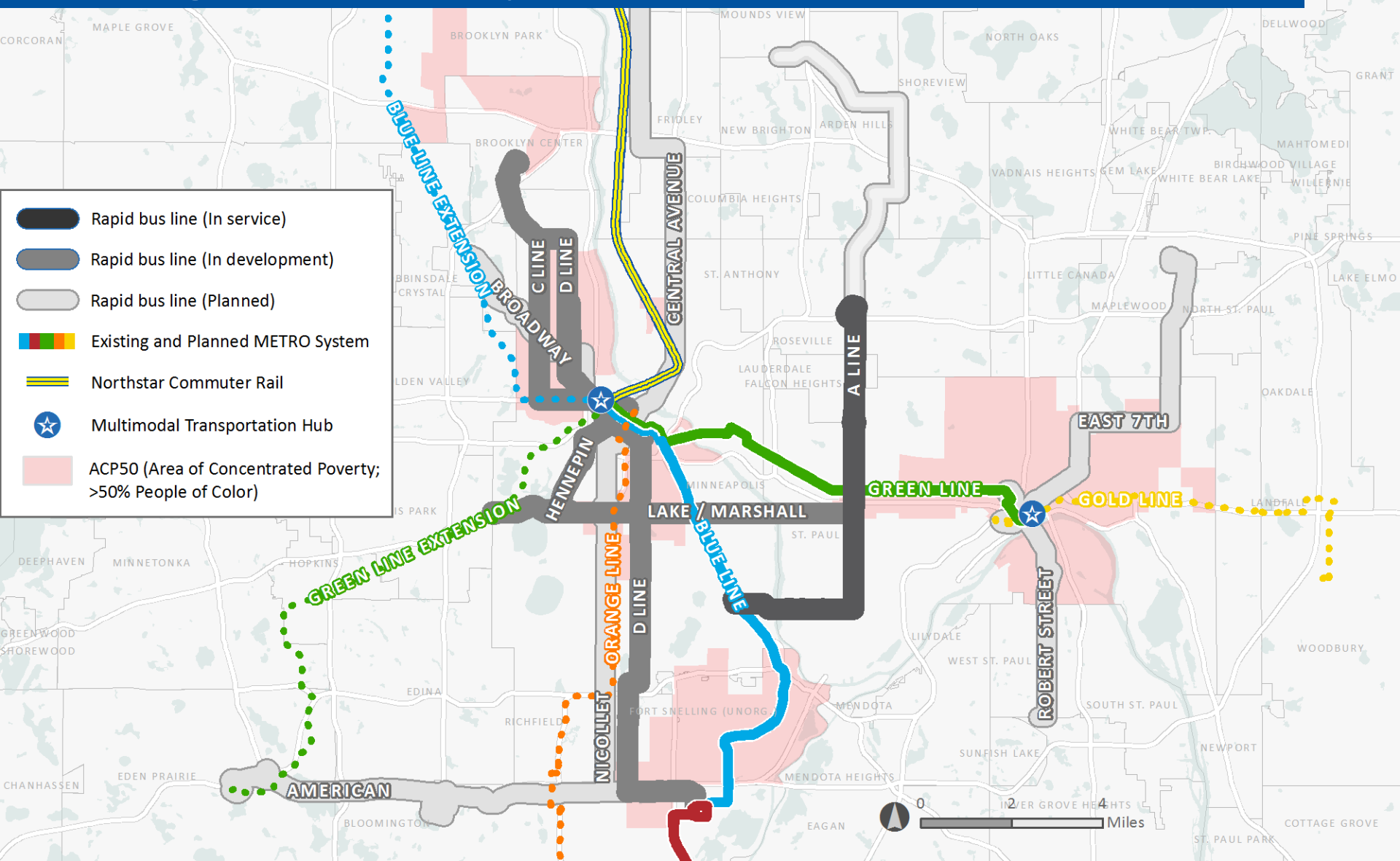


Rapid Bus Update



TAC, May 2, 2018
Charles Carlson
Bus Rapid Transit | Metro Transit

The Region's Primary Local Bus Corridors



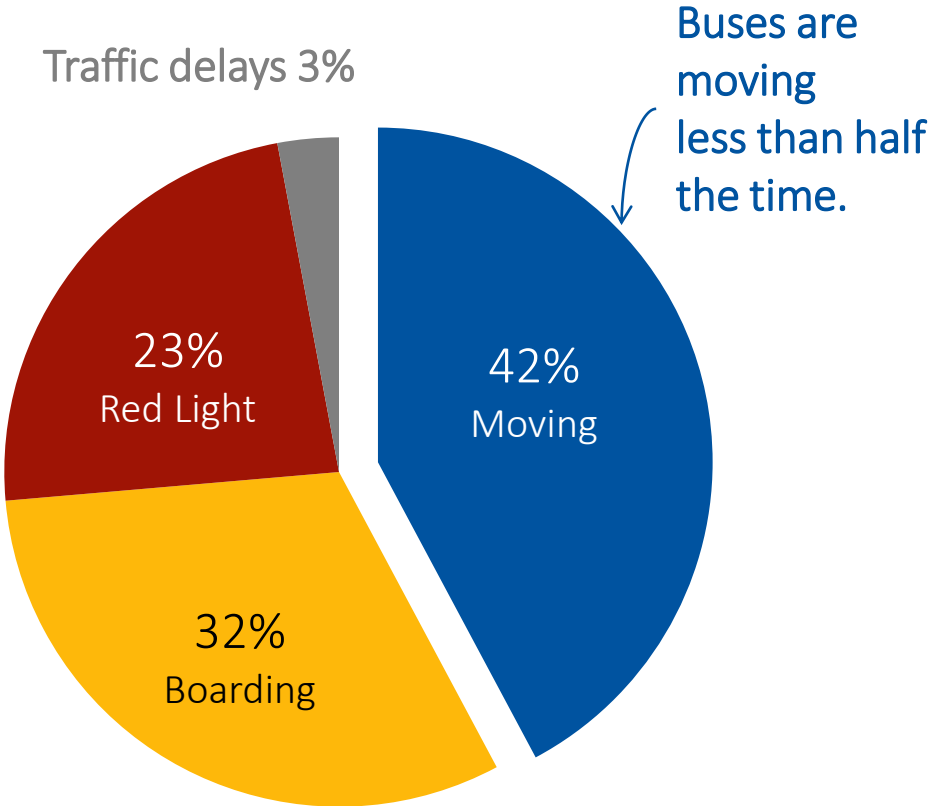
How can we make the most-used buses *faster*?

1

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

2

Reduce the time buses are stopped at red lights.

