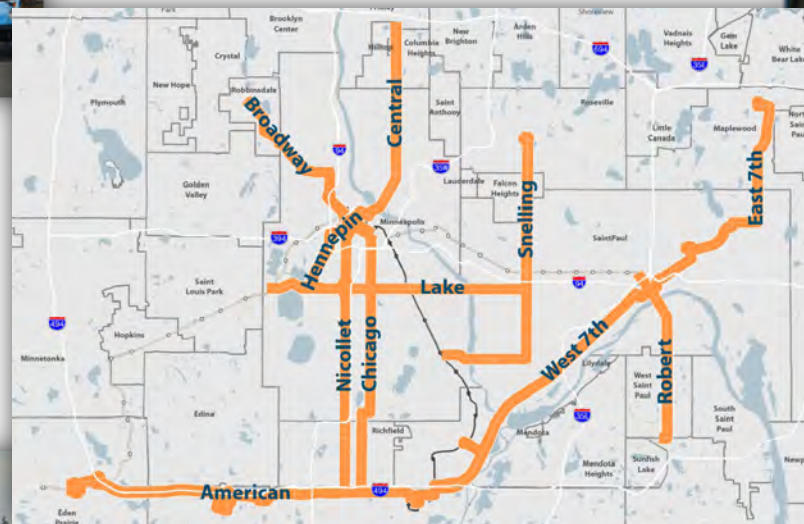




# Arterial Transitway Corridors Study



Sept. 26, 2011

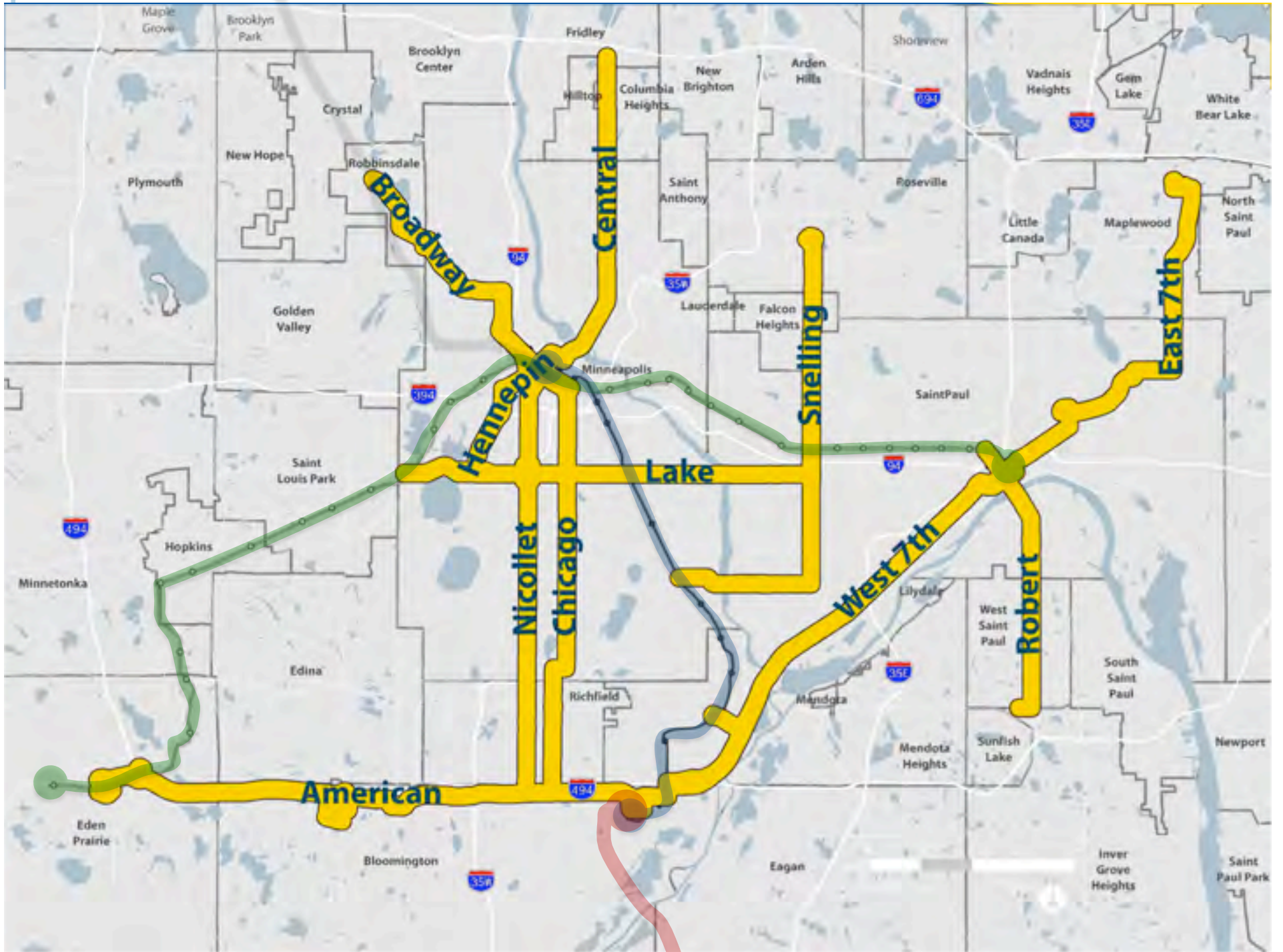


## Purpose of Study

- Study 11 urban corridors in Minneapolis, St. Paul and surrounding communities
- Develop service and facilities plan to improve
  - Transit speed
  - Service reliability
  - Customer experience
  - Connections between major destinations









# Purpose & Needed Elements on Arterial Corridors

1. Speed and reliability improvements are required to decrease costs and improve ridership







*Connecting destinations and supporting rail and BRT corridors*



*High ridership supports facility improvement*

## 2. Corridor transit services are a critical element of the region's transportation system.



*Serving diverse and transit dependent corridors*



*Corridors are focus of development and redevelopment plans by local communities*



## Study Goals:

Faster  
Service

Improved  
Experience

Effective & Attractive  
Transportation  
System

- Increased ridership
- Improved perception of transit
- Support infill and redevelopment



## Modes Evaluated in ATCS

- Local Bus
  - Existing service in all corridors
  - Study routes carry 49% of Metro Transit urban local ridership
- Modern Streetcar
  - Previously studied on 7 corridors
- Rapid Bus
  - Mode concept developed through ATCS study
