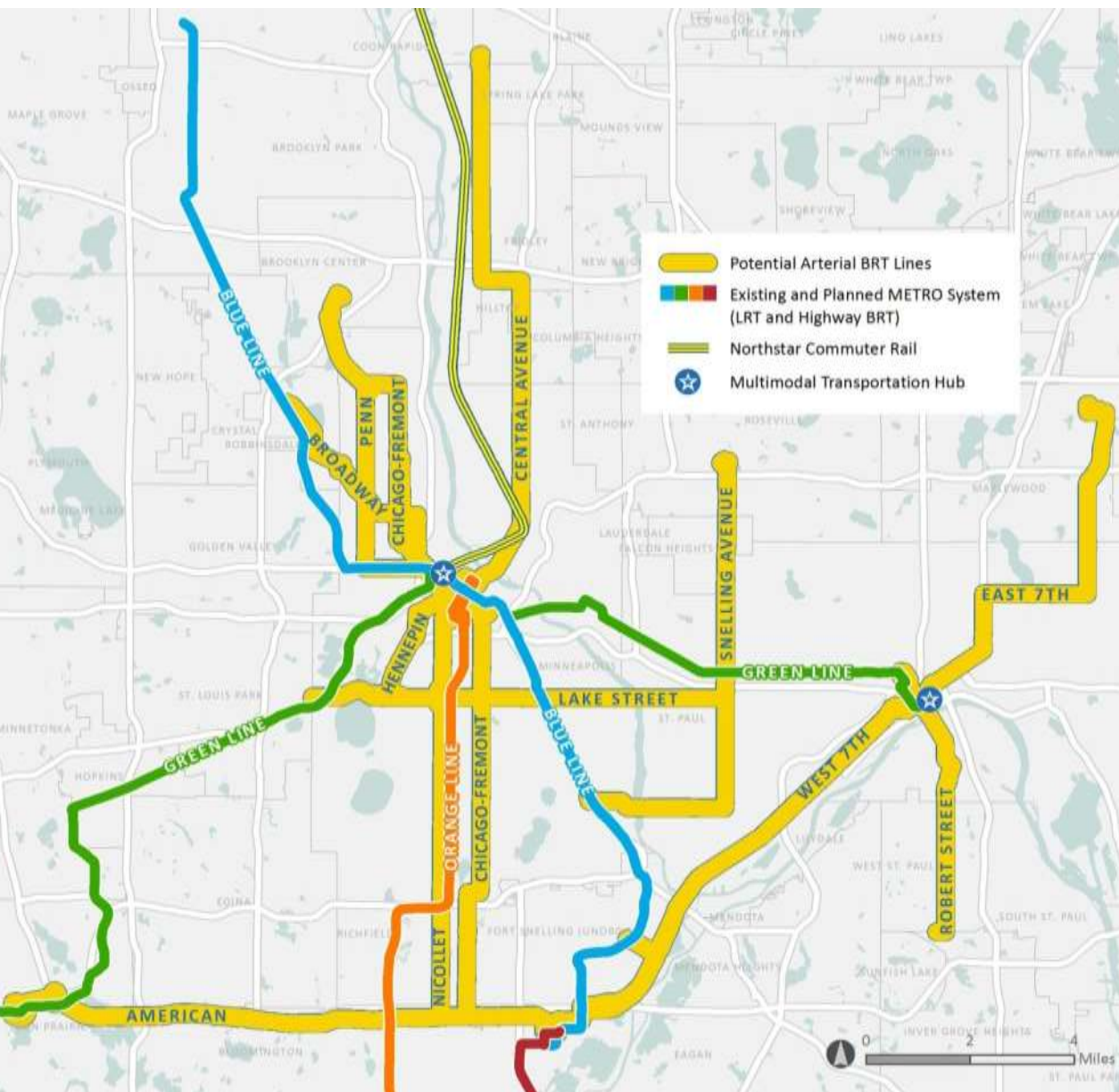
# A Line (Snelling) Bus Rapid Transit

May 12, 2014  
District Councils  
Joint Meeting



- Background
- Project Timeline
- Concept Plan Contents – *What's driving where stations are sited?*
- Shelter Designs
- Process, Next Steps & How to Comment

