

## A Line (Snelling Avenue) BRT Concept Plan Phase (April-May 2014) Outreach Summary

Compiled June 2014

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### Concept Plan Open Houses – May 2014

Metro Transit hosted four open houses in May 2014 on A Line concept plans. The purpose of these meetings was to provide the public an opportunity to review plans and offer comments. The following open houses were held:

Date	Time	Location	Attendees (approximate)
Monday, May 12	6:30–8:00 p.m.	Hamline Midway Library	30
Monday, May 19	5:30–7:00 p.m.	Merriam Park Library	25
Tuesday, May 20	11:00 – 12:30 p.m.	Chatterbox Pub	20
Tuesday, May 20	5:30 – 7:00 p.m.	Roseville Library	30

Project staff was available at the meetings to share information on the project, answer questions, and gather feedback on concept design for BRT in the Snelling Avenue/Ford Parkway/46th Street corridor.

Project exhibits on display at the meetings included [boards](#) describing aspects of the BRT concept and a large-scale tabletop map of the [north](#) and [south](#) segments of the A Line with station locations and concept plans.

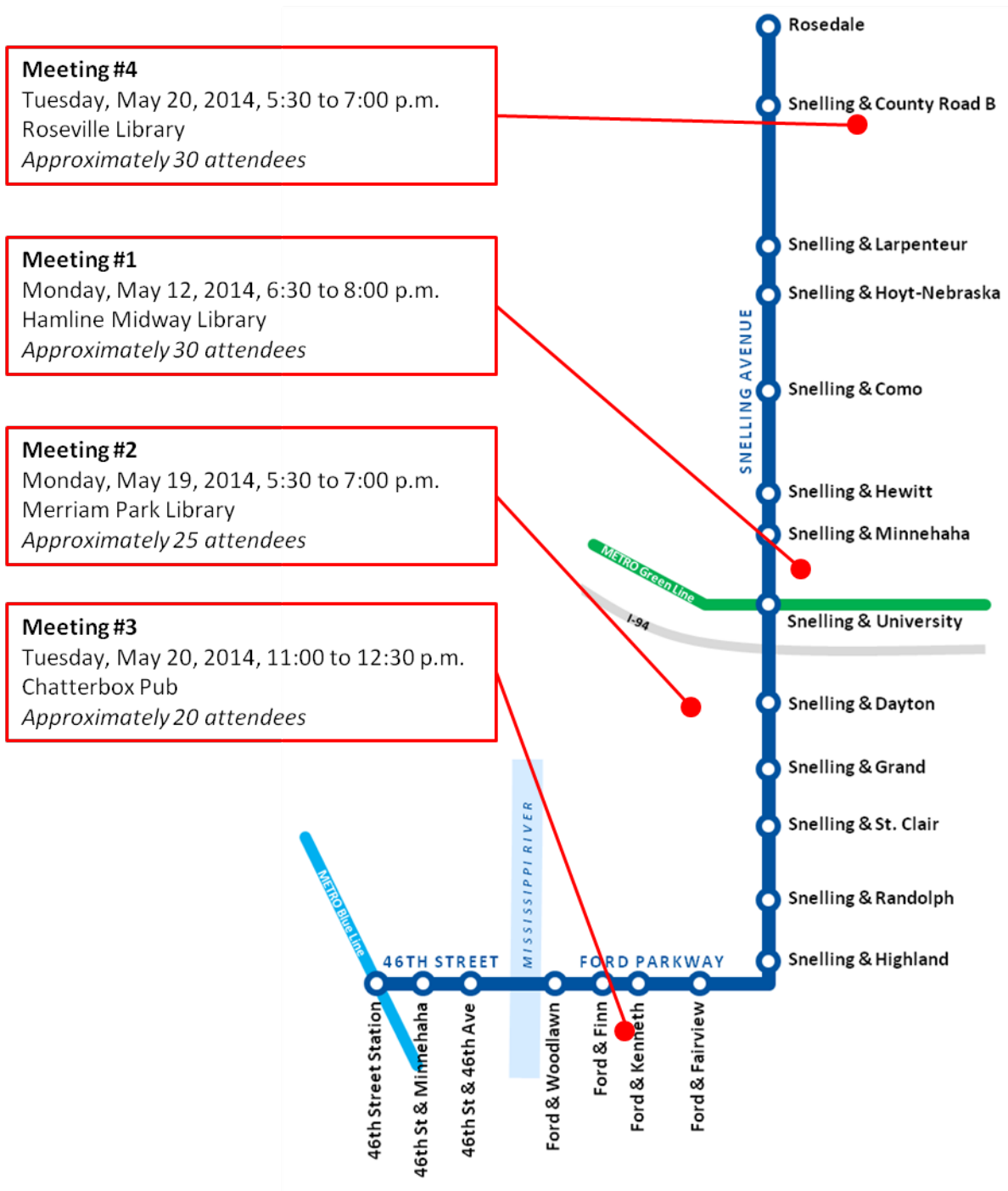
The May 12 meeting, co-hosted by the project area’s District Councils (Como, Hamline-Midway, Union Park, Macalester-Groveland, and Highland), included a brief PowerPoint [presentation](#) accompanying the project exhibits.

