Regional Transitway Guidelines
Overview

Center for Transportation Studies
Research Conference
May 24, 2011
Need for Regional Transitway Guidelines

- Growing transitway system
- Multiple agencies involved in implementation
- Taking first steps to implement Highway BRT
- Want to deliver:
  - Effective, integrated, user-friendly transit service
  - Development and operation in a way that is consistent, equitable, and efficient
Figure 7.43: 2030 Transitway System
Transitway Modes

Light Rail
- Hiawatha Line
- Arterial BRT
- Kansas City MAX BRT Station

Commuter Rail
- Northstar Line
- Highway BRT
- Apple Valley Transit Station

Metropolitan Council
Guidelines Development

- Over 100 participants and over 25 agencies represented in technical process
- Technical committees developing recommended Guidelines for policy review
- Considered existing laws, regulations, and guidance, experience within the region, national and international best practices
Guidelines Development Committees

- Station Spacing and Siting
- Leadership and Oversight
- Runningways
- Service Operations
- Stations and Public Facilities
- Vehicles
- Identity and Branding
- Project Funding
- Fare Collection Systems
- Advisory Committee

Metropolitan Council
What are the “Guidelines”? 

- Tool for **planners** when developing transitway alternatives, transitway vision
- Tool for **project managers** during transitway implementation
- Tool for **consultants and engineers** setting expectations and range of options
- **Education** tool to raise consistent level of understanding among transitway partners
Overview and Examples of Regional Transitway Guidance
Establish operational guidelines for transitways, similar to existing design standards for local and express routes

Frame expectations for service during transitway project planning and implementation phases

Ensure service aligns with greatest travel demand in a corridor in a cost-effective manner

Consistent service design across transitways enhances understanding for riders
<table>
<thead>
<tr>
<th>Service Type</th>
<th>PEAK</th>
<th>OFF-PEAK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial BRT</td>
<td>10’ combined</td>
<td>15’</td>
</tr>
<tr>
<td>Highway BRT Station-to-Station</td>
<td>10’ combined</td>
<td>15’ combined</td>
</tr>
<tr>
<td>LRT</td>
<td>10’</td>
<td>15’</td>
</tr>
<tr>
<td>Highway BRT Express</td>
<td>30’/3 trips</td>
<td>----</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>30’/5 trips</td>
<td>----</td>
</tr>
</tbody>
</table>

**All-day Frequent**
IDENTITY AND BRANDING

Identity and Branding Guidelines Purpose

• Identify branding and identity approach to transitways based in best practices
• Provide guidance on distinguishing transitway services from other services in the region
• Provide guidance on implementation of Station-to-Station Identity and Branding Framework
1. Position, brand, and identify light rail transit (LRT) and Highway bus rapid transit (BRT) station-to-station services in the region as one system.

2. Name LRT and Highway BRT station-to-station lines using a color-coded scheme.

3. Unify the LRT and Highway BRT station-to-station services brand using a distinct system name.

4. Apply regional transit color scheme to the LRT and Highway BRT station-to-station services in a consistent manner across the region.
Line Colors

- Each line needs to be a distinct color
- Commonly known, simple colors preferred
- Input from local communities but ultimately a regional decision
- Line colors do not apply to commuter rail or arterial BRT
PDLO Guidelines Purpose

- Effective coordination and simple, efficient, and consistent organization throughout project development
- A clear decision-making process at both staff and policy levels
- A shared understanding of roles and responsibilities for each stakeholder
- A shared understanding of the transit operator selection process
- Effective stakeholder and public involvement
- The best use of available resources at all levels of government, including the interests, skills and resources of all partners
- Quality outcomes
Transit Service Planning Responsibilities

- **Infrastructure** corridor planning remains local responsibility through LPA (lead agency coordinates with service providers for service planning)
- Metro Transit and Suburban Transit Providers continue *service* planning for express service
- Metro Council leads or delegates *service* planning for commuter rail, LRT, Hwy BRT Station-to-Station & Arterial BRT
- All providers *must* coordinate service planning in transitway corridors to ensure:
  - Service is not duplicative
  - Transfers are timely
  - Stations are used efficiently
Project Deliverables

• Regional Transitway Guidelines
  – To be adopted by Metropolitan Council
• User Guides
  – Stations and Support Facilities and Runningways
  – Transitway Ridership Forecasting
• Technical Report
  – Background and documentation of existing conditions, best practices
Schedule

- Fall 2009 – Mar 2010: Project Initiation
- April 2010: Project Kick-Off
- April – Dec 2010: Develop Technical Content and distribute Draft Guidelines
- Dec 2010 – June 2011: Receive input and Revise Technical Content and Draft Guidelines
- July 2011 – Sept 2011: Stakeholder Outreach on Guidelines
- Late 2011: Finalize Guidelines
Benefits and Challenges of Building Successful Collaborations

Benefits
• Build relationships
• Develop shared understanding and language
• Capture broader perspective in final product

Challenges
• Maintaining engagement
• Responding to concerns
• Negotiating compromise
Questions or Comments?