# 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)*
  - *West 7th (2016)*

# A LINE

- 9.7 miles, Rosedale to METRO Blue Line 46th Street Station
- 20 stations, roughly 1/2 mile apart
- Mix of services:
  - A Line every 10 minutes
  - + Route 84 every 30 minutes
- 27% faster than local bus

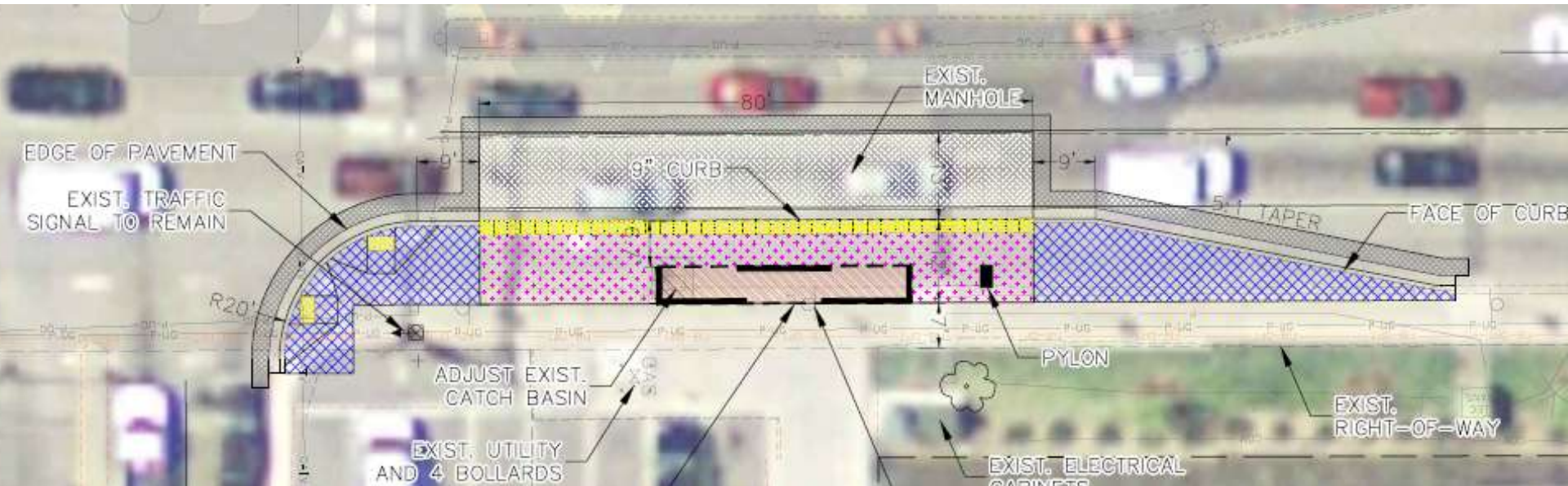
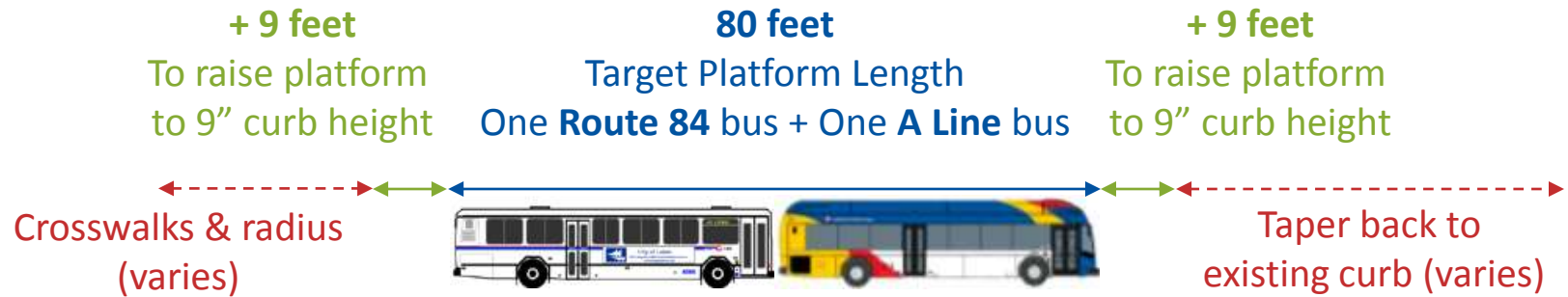


