

Rapid Bus Update

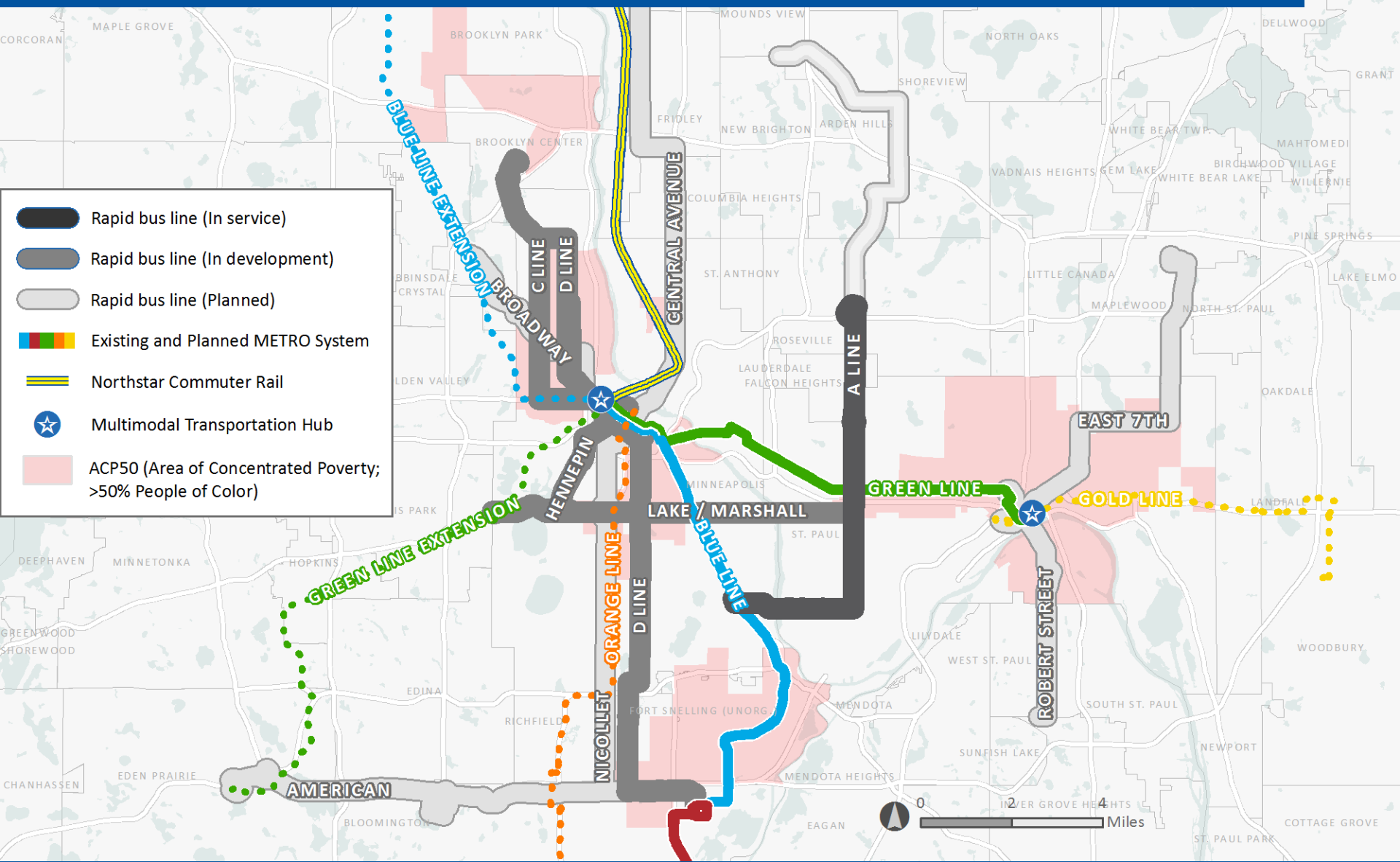


TAB – May 16, 2018

Katie Roth, Arterial Bus Rapid Transit Manager

Metro Transit

The Region's Primary Local Bus Corridors



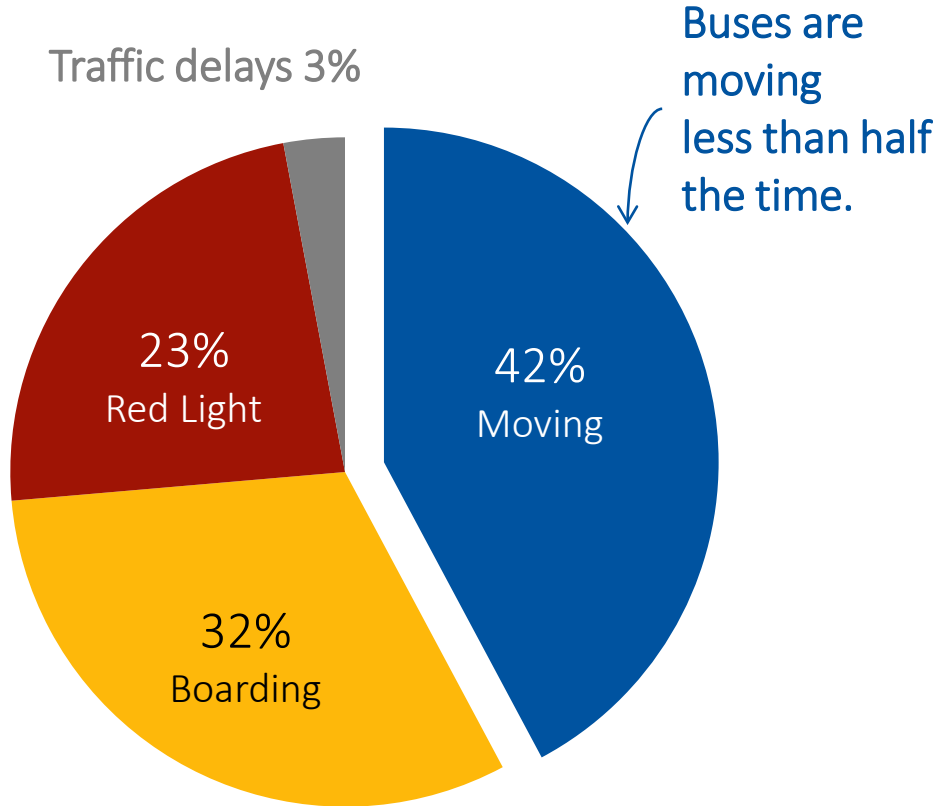
