Faster, Better Transit is Coming to Snelling Avenue & Ford Parkway!

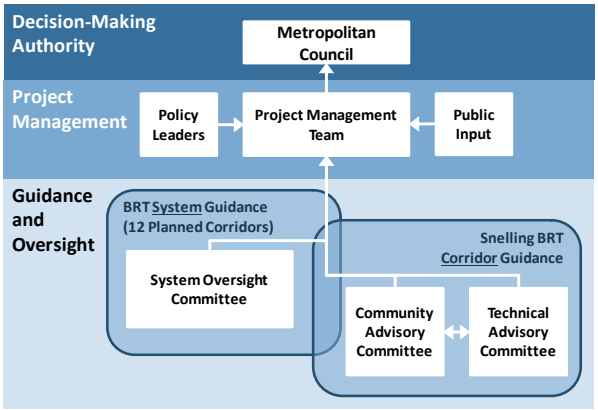


Kansas City MAX



Seattle RapidRide

Project Oversight Structure



FOR MORE INFORMATION
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What is Bus Rapid Transit (BRT)?

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.

- **Frequent service:** Service so frequent you won't need a schedule along with fewer stops so you'll be moving more of the time
- **Train-like features:** You'll pay your fare before you get on for faster boarding and wait at enhanced stations
- **Enhanced stations with more amenities:** Real-time departure signs, enhanced maps and signage at neighborhood-scale stations
- **Enhanced security:** Stations with cameras and emergency phones, fare enforcement by Transit Police and improved lighting
- **Specialized vehicles:** Unique buses with wider aisles and additional doors so more people can get on and off easily

Why was Snelling Avenue / Ford Parkway selected for BRT?

Metro Transit studied 12 high-ridership urban corridors in 2011-2012 for BRT. Through extensive analysis and stakeholder involvement, the study found that BRT would perform well on Snelling, and it became the top priority for implementation.

The Snelling / Ford corridor will be the **first in a system** of additional urban BRT lines to be built over the next several years.

How can the community get involved in decisions?

Metro Transit is committed to engaging community members in transit decisions through its guiding principle of community orientation. Three stakeholder committees advise on project recommendations to the Metropolitan Council.

Staff will be advised by a **system-wide policy** group comprised of policymakers, elected and appointed officials, and key partner organizations, and two advisory committees for the Snelling / Ford corridor: a **technical** group made up of city, county, and agency staff, and a **community** group made up of community and business representatives.

Broader public input will also help shape the project. Opportunities for community voices to be heard will be advertised through neighborhood groups, on Metro Transit buses and trains, and other communications.

When is BRT coming?

BRT on Snelling Avenue / Ford Parkway will open for service in late 2015. An estimated timeline is shown below.

2011-2012
Feasibility study
Public open houses
Corridor planning

2013
Public meetings & input
Committee meetings
Station location decisions
Concept design

2014
Public meetings & input
Committee meetings
Final design
Begin construction

2015
Construction
Equipment installation & testing
Open for service

Snelling Avenue / Ford Parkway BRT Conceptual Stations & Service

- **Stations** would be located about **every half mile** to serve key destinations and link to connecting bus routes.

BRT

ROUTE 84

- **Local bus service** on Route 84 would continue to run at reduced frequency to serve people who choose not to walk to a BRT station. However, **3 out of 4 existing customers board the bus today at future station locations**—and other riders will be just a short walk from a station.

- **Frequent service** means the next bus is always nearby. BRT would run **every 10 minutes** in rush hours, daytime, and evening to connect to every LRT arrival on the Green Line (Central) and Blue Line (Hiawatha).



- **Travel time** from 46th Street Station to Rosedale is 48 minutes on Route 84 today. By stopping less often, allowing people to get on the bus faster, and stopping at fewer red lights, BRT could make the trip 25% faster—**saving the average transit rider 100 hours a year.**

BRT **36 minutes**

ROUTE 84 **48 minutes**

46th Street Station to Rosedale