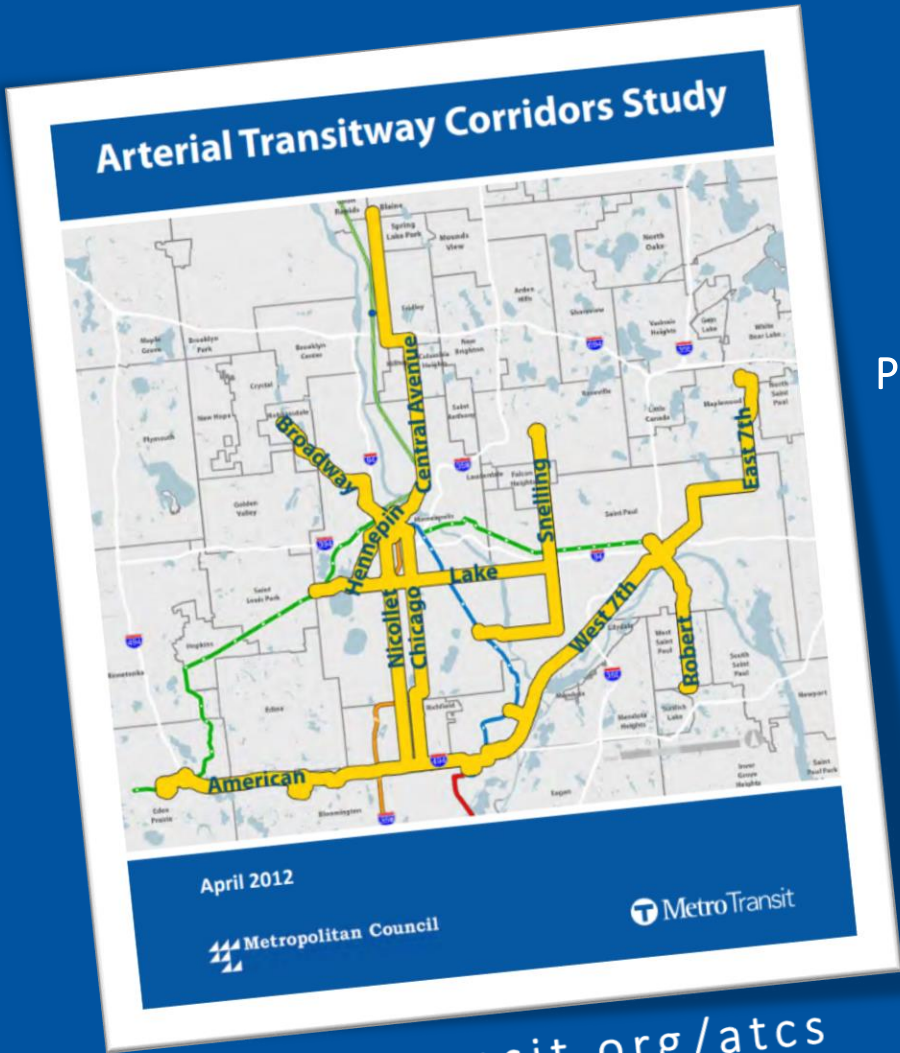




How can we make the most-used buses *easier to use*?