# ALINE

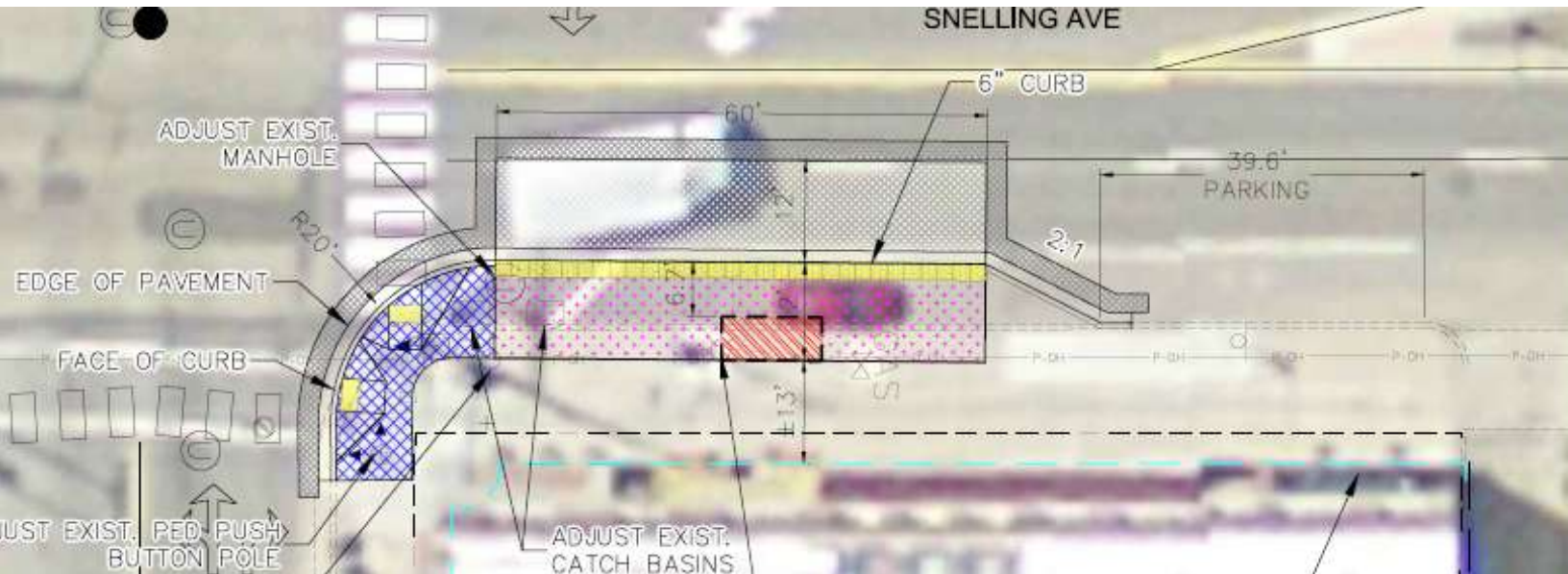
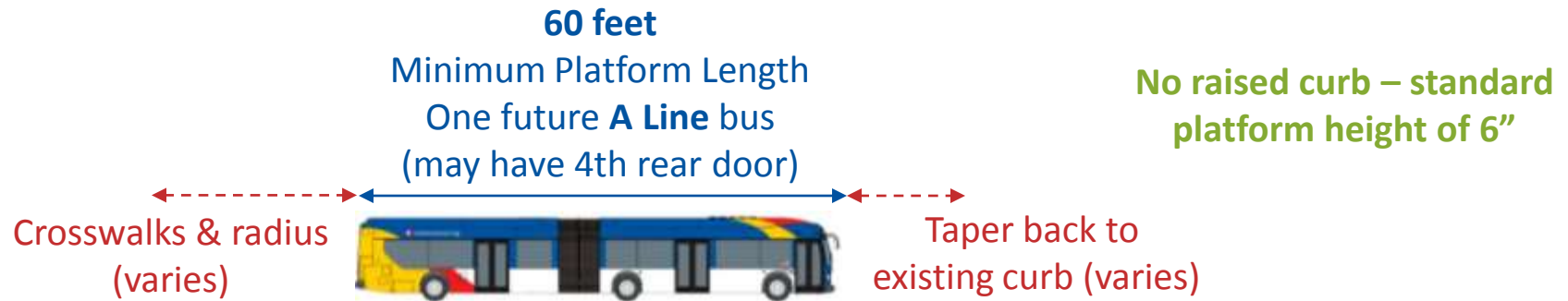
- 2012-2013: Planning & Concept Design
- 2014: Preliminary & Final Design
  - **Spring: Preliminary Design (we are here)**
  - Summer: Metropolitan Council approves final project scope (recommended plan)
  - Summer/Fall: Final Design
- 2015: Construction
  - Coordinated with Snelling Avenue resurfacing, I-94 bridge redeck, Ford Parkway reconstruction
- **Late 2015: Open for Service**