How can we make the most-used buses *faster*?

1

Reduce the time it takes to get on and off the bus.

2

Reduce the time buses are stopped at red lights.



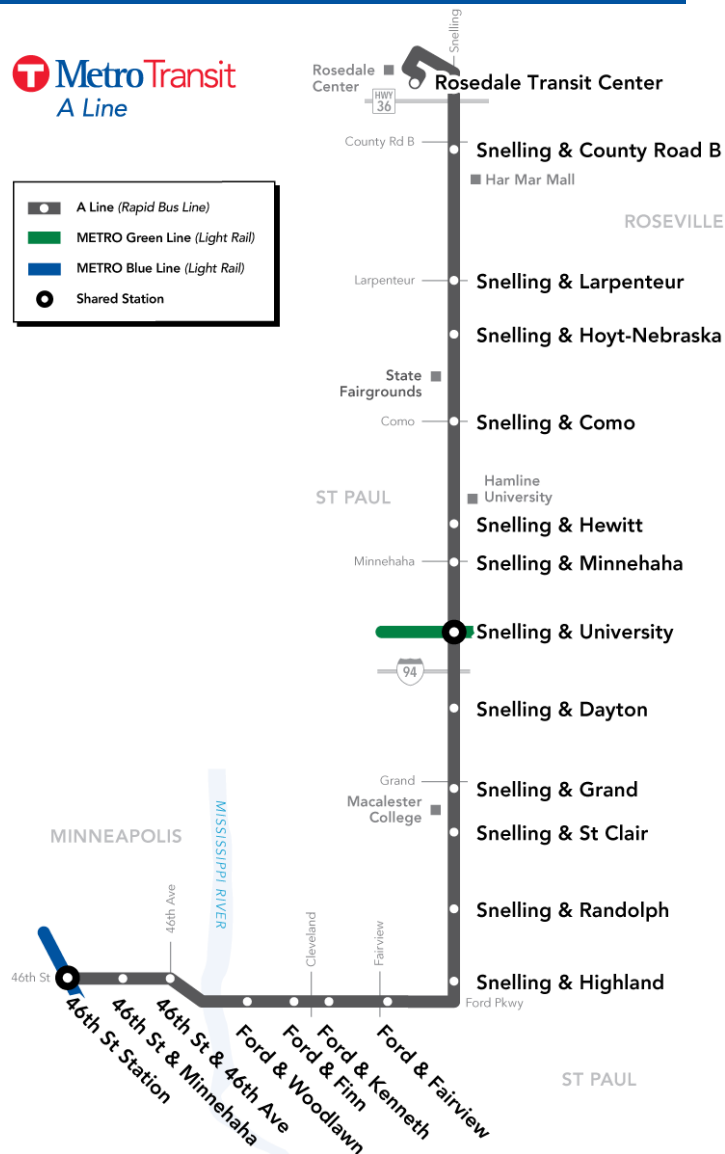
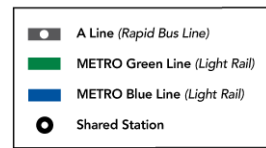


