Penn Avenue Transit Today

**Route 19:**
- **7,600** Weekday Riders
- **7th** Highest in Metro Transit System
- **5,000** Saturday Riders
- Carries **1 in 4** people traveling on Penn

**Major Challenges:**
- Limited infrastructure for customers
- Slow speeds caused by fare payment & red lights

<table>
<thead>
<tr>
<th>In Motion</th>
<th>65%</th>
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</thead>
<tbody>
<tr>
<td>Stopped at Signals</td>
<td>13%</td>
</tr>
<tr>
<td>Stopped Boarding Customers</td>
<td>22%</td>
</tr>
<tr>
<td>Stopped in Traffic</td>
<td>0%</td>
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</tbody>
</table>

7th & Olson to BCTC Weekday PM Peak
Narrow sidewalks do not allow bus shelter installation
• Advancing toward final design through 2016 and construction in 2017
• In planning phase seeking feedback on Station Plan
• Four open houses in November
What is ABRT?

- A new kind of bus service is coming to the Twin Cities!
- Buses will make fewer stops, significantly speed up travel time
- Ticket machines at stations will allow customers to purchase tickets before boarding
- Buses with more seating
- Frequent service

- Improved experience
  - NexTrip signs
  - Litter and recycling containers
  - Security cameras
  - Emergency phones
  - Enhanced lighting
  - Push-button heating
  - Bike parking loops
  - Benches
Station Bumpouts

- 6’ clear zone
- 5’ shelter depth
- Unobstructed sidewalk
100% Off-Board Fare Payment

Boarding through all doors + Pre-paid fares = short stop times
• Current customer use
• Connecting routes
• Spacing between stations (~1/2 mile target)
• Site availability and constraints, impacts
Station Plan Factors

- Current customer use
- Connecting routes
- Spacing between stations (~1/2 mile target)
- Site availability and constraints, impacts
Specific Station Sites

Preliminary analysis of bumpouts on Penn:

- Stations cannot fit on the same side of the street.
- Stations must always be on offset corners.
  
  "Farside" (after intersection) is usually preferred.
Next Steps & Future Dates

- Comment period extended through December 20
  - Comments can be submitted tonight
  - brtprojects@metrotransit.org

- Minneapolis Park & Recreation Board coordination mid-December to discuss C Line and feasibility of Alternative C

- Recommended Station Plan to be released for public comment in early 2016 before a final approval

- Metropolitan Council approval of Station Plan spring 2016
Project Development Timeline

Project currently here

**Preliminary Planning**
Coordination with
- Penn Avenue Community Works
- Blue Line Extension LRT

2013–2015

**Draft Station Plan**
Fall 2015

**Community Input**
Winter 2015–16

**Recommended Station Plan**
Winter 2015–16

**Action to Approve Plan**
Winter 2015–16

**Approved Station Plan**
Spring 2016

**Detailed Design & Engineering**
2016

**Construction**
(pending full funding)
2017