# Concept Plan: Typical Station Dimensions



# Concept Plan: Minimum Station Dimensions



# Why “farside” stops?



(Farside = after intersection)

- Less potential for red light delay
- Works better with transit signal priority
- Safer for pedestrians



Potential to replace some on-street parking on the near side of intersection

BRT stops farside of intersection, progressing through signal before stopping to board passengers

Curb extension provides space for a BRT station and eliminates side-to-side weaving



# What about other local bus service?



● = Local bus stops separately from A Line due to traffic operations and/or higher local bus volumes.

At all other stations, A Line and local buses share station.

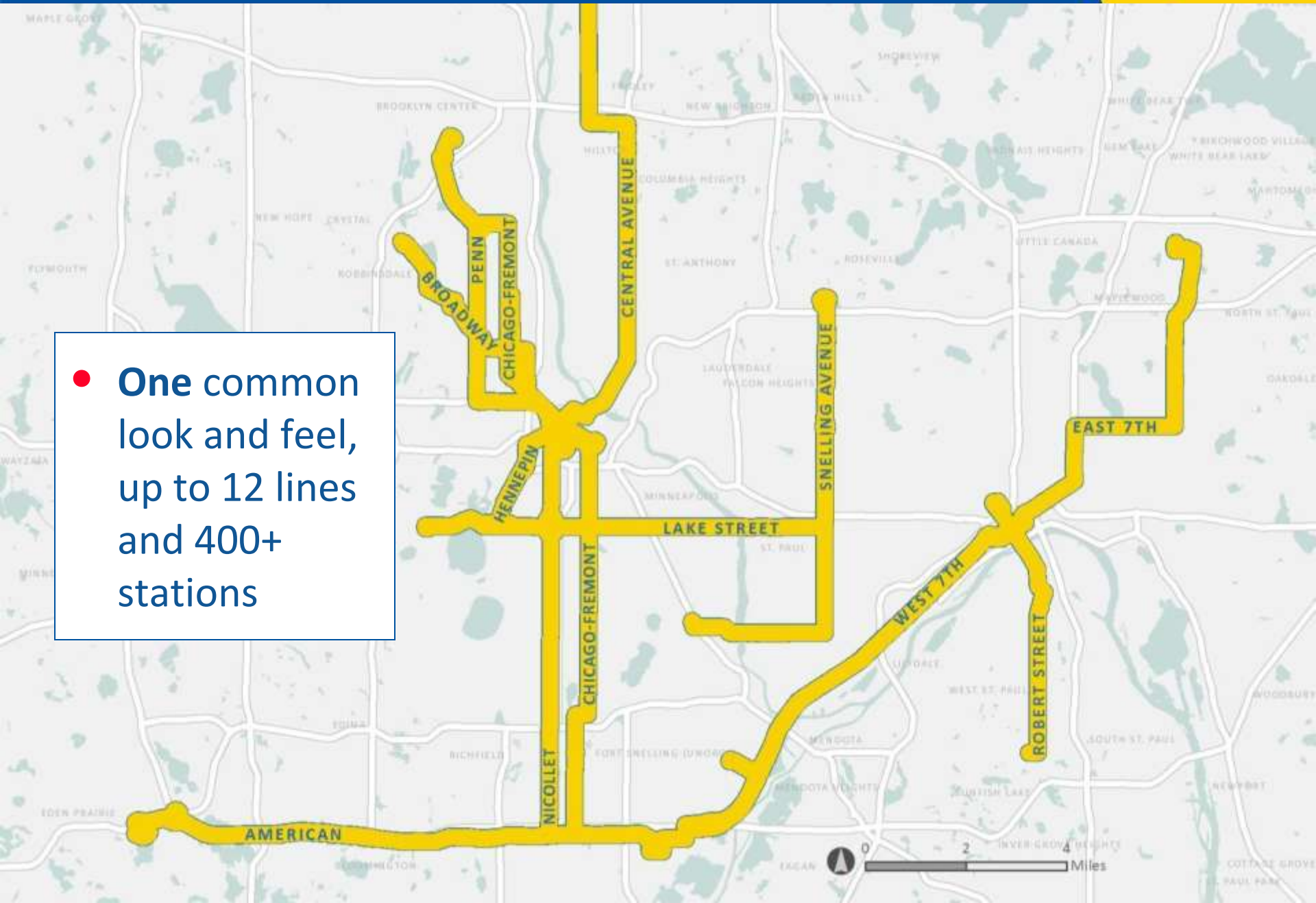


*Route 84 continues to run every 30 minutes, serving Snelling Avenue, Montreal/Fairview, and St. Paul Avenue*

