How will A Line decisions be made?

NOW
MAY 2014

Concept Plan

Community Input on Concept Plan

The **concept plan** is presented on the exhibits displayed today. For some stations, multiple station alternatives are under consideration.

Input on the **concept plan** will be reviewed and compiled to inform development of the **recommended plan**.

JUNE 2014

Recommended Plan

Comments on Recommended Plan

The **recommended plan** will identify:

- The **final number and location of stations** to be constructed as part of the A Line project. Any infill stations or stations to be deferred until a later date will be identified as part of the recommended plan.
- A **single alternative for each station**, in a specific location. The recommended plan will identify the corner on which each station is to be built and the general fit of that station into the surrounding setting. Design details will still be worked through in final design, but the general location will be identified at this point.

The **recommended plan** will be shared for public comment prior to the Metropolitan Council's action to approve.

Metropolitan Council Action to Approve Recommended Plan

The Metropolitan Council is the decision-making body for the A Line, and will be asked to take action to approve the recommended plan this summer.

SUMMER 2014

Approved Plan

→ **Final Design & Construction**

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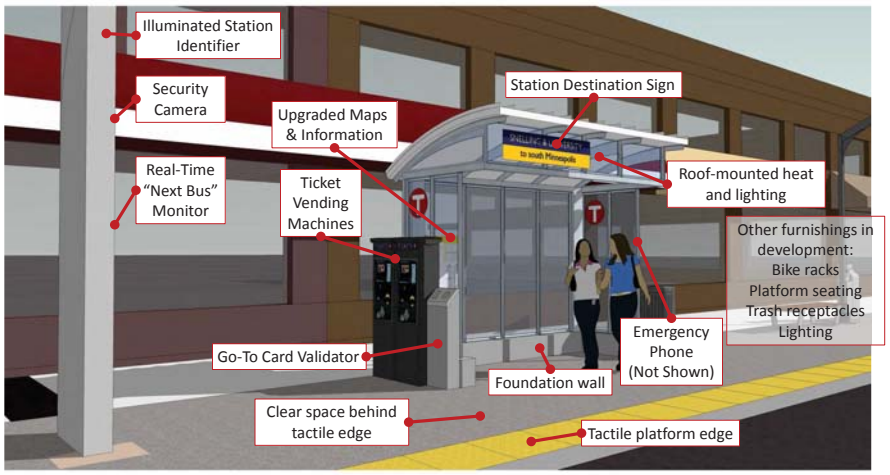
Standard Shelter Design & Features



Small Station (1 module)

Shelters for the A Line and future arterial BRT lines will have a standard look and feel. All arterial BRT shelters will be constructed from a standard "kit of parts," allowing for different shelter sizes and configurations while making sure the system can be efficiently built and maintained.

Stations of all sizes will offer features for a more comfortable experience and enhanced station maintenance, similar to light rail.

Medium Station (2 modules)

Large Station (3 modules)

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Where will BRT run?

