

Implementing A Line

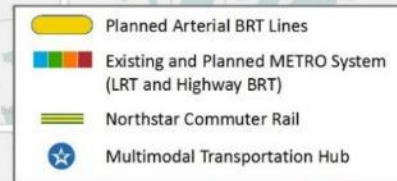
The Region's First Rapid Bus Line



Charles Carlson
Senior Manager, BRT Project Office
Metro Transit

The plan: 11 “rapid bus” / arterial BRT lines

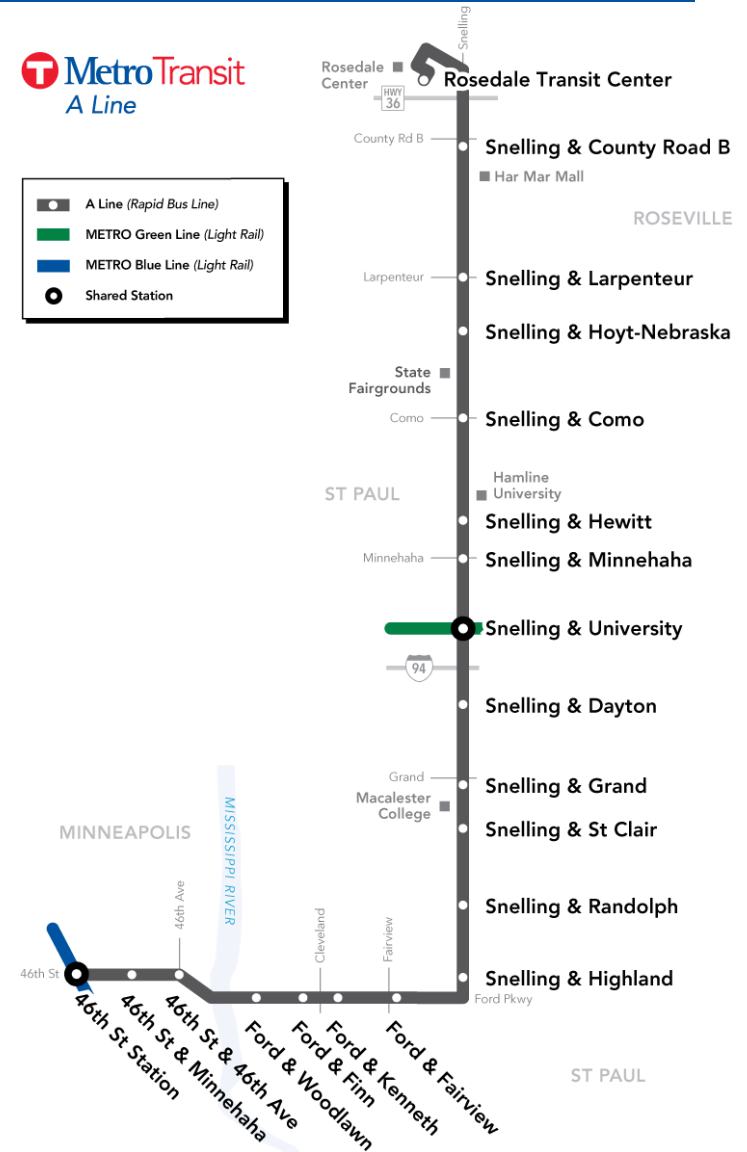
A Line
(Snelling Avenue)



- Move customers 20-30% faster than local bus
- Bring transitway station experience to 160,000 riders
- Serve 1 in 3 Twin Cities jobs
- \$500 million program, seeking funding to implement

A Line: Project scope

- 10 miles
- 20 stations
- 4 cities
- 2 light rail connections
- 13 bus fleet
- \$27 million project cost
- Proven frequent service corridor
- 4,000 rides before improvement
- ~5,500 rides with A Line
- Forecast: 8,700 rides by 2030



Rapid Bus Characteristics



Specialized vehicles with wider doors, open layout & other amenities



Fully off-board fare payment & random fare checks



Enhanced stations at half-mile spacing with all the features of light rail



Curb extensions for in-lane stops, year-round maintenance & all-door boarding



Transit signal priority



Fast, frequent & all-day service

A Line Stations



- Shelters and Technology
- Increased infrastructure/amenities
- Enhanced snow removal and maintenance
- Clear boarding platform