  - Study will prepare concept Rapid Bus plans for 11 corridors



# Rapid Bus Improvements

- System Consistency
  - Station design
  - Fare collection
  - Vehicle branding
  - System identity
- Corridor/Stop Level
  - Station size
  - Running way
  - Traffic signals/systems
  - Service levels



*... to provide a consistent system identity & experience*



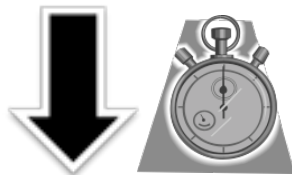
*... to respond to local conditions and demand*



# How does Rapid Bus achieve faster service?

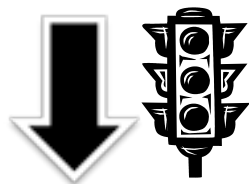
## Faster Service

### Less Waiting



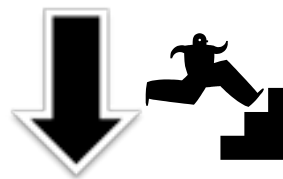
- Improved frequency
- Better on-time performance

### Signal & Traffic Delay



- Signal priority
- Far-side stops
- Curb extensions

### Boarding Delay



- Pre-pay boarding
- All-door boarding
- Raised curbs

### Fewer Stops



- 2-3 stations/mile
- Serve activity centers



# How does Rapid Bus create an improved experience?

## Improved Experience

### Service Reliability



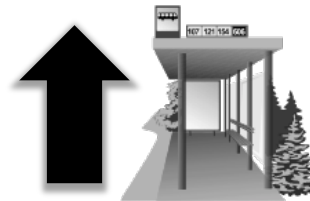
- Better on-time performance

### Customer Information



- Real time signs
- Schedule info and way-finding signs
- On-bus information
- Branding

### Transitway Stations



- Security features & station lighting
- Heated shelters
- Curb extensions
- Ticket machines
- Branding
- Enhanced maintenance

