



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

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TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, February 24, 2014, 4:00 p.m. – 5:30 p.m.

All meetings are held in the City Hall Annex 13th floor

Conference room at 25 West 4th Street in Saint Paul

1. Snelling Ave/A Line Arterial Bus Rapid Transit – Katie Roth, Metro Transit, 25 minutes
2. CCLRT Where Are We Now? Update – Allen Lovejoy, Public Works, 20 minutes

Upcoming Transportation Committee Meetings

- March 10 – University Avenue 2/4 Lane Community Conversation, Urban Freight Information Item
- March 24 – RSVP/ Mill & Overlay Project Updates, East Side Transit Update

Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at bit.ly/StPaulTC or contact Hilary Holmes at hilary.holmes@ci.stpaul.mn.us or 651-266-6612.

Reminder: Saint Paul Bikeways Open Houses (last 2 of 4)

Tuesday Feb. 18, 2014

6:00-8:00 p.m.

Duluth & Case Recreation Center

Thursday Feb. 20, 2014

6:00-8:00 p.m.

CapitolRiver Council Office

US Bank Center Building

101 East 5th Street, Suite 240 (skyway level, adjacent conference room)

Transportation Committee Staff Report

Committee date: 02/24/2014

Project Name	A Line (Snelling Avenue/Ford Parkway) Bus Rapid Transit
Geographic Scope	Snelling Avenue from Rosedale Transit Center (Roseville) to Ford Parkway; Ford Parkway from Snelling to Mississippi River; 46th Street (Minneapolis) from River to Hiawatha Avenue/46th Street Station
Ward(s)	1, 3, 4
District Council(s)	10, 11, 12, 13, 14, 15
Project Description	The A Line is an arterial bus rapid transit (BRT) project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations roughly every 1/2 mile. The project consists of the following elements: station platforms with enhanced shelters and amenities, pre-boarding fare collection, transit signal priority, and specialized vehicles.
Project Contact	Katie Roth
Contact email/phone	katie.roth@metrotransit.org ; 612-349-7772
Lead Agency/Department	BRT/Small Starts Project Office, Metro Transit
Purpose of Project/Plan	The purpose of the A Line project is to provide faster, more attractive, and highly visible transit service in the Snelling/Ford corridor without expanding the footprint of the roadway. The need for the project is summarized by two key challenges: slow transit travel speeds and inadequate passenger facilities that keep transit from competing with single-occupant vehicles (SOVs) for most of the traveling public.
Planning References	Snelling/Ford is identified in the Metropolitan Council's 2030 Transportation Policy Plan as one of twelve arterial bus rapid transit (BRT) lines appropriate for implementation before 2030. The 2012 Arterial Transitway Corridors Study identified Snelling/Ford as the region's top priority for arterial BRT implementation. The corridor is also identified as a transitway in the Preferred Transit Network in the Comprehensive Plan.
Project stage	Engineering
General Timeline	2014: Engineering with final plans approved by end of year 2015: Construction and component installation Late 2015: Project open for revenue service
District Council position (if applicable)	No position has been requested from District Councils. District Councils have received briefings and provided input on the project and each has appointed a representative to the project's Community Advisory Committee.
Level of Committee Involvement	Inform
Previous Committee action	None

Level of Public Involvement	Involve
Public Hearing	A public hearing will be held as part of environmental review on the project. Timing is to be determined.
Public Hearing Location	Metropolitan Council
Primary Funding Source(s)	State: (Trunk Highway bonds, potential General Obligation bonds resulting from Governor Dayton's 2014 bonding proposal) Federal: (Formula funds, Congestion Mitigation Air Quality (CMAQ) grants) Metropolitan Council (Regional Transit Capital bonds)
Cost	\$25 million

Staff recommendation	None requested
Action item requested of the Committee	None requested
Committee recommendation	To be filled in at the meeting
Committee vote	To be filled in at the meeting

Level of Committee Involvement

INFORM: Informational briefings	Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions
ADVISE AND CONSENT: Informational briefings with policy discussion, general directives to staff for follow-through	Project and program reviews primarily initiated by staff; or involvement with program development by others
INVOLVE: Discussions to develop directions for projects & programs	Policy involvement from inception through design, inc. policy development; environmental documentation,
DEVELOPMENT OF PROJECT/PROGRAM: Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community	Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council

Arterial Bus Rapid Transit

IMPROVING TRANSIT ON HIGH-TRAFFIC ROUTES

In 2012, Metro Transit completed a study of ways to improve speed and customer experience on 12 of its highest-ridership bus routes.

These are lines where transit demand is high, but streets aren't wide enough to accommodate light rail or a dedicated lane for buses.

Transit speeds on these routes are slowed down by frequent stops and red lights. And customer waiting facilities are limited.

Arterial bus rapid transit, or BRT, is a package of transit enhancements that adds up to a faster trip and an improved experience on Metro Transit's busiest bus routes.

BRT would be up to 25 percent faster than local bus service – without making major changes to the street.

NEXT STOP: SNELLING AVENUE & FORD PARKWAY

Metro Transit is currently working to implement the A Line on Snelling Avenue & Ford Parkway for a late 2015 launch.

Where will arterial BRT be built first? After the **A Line** opens on Snelling & Ford in late 2015, one additional line is planned to open each year as the system is built out.

Information about Arterial BRT:

1. Limited Stops, More Frequent Service

BRT would become the primary service in the corridor, with increased service on nights & weekends. Local bus would continue to run at a reduced frequency to serve local trips & off-corridor branches.

BRT = Service every 7-10 minutes, 1/2 mile between stations

Local Bus = Service every 30 minutes, 1/8 mile between stops

2. More Green Time with Signal Priority

During rush hours today, local buses spend about 25% of their scheduled time stopped at red lights. With transit signal priority buses can "ask" traffic signals for early or extended green lights to keep moving. Traffic lights will determine whether to give BRT the extra green time.

3. Pre-Boarding Fare Payment for Faster Stops

For speedier boarding through all bus doors, BRT won't have on-board fareboxes.

Customers will either purchase a ticket at the station or tap a Go-To card. Roving fare inspectors—not drivers—will ensure customers have paid.

4. Curb Extensions for Speed & Space

BRT will run in general traffic and won't widen the roadway. Instead, the project will add curb extensions at stations.

Typical Current Bus Stop: Today, buses stop in the right-turn lane with little space for customer amenities. Merging back into traffic causes delay. Buses stop before crossing intersection and are more likely to be delayed by red lights.

BRT Curb Extension Station: BRT stops farside of intersection, progressing through signal before stopping to board passengers. Curb extension provides space for a BRT station and eliminates side-to-side weaving.

5. Neighborhood-Scale Stations with Amenities. Stations will be equipped with more amenities for a safe and comfortable customer experience, similar to light rail. These include: Substantial shelters, Ticket machines, Lighting, Security cameras, Radiant heat, Bike parking, Snow removal, Emergency phones, Real time bus info, Trash receptacles, Maps & information.