### Getting the Word Out

Meetings were publicized through a number of means, including:

- Distribution to 340 recipients of project e-newsletter, A Line Update
- Direct mailings to station neighbors (property owners, residents, and business owners near all planned stations)
- Press release, picked up by neighborhood newspapers (Highland Villager) and major newspapers (Pioneer Press, Star Tribune)
- metrotransit.org and social media (Twitter [@metrotransitm](#), [Facebook.com/MetroTransitMN](#))
- District Councils / neighborhood groups / other listservs
- Community and advocacy organizations (e.g. Transit for Livable Communities)
- [Community Advisory Committee](#) members’ networks
- Metro Transit staff canvassing at high-traffic bus stops

## Attendance at May 2014 A Line BRT Open Houses



## What We Heard

Approximately 25-30 people were in attendance at each open house, for a total of 100-110 attendees. This document summarizes the written feedback received from these attendees during the open houses. Attendees were also encouraged to take comment sheets home to friends and neighbors and return to Metro Transit via U.S. mail or email.

Comments are organized by the two mechanisms through which written comments were received:

- Feedback sheets (with two questions and an open-ended response section)
  - What do you see as the greatest benefit of the A Line on Snelling Ave, Ford Pkwy, and 46th St?
  - What is, if any, your greatest concern regarding the A Line on Snelling Ave, Ford Pkwy, and 46th St?
- Emails sent to [BRTProjects@metrotransit.org](mailto:BRTProjects@metrotransit.org) or forwarded to the project from a public official

## Comments from Feedback Sheets

### *What do you see as the greatest benefit of the A Line on Snelling Avenue, Ford Pkwy, and 46th St?*

- Speed, frequency, service quality
  - I'm excited about faster service and the new design. I often ride the 84 from 46th street to County Road B, which takes about 45 minutes. Cutting that time down by 12 minutes has me looking forward to it!
  - Access to Blue Line/Airport and Green Line. Speedier trips on Snelling.
  - Speed, frequency, better info for riders.
  - Faster service; hopefully better service later at night; hopefully better connection to Central Corridor and downtown Minneapolis.
  - Speedy.
  - Reducing the transit disadvantage for these lower ridership but important lines. (Making transit less of an "inferior good" and helping promote realistic transit dependency by choice.)
  - I will use bus service more often because there will be more frequency.
  - Frequency. Typically there is a wait for route 74 or 84 after the LRT drops at 46th Street.
  - Speed; security cameras; hopping bus stops; Go To card speed.
  - Speed; high-frequency; enhanced security and maintenance (esp. winter).
  - Faster travel times; frequent service.
  - Saving time.
  - Snelling is a north-south street.
  - Higher frequency service; connection between the two trains; better, more visible stations that attract new riders; off-board fare payment will speed things up
- Snelling & Hoyt-Nebraska
  - Hoyt-Nebraska is great! Thanks so much!
  - Adding Hoyt-Nebraska station; wishing one day the Hoyt stop can be moved more south.