How can we make the most-used buses *easier to use*?

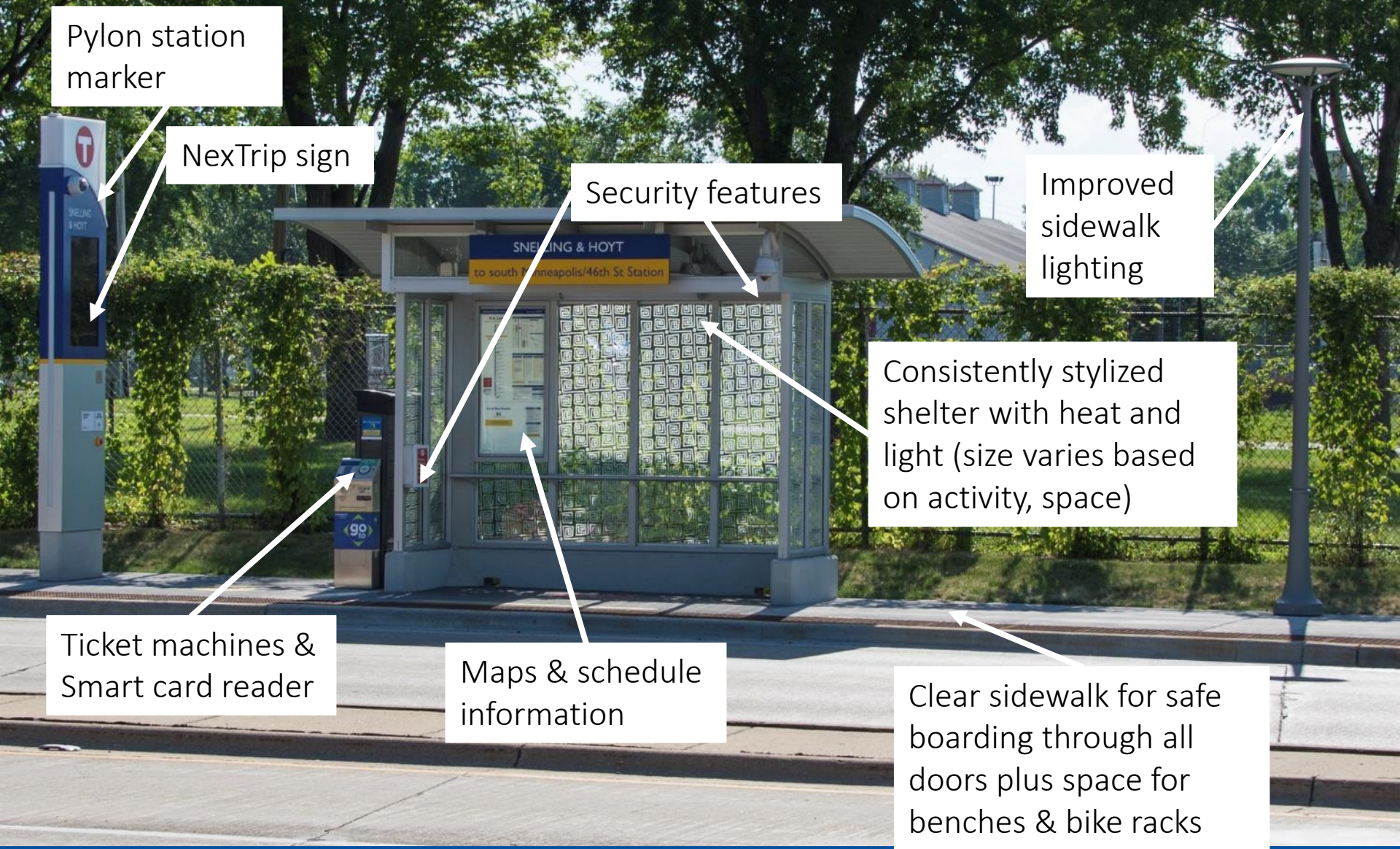
Ford Parkway (St. Paul)
December 2014

A Line: Project scope

- First in planned program of 11 lines
- 10 miles
- 20 stations
- 4 cities
- 2 light rail connections
- 13-bus fleet
- \$27 million project cost
- Proven frequent service corridor with 4,000 rides before improvement
- Forecast: 8,700 rides by 2030



Neighborhood-Scale Stations



Pylon station marker

NexTrip sign

Security features

Improved sidewalk lighting

Consistently stylized shelter with heat and light (size varies based on activity, space)

Ticket machines & Smart card reader

Maps & schedule information

Clear sidewalk for safe boarding through all doors plus space for benches & bike racks

