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

- Connecting destinations and supporting rail and BRT corridors
- High ridership supports facility improvement
- 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 respond to local conditions and demand

... to provide a consistent system identity & experience
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

<table>
<thead>
<tr>
<th>Component</th>
<th>Typical Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Time</td>
<td>15 - 25% or + faster travel</td>
</tr>
<tr>
<td>Ridership</td>
<td>20 - 40% or + increase</td>
</tr>
<tr>
<td>Capital Costs</td>
<td>$1 - $3 million/mile</td>
</tr>
</tbody>
</table>

- Seattle RapidRide
- Kansas City MAX Line
- NYC Select Bus
- Los Angeles Metro Rapid
- Metro Transit

Metropolitan Council
Study Team and Project Partners

Metro Transit
Metropolitan Council
Consulting Team

Cities
- Minneapolis
- St. Paul
- Bloomington
- Neighboring cities

State and Regional Partners
- MnDOT
- MSP Airport

Counties
- Anoka
- Dakota
- Hennepin
- Ramsey
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
## Next steps toward implementation

<table>
<thead>
<tr>
<th>Implementation Step</th>
<th>Potential Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete study</td>
<td>February 2012</td>
</tr>
<tr>
<td>Select first corridor(s) for implementation</td>
<td>Early 2012</td>
</tr>
<tr>
<td>Advanced planning, design and construction of first corridor(s)</td>
<td>2012 – 2014</td>
</tr>
<tr>
<td>Begin operations in first corridor(s)</td>
<td>Late 2014</td>
</tr>
<tr>
<td>Implement service in additional corridor(s)</td>
<td>2015 – 2030</td>
</tr>
</tbody>
</table>