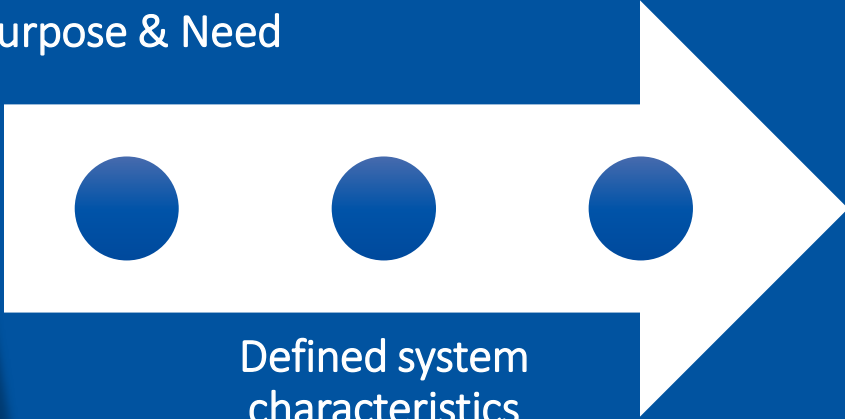
Ford Parkway (St. Paul)
December 2014

2012: Arterial Transitway Corridors Study



Identified top-tier priority corridors

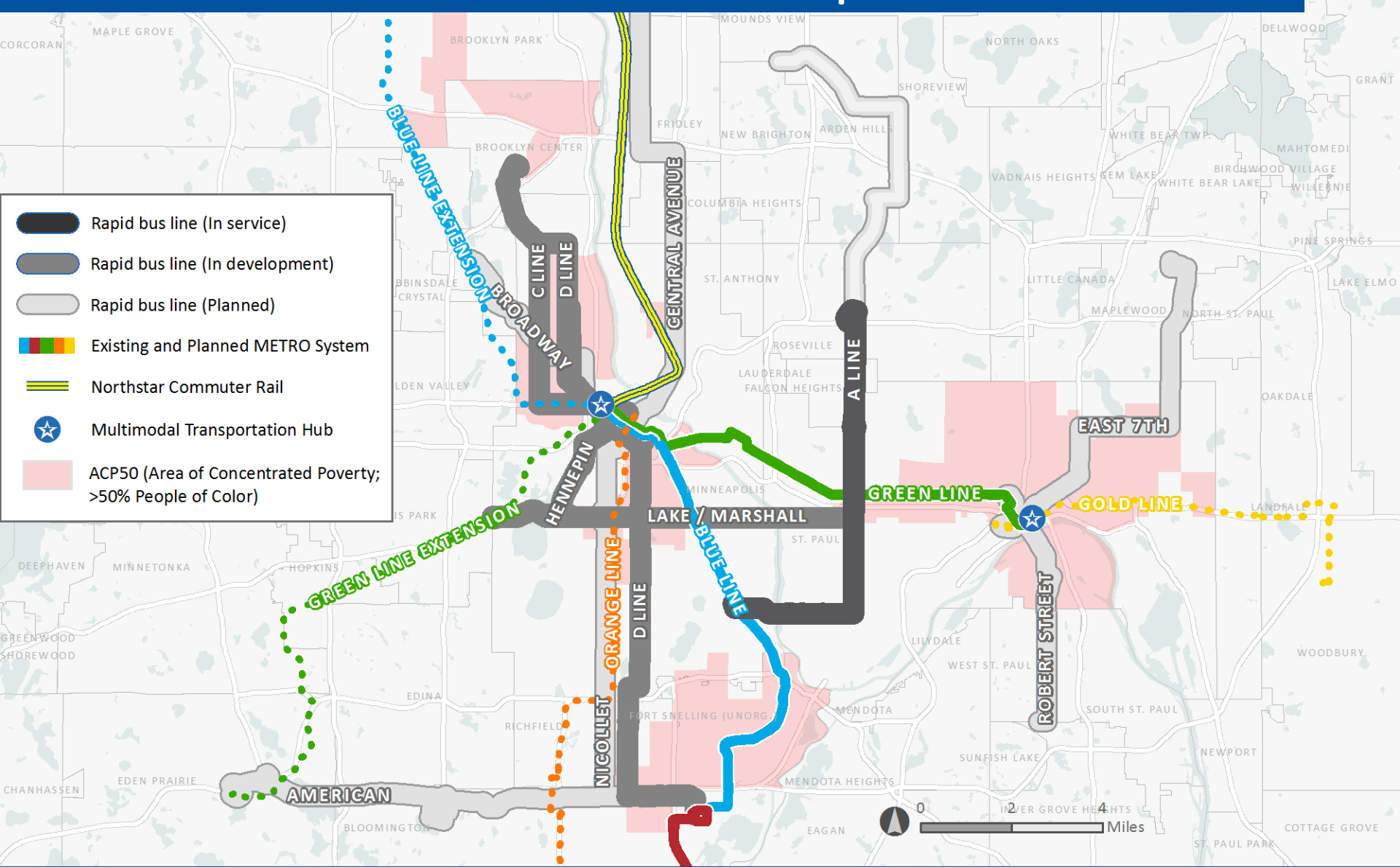
Defined Purpose & Need



Defined system characteristics

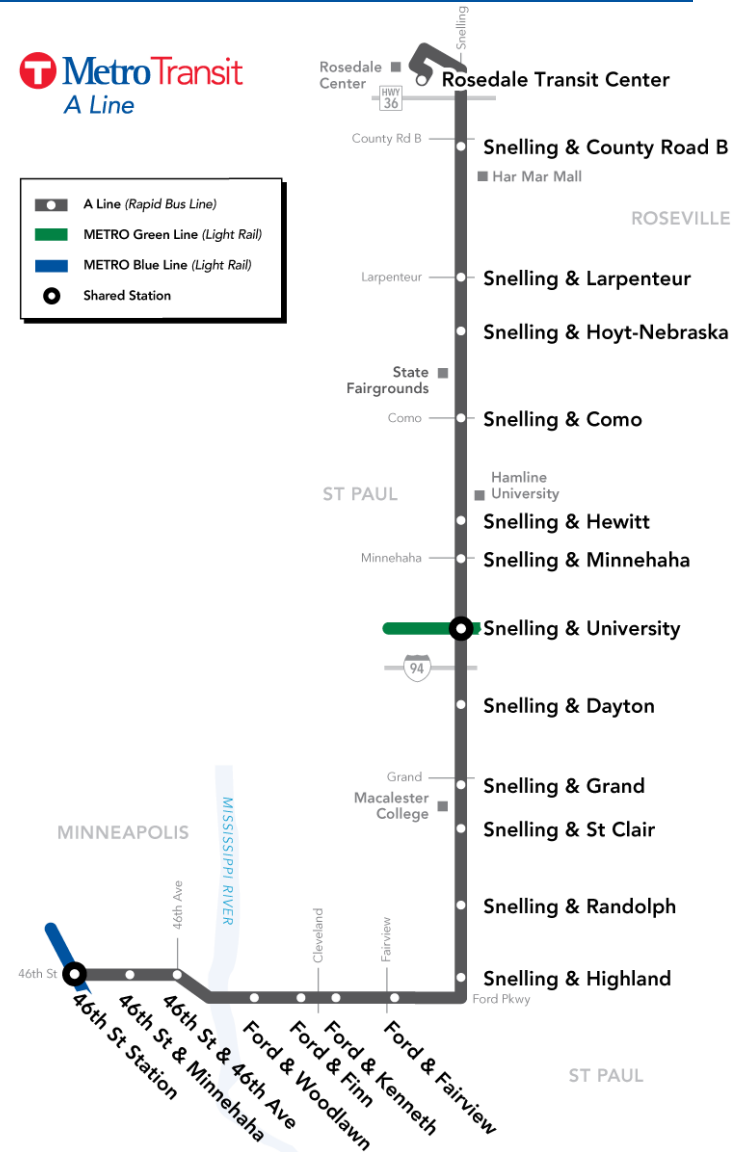
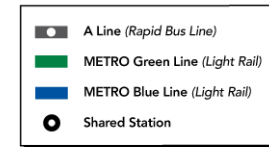
metrotransit.org/atcs

