

# Snelling Bus Rapid Transit

May 15, 2013

Community Advisory  
Committee Meeting #1



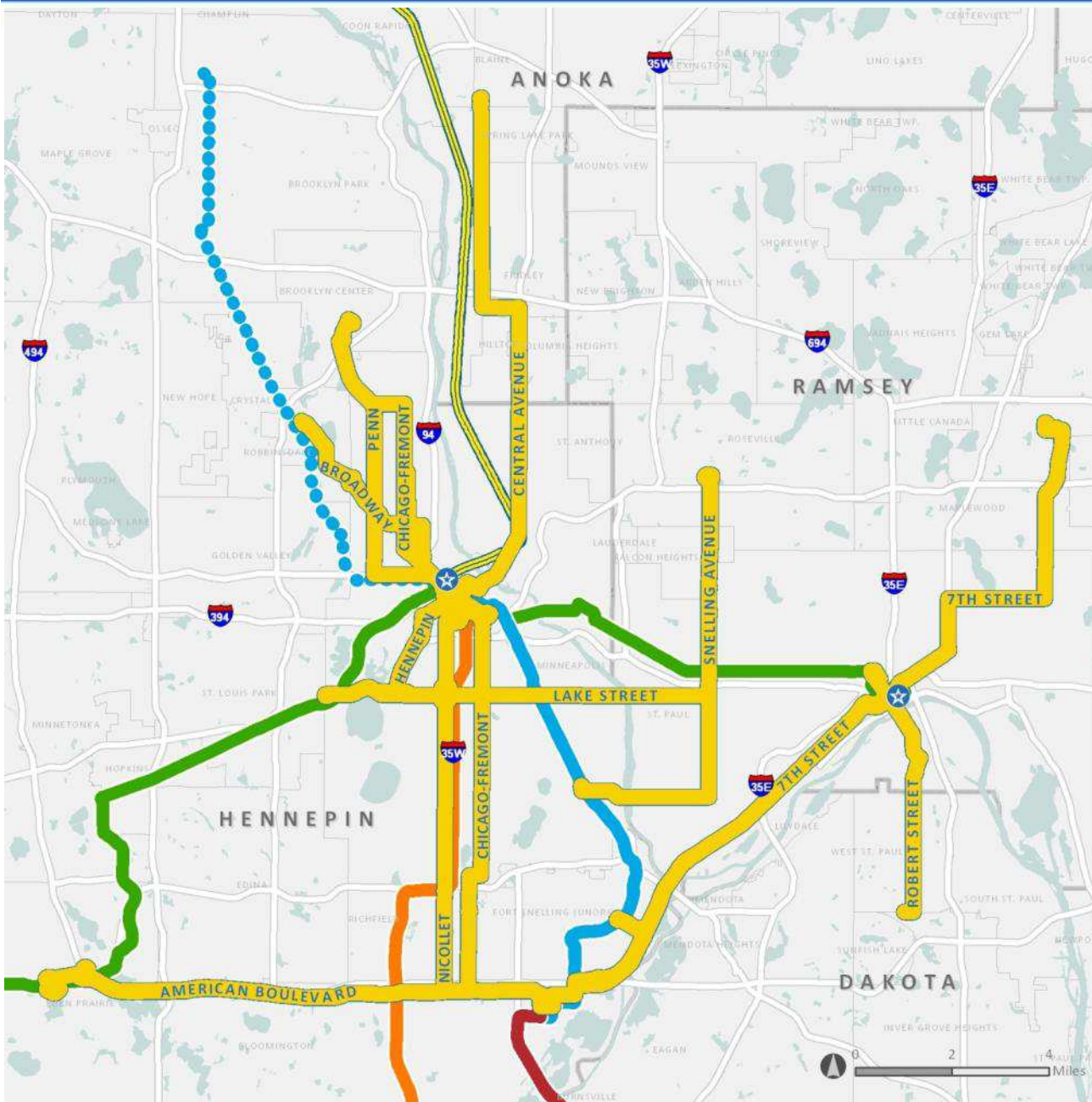
- Project Overview
  - Arterial BRT Concept Background
  - Snelling Corridor Plan
  - Funding & Schedule
  - Stakeholder Engagement
  - Arterial BRT System Branding



Arterial BRT

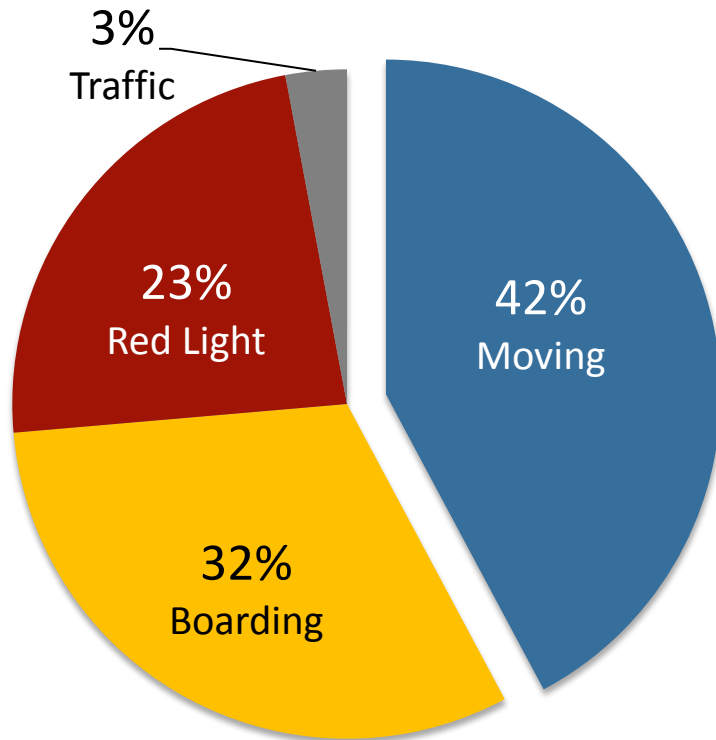
# CONCEPT BACKGROUND

# 12 corridors studied for arterial BRT



- Arterial Transitway Corridors Study completed April 2012
- Developed arterial BRT concept
- Prioritized corridors for near-term implementation
  - Snelling (2015 launch)
  - West 7th (2016 launch)

- Slow transit speeds caused by significant signal and boarding delay



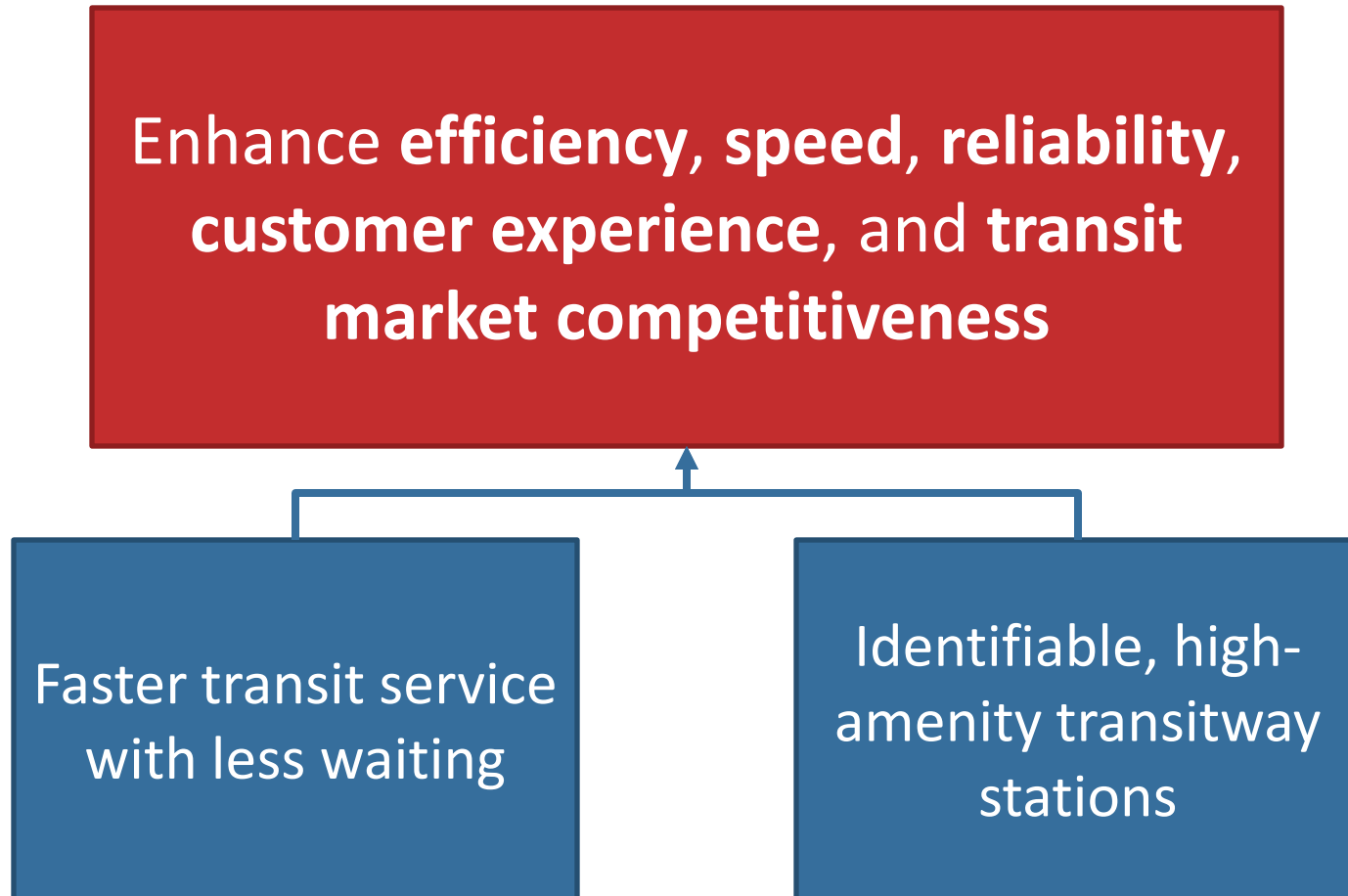
- Lack of attractive, easily identified facilities