Multi-functional Technology Pylon

Backlit branding & “beacon” bus arrival indicator

Security camera

Clear station name

Stands 13 feet tall

Custom messaging

Real-time arrival information

Audio speaker

Braille station identifier

Audio push-button



During Construction



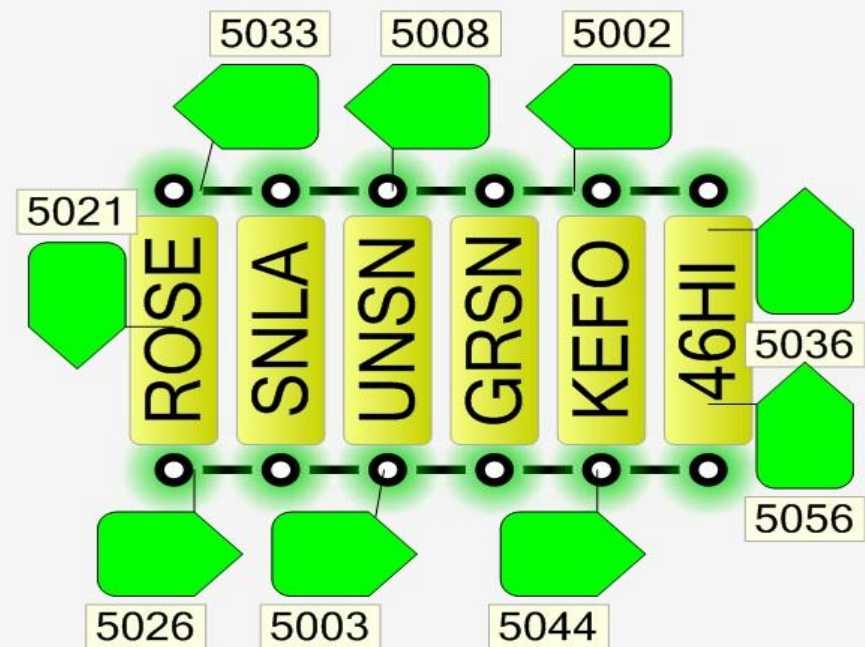
- Station Construction
 - Civil platforms: July-December 2015
 - Systems: January-May 2016
- Each platform took 4-6 weeks of heavy construction
- Construction coordinated with 3 other projects

Delivering the “rapid” brand promise



- Schedule targeted 8-9 minutes savings per trip (20% faster than existing service), early testing
- First year- over 90% on-time performance

