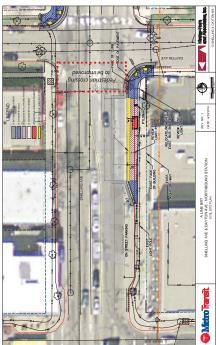




## NORTHBOUND

- innehaha intersection. travel lane
- modate an A Line
- station to bring the platform height closer to the bus step-in height. shelter is proposed at this ed curb can is needed acting the A "small"
- location ¢ See the layout on the opposite side of this page for the southbound station concept plan. C Metro Trayet









lane to eastbound University. bumpout is planned in this

location













# Snelling & University NORTHBOUND

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location to match the existing curb line to the south. Buses will stop in A bumpout is planned in this

The platform is 80 feet long in orde bus and 5

ised curb is planned for this local Route 84 bus at the same

-urther investigatic adjacent building to confirm th. be built with

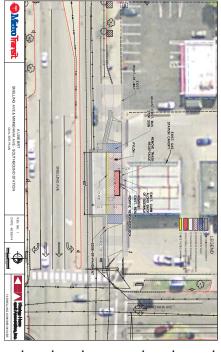


## SOUTHBOUND **Snelling & Minnehaha**

## The southbound station is sited on the far side of the Snelling &

he existing bus bay will be filled to he existing curb line to the orth and south. Buses will stop in linnehaha intersection.

an A Line platform and fits between existing driveways without affecting this location. The platform is 60 feet long, which meets the minimum dimension for access to the adjacent gas station. A "medium" shelter is proposed at he travel lane.



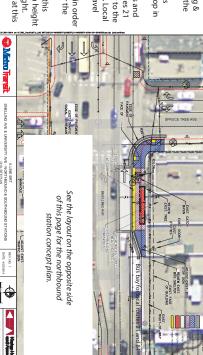
### SOUTHBOUND **Snelling & University**

 The southbound station is sited on the far side of the Snelling & University intersection near the urrent bus stop location.

north of high bus volumes, local routes 2 Due to heavy traffic volumes and ne travel lane. nd 84 will stop in a bus bay to t ocation. A Line buses will stop in bumpout is planned in this ine platform. Lo

LO dil station to bring the platform The platform is 60 feet long in order to allow adequate length for the ocal bus bay to the north ites will not stop in the travel is planned for this

location



## **Snelling & Dayton**

-

SOUTHBOUND

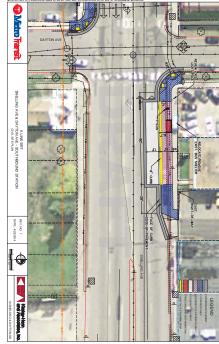
• The southbound station is sited on the near side of the Snelling

Dayton intersection at the curr

ous stop location

A bumpout is planned in this location. A Line buses will stop in

the travel lane. The platform is 80 feet long in order to accommodate an A Line bus and a local Route 84 bus at the same



station to bring the platform hei closer to the bus step-in height. MnDOT will construct a median

efuge island (not shown) on

Ith side of this intersection

Iter is proposed at this estrian crossings A raised curb is planned for this

time.



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**CONCEPT PLAN** 

**MAY 2014** 

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### **Snelling & Dayton** NORTHBOUND

- The northbound station is sited on the near side of the Snelling & Dayton intersection at the current bus stop location.
  A bumpout is planned in this location. A Line buses will stop in the travel lane.
  The platform is 80 feet long in order to accommodate an A Line bus and a local Route 84 bus at the same time.
  A raised curb is planned for this station to bring the platform height closer to the bus step-in height.
  MnDOT will construct a median retuge island (not shown) on the south side of this intersection to improve pedestrian crossings.
  A 'small" shelter is proposed at this location.



- this location.

- lane. The platform is 80 feet long in order to accommode an A Line bus and a local Route 84 bus at the same time.

**Snelling & Como** 

GROUND

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SOUTHBOUND

**Snelling & Hewitt** 

**CONCEPT PLAN** 

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MAY 2014

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Snelling

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SOUTHBOUND

The southbound station is sited on the far side of the Snelling & Como intersection, on the entrance ramp to southbound Snelling Avenue. The station is sited in the current bus

The platform is 80 feet long in order to accommodate an A Line bus and a local Route 84 bus at the same

this location. time.

Mitto Transit

IO AVE - SOUTH

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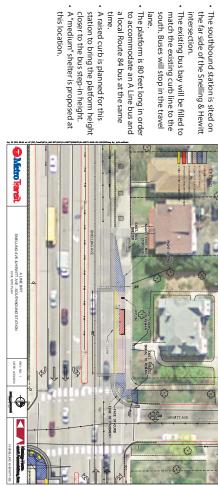
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A "medium" shelter is proposed at

No bumpout is planned for this location; the station will be constructed within the existing curb

stop location.