1,000  
weekday  
boardings



4,000  
weekday  
boardings

Based on Route 18 NB observation, American Blvd to 5th/Nicollet



- **Faster service with less waiting**  
Limited stop service
  - + More frequent service
  - + Off-board fare payment
  - + All-door boarding
  - + Geometry changes
  - + Signal timing & priority

Does NOT include:

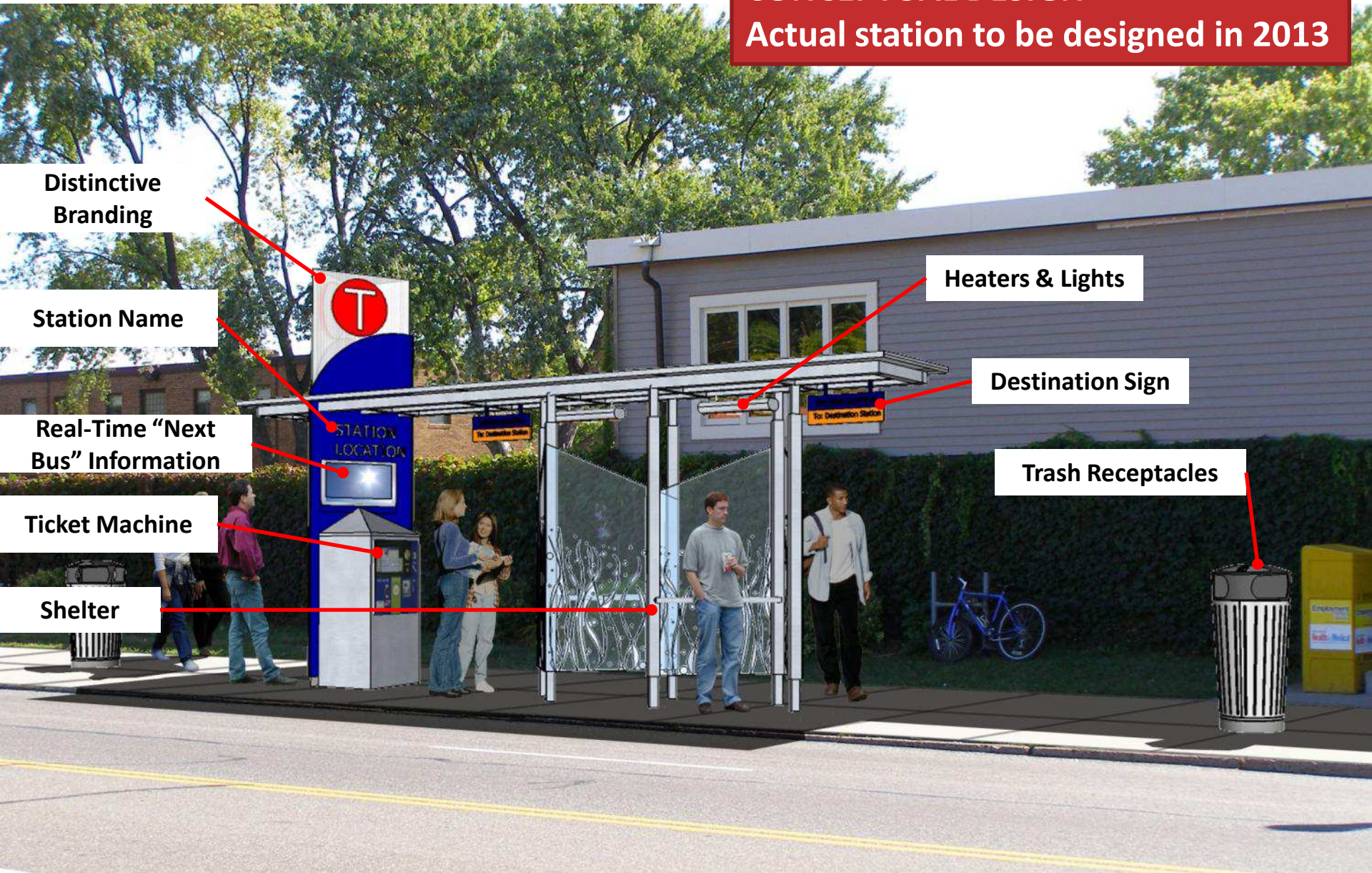
- Dedicated lanes
- Extensive ROW acquisition

# Identifiable, high-amenity transitway stations



CONCEPTUAL DESIGN

Actual station to be designed in 2013



Distinctive Branding

Station Name

Real-Time "Next Bus" Information

Ticket Machine

Shelter

Heaters & Lights

Destination Sign

Trash Receptacles



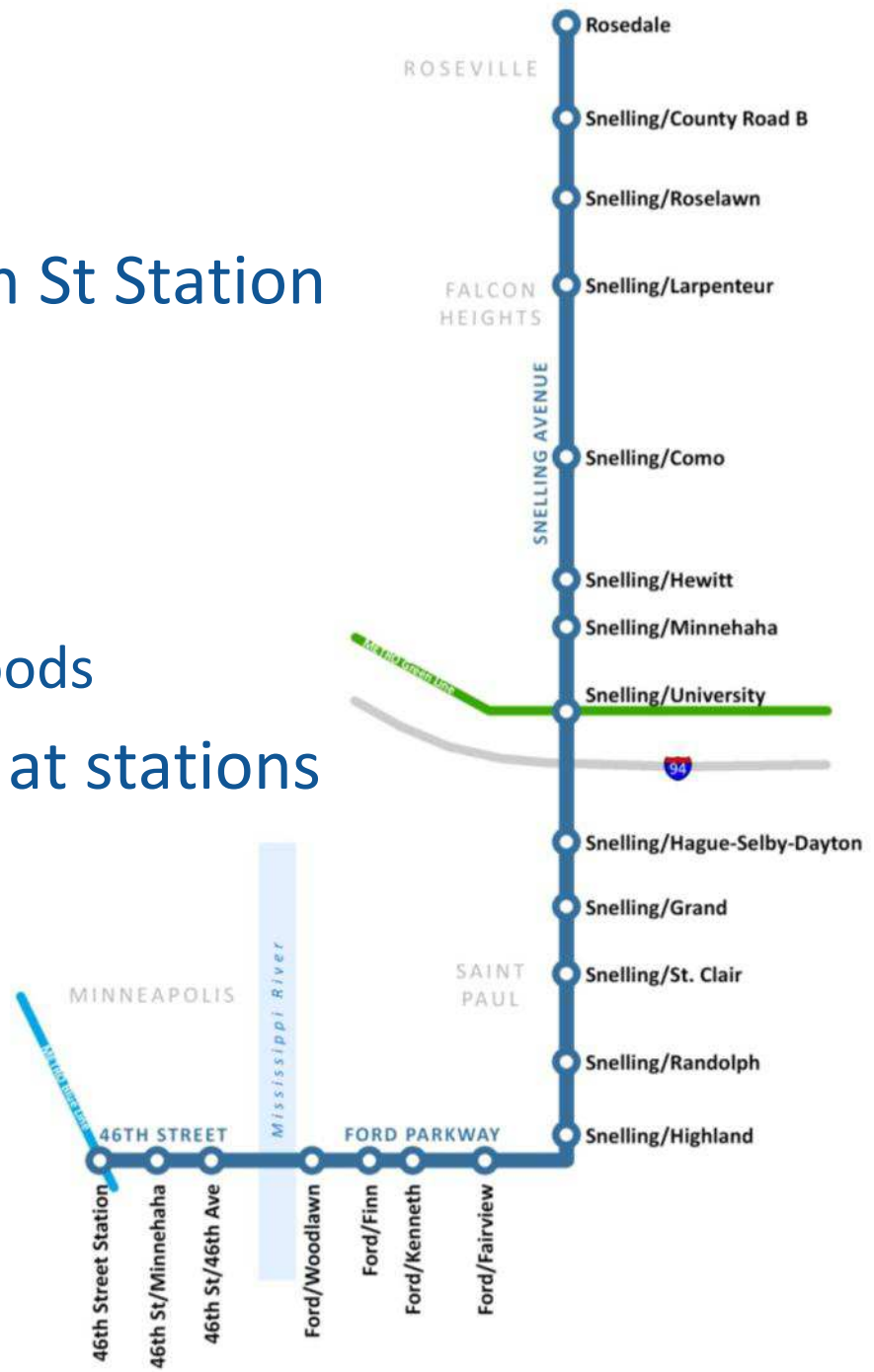


Arterial Bus Rapid Transit

# SNELLING AVENUE CORRIDOR CONCEPT

# Snelling Avenue BRT

- 9.7 miles, Rosedale to 46th St Station
- 20 stations, every ½ mile
  - Transit connections
  - Existing ridership
  - Confirmed with neighborhoods
- 72% of existing customers at stations
- 97% of customers within 1 stop of a station
- 4,000 daily rides today, 8,700 daily rides by 2030 with arterial BRT