Active Headway and Schedule Management

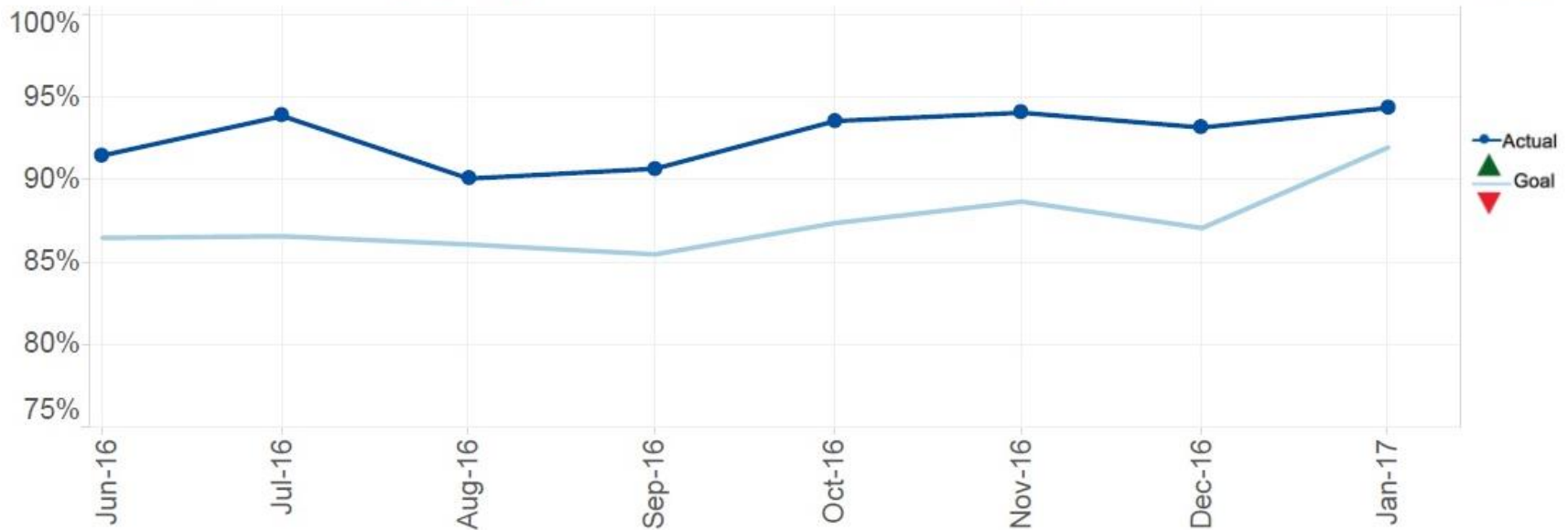


	route number	46th St Station	Ford & Kennel	Snelling & Grand	Snelling & Univ	Snelling & Larp	Rosedale Transit Center
		1	2	3	4	5	6
A Line	1:36	1:42	1:50	1:55	2:02	2:08	
A Line	1:46	1:52	2:00	2:05	2:12	2:18	
A Line	1:55	2:01	2:09	2:15	2:22	2:28	
A Line	2:05	2:11	2:19	2:25	2:32	2:38	
A Line	2:15	2:21	2:29	2:35	2:42	2:48	
A Line	2:25	2:31	2:39	2:45	2:52	2:58	
A Line	2:34	2:41	2:49	2:55	3:02	3:08	
A Line	2:44	2:51	2:59	3:05	3:12	3:18	
A Line	2:54	3:01	3:09	3:15	3:22	3:28	
A Line	3:04	3:11	3:19	3:25	3:32	3:38	
A Line	3:14	3:21	3:29	3:35	3:42	3:48	
A Line	3:24	3:31	3:39	3:45	3:52	3:58	
A Line	3:34	3:41	3:49	3:55	4:03	4:09	
A Line	3:44	3:51	3:59	4:05	4:13	4:19	

On-Time Performance — A Line

Bus operating between 1 minute early and 5 minutes late

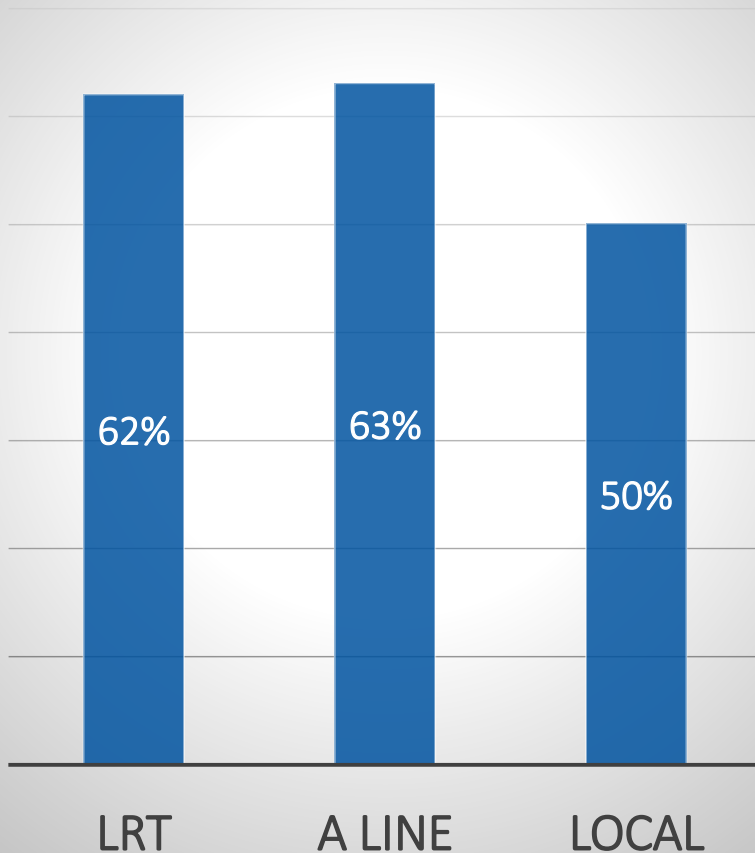
Goal: 92.0% | Jan: 94.4% (+ 2.4%) | Annual Goal: 90% | YTD: 94.4% | Headway Performance: 97.0%