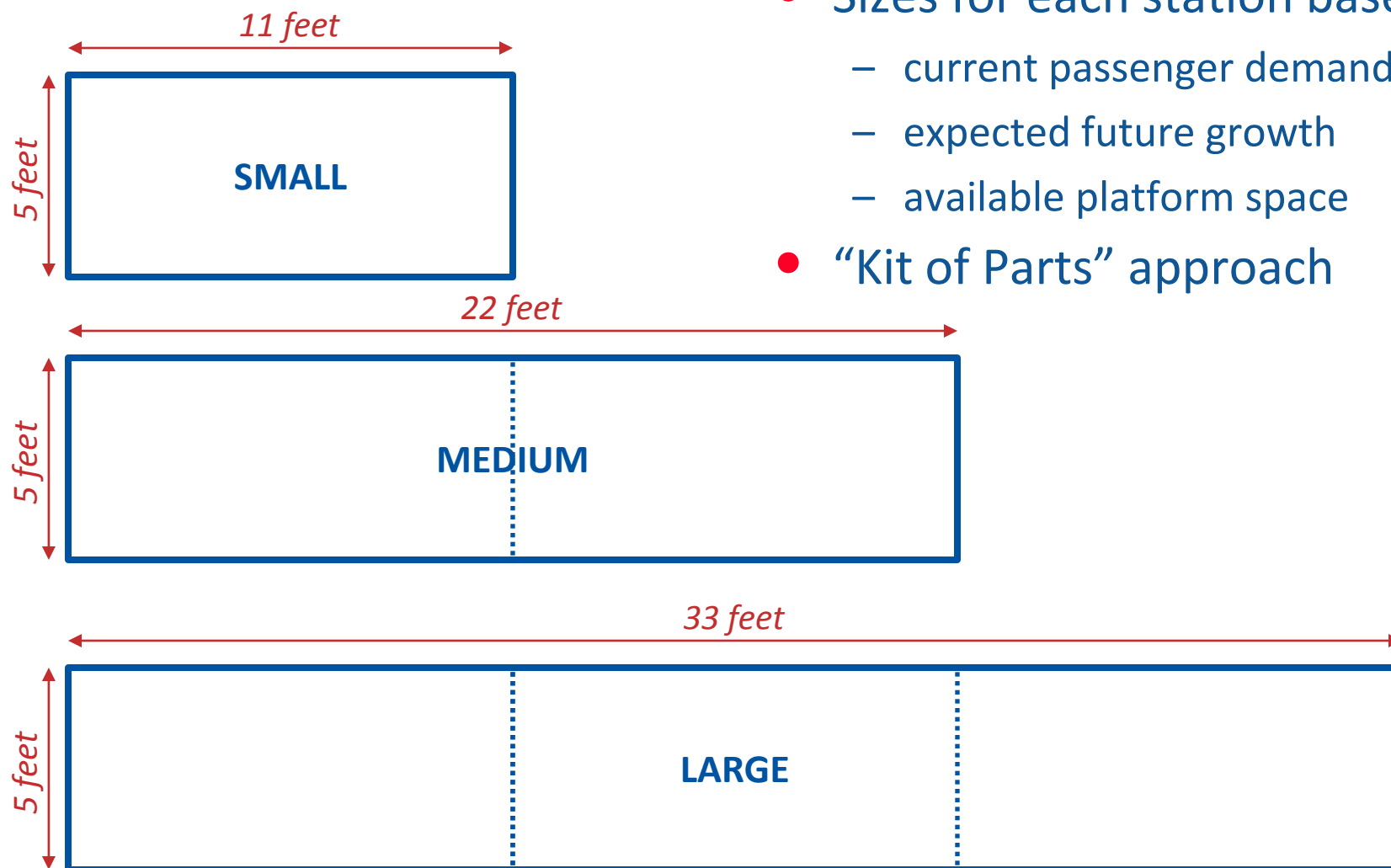
# Shelter Design



- **One** common look and feel, up to 12 lines and 400+ stations

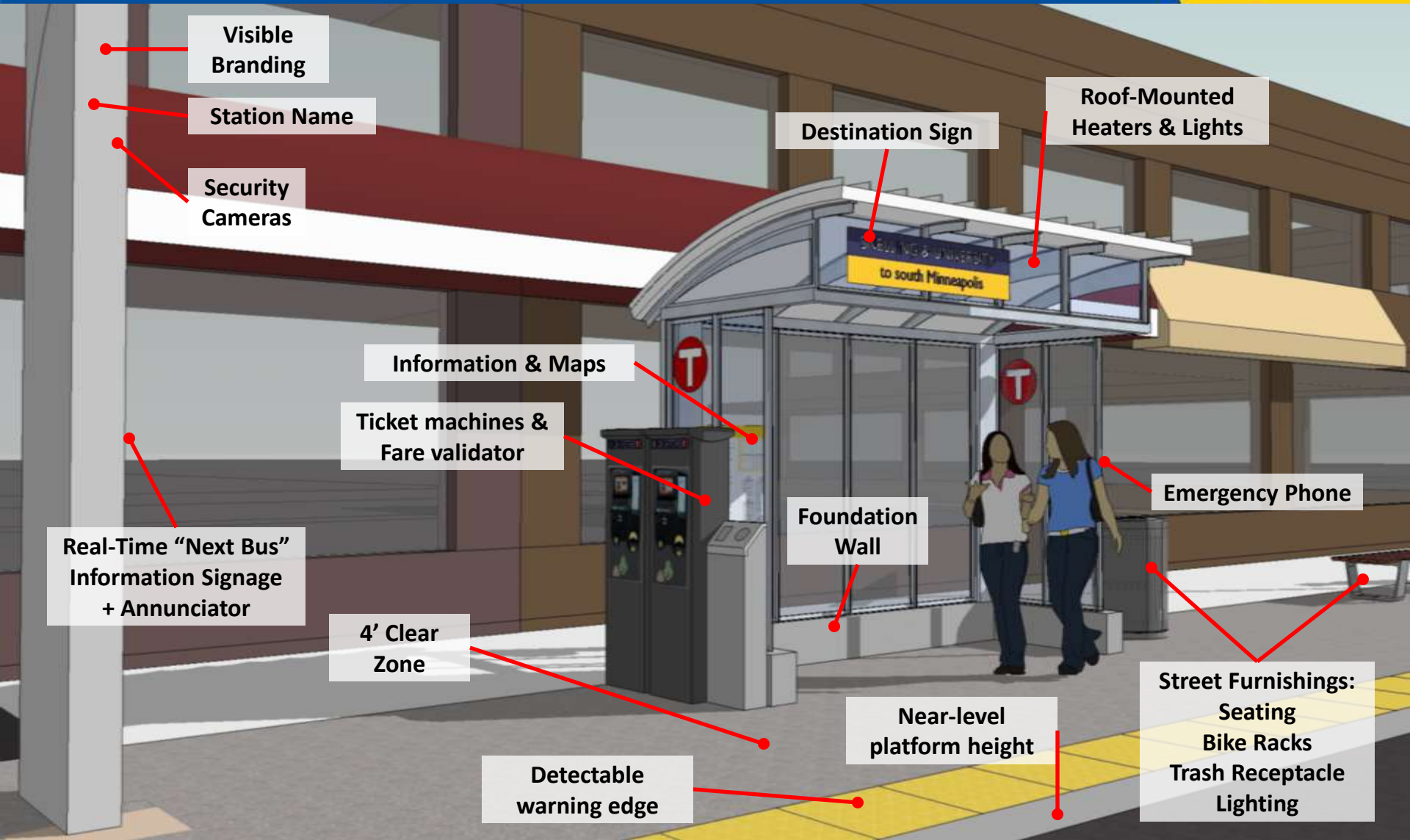


# Shelter footprint sizes



- Sizes for each station based on:
  - current passenger demand
  - expected future growth
  - available platform space
- “Kit of Parts” approach