# Varying Station Contexts & Concepts



Expressway  
with Bus-Only  
Shoulder



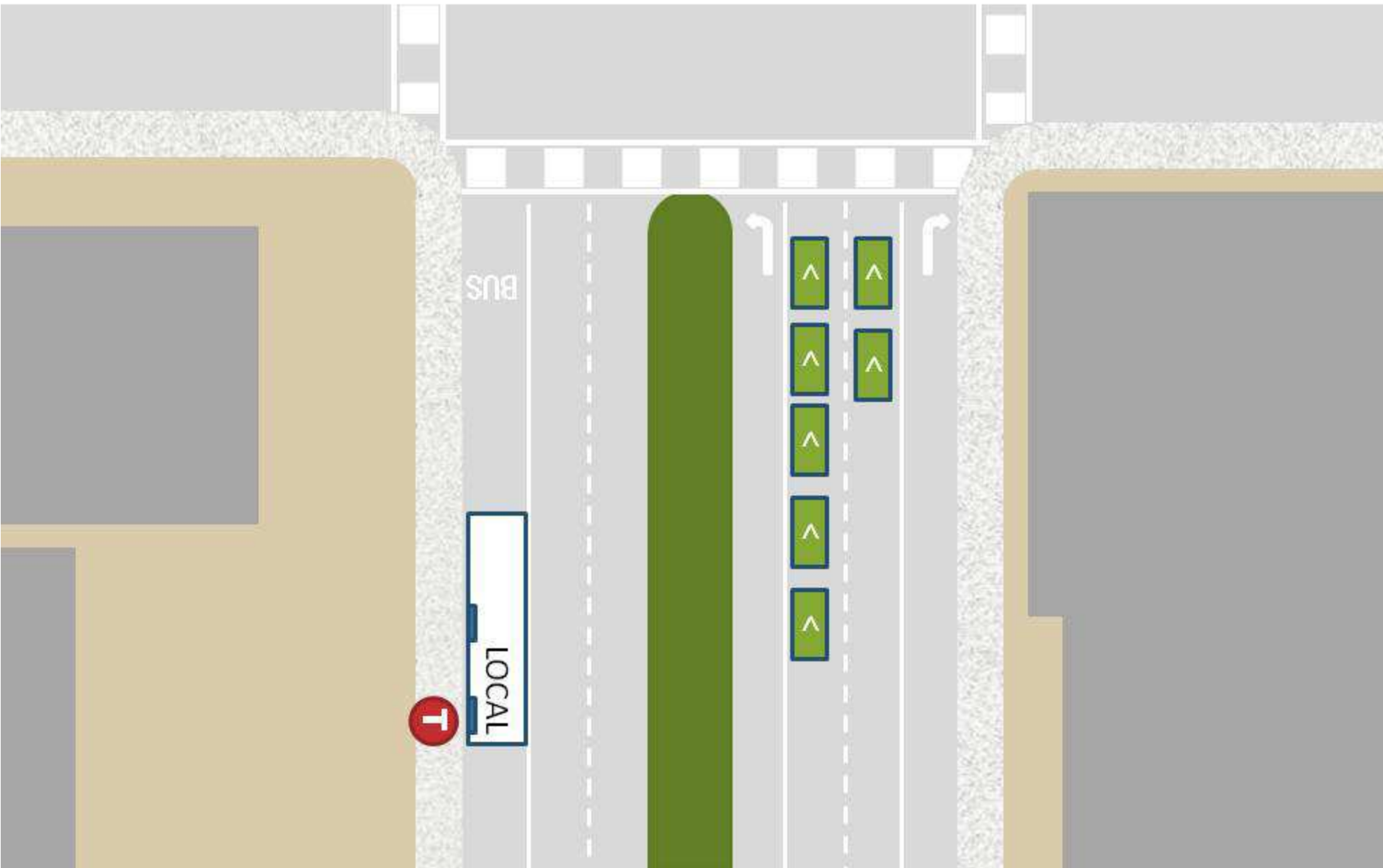
ROSEVILLE

FALCON  
HEIGHTS

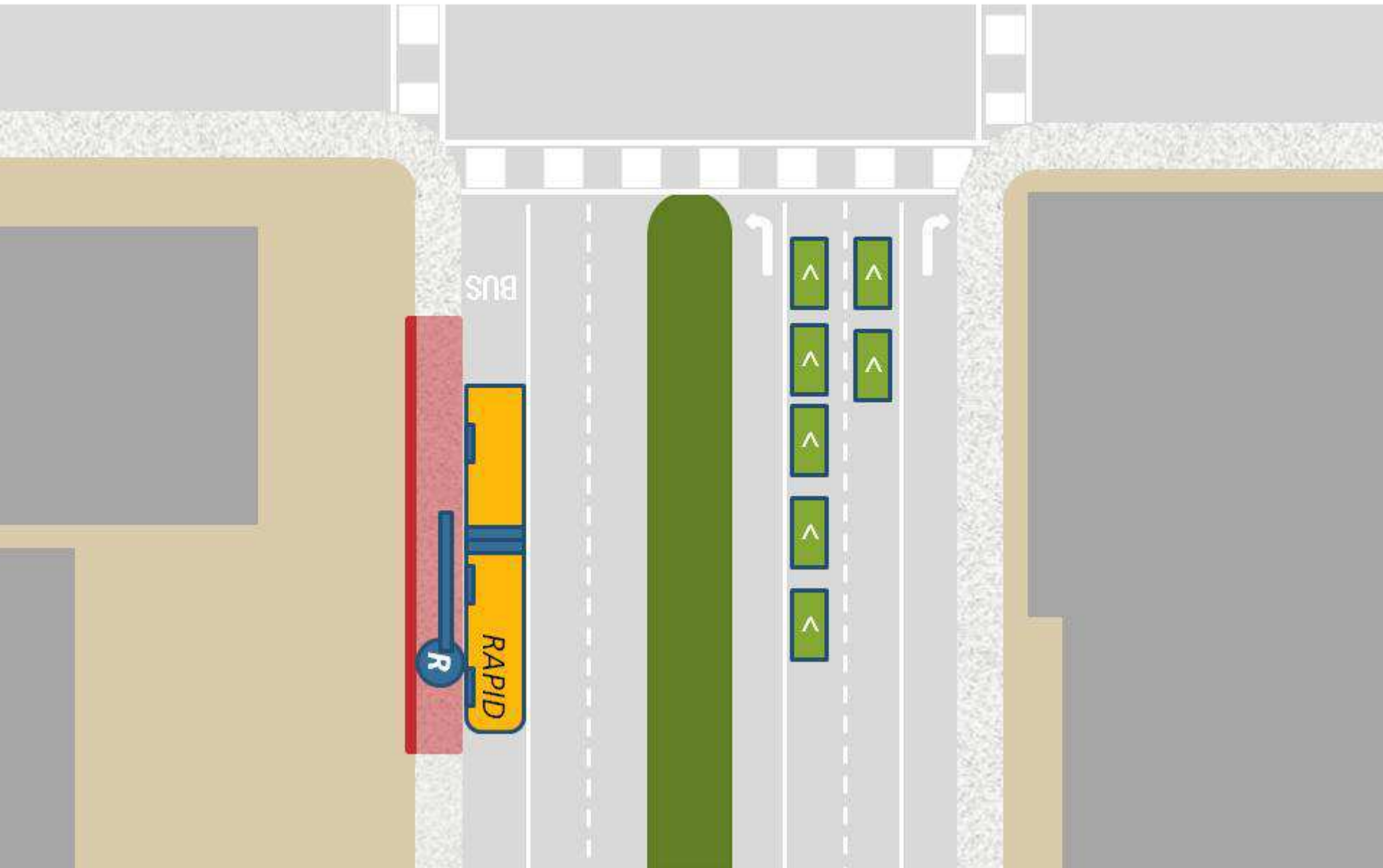
SNELLING AVENUE



# Typical Current Condition: Two-Lane Divided with Bus-Only Shoulder/RT Lane (e.g. Snelling/Larpenteur)



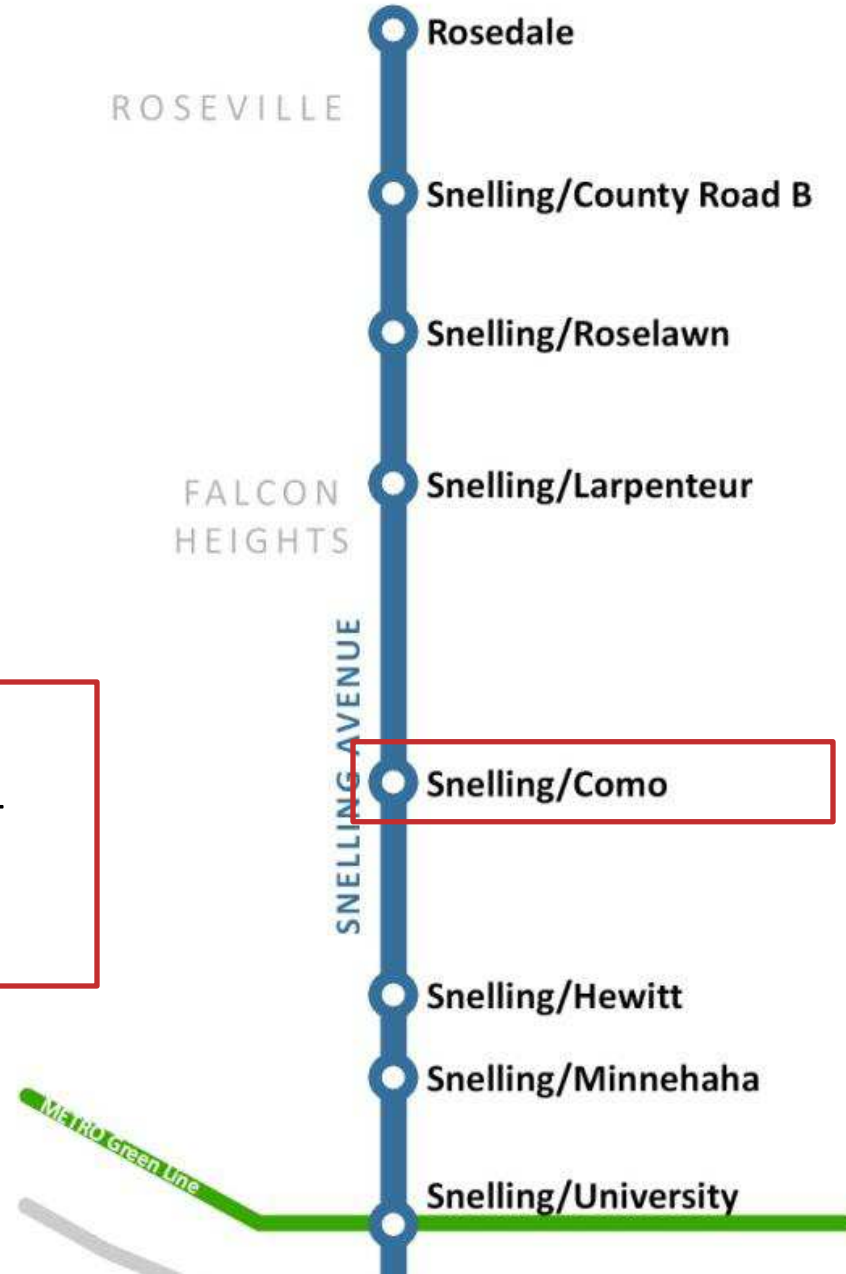
Concept: Upgrade existing stop to curbside station, stopping in bus-only shoulder