- Really need the Hoyt-Nebraska stop to serve that higher density area
- Faster access to Green Line and Rosedale!! Thank you for including the stop at Hoyt-Nebraska. It will help serve the neighborhood and especially the HHH Job Corps.

***What is, if any, your greatest concern regarding the A Line on Snelling Ave, Ford Pkwy, and 46th St?***

- Span of service, connections
  - We need to run early in the morning to get to 6 AM flights and late at night to allow Job Corps and others to get home from work.
  - If Route 61 on Larpenteur does not run more frequently than it does now – I still won't have easy access to the A Line. I live in a transit desert currently. The 61 should run every 15 minutes to make it functional to get to the U of M.
  - I am concern about local route connections. When transferring from the A Line will wait times be reduced for local routes?
  - Late night service would be helpful for those of us who don't have a 9-5 job. I often drive to work currently due to a lack of service after midnight.
- Cost to ride
  - Are fares going up for this particular bus service?
- Station and corridor design
  - I'm a bit concerned about the inconsistent platform heights – a mix of 6" and 9". As many as possible should be 9".
  - More bike racks on buses. It's a bummer waiting for the next bus because the rack is full.
  - Bikes can't go inside. 2 spaces out front are not enough; will discourage bicyclists.
  - University Ave NB - transit plaza please.
  - Losing customers due to fewer stops.
  - [BRT features] may get watered down. Would prefer dedicated ROW.
  - Stations look very open, no protection from weather.
- Maintenance
  - Work with businesses, council members, district councils to deal with trash and loitering at bus stops.
  - Snow removal first on sidewalks, especially at bus stops and corner crossings.
- Snelling & Grand
  - Grand Ave NB can't build D or E – Exit for Fed Ex parking lot. C is the best – Cleaner has wide drive on Grand.
  - Snelling & Grand (farside option B!)
  - I own the Breadsmith Bakery and depend on all our on-street parking on Snelling to have a successful business. Options A and B for the bus stop on Snelling and Grand are not workable for our business.
- Snelling & Highland
  - The biggest concern for me is the placement of the stop at Highland. It is very important that Plan B is chosen as the access to the medical clinic.

- Snelling in general is already too congested. Very concerned about proposed bus stop at Snelling/Highland Pkwy. Long time client of this excellent clinic. This stop will endanger this medical practice. Please do not let this happen!
- Against the farside transit stop in front of the Parkway Clinic at Highland and Snelling. Lack of parking in front of clinic is detrimental to elderly and infirmed patients trying to gain access, as well as dangerous to them.
- Stops at Highland in front of doctors office is of great concern to pedestrians trying to get to the clinic.
- My greatest concern is for the older patients that will have to walk 60-80 feet to Parkway Family Physicians if the proposed bus stop change goes through.
- Effect on the clinic at Highland Parkway. Prefer B option. Parking but also noise and congestion bad for clinic.
- I do not want to see the busses routed to Ford Parkway instead of stopping on Highland Parkway. Just because of a complaint by the adjoining property owners. It needs to be convenient to the people that are taking the bus! If it stops on Ford Parkway instead of Snelling I would not use the BRT!
- [Snelling & Highland] is dangerous to cross. There are many accidents. Thus bus should drop off on a side that has a sidewalk. Gloria Dei side is a good move. Sidewalks to the east, west, and north.
- Other specific locations
  - Stop at Dayton NB should be Hague to better serve the businesses at Selby & Snelling, relieves traffic north of the intersection.
  - I see current stop at Selby will also serve "A". Those transferring to/from 21 or 53 will be endangered by the continued traffic risk to make the transfer. Better put 21, 53, and A all at the same point!
  - How will we deal with traffic at Snelling & University? Key will be to make riding the bus better than driving a car in this intersection.