2012: Identified A Line for first implementation

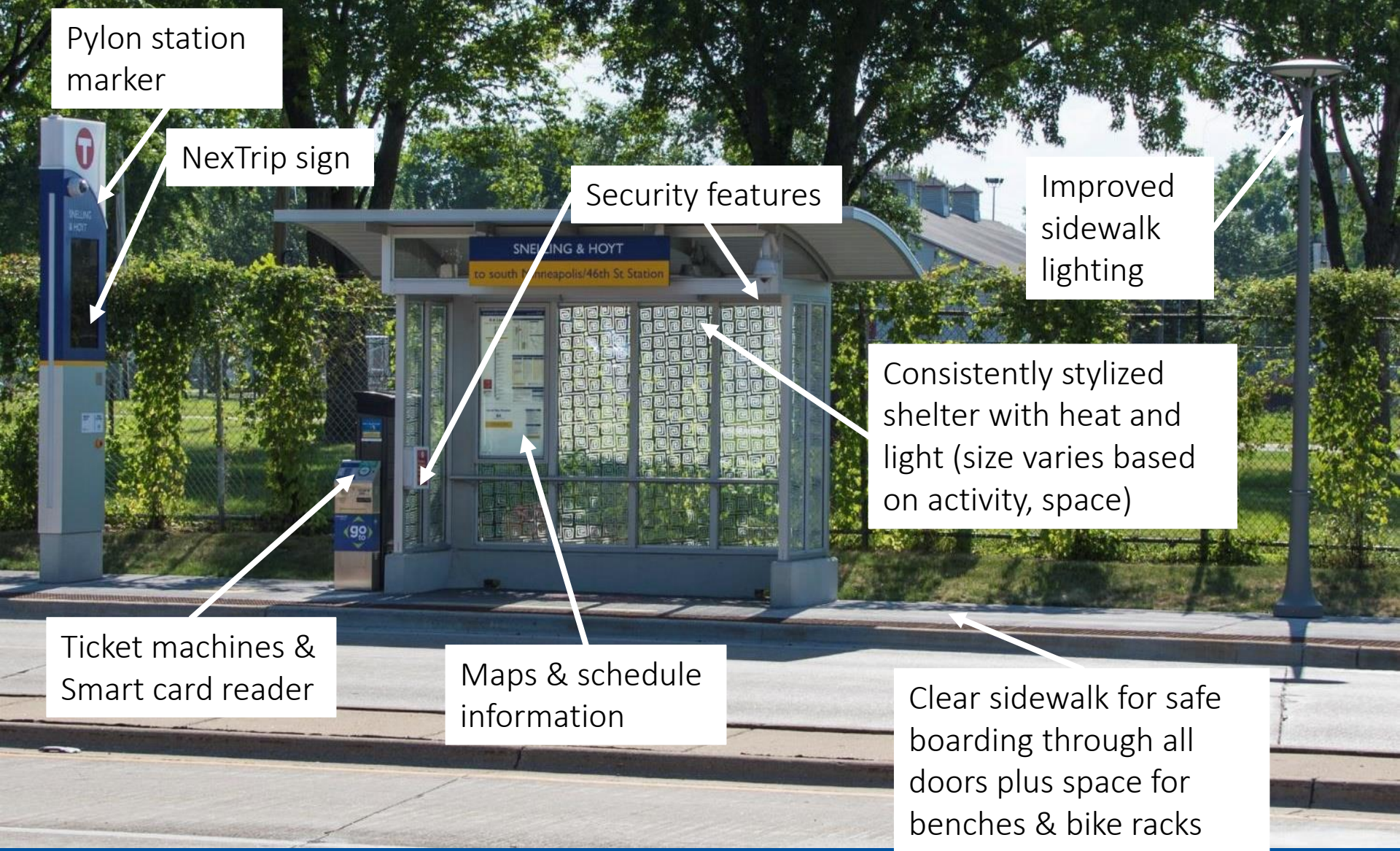


A Line: Project scope

- 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



BRT Toolbox: 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



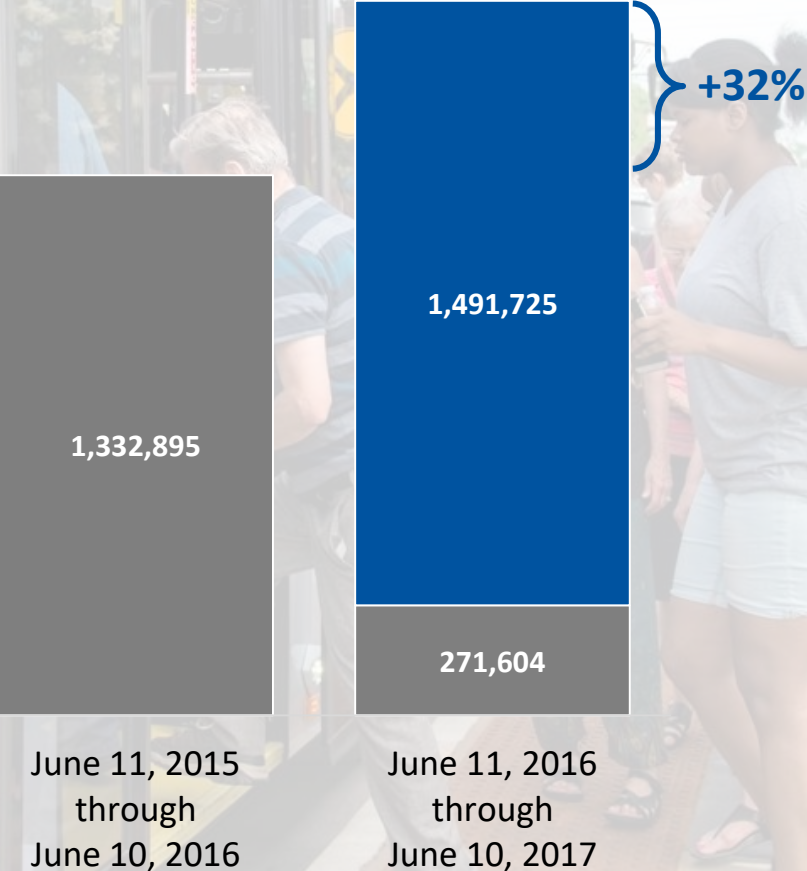
June 11, 2016



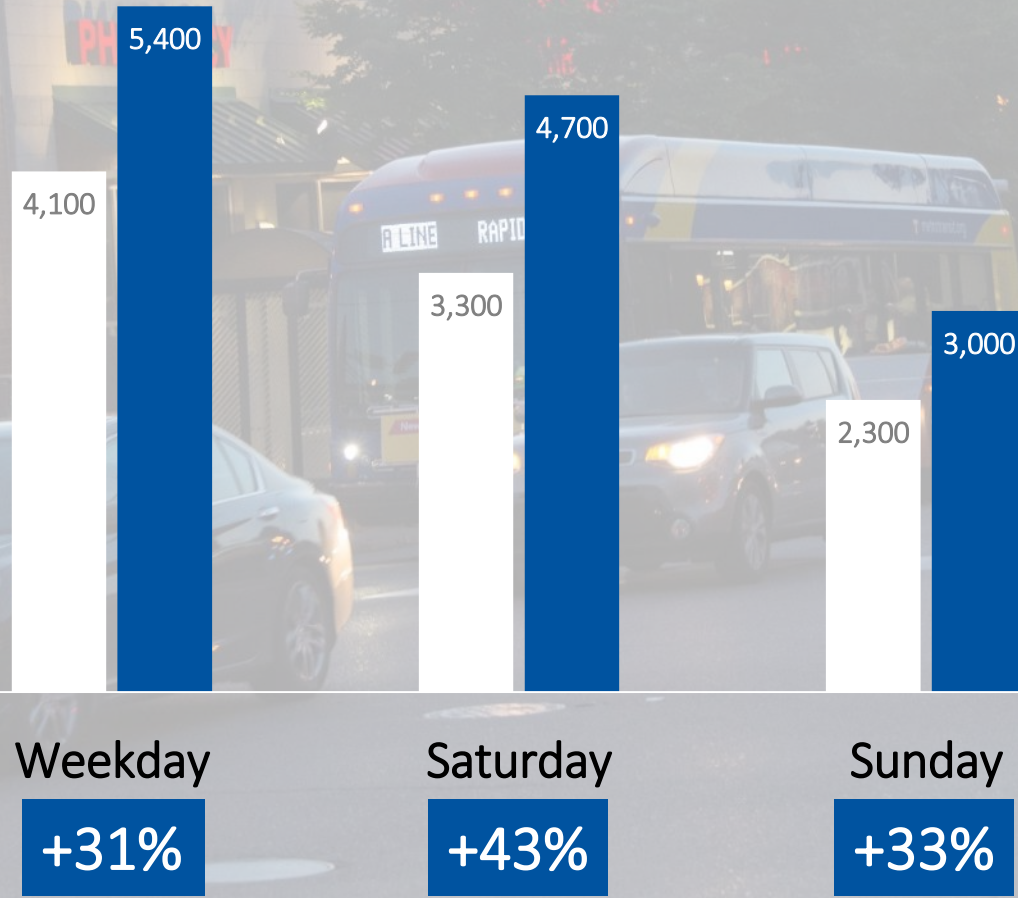
A Line: Proven Success

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

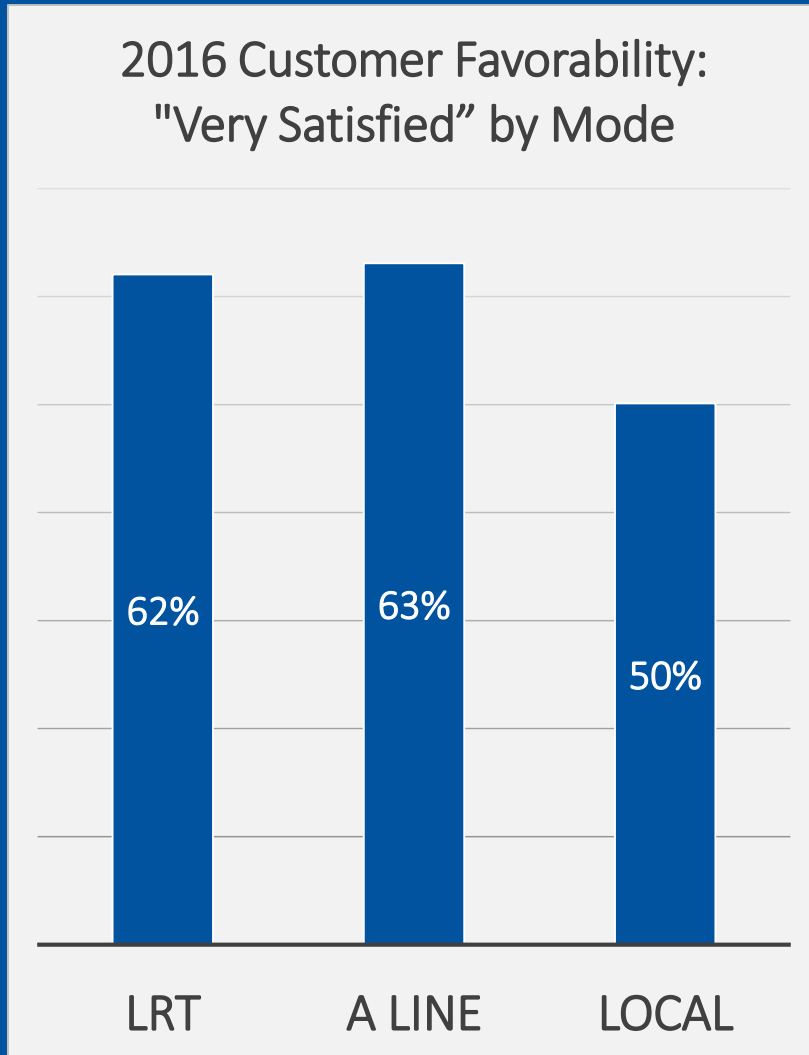
A Line Total Corridor Rides Year-Over-Year *One year after A Line launch*



April 2016 vs. April 2017 Corridor Ridership



Customer Response to A Line



- Positive customer response
- Customer favorability and satisfaction compares to LRT
- Pylon “Beacon” appreciation
- Rear-door boarding is prevalent and leads to even loading, reduced delays
- Positive reactions from families, people with disabilities, seniors, students