# Varying Station Contexts



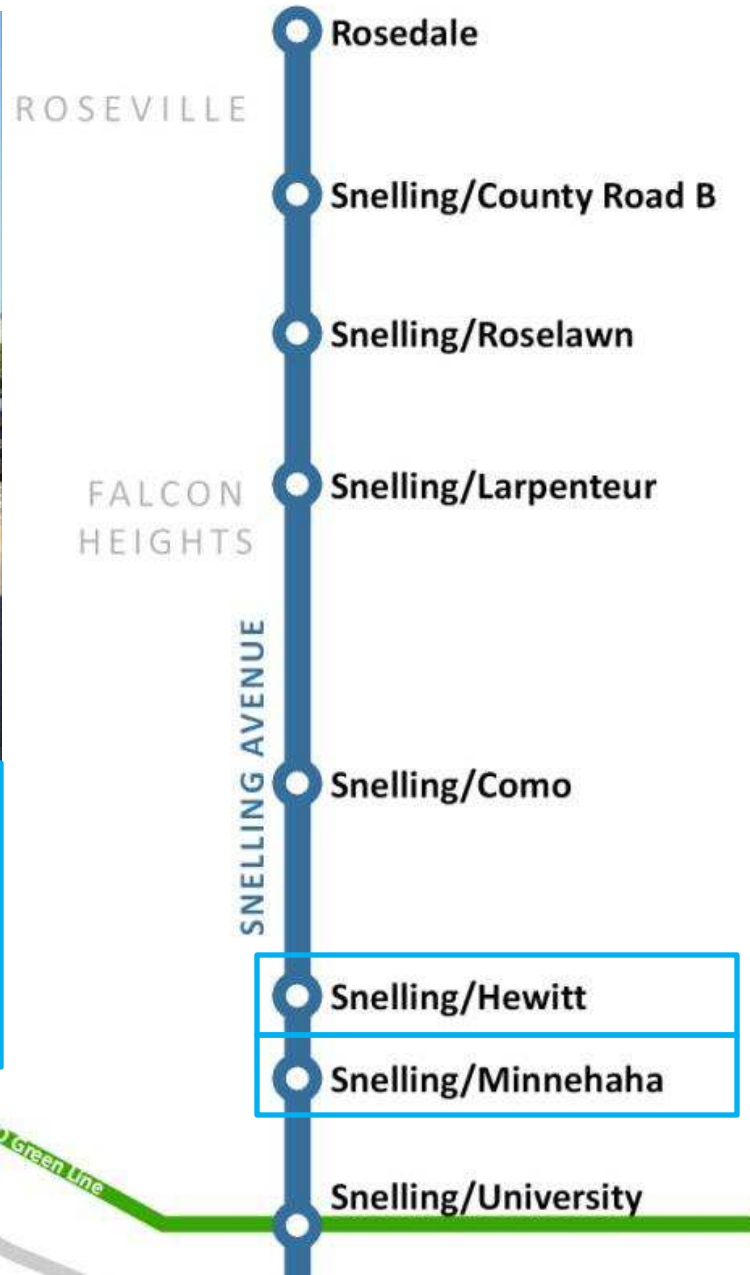
On-/Off-  
Ramps



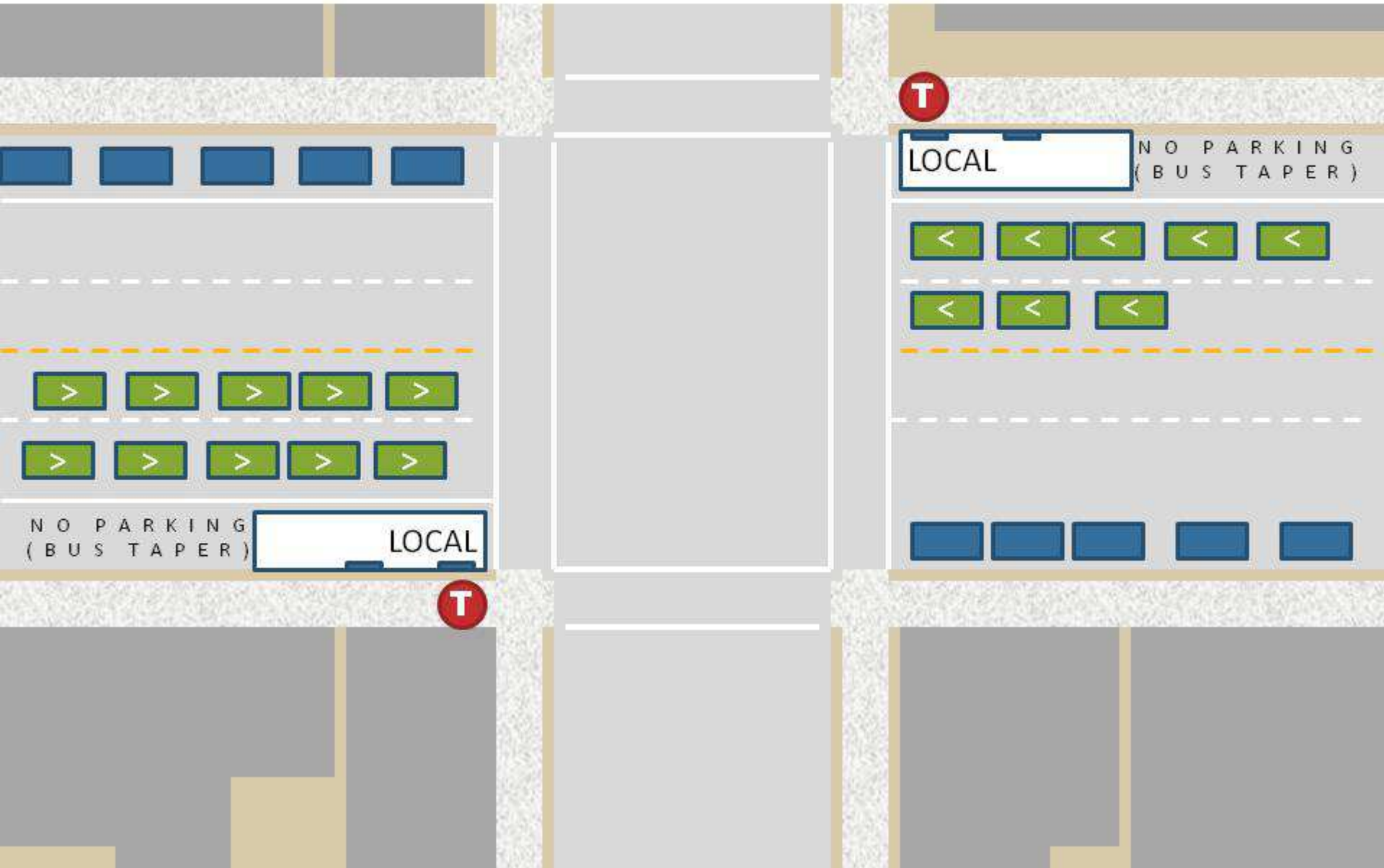
# Varying Station Contexts



4-Lane Section with Parking

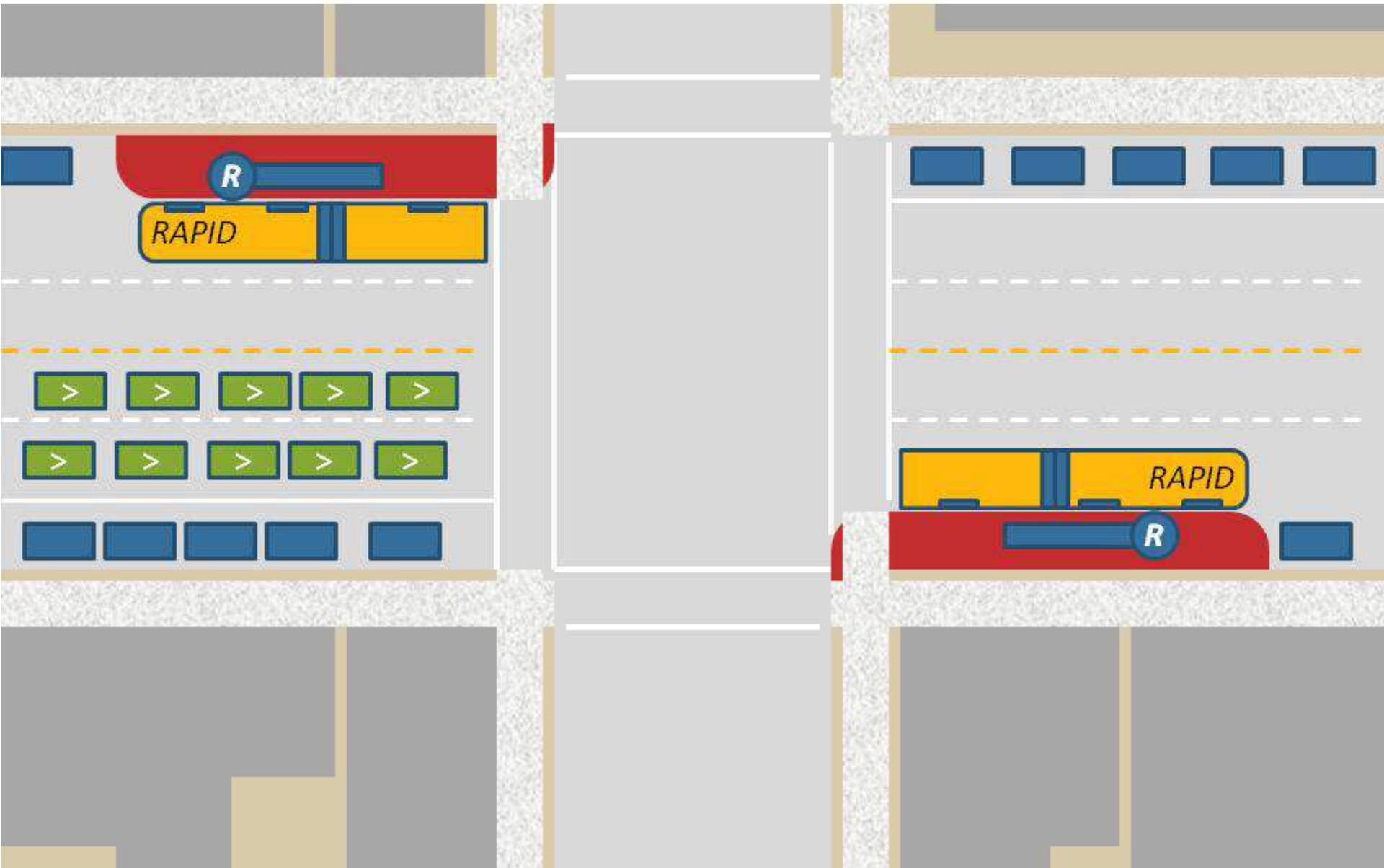