- A raised curb is planned for this station to bring the platform height closer to the bus step-In height. A "medium" shelter is proposed at

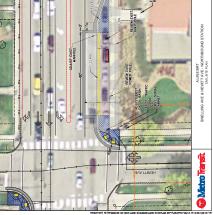




## NORTHBOUND

14

- The northbound station is sited on the far side of the Snelling & Hewitt intersection.
  A bumpout is planned for this location. Buses will stop in the travel lane.
  The platform is 80 feet long in order lane.
  The platform is 80 feet long in order to accommodate an A Line bus and a local Route 84 bus at the same time.
  A raised curb is planned for this station to bring the platform height closer to the bus step-in height.
  A 'small' shelter is proposed at this location.



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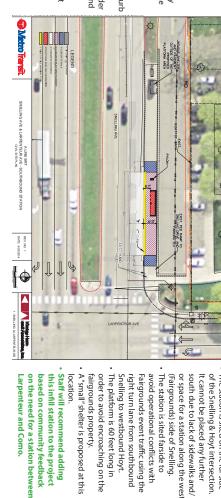
G Metro Farsit -----

constructed within the existing curb line. The platform is 80 feet long in order to accommodate an A Line bus and a local Route 84 bus at the same

time. A "medium" shelter is proposed at this location.

The northbound station is slied on the far side of the Snelling & Como intersection, on the entrance ramp to northbound Snelling Avenue.
 The current bus stop is on the exit ramp from northbound Snelling Avenue. That stop cannot be expanded into a station without acquiring private property.
 No bumpout is planned for this location, the station will be concerted on with each of the station will be accounted on with station and be

Snelling & Como NORTHBOUND LEGEND 



taff will recommend adding

nunity feedba

rder to avoid encroaching on the

### SOUTHBOUND • The station is sited on the far side of the Snelling & Hoyt intersection.

## **Snelling & Hoyt-N** ebraska

# **Snelling & Larpenteur**

**Snelling & Roselawn** 

SOUTHBOUND

The southbound station is sited near the existing stop on the near side of the Snelling & Roselawn

SOUTHBOUND The southbound station is sited near the existing stop on the far side of the Snelling & Larpenteu

 The bus stop will be sited as far north as possible to facilitate easy pedestrian movement to/from the station from the crossings. ntersection.

 No bumpout is planned for this location; the station will be constructed within the existing curb line.

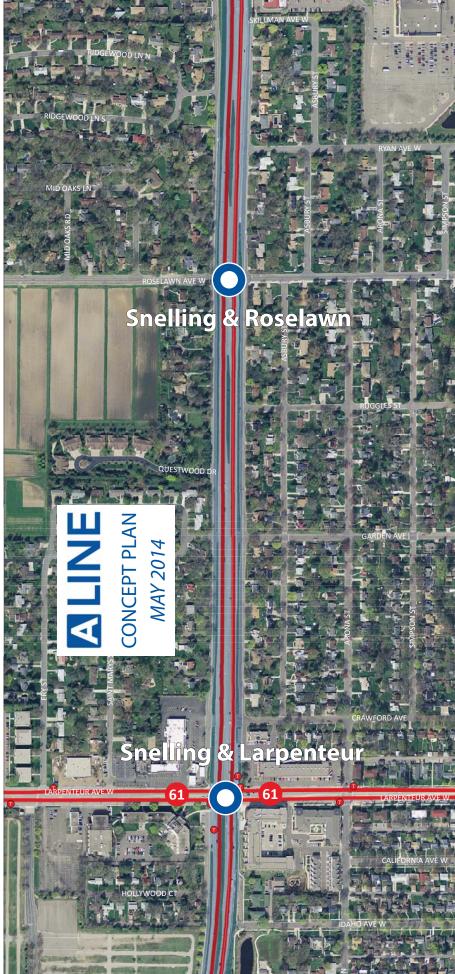
 The platform is 80 feet long in order to accommodate an A Line bus and a local Route 84 bus at the same time.

this location A "medium" shelter is proposed at

Micho Franci

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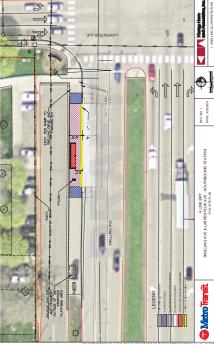
# Snelling & Larpenteur NORTHBOUND

• The southbound station is sited near the existing stop on the far side of the Snelling & Larpenteu ntersection.