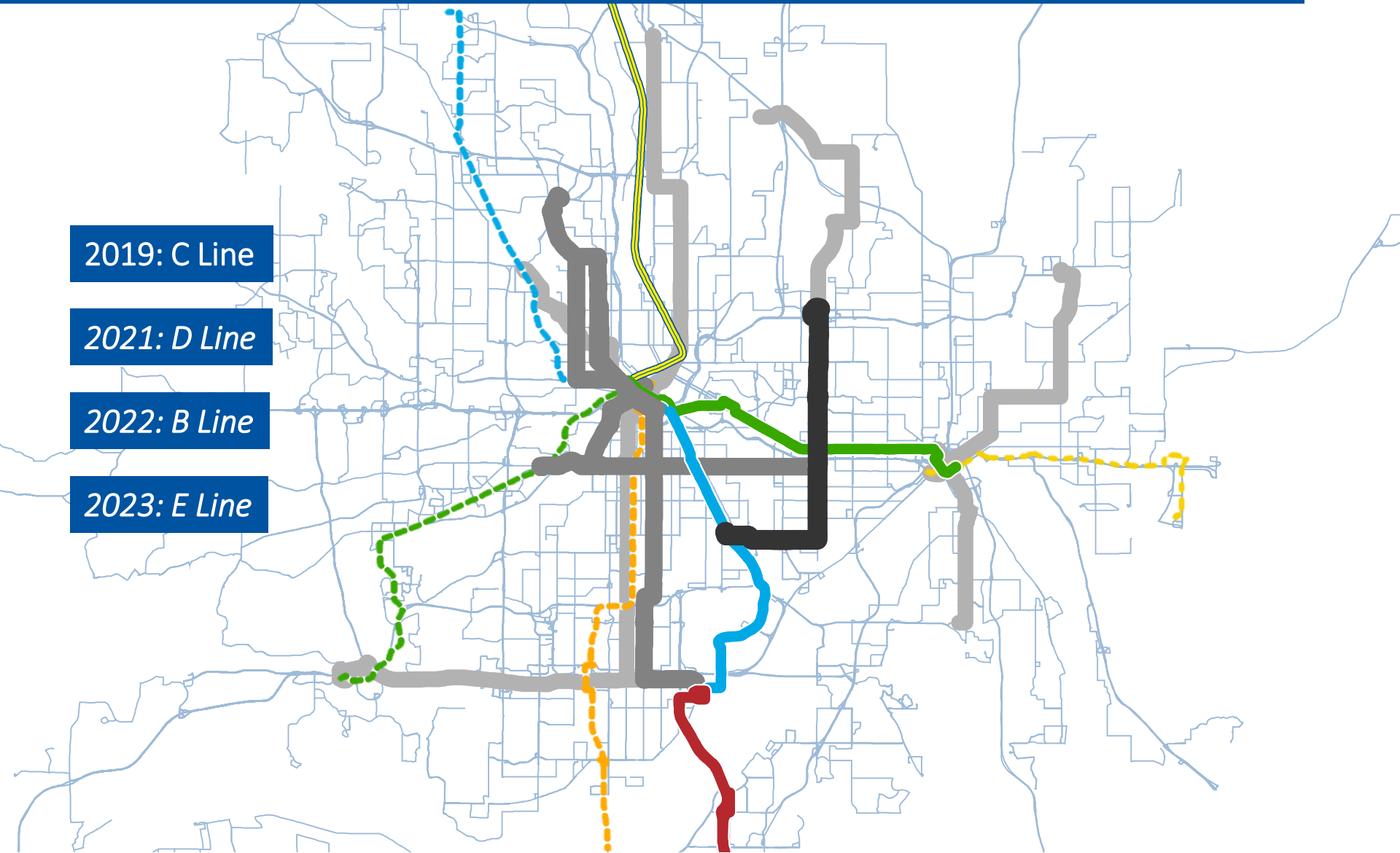
Next up

2019: C Line

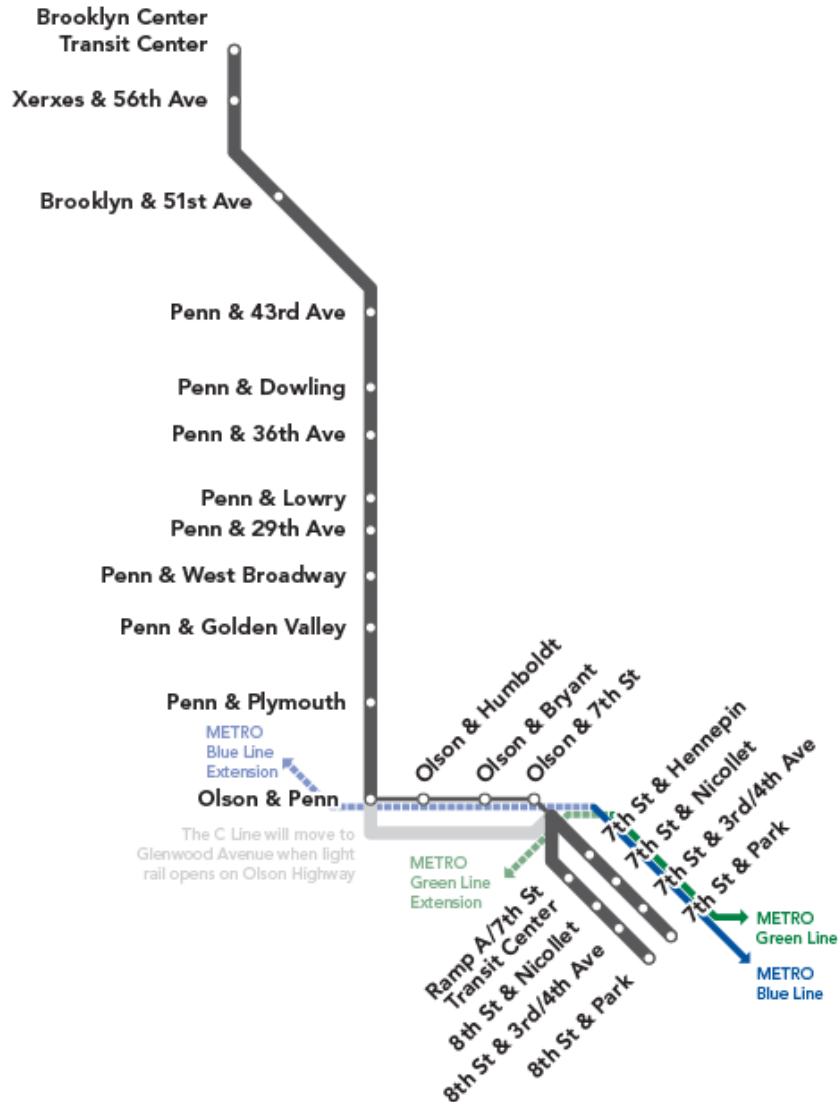
2021: D Line

2022: B Line

2023: E Line



C Line (Penn Avenue North)