### Specialized Vehicles



- Dedicated fleet
- Low-floor buses
- Clean emissions
- Unique look





**Concept  
design  
for small  
station**



**Concept  
design  
for larger  
station**





## Rapid Bus in other regions

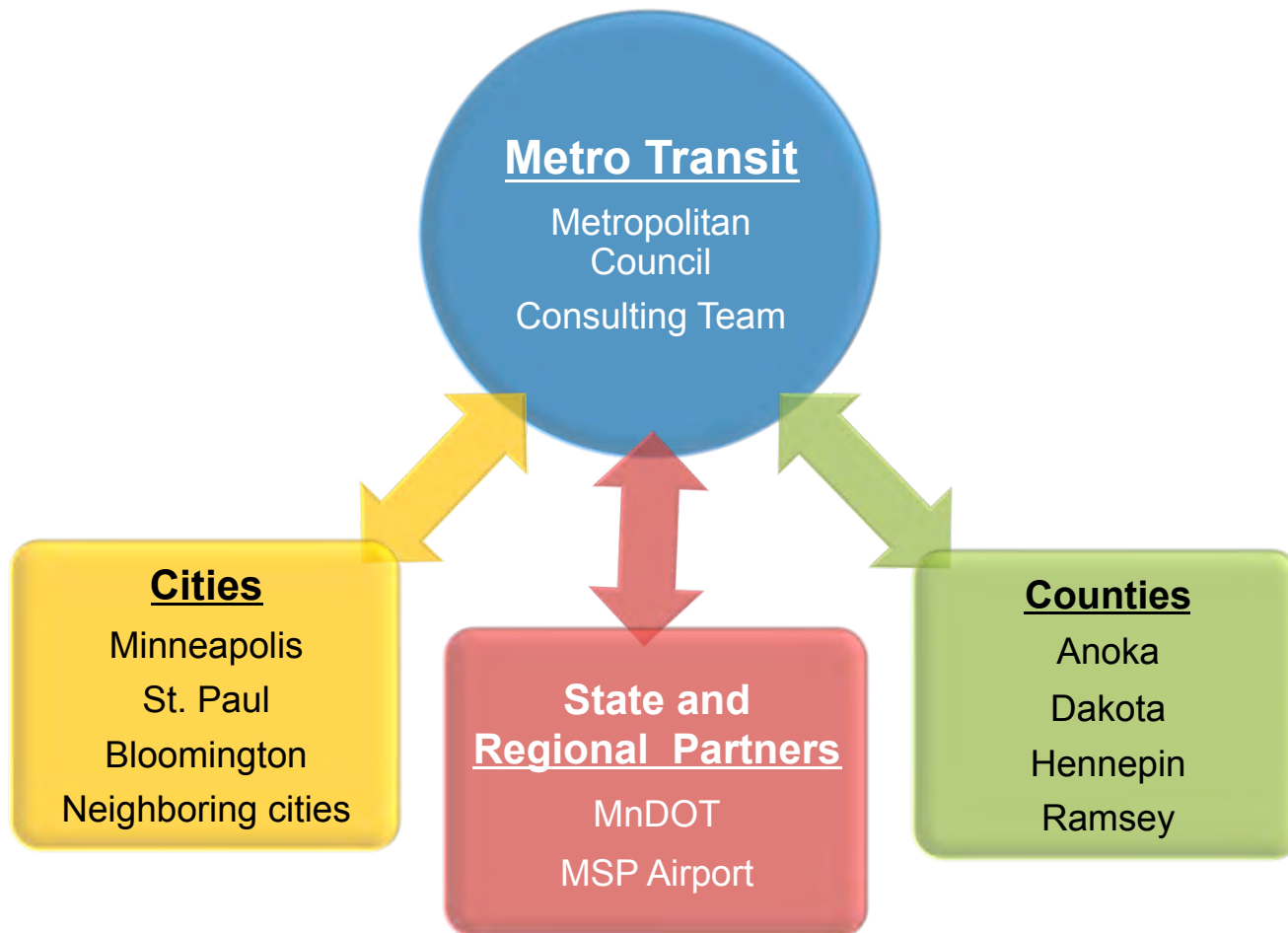
Component	Typical Results
Travel Time	15 - 25% or + faster travel
Ridership	20 - 40% or + increase
Capital Costs	\$1 - \$3 million/mile







# Study Team and Project Partners





# Stakeholder Workshop – June 30, 2011



*Technical and Policy Stakeholders*



## Public Meetings

- Public meetings hosted by study team:
  - Oct. 11, 6 to 8 pm - Metro State University (St. Paul)
  - Oct. 12, 6 to 8 pm - Midtown Exchange (south Minneapolis)
  - Oct. 13, 11 am to 1 pm - Central Library (downtown Minneapolis)
- Second round of meetings with results and draft corridor prioritization/recommendations in January
- Participation in meetings by others:
  - Bottineau Transitway - October 2011





## Next Steps

- Evaluate Performance (Fall 2011)
  - Costs, ridership and mobility benefits
  - Develop and apply evaluation criteria
- Prioritize and Rank (Nov 2011 – Feb 2012)
  - Identify best-fit corridors for Rapid Bus improvements
  - Share draft results then complete ATCS study
- Post-Study Development and Implementation (2012)
  - Refine and incorporate concept in other upcoming studies
  - Pursue funding and implementation in best-fit corridors



## Integration with other studies:

- Four+ corridors slated for more study and Alternatives Analysis
  - Nicollet/Central (Minneapolis)
  - Midtown (Metro Transit)
  - Robert Street (Dakota County)
  - Potential St. Paul streetcar study
- ATCS/Rapid Bus Concept will inform these studies:
  - Existing Conditions information
  - Enhanced bus alternative concept
  - Performance expectations



Lake Street at Nicollet - 1,000 boardings/day



## Next steps toward implementation

Implementation Step	Potential Timeline
Complete study	February 2012
Select first corridor(s) for implementation	Early 2012
Advanced planning, design and construction of first corridor(s)	2012 – 2014
Begin operations in first corridor(s)	Late 2014
Implement service in additional corridor(s)	2015 – 2030