

Transportation Committee

For the Metropolitan Council meeting of July 9, 2014

Subject: Approve Recommended Plan for A Line BRT project scope

Proposed Action

That the Metropolitan Council approve the Recommended Plan for the A Line BRT project scope.

Summary of Committee Discussion/Questions

Katie Roth presented the business item. There were no questions from the committee.

Council Member Commers moved the item, seconded by Council Member Munt. The item passed unanimously, and was subsequently placed on the consent agenda.

Transportation Committee

Meeting date: June 23, 2014

For the Metropolitan Council meeting of July 9, 2014

Subject: Approve Recommended Plan for A Line BRT project scope

District(s), Member(s): 8 – Duinick, 10 – McCarthy, 14 – Commers

Policy/Legal Reference: 2030 Transportation Policy Plan

Staff Prepared/Presented:

Brian Lamb, General Manager, 612-349-7510

Charles Carlson, Sr. Manager, BRT/Small Starts, 612-349-7639

Katie Roth, Sr. Planner, BRT/Small Starts, 612-349-7772

Division/Department(s): Metro Transit / BRT/Small Starts Project Office

Proposed Action

That the Metropolitan Council approve the Recommended Plan for the A Line BRT project scope.

Background

Arterial bus rapid transit (BRT) on Snelling Avenue / Ford Parkway was first included in the 2030 Transportation Policy Plan adopted in January 2009. The 2011-2012 Arterial Transitway Corridors Study identified Snelling Avenue as the region's first priority for arterial BRT implementation.

In pre-design project planning during 2012 and 2013, community input helped solidify A Line BRT station locations, which were further analyzed for traffic operations and site suitability.

Project design activities on the A Line commenced in January 2014, leading to development of a Concept Plan, which identified intersection quadrant-level locations for each station. The Concept Plan was shared for public review through a series of open houses in May 2014. Following public review, staff developed the Recommended Plan, incorporating refinements to the Concept Plan.

Rationale

Defining a final scope for the A Line project through approval of the Recommended Plan is necessary in order to advance the project into final design.

Funding

All funding for the \$25 million A Line project budget has been identified. While this action carries no direct funding implications, approval of the Plan will direct the project to construct a defined number of stations in determined locations, a necessary step to delivering the project within the identified budget.

Known Support / Opposition

Outreach activities have included direct mailings to nearby property and business owners, one-to-one meetings with business owners and riders, three rounds of widely publicized open houses, social media engagement, and project presentations to stakeholders. The majority of feedback has been supportive.

A Line project partners, including four cities, two counties, and MnDOT, are supportive of the project and have been closely involved in the planning efforts leading to the Recommended Plan.