Platform dimensions & consistent layout



Bus stops in travel lane

2 + 4 = 6' clear snow plow zone

2'
Tactile
Edge

4' Clear
Boarding
Area

~6' typical
Furnishing
Zone

Unobstructed
sidewalk

Fully off-board, proof-of-payment fare collection



Transit signal priority & farside stops



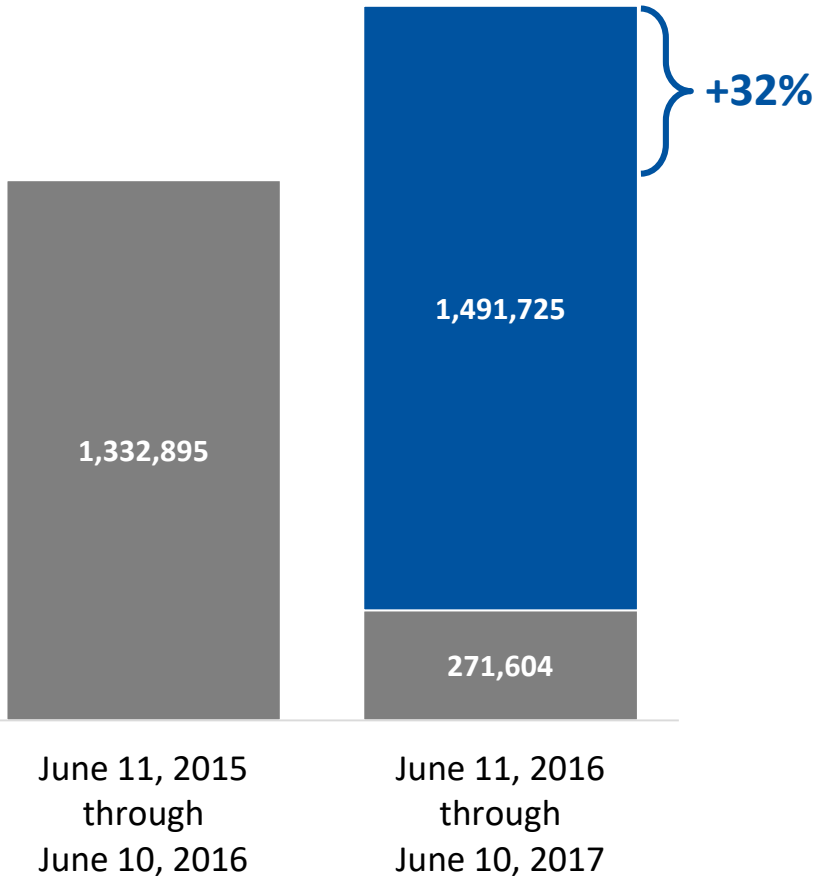
A Line: Proven Success

- 94% On-time performance (Jan 2018)
- 25% faster than Route 84 through delay reductions
- 40% more rides/service hour than before BRT (more efficient and productive)
- Faster, more reliable access to jobs and opportunity
- Overall customer satisfaction above local bus, equal to LRT