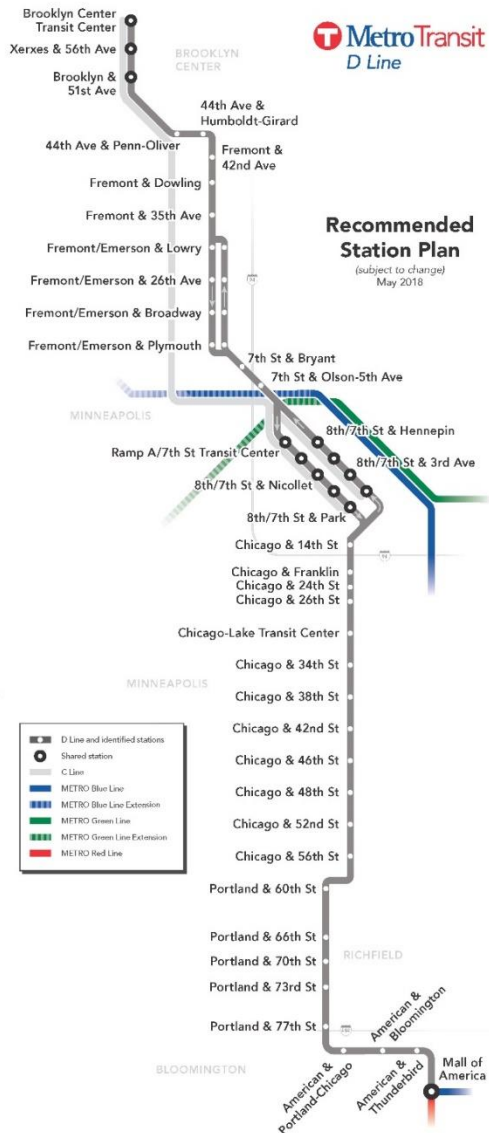


- 8.5 miles from downtown Minneapolis to Brooklyn Center
- Substantial replacement of Route 19
- 23 stations
- 7,600 daily rides today, 9,300 by 2030
- \$37 million project budget
- First deployment of battery-electric buses for Metro Transit
- 2018 construction
- 2019 service launch

C Line / Penn Avenue Construction Timeline

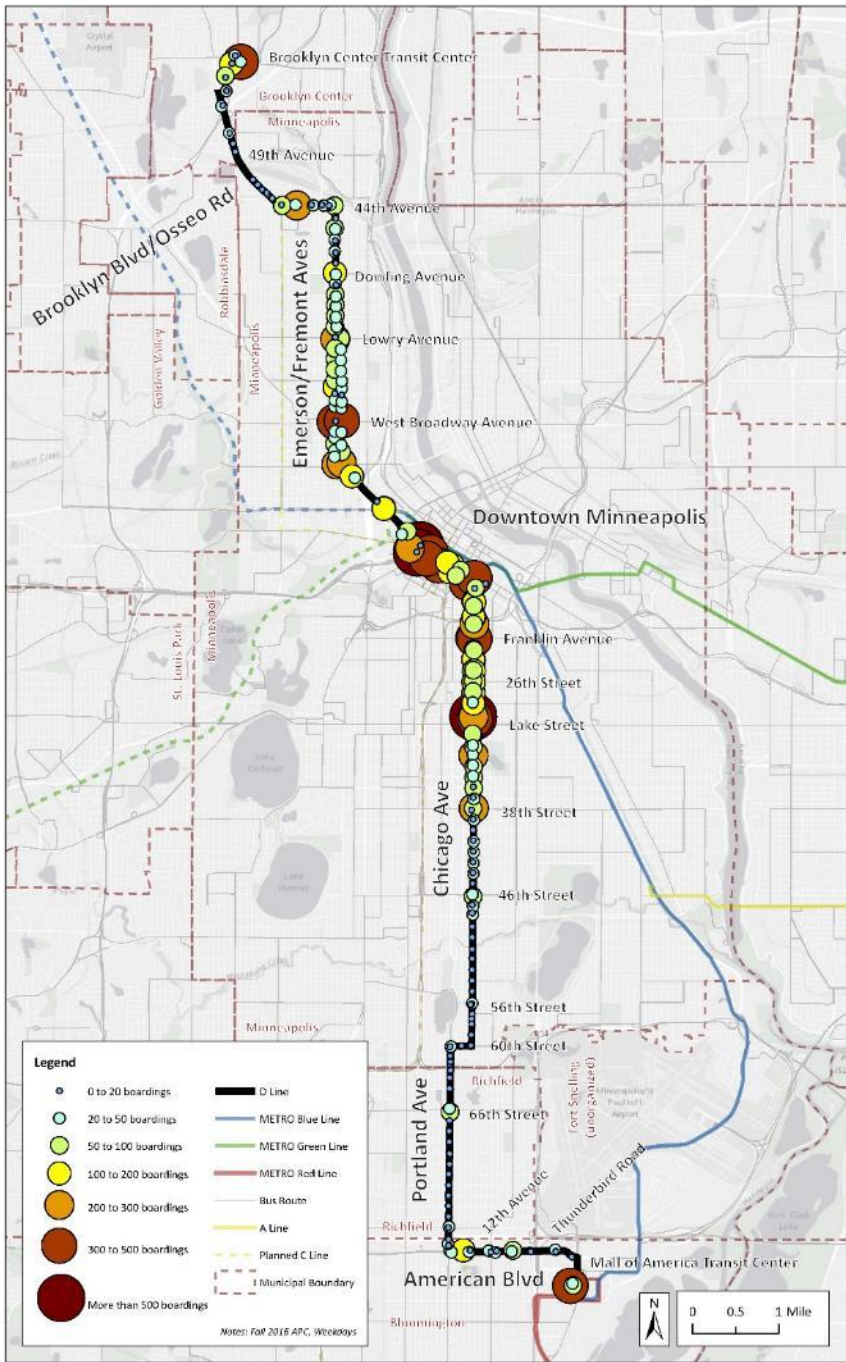
	2018			2019	
Bid Opening	◆ January 10				
Authorization to Award	■				
Notice to Proceed	◆ Late February				
Groundbreaking	◆ Mid-March				
Construction Kick-Off Meeting	◆ March 22				
Major Construction		■			
Systems Integration & Testing				■	
C Line Service Begins					◆ Spring 2019

D Line (Chicago / Emerson-Fremont)



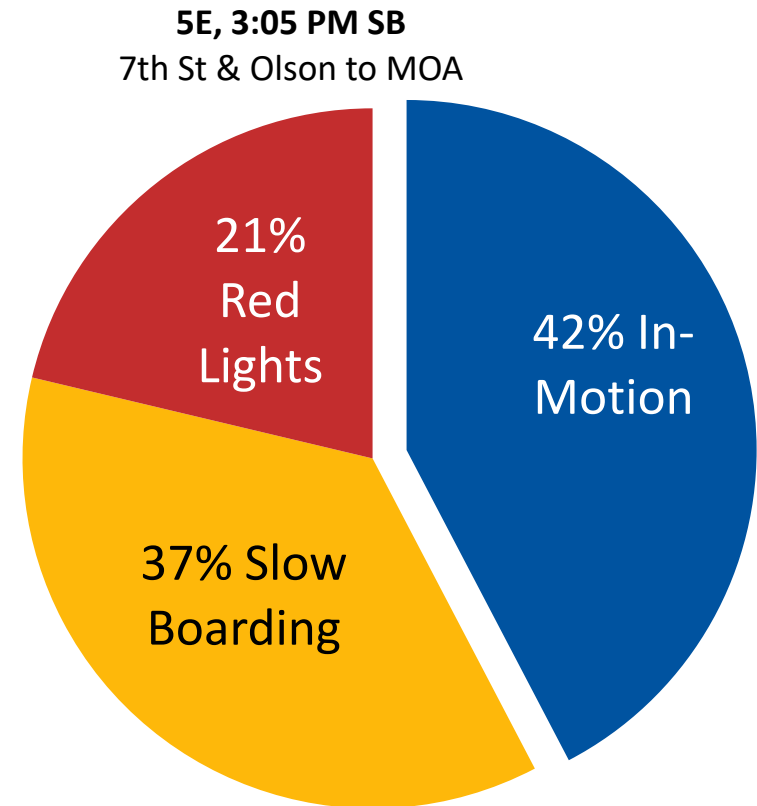
- 18 miles from Bloomington to Brooklyn Center
- Substantial replacement of Route 5
- Approximately 40 stations
- 16,000 daily rides today, 23,500 by 2030
- \$75 million project budget
 - \$40 million identified
 - \$35 million remaining need Included in Gov. Dayton's 2018 bonding proposal
- 2020/2021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