# Typical current condition With parking





# Concept: Farside Bumpout Station



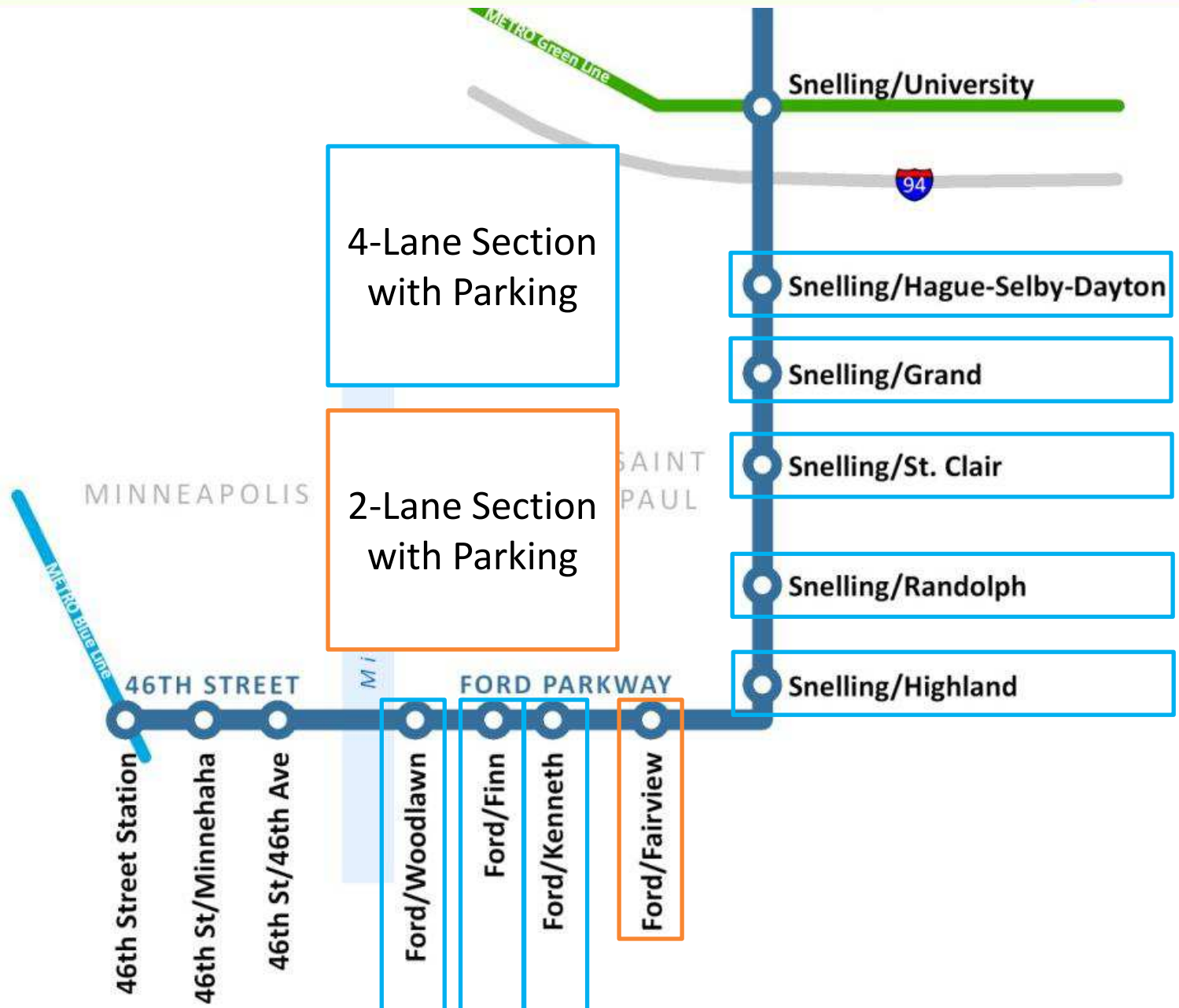
# Varying Station Contexts



6+Lane Section  
(with Bus  
Pullout NB)



