From Program to Project and Back: Building Arterial BRT in the Twin Cities

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A seven-county region, 3.5 million strong
Start with a programmatic foundation

Arterial Transitway Corridors Study

Defined system characteristics

Set goal of implementing one line/year

Identified top-tier priority corridors

metrotransit.org/atcs
2012: Identified program & project characteristics

**System Features Common to All Corridors**
- Station Design
- Fare Collection
- Vehicle Design
- Identity/Brand

**Features Tailored to Individual Corridors**
- Station Size
- Runningway
- Signal Priority
- Service Plans

- Rapid Bus: Every 15 minutes
- Local Bus: Every 30-60 minutes
2012: Identified A Line for implementation
2012-2016: Developed program characteristics

- Specialized vehicles with wider doors, open layout & other amenities
- Fully off-board fare payment & random fare checks
- Station kit with future options
- Standard operating procedures
- Transit signal priority & traffic operations interaction
The petri dish for a “kit” for many contexts

- Medium-rise, high traffic
- Colleges & Universities
- Low-density residential
- Rail station / transit center
- Suburban expressway big box center
- Neighborhood commercial nodes
A Line Total Corridor Rides
Year-Over-Year
One year after A Line launch

<table>
<thead>
<tr>
<th>Year</th>
<th>A Line Total Corridor Rides</th>
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</thead>
<tbody>
<tr>
<td>June 11, 2015 through</td>
<td>1,332,895</td>
</tr>
<tr>
<td>June 10, 2016</td>
<td></td>
</tr>
<tr>
<td>June 11, 2016 through</td>
<td>1,491,725</td>
</tr>
<tr>
<td>June 10, 2017</td>
<td></td>
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</tbody>
</table>

+32%
April 2016 vs. April 2017 Corridor Ridership

- **Weekday:** 4,100 (2016) vs. 5,400 (2017) = +31%
- **Saturday:** 3,300 (2016) vs. 4,700 (2017) = +43%
- **Sunday:** 2,300 (2016) vs. 3,000 (2017) = +33%
People like nice things

**Oh'beh in Minnesota** - a year ago

I like the new Route A line. I used to use my car from downtown Minneapolis to Rosedale. Now I take the Green Line and use the A line instead. I'm also a paying customer before people whine about non-payers on both the Green and A lines.

I look forward to more BRT transit lines in the Twin Cities in the future.

**Wedge LIVE!**

@WedgeLIVE

Lady telling people to ride the A Line so they can "fall in love" with transit like she did.

7:36 PM - 29 Aug 2017 from St Paul, MN

**Rep. Betty McCollum**

@BettyMcCollum04

Big success in first month for @MetroTransitMN's #ALineMN: bus ridership on Snelling Avenue corridor up 35 percent!

**stormyweather1** - a year ago

The people that hate on transit will hate on transit, but at least with the A line, Metro Transit is starting to figure out that a system built around limited-stop routes is where it's at. [They've been screwing up transit for years around here](https://example.com) by treating nearly everything like it's a local route, where routes are stopping every three blocks. And that includes the green line, which is nothing more than a glorified bus.
The program can change
PROGRAM
- Fare collection
- Station architecture
- Fleet specification
- Operating procedures

Continual operating improvement
Lessons learned & design revisions
60' order
Electric order
Ongoing Performance Committee

PROJECTS
- A Line
- C Line
- D Line
- Engineering
- Construction
- Operations
- Planning
- Engineering
- Construction
- Operations
- Planning
- Engineering
- Construction
- Operations
Document decisions made

Typical Station Layouts

Typical Station

1. Pylon
2. Shelter foundation (blackened area)
3. Shelter enclosed roof (shaded area)
4. Ticket vending machines (2)
5. Fare card validator
6. Trash receptacles
7. Lamp post (may not be needed at all stations)
8. Bench
9. Bicycle loops
10. ADA landing pad (not marked on the actual station, but this shows the clear space required for an ADA-compliant landing)
11. 2-foot tactile strip

Spacing shown represents the typical space needed between elements. Lampposts, benches, and bicycle loops can be any feasible distance from the shelter depending on context, and they do not have any typical spacing. These elements however must fit within the furnishing zone (dotted line) and within the length of the platform. Curb taper represents a 5:1 taper.
Seize opportunities to reduce costs & disruption
Not (yet) programmatic: Funding

- **A Line**: Opened 2016
- **C Line**: Coming 2019
- **D Line**: Targeted 2021
- **B Line**: Targeted 2022
- **E Line**: Targeted 2023

Funding Sources:
- Competitive (& limited) CMAQ
- Federal Formula & local bonds
- One-time state bond awards
- Unfunded and unidentified

- **$36 million**
- **$43 million**
- **$22 million**