Route 5



- Highest ridership bus route
- 15,000 weekday rides
- Highest productivity (passengers/hour) local bus route
- Ridership concentrated between Lake Street and Lowry Avenue
- Buses make up 3-4% of vehicles, carry 25-35% of people

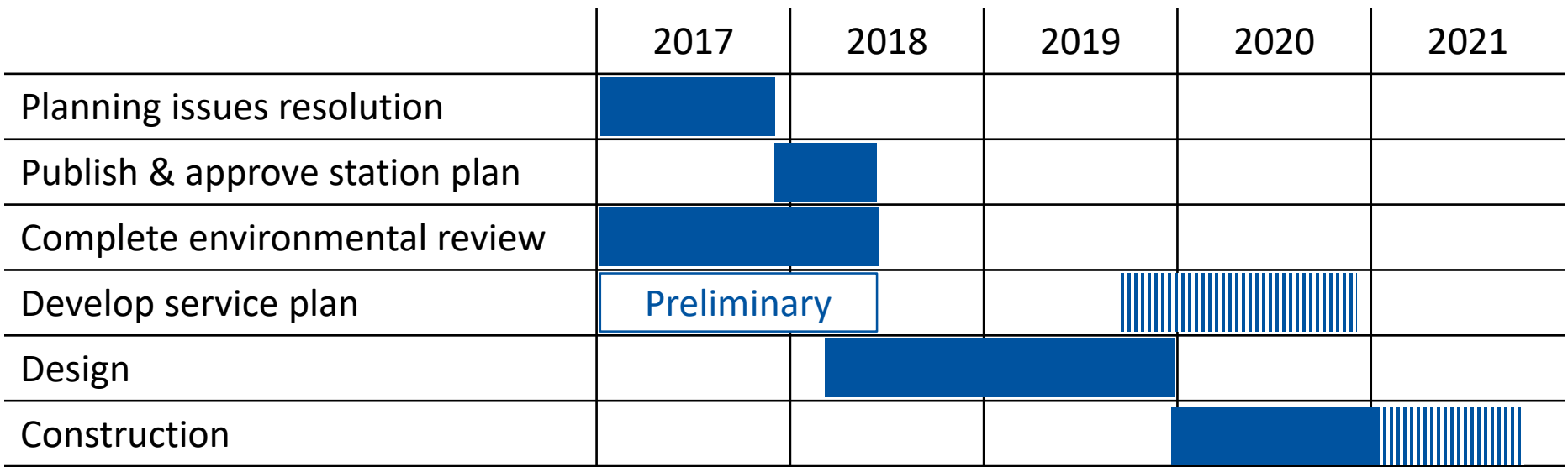
- Current Brooklyn Center to Mall of America
 - In-service speed: 11-15 mph
 - Trip times range from 70 to 100 minutes
- D Line Goal
 - Increase average speed
 - Reduce sources of delay
 - **20-25% faster trip**



Existing Conditions: Route 5 Circulation

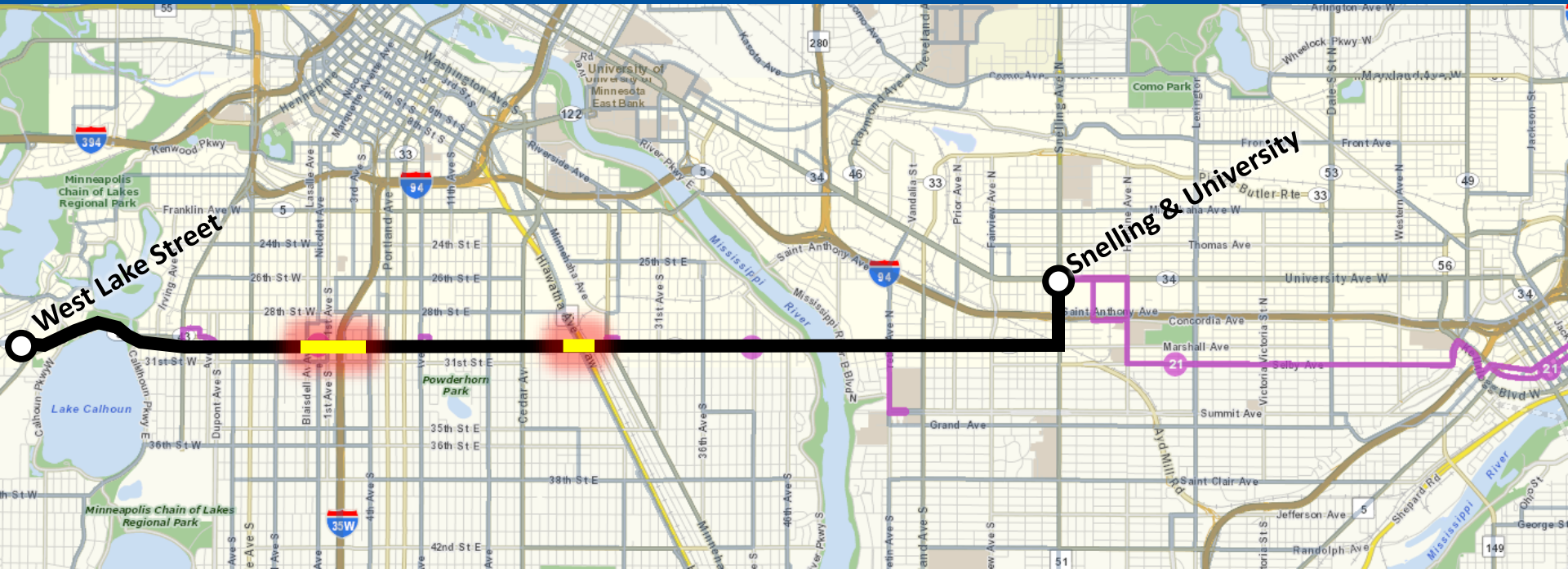


D Line Project Schedule



Pending available funds for full corridor construction
Revenue service to begin following construction & testing