# Small Shelter



Visible Branding

Station Name

Security Cameras

Destination Sign

Roof-Mounted Heaters & Lights

Information & Maps

Ticket machines & Fare validator

Real-Time "Next Bus" Information Signage + Annunciator

4' Clear Zone

Foundation Wall

Emergency Phone

Detectable warning edge

Near-level platform height

Street Furnishings:  
Seating  
Bike Racks  
Trash Receptacle  
Lighting

# Medium Shelter

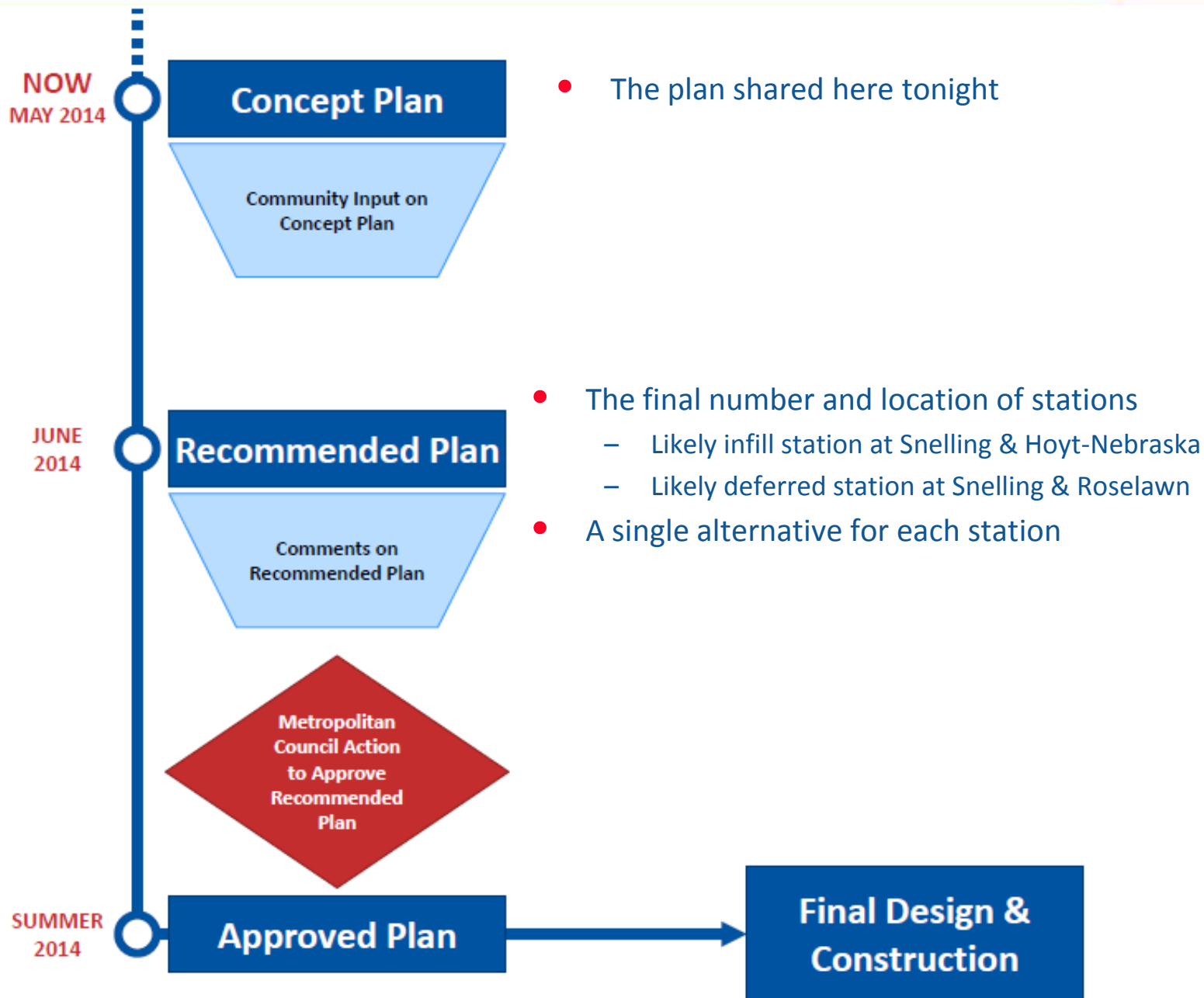


*Two modules shown  
Can also be placed at  
opposing configuration*

# Large Shelter



# Concept Plan to Recommended Plan



- April-June 2014: Public outreach & comment on concept plan
  - **Submit comments in writing at an open house**
  - **Submit comments via email by May 30 to [brtprojects@metrotransit.org](mailto:brtprojects@metrotransit.org)**
- June 2014: Comments compiled to inform recommended plan development
- Summer 2014: Met Council action to approve recommended plan