Effectively Integrating Bus, Auto, and Bicycle/Pedestrian Connections to LRT/BRT Projects

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Designed for Expected Riders

- Stations serve different riders and are designed accordingly
  - Suburban/end-of-line stations
  - Urban neighborhood
  - Urban core
Suburban/end-of-line stations

- Typically anchored by large park and ride
- Possible feeder bus to extend coverage
- Fewer opportunities for pedestrians/bicycles

Exclusions include MOA and Target Field, Union Depot, 28th Ave Station, Apple Valley Transit Station.
Suburban/end-of-line stations

- **Goals**
  - Expand the market to exurban and rural users

- **Design Features**
  - Good highway access
  - Efficient circulation of vehicles in and out of PR
  - Focus of pedestrian infrastructure is largely within the station area
Urban Neighborhood

- Located within neighborhood setting
- Local bus connections are critical
- Greater opportunities for pedestrians/bicycles

46th Street Station
Green Line – University Ave

38th Street Station
Arterial BRT
Urban Neighborhood

• Goals
  – Serve walk-up and neighborhood residents

• Design Features
  – Scaled to fit within the context of the neighborhood
  – Convenient connections from bus
  – Possible kiss-and-ride for drop-offs
  – Adequate space for transit elements
  – Wayfinding / bike storage / public art
Urban Core

- Highest ridership stations
- Many bus connections
- Best opportunities for pedestrians/bicycles

Nicollet Mall Station

Target Field Station
Urban Core

• Goals
  – Serve post-work/event return trip

• Design Features
  – Handle large customer volumes
  – Safety is heightened concern
  – Can serve as anchor to nearby destination
  – Limited/no auto access
Summary

• Stations serve different riders and are designed accordingly
• Spectrum of designs to fit the local need
• Station area planning process to get community input
THANK YOU

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