# Varying Station Contexts



4-Lane Section with Parking

2-Lane Section with Parking

46th Street Station

46th St/Minnehaha

46th St/46th Ave

Ford/Woodlawn

Ford/Finn

Ford/Kenneth

Ford/Fairview

Snelling/University

Snelling/Hague-Selby-Dayton

Snelling/Grand

Snelling/St. Clair

Snelling/Randolph

Snelling/Highland

MINNEAPOLIS

SAINT PAUL

M i

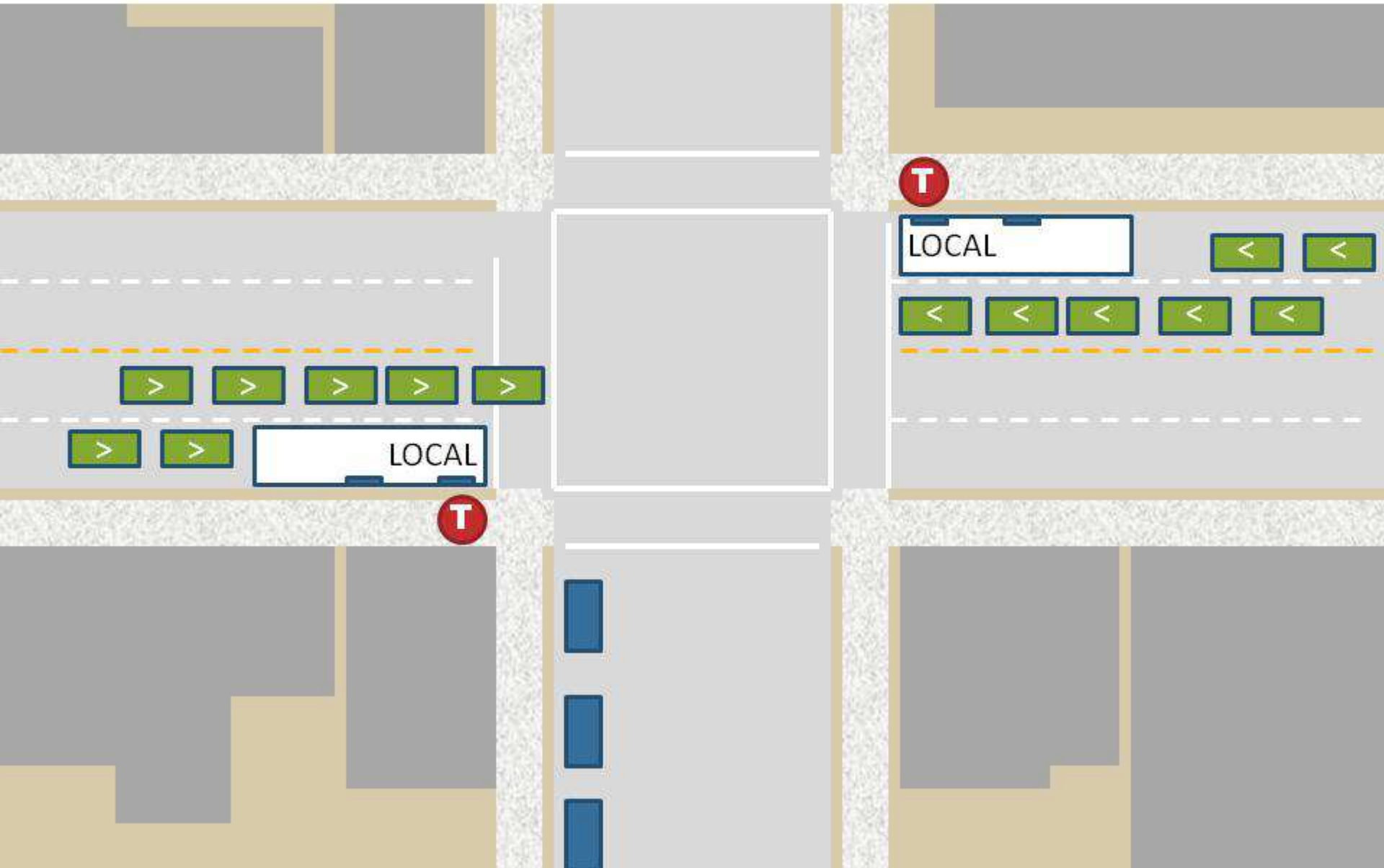
FORD PARKWAY



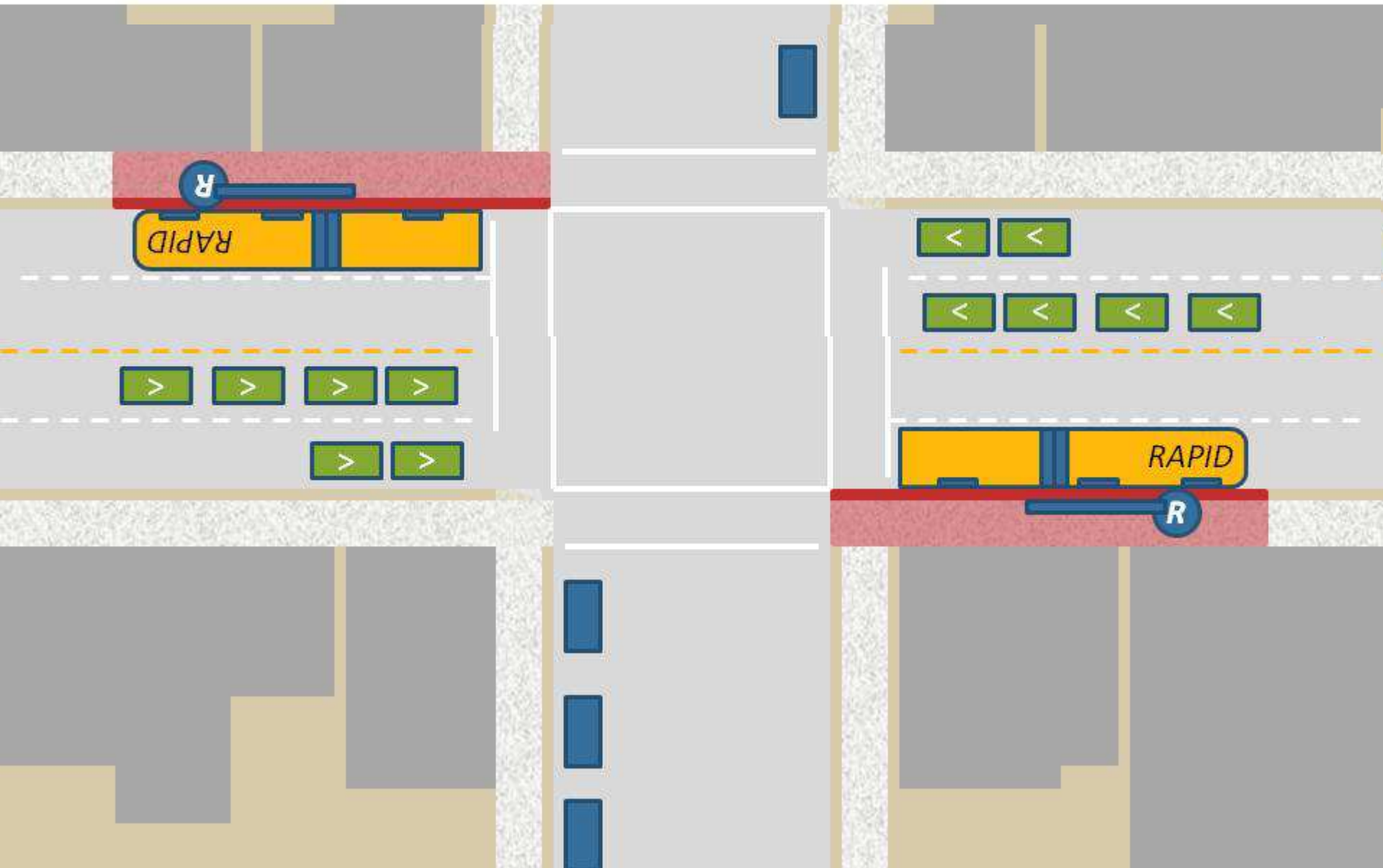


# Typical Current Condition

## NO Parking in Curb Lane (ex. 46th Street)



# Concept: Farside Curbside Station

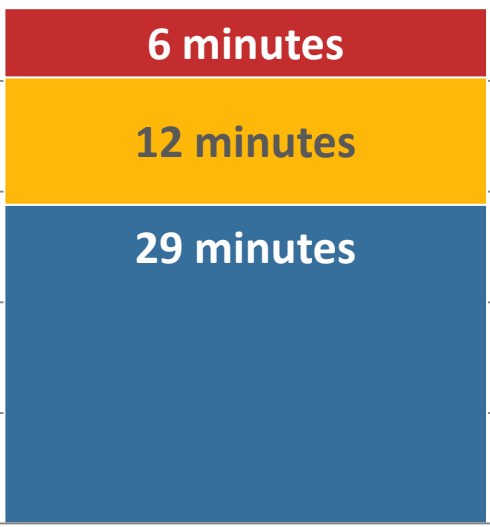