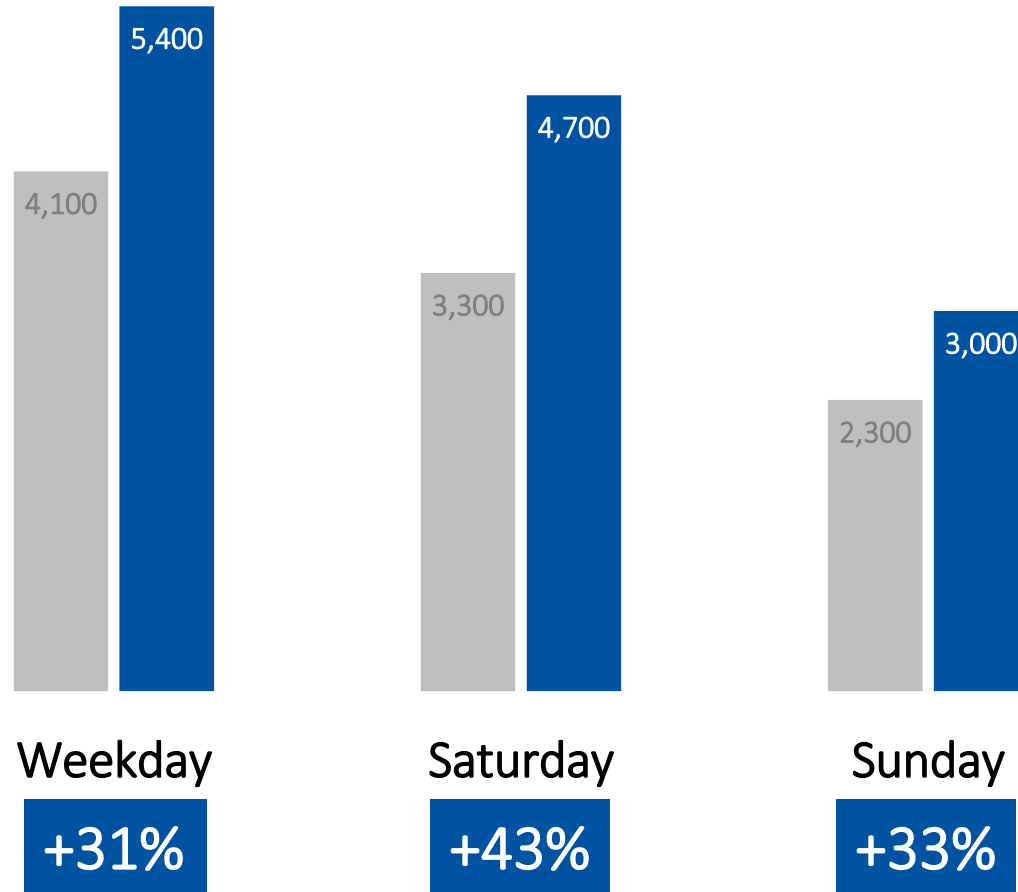


First year: 32% corridor ridership growth

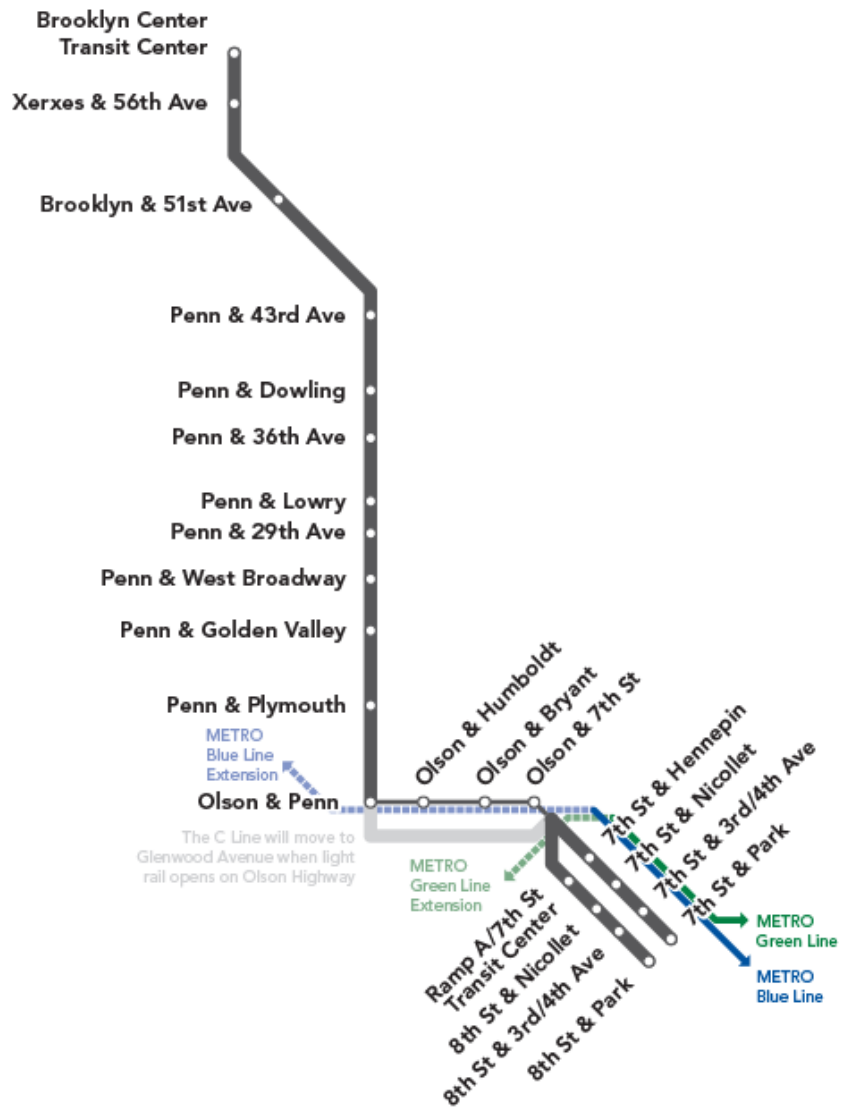
A Line Total Corridor Rides *One year after A Line launch*



April 2016 vs. April 2017 Corridor Ridership



C Line (Penn Avenue North)



- 8.5 miles from downtown Minneapolis to Brooklyn Center
- Substantial replacement of Route 19
- 23 stations
- 7,600 daily rides today, 9,300 by 2030
- \$37 million project budget
- First deployment of battery-electric buses for Metro Transit
- 2018 construction
- 2019 service launch

Penn Avenue



D Line (Chicago / Emerson-Fremont)

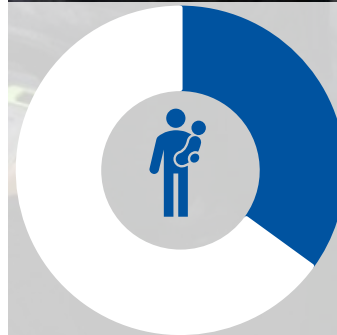


- 18 miles from Bloomington to Brooklyn Center
- Substantial replacement of Route 5
- Approximately 40 stations
- 16,000 daily rides today, 23,500 by 2030
- \$75 million project budget
 - \$40 million identified
 - \$35 million remaining need Included in Gov. Dayton's 2018 bonding proposal
- 2020/2021 construction