B Line: Lake Street / Marshall Avenue



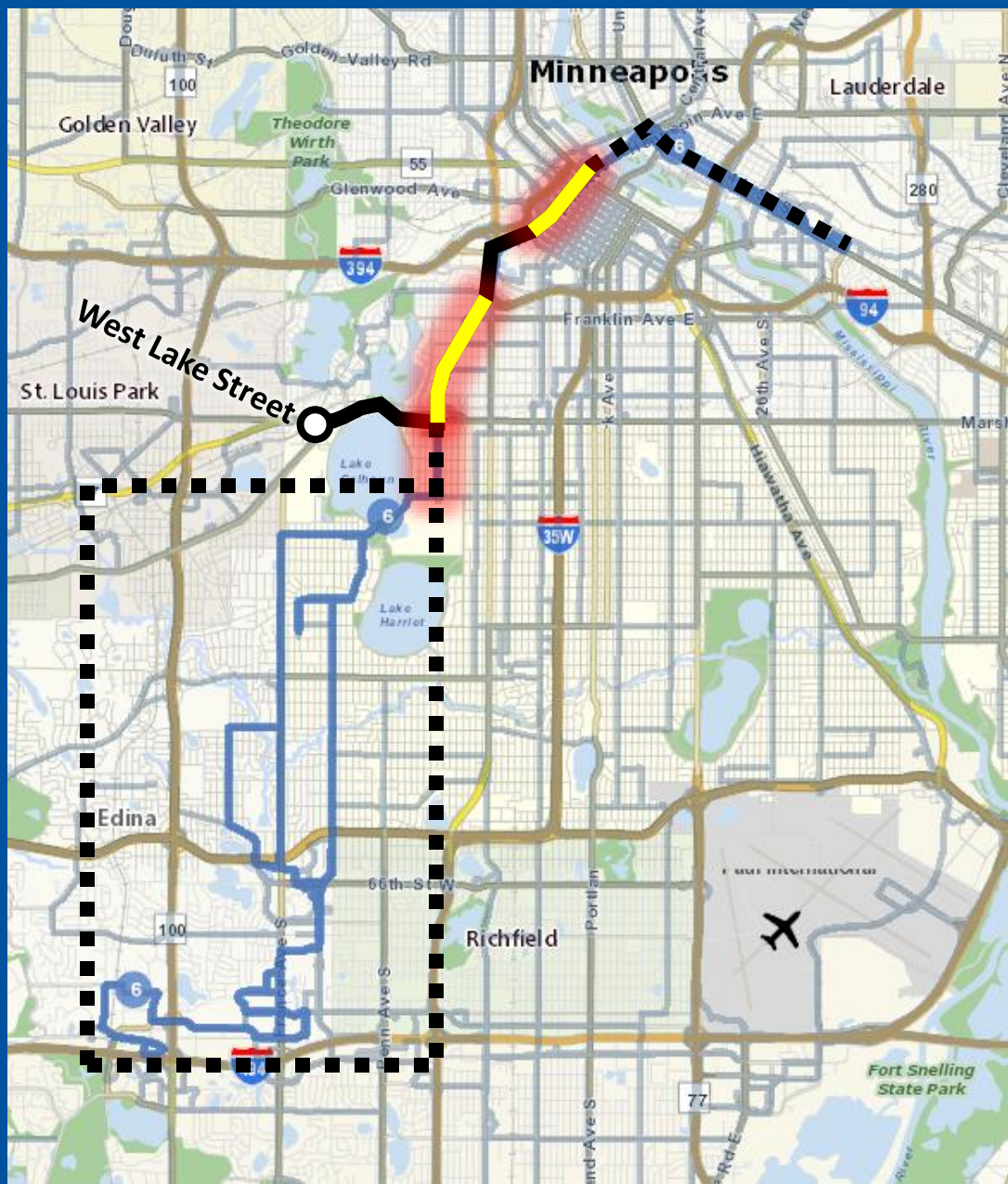
- Replacement of much of Route 21
- West Lake Station to Snelling & University
- Coordination with Lake Street Connections, Lake & Hiawatha projects

B Line: Lake Street / Marshall Avenue

- Builds on 2012-2013 Midtown Alternatives Analysis Study
- 2018-2019: Planning
- 2019-2020: Engineering

E Line: Hennepin Avenue

- Substantial replacement of Route 6
- 2018 study of corridor termini
- Coordination with:
 - Uptown Hennepin reconstruction
 - Downtown Hennepin reconstruction
 - Uptown-area Hennepin reconstruction planning









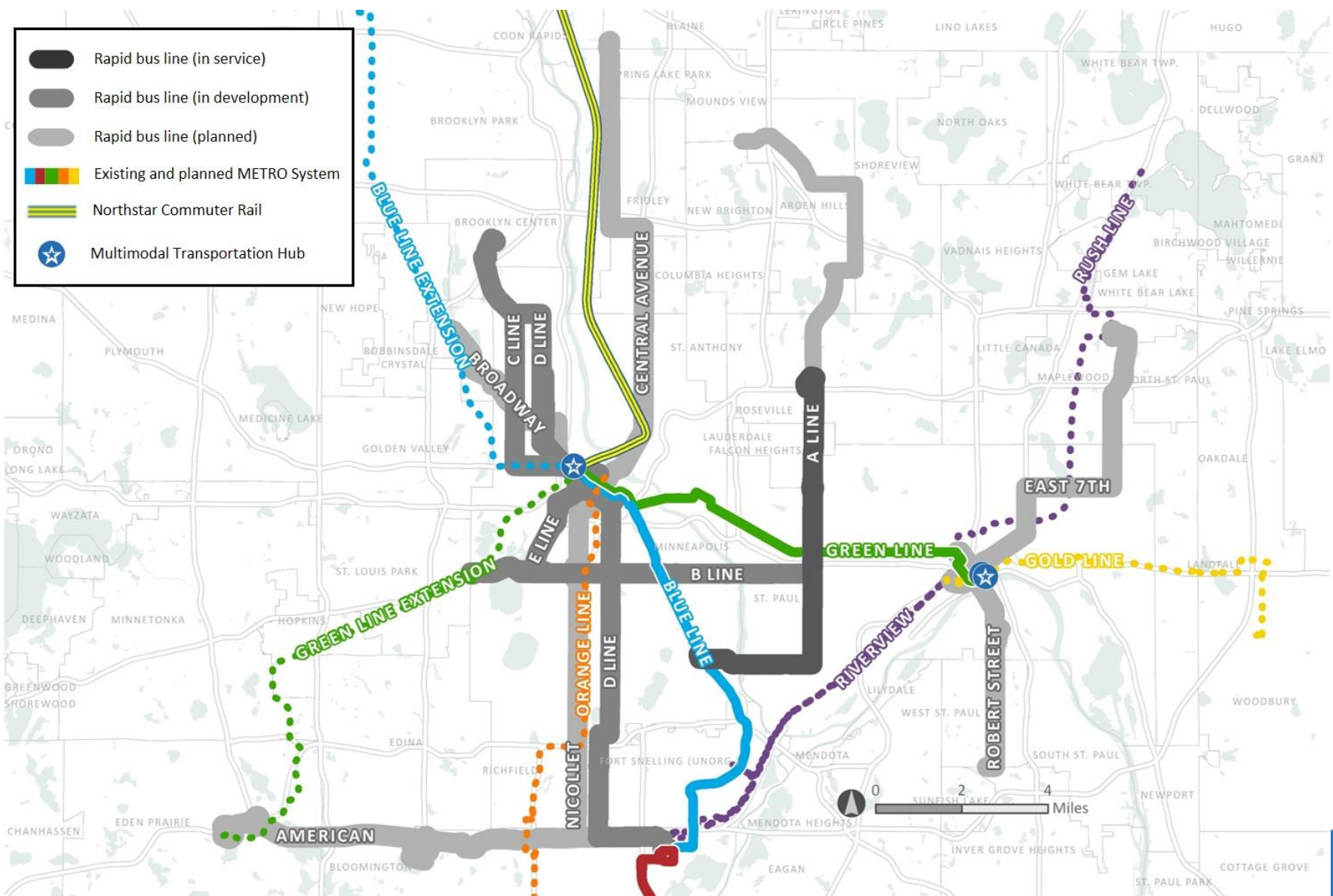
E Line: Hennepin Avenue

- Ongoing: Coordination with City-led 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 canceled, Returned grant
East 7th St	X		Route 54 extension opening mid-2018
Penn Ave N	X	X	Implementing as C Line rapid bus project
Chicago Ave S	X	X	Advancing as D Line rapid bus project
Emerson- Fremont Aves	X		Advancing as D Line rapid bus 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



Questions?

5/2/2018

Questions?