# Estimated Travel Time Savings



■ Red Light ■ Boarding ■ Moving

47-48 minutes



36 minutes



27% faster

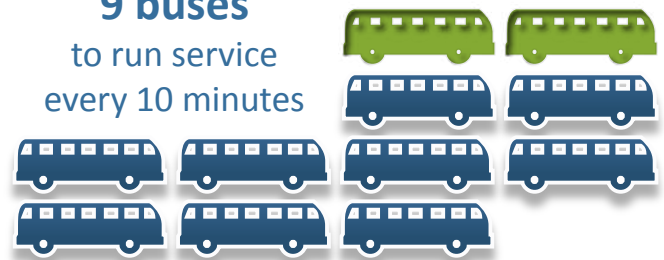
Current Local Route

Arterial BRT

11 buses to run service every 10 minutes



9 buses to run service every 10 minutes

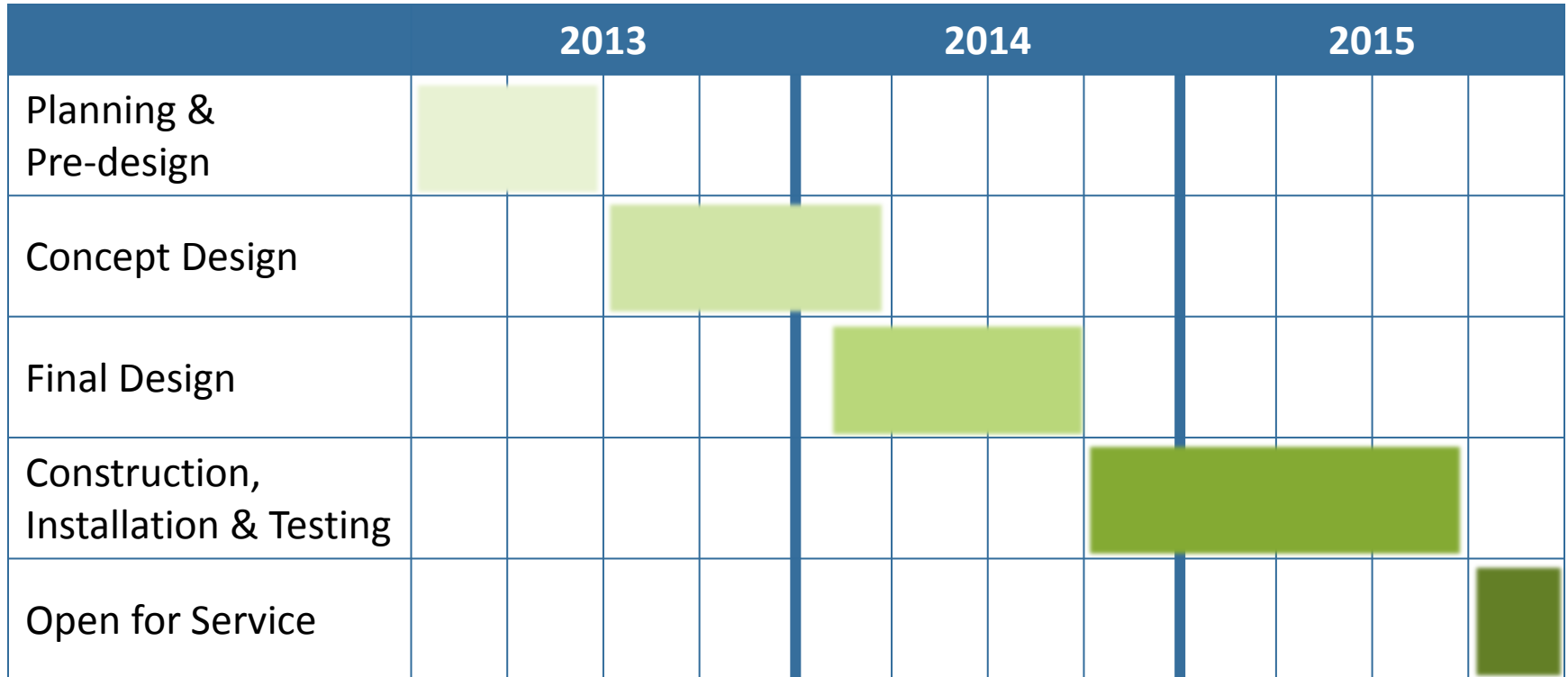


2 buses to use elsewhere

- **Total Project Cost: \$25 million**
  - 50% stations & technology
  - 25% vehicles
  - 10% TSP
  - 15% design & soft costs
- **\$15 million identified to date**
  - \$6 million MnDOT TH Bonds
  - \$6 million Federal CMAQ, formula
  - \$3 million Council funds
- **Seeking \$10 million TIGER V grant**

