# **Local Corridor Transit Challenges**

- Slow speeds caused by slow fare payment, red lights
- Limited infrastructure doesn't match transit's role in busy corridors





#### **Existing Conditions: Local Buses**