Route 5 today



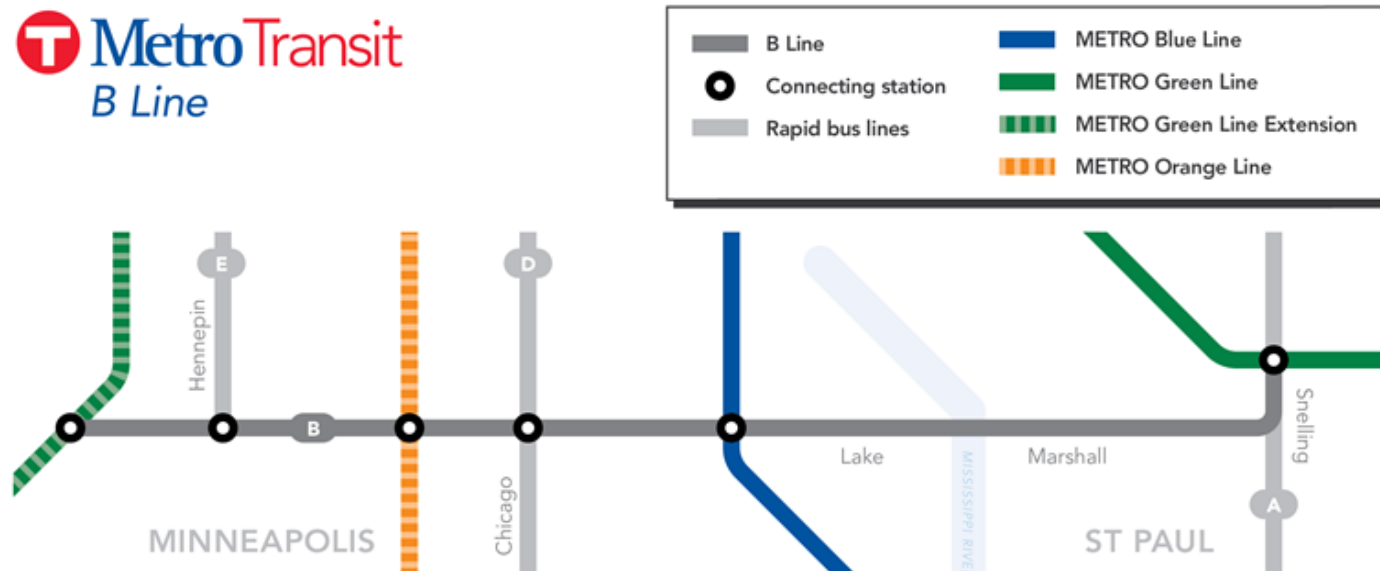
Buses make up
3-4% of traffic



...and carry up to 35%
of people

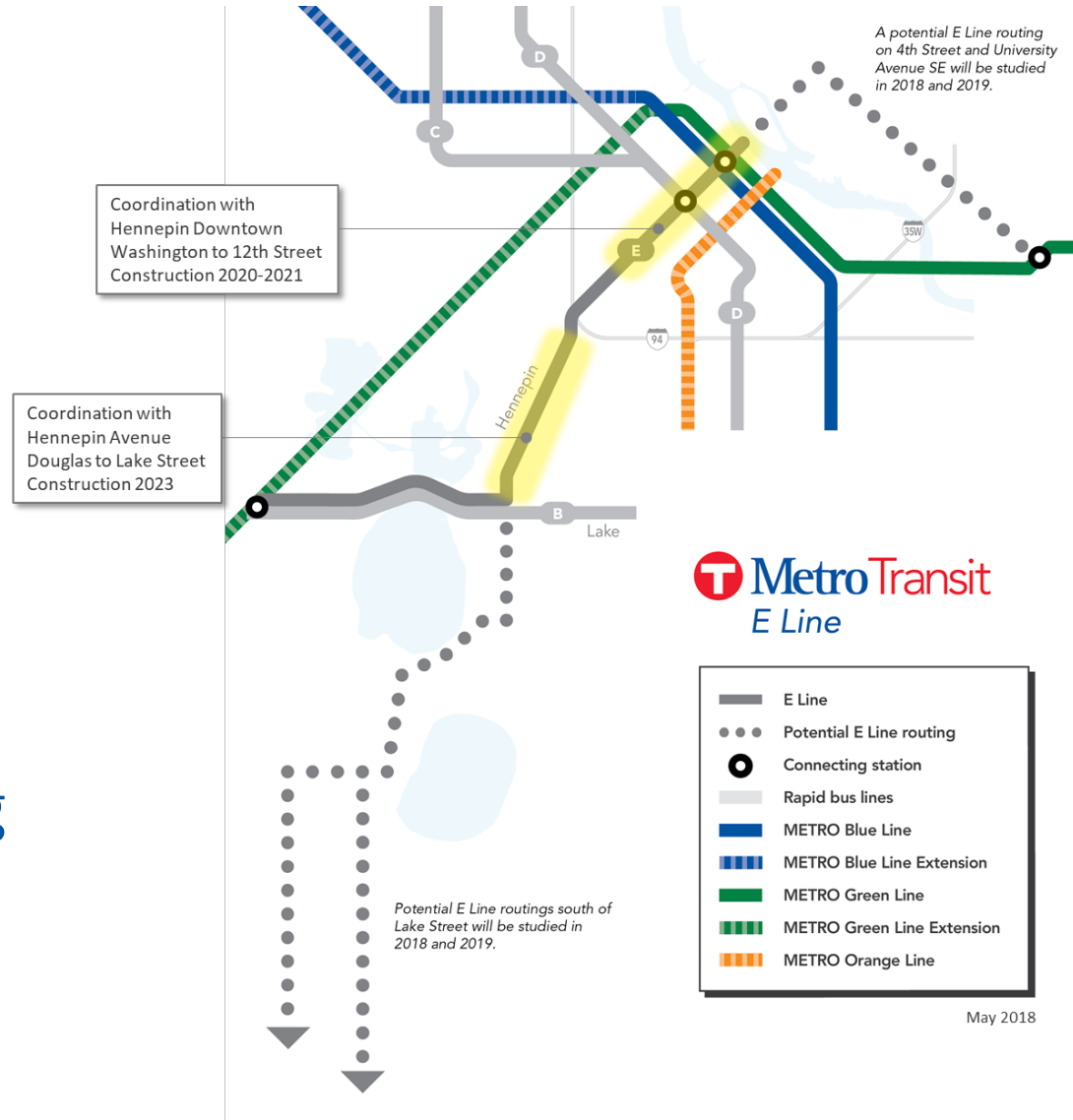
B Line: Lake Street / Marshall Avenue

- Replacement of much of Route 21
- Builds on 2012-2013 Midtown Alternatives Analysis
- West Lake Station to Snelling & University
- Coordination with Lake Street Connections, Lake & Hiawatha projects
- 2018-2019 Planning, 2019-2020 Engineering









E Line: Hennepin Avenue

- Substantial replacement of Route 6
- Coordination with street reconstruction projects
- 2018-2019: Corridor study / pre-planning
- 2019-2020: Planning
- 2020-2021: Engineering



Regional Solicitation Funding and Rapid Bus Lines

Corridor	Expansion Grant	Modernization Grant	Outcomes
Snelling Ave	X		Implemented 2016
West 7th St	X		Project cancelled; Returned grant
East 7th St	X		Route 54 extension mid-2018
Penn Ave N	X	X	Implementing as C Line project
Chicago Ave S	X	X	Advancing as D Line project
Emerson-Fremont Aves	X		Advancing as D Line project
Lake St-Marshall Ave	X		B Line rapid bus, or standalone improvement
Hennepin Ave	X		E Line rapid bus, or standalone improvement

-  Rapid bus line (in service)
-  Rapid bus line (in development)
-  Rapid bus line (planned)
-  Existing and planned METRO System
-  Northstar Commuter Rail
-  Multimodal Transportation Hub