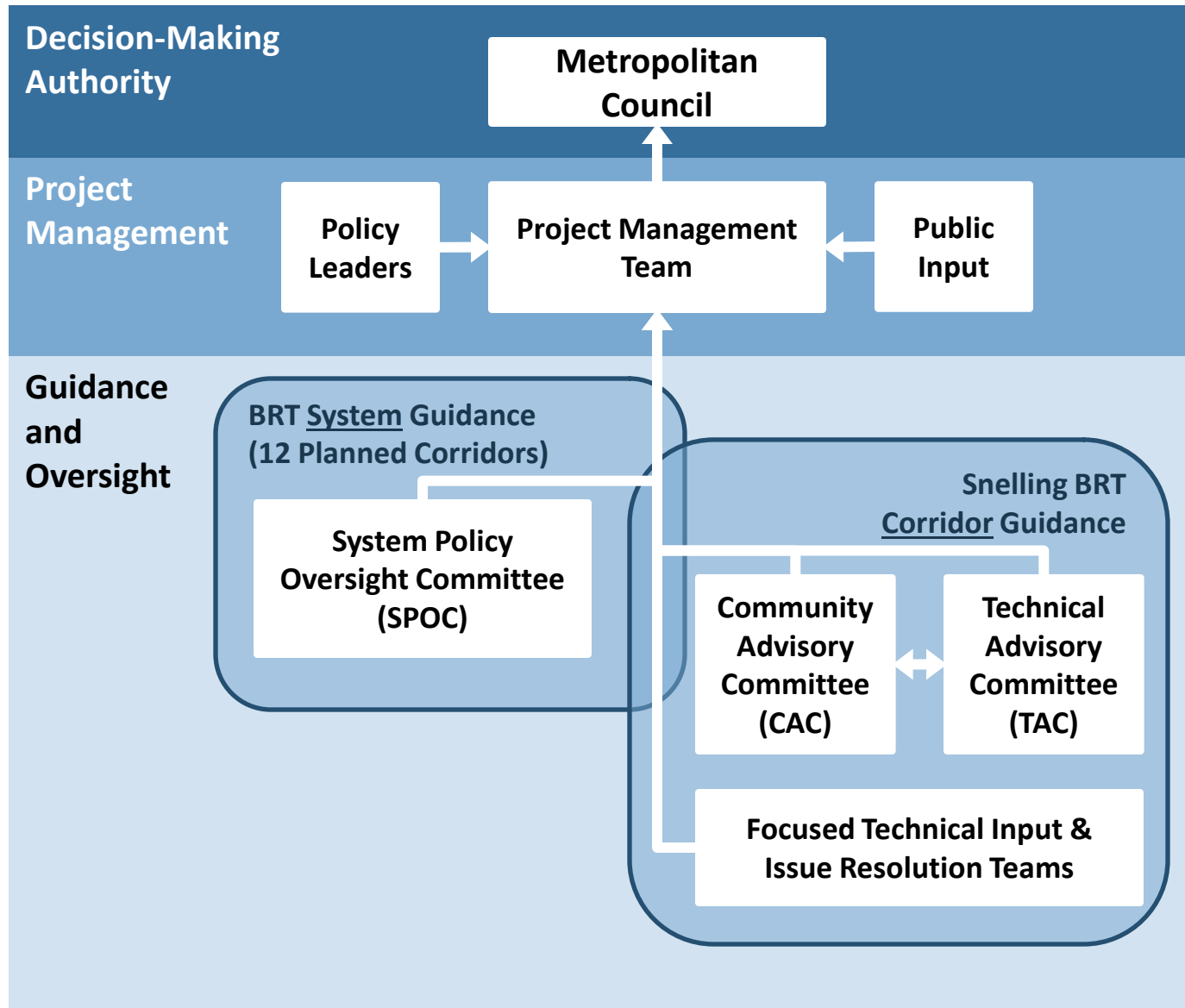


# Snelling BRT Schedule

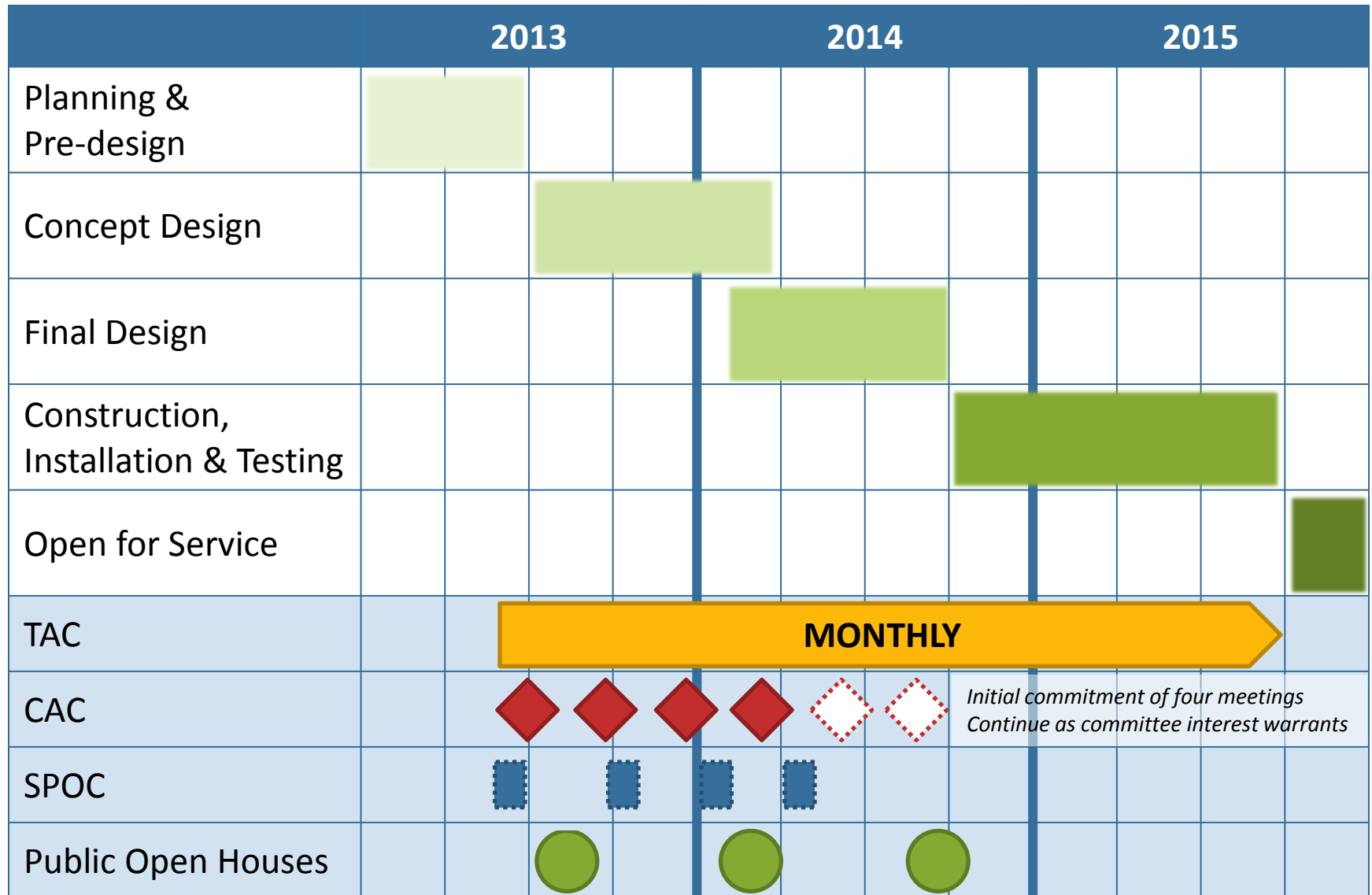




# Snelling BRT Oversight Structure



# Snelling BRT Schedule





Arterial Bus Rapid Transit

# BRAND ELEMENTS

System  
Brand Name

 **Metro Transit** *Direct*

Vehicle  
Design

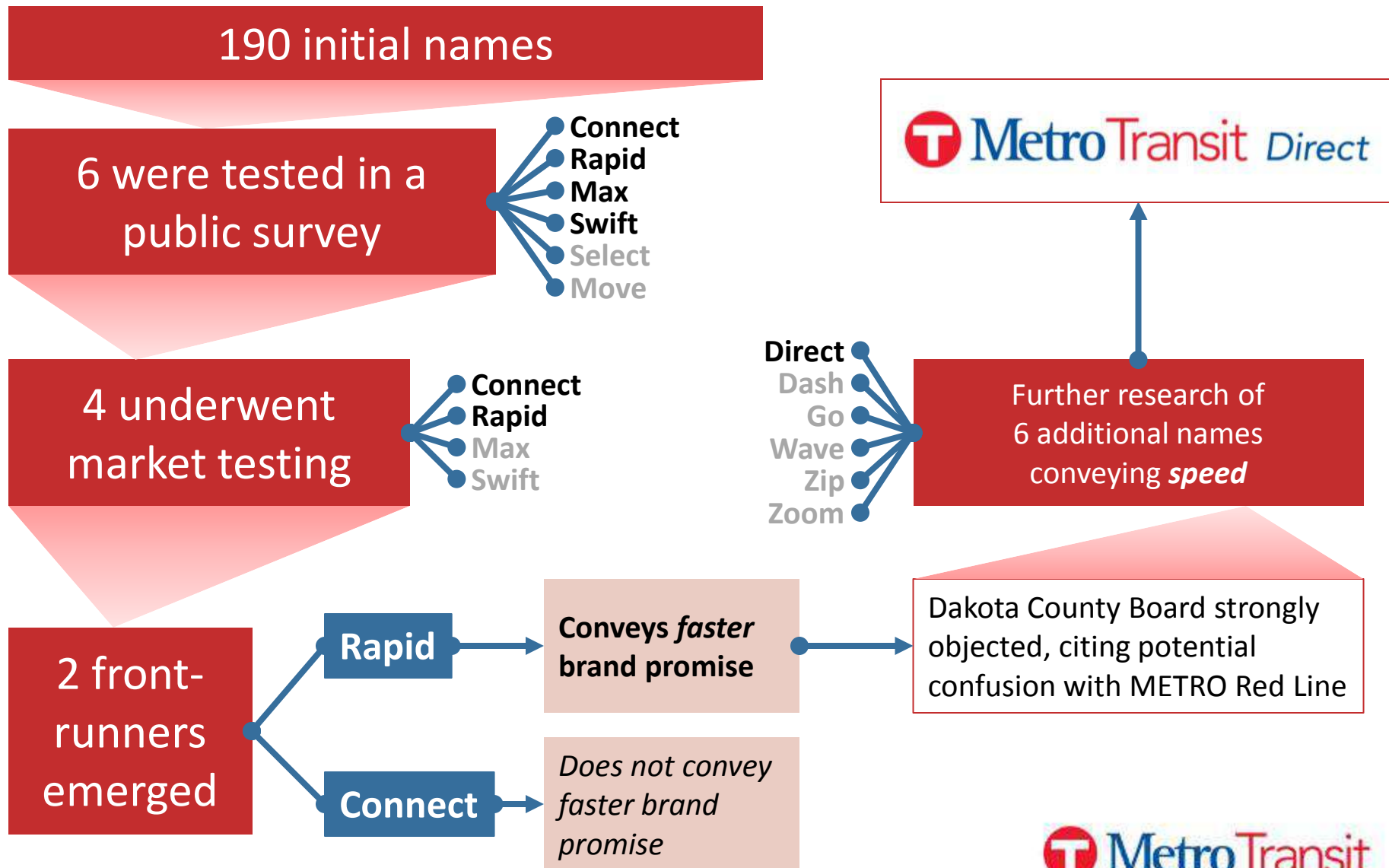


Line  
Identifiers

**A Line, B Line, C Line**

Station  
Names

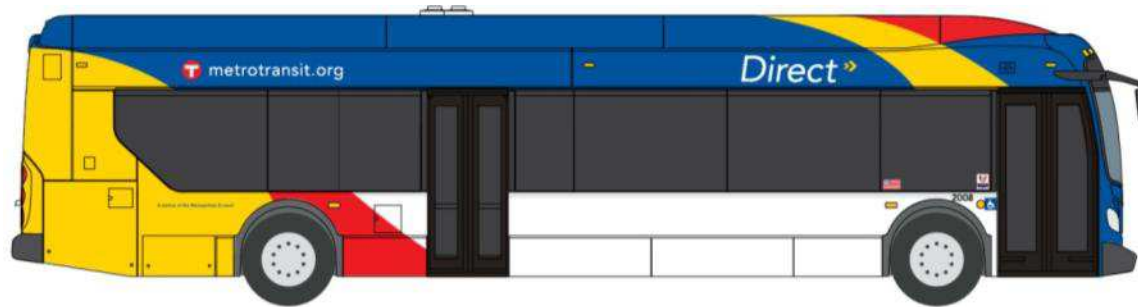
**Snelling Avenue & Randolph Avenue**



METRO (Highway BRT)



Metro Transit Direct (Arterial BRT)



Metro Transit Standard Bus