### Additional Comments

- Consider bike lockers where there might be room.
- Please keep pushing for far-side stops wherever possible. I'm also concerned about some curb cuts at pedestrian crossings. Crossings should be designed to allow pedestrians to continue in a straight of a line as possible, but some meet the roadway at an angle.
- The stations don't seem to be enclosed quite enough, but I like the effort put into the design to close up the normal gap at the bottom.
- The route 3B uses the southbound stop at Como & Snelling and often has 60' buses, which may cause some trouble with an 80' platform. Will that fit the doors of one A Line bus plus a long 3B? I think the platform may need to be lengthened a bit. I don't think the platform area needs to be rectangular (above view) – it could taper near Como in order to not impact the parking lot behind.
- North half (in Roseville and Como) – why no bumpouts? Can we challenge car kingship at all?
- Really? Low curbs? Come on, MnDOT!

- Please ensure enough open space in the interior for an extra bike or 2 if needed by demand.
- In the future, just having ticket machines could significantly reduce dwell times. Look into more buses using the platform.
- Like the Finn stop design as is. Finn is the right stop because, among other things, it is vacated just south of Pinehurst, hence is already a pedestrian, rather than auto access for homes to the north.
- Make sure connections during low frequency times with Blue and Green are workable.
- Sounds wonderful!
- You're doing a great job, team!

### Summary of Email / Phone Comments

Date	Received via	Name	Summary
4/5/14	Email - Forwarded from Met Council Member Comms	Mary Jo Clasen	Opposition to Snelling & Highland Farside
4/8/14	Email - Forwarded from Met Council Member Comms	Debra Geske	Opposition to Snelling & Highland Farside
4/11/14	Email - Forwarded from Met Council Member Comms	Steve Seifert	Opposition to Snelling & Highland Farside
4/17/14	Phone / Email - Forwarded from Council Member Comms	Bonnie Olson	Opposition to Snelling & Highland Farside
4/17/14	Email - BRTProjects@metrotransit.org	Michael Tostengard	Question about bike accessibility
4/18/14	Email - Forwarded from Met Council Member Comms	Thomas Quinn	Opposition to Snelling & Highland Farside
4/20/14	Email - Forwarded from Met Council Member Comms	Brad Langley	Opposition to Snelling & Highland Farside
4/29/14	Email - Forwarded from Met Council Member Comms	Tim Dyrhaug	Opposition to Snelling & Highland Farside
4/30/14	Phone - BRTPO Staff Contact	Elaine Gross	Opposition to Snelling & Highland Farside
May 2014	Phone - Forwarded from Council Member Comms	Dave	Opposition to Snelling & Highland Farside
May 2014	Phone - Forwarded from Council Member Comms	Dave Ness	Opposition to Snelling & Highland Farside
May 2014	Phone - Forwarded from Council Member Comms	Debra Teuchert	Opposition to Snelling & Highland Farside
May 2014	Phone - Forwarded from Council Member Comms	Jill Tracy	Opposition to Snelling & Highland Farside
May 2014	Phone - Forwarded from Council Member Comms	Kathleen Thompson	Opposition to Snelling & Highland Farside
May 2014	Phone - Forwarded from Council Member Comms	Marge Todd	Opposition to Snelling & Highland Farside
May 2014	Phone / Email - Forwarded from Council Member Comms	Paula Quinn	Opposition to Snelling & Highland Farside
May 2014	Phone - Forwarded from Council Member Comms	Renee Miller	Opposition to Snelling & Highland Farside
May 2014	Phone - Forwarded from Council Member Comms	Robert Evans	Opposition to Snelling & Highland Farside
May	Phone - Forwarded from Council	Unnamed	Opposition to Snelling & Highland Farside