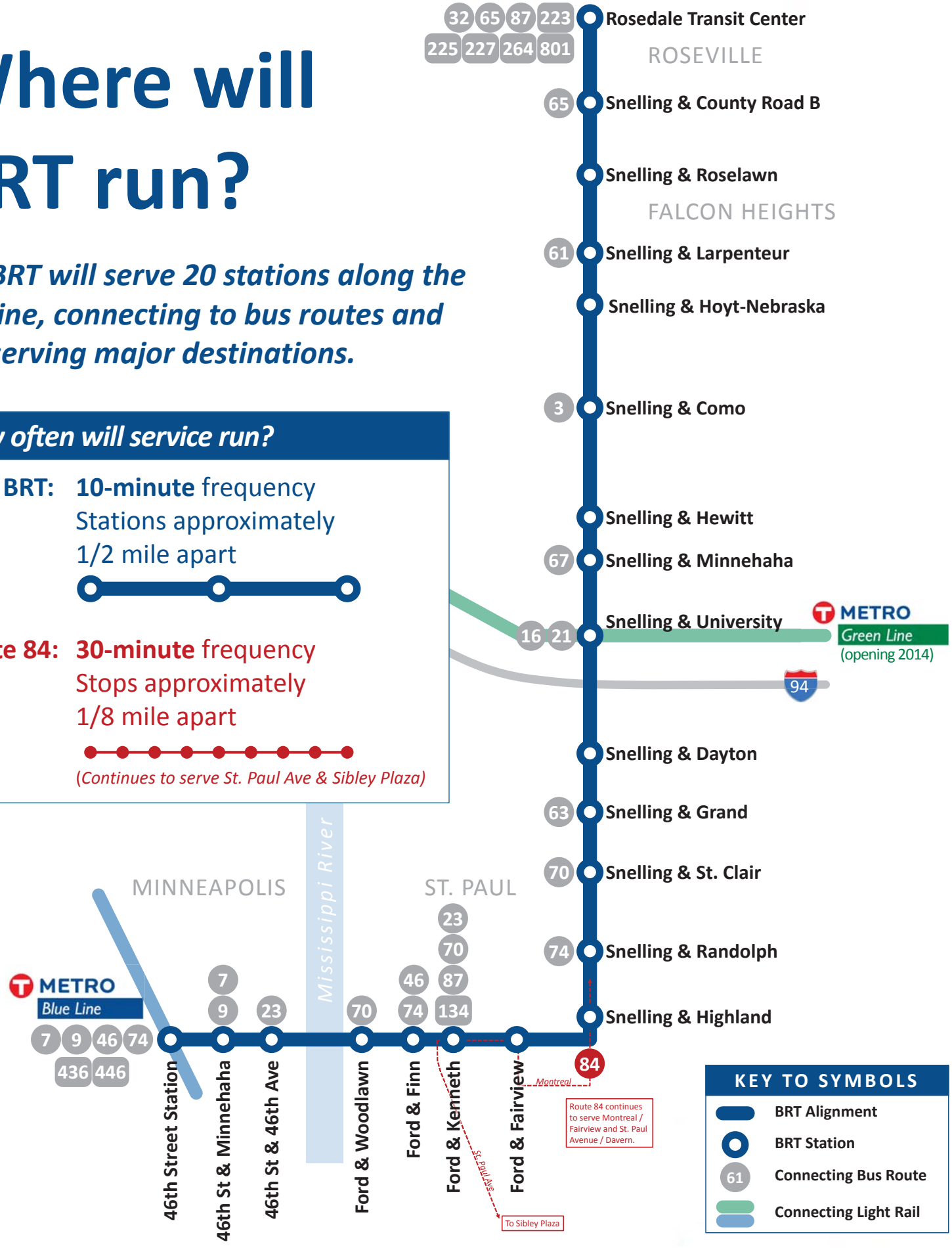
BRT will serve 20 stations along the line, connecting to bus routes and serving major destinations.

How often will service run?

BRT: **10-minute** frequency
Stations approximately
1/2 mile apart

Route 84: **30-minute** frequency
Stops approximately
1/8 mile apart

(Continues to serve St. Paul Ave & Sibley Plaza)

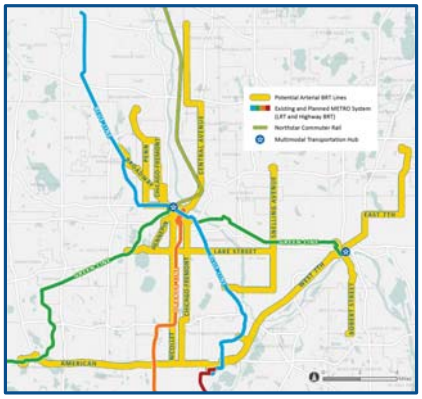


Frequently Asked Questions

Previous studies, costs & schedule

Why BRT for Snelling?

In the 2011-2012 Arterial Transitway Corridors Study, Metro Transit studied 12 high-ridership corridors for BRT (shown in yellow on the map at right).



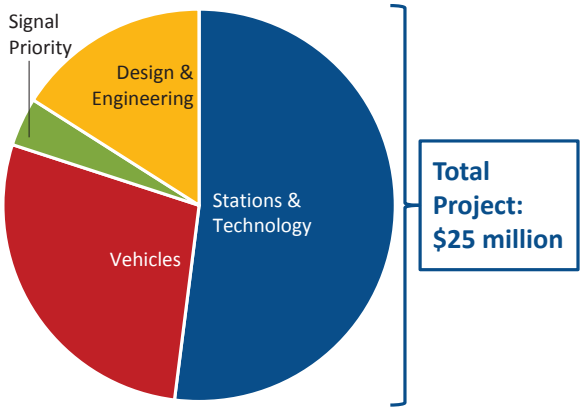
Through extensive analysis and stakeholder engagement, the study found that BRT would perform well on Snelling, and it became the top priority for implementation with city and county support.

The Snelling line will be the **first in a system** of additional lines to be built over the coming years. The study also found that all of these corridors would be good candidates for BRT before 2030, and all 12 corridors were added to the region's long-range *Transportation Policy Plan*.

How much will Snelling BRT cost to build?

The total cost of the Snelling BRT line is approximately $25 million. This includes:

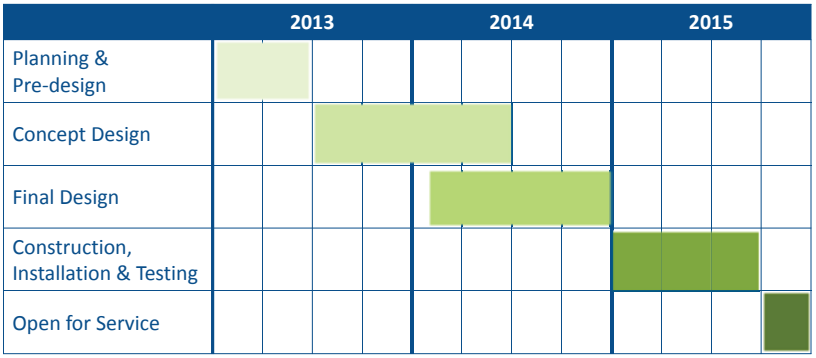
- $13 million to construct stations and related technology and fare collection elements
- $7 million to purchase new BRT vehicles for the service
- $1 million to add transit signal priority
- $4 million to design the stations, roadway improvements and technology



What's next in the process?

The current project schedule is shown at right.

- Concept design on the Snelling BRT project will begin in summer 2013.
- Final design decisions will be made in mid-2014.
- Construction is slated for 2015.
- Snelling BRT is currently on track to open for service in late 2015.



What will this new service be called?

Metro Transit is currently working to select a brand name for this new BRT service. It's been determined that these BRT lines will be identified by **letters**—not numbers like other bus routes use. Snelling BRT will be known as the **A Line**.

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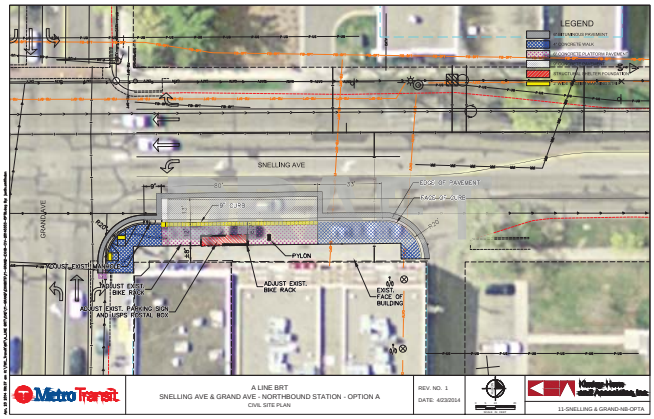
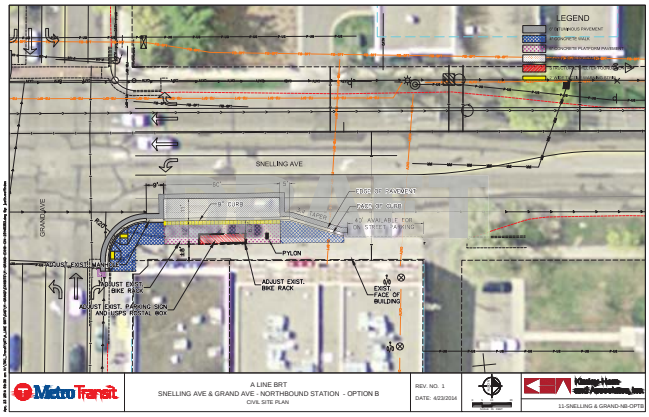
Snelling & Grand Station Options

The northbound station at Snelling & Grand is expected to be one of the busiest on the A Line, serving hundreds of daily riders. Siting a station here is particularly challenging, however, due to driveway constraints on one corner and high-demand on-street parking on the other. Several options, shown below, have been studied.

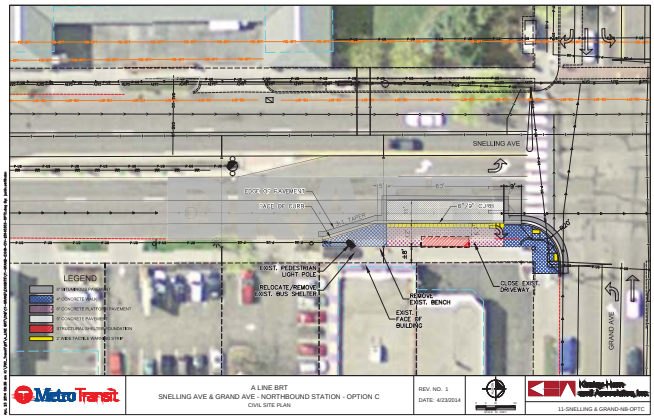
One option will be incorporated into the recommended plan for the A Line, which will be brought before the Metropolitan Council this summer for approval.



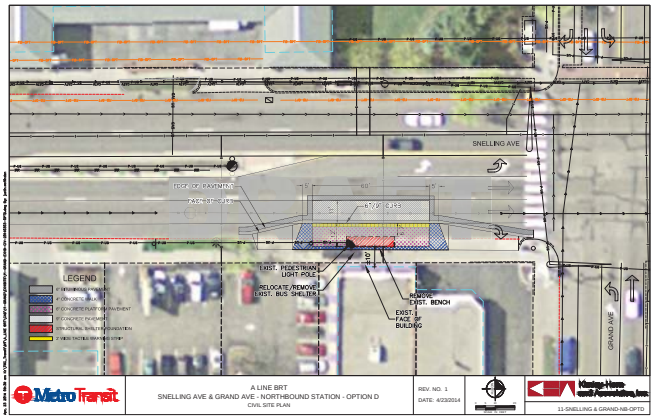
- Option A is a full-length, 80-foot platform on the far side (northeast corner) of the Snelling & Grand intersection.
- In addition to the platform length, 9 feet are required on each end of the platform to ramp up to a raised curb.
- This option would eliminate all parking on Snelling Avenue between Grand and the alley to the north.
- **Option A is <u>not</u> being pursued by Metro Transit, due to its impacts to on-street parking.**



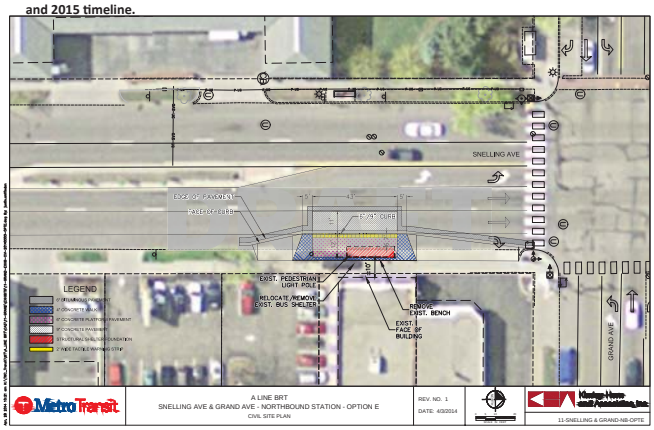
- Option B is a minimum standard length, 60-foot platform on the far side (northeast corner) of the Snelling & Grand intersection.
- The 60-foot platform will accommodate buses with any door configuration up to 60 feet in length, should Metro Transit run larger vehicles on the A Line in the future.
- The shorter platform length allows for two on-street parking spaces to be retained north of the station.
- **Option B meets the goals of the A Line project, but impacts parking valued highly by stakeholders.**



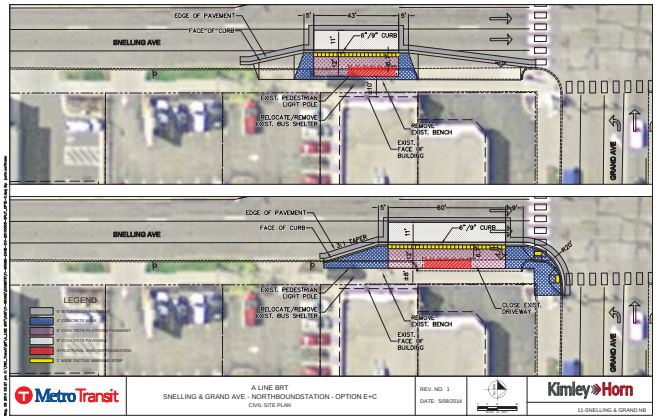
- Option C is a minimum standard length, 60-foot platform on the near side (southeast corner) of the Snelling & Grand intersection.
- This option was developed to avoid parking impacts on the northeast corner.
- Option C would require closure of the Snelling Avenue driveway to Stoltz Cleaners. The MnDOT process process required to modify or close an access point can take two years and could require substantially increased federal project review.
- **Metro Transit can continue to evaluate Option C, if the option can be developed within the A Line budget and 2015 timeline.**



- Option D is a minimum standard length, 60-foot platform on the near side (southeast corner) of the Snelling & Grand intersection, situated away from the intersection.
- This option was developed to avoid parking impacts on the northeast corner.
- As with Option C, Option D would require modification (but not closure) of the Snelling Avenue driveway to Stoltz Cleaners.
- **Metro Transit may continue to evaluate Option D, if the option can be developed within the A Line budget and 2015 schedule.**



- Option E is a below-standard length, 48-foot platform on the near side (southeast corner). Option E could be constructed within the project timeframe, and without modifying any driveway access.
- This option was developed to avoid parking impacts on the northeast corner.
- **Option E is <u>not</u> being pursued as a long-term solution.The limited size of this station option would severely compromise the quality of the Snelling & Grand station.**



- Option E+C is a phased combination of Option C and Option E, focusing near- and longer-term station improvements on the near side (southeast corner) of Snelling & Grand.
- This option was developed to avoid parking impacts on the northeast corner.
- **Under this combined option, Option E can be pursued for near-term implementation, while working to implement Option C as part of a separate expansion project in the future.**