- Operations Management
 - Event congestion is challenging (State Fair)
 - 2017 construction affects multiple corridor locations
 - Performance and ridership have remained high to date

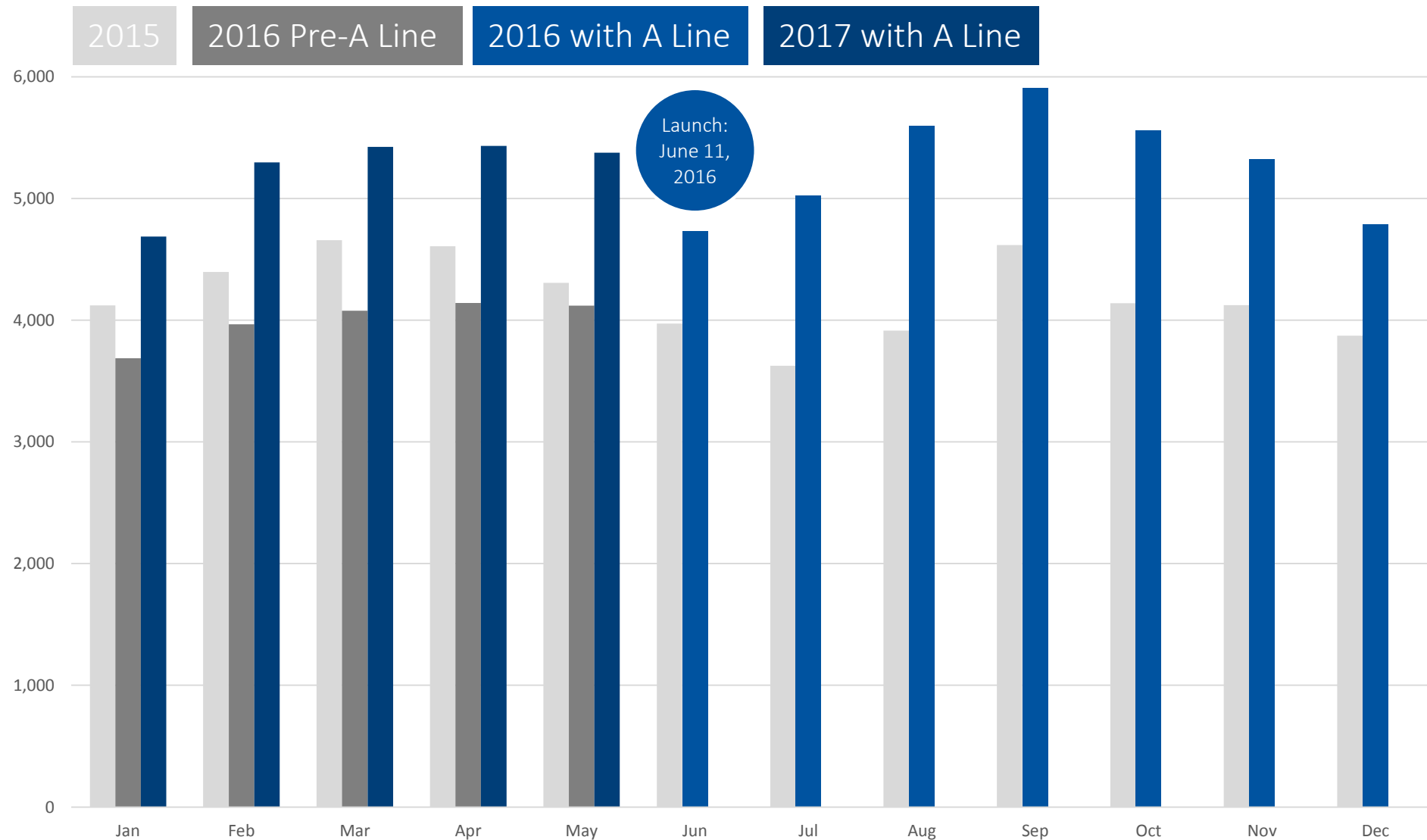
Customer Response to A Line

2016 Customer Favorability:
"Very Satisfied" by Mode



- 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

Ridership up more than 30%



Supporting Corridor Development





- \$27 million constructed
- \$56 million funds identified
- \$133 million funds needed
- 82,500 rides/weekday by 2040
- >26 million annual rides by 2040

Questions?



metrotransit.org/a-line
@MetroTransitMN | #ALineMN