<b>Date</b>	<b>Received via</b>	<b>Name</b>	<b>Summary</b>
2014	Member Commers		
May 2014	Phone (2x from same number) - Forwarded from Council Member Commers	Unnamed	Opposition to Snelling & Highland Farside
5/2/14	Email - Received at BRTProjects, Forwarded from St. Paul Mayor Coleman, Met Council Member Commers, and Metro Transit Customer Service	Anne Keenan	Opposition to Snelling & Highland Farside
5/2/14	Email - BRTProjects@metrotransit.org and Forwarded from St. Paul Mayor Coleman	Vernon R Jorgensen	Opposition to Snelling & Highland Farside
5/5/14	Email - BRTProjects@metrotransit.org	Benita Warns	Questions about parking, median closures
5/5/14	Email - BRTProjects@metrotransit.org	Ryan Ricard	Support for project, question about schedule
5/7/14	Email - BRTProjects@metrotransit.org	Corinne Sabatka	Opposition to Snelling & Highland Farside
5/7/14	Email - BRTProjects@metrotransit.org	Martin Schmutterer	Opposition to Snelling & Grand Farside
5/7/14	Email - BRTProjects@metrotransit.org	Kris Tyson	Opposition to Snelling & Grand Farside
5/7/14	Email - BRTProjects@metrotransit.org	Andrea Kish	Opposition to Snelling & Grand Farside
5/9/14	Email - BRTProjects@metrotransit.org	David Wright	Opposition to Snelling & Grand Farside
5/12/14	Email - Forwarded from Met Council Member Commers	Clare Cizek	Opposition to Snelling & Highland Farside
5/13/14	Email - Forwarded from Met Council Member Commers	Nancy E. Rowland	Opposition to Snelling & Highland Farside
5/14/14	Email - Forwarded from St. Paul Mayor Coleman / Met Council Member Commers	Kurt Unzicker	Opposition to Snelling & Highland Farside
5/14/14	Email - Forwarded from Metro Transit Customer Service	Rita Thomas	Opposition to Snelling & Highland Farside
5/14/14	Email - BRTProjects@metrotransit.org	David Enyeart	Opposition to Snelling & Grand Farside
5/18/14	Email - Forwarded from St. Paul Mayor Coleman / Met Council Member Commers	Steven Boyer	Opposition to Snelling & Highland Farside
5/20/14	Email - BRTProjects@metrotransit.org	Jean Curtis-Neitz	Opposition to Snelling & Highland Farside
5/21/14	Email - BRTProjects@metrotransit.org	Bob Berry	Opposition to Snelling & Highland Farside
5/21/14	Email - BRTProjects@metrotransit.org	David Vessel	Support for Snelling & Hoyt-Nebraska
5/27/14	Email - BRTProjects@metrotransit.org	Pat Hansen	Concerns about Snelling & Roselawn
5/28/14	Email - BRTProjects@metrotransit.org	Deborah Bojar	Opposition to Snelling & Highland Farside
5/28/14	Email - BRTProjects@metrotransit.org	Dick Keljik	Opposition to Snelling & Highland Farside
5/29/14	Email - BRTProjects@metrotransit.org	Nora O'Connor and David Tyree	Opposition to Snelling & Highland Farside
5/29/14	Email - BRTProjects@metrotransit.org	Pam Kolupailo	Opposition to Snelling & Highland Farside

## Resolution from Highland District Council



Highland District Council  
1978 Ford Parkway Saint Paul, Minnesota 55116  
651-695-4005 Fax 651-695-4019  
Email: [hdc@visi.com](mailto:hdc@visi.com)

### **Resolution in Support of Alternative Solutions for the Southbound Highland Pkwy and Snelling Ave A-Line Stop**

WHEREAS, the Highland District Council's (HDC) Transportation Committee has held several public meetings to discuss the proposed Bus Rapid Transit A-Line through Highland Park; and

WHEREAS, the HDC sent a letter to Metro Transit in 2012, "generally supporting the new bus service plan as a means of connecting residents to the Central Corridor light rail transit line" and "the Rapid Bus Transit System as a cost-effective means of reducing ride times and increasing bus efficiency;" and

WHEREAS, the HDC is concerned that the proposed south bound A-Line stop at the south side of Highland Parkway and Snelling Ave could have a negative impact on a long standing local business, Parkway Family Physicians located at 721 S. Snelling Ave.; and

WHEREAS, the owners of Parkway Family Physicians have expressed concern about the impacts of an 80-foot stop being placed in front of their business, including the elimination of on-street parking particularly for handicapped and elderly patients, and loss of visibility which has been vital to their business of 31 years: Now therefore,

BE IT RESOLVED that the HDC supports Parkway Family Physicians' request to Metro Transit that alternative Bus Rapid Transit stop options be pursued near Highland Parkway and Snelling Avenue.

Approved on May 7, 2014  
By the Highland District Council Board of Directors

Resolution 2014-12E