No bumpout is planned for this location; the station will be constructed within the existing curb The platform is 80 feet long in orde

bus and a local Route 84 bus at the sar en A Line

A "medium" shelter is proposed at this location

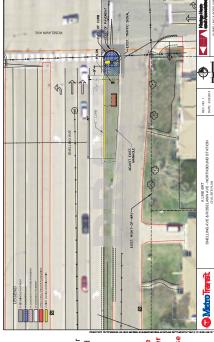


### **Snelling & Roselawn** NORTHBOUND

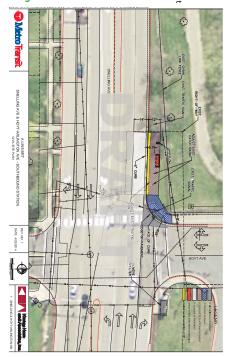
 The southbound station is sited near the existing stop on the nea side of the Snelling & Roselawn rsection.

constructed within existing curb. The platform is 80 feet long in order bus and A "small" shelter is proposed at this a local Route 84 bus at the same this location; the station will be bumpout is planned for to accommodate an A Line S

than 5 people use from the initial A Line low passenge the bus each day in this location. Staff will recommend deferring this station location.



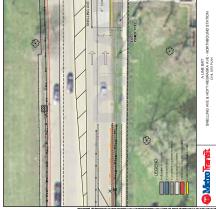


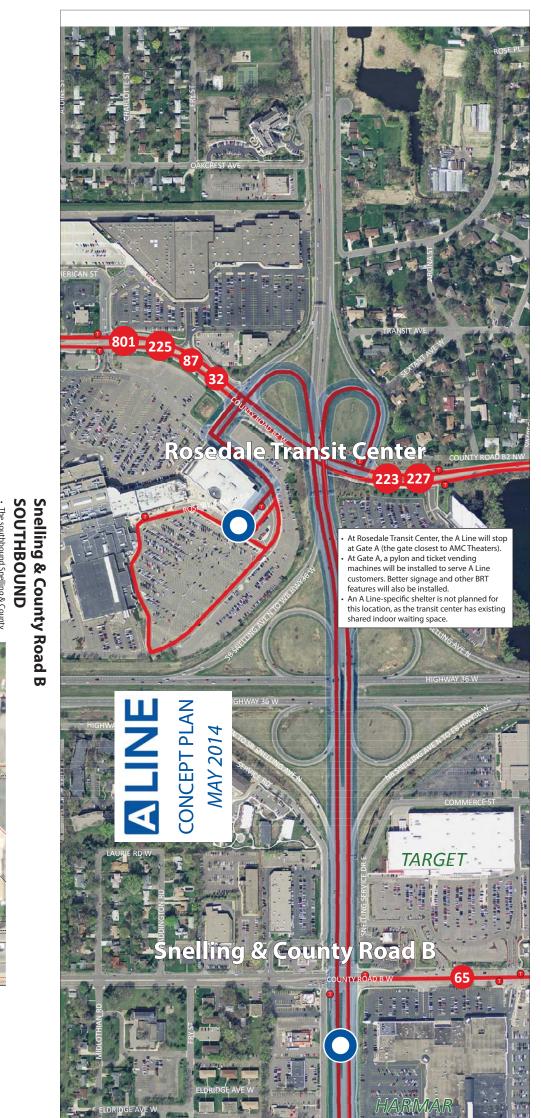




## **Snelling & Hoyt-Nebraska** NORTHBOUND

- The northbound station is sited at Nebraska to provide access to the HHH Job Corps and the Como neighborhood. It's also important to site the northbound Hoyt station.
   consistently provide a "pair" of across-the-street stations. Just like light rail a station is always needed in both directions so riders can easily see where to board the bus on their return trip.
   Because there is no crossing of condenstration.
- pedestrians will cross either at Hoyt or further south at Midway Parkway.
   Staff will recommend adding this infill station to the project based on community feedback on the need for a station between Larpenteur and Como.





A "medium" shelter is proposed at this location.

Metro Transit

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A LINE BRT DUNTY ROAD B - S CIVL SITE FUN

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time.

The platform is 80 feet long in order to accommodate an A Line bus and a local Route 84 bus at the same

ocation

The southbound Snelling & County Road B station is located at the current bus stop location on the southwest corner of the Snelling & County Road B intersection
 Buses will stop in the bus-only shoulder, as they do today. No bumpout is planned for this location

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PEV: NO. 1 DATE: 4/23/2014 ATION A UNE BI AVE & COUNTY ROAD E CVA STEED SNELLING G Metro Transit

# Snelling & County Road B NORTHBOUND

- The northbound Snelling & County Road B station is located at the current bus stop location near HarMar Mall.
   The right turn lane to the north prohibits moving the station any closer to the County Road B intersection.
   Buses will stop in the bus-only shoulder, as they do today. No bumpout is planned for this bumpout is planned for this
- location. The platform is 80 feet long in order to accommodate an A Line bus and a local Route 84 bus at the same
  - A "small" shelter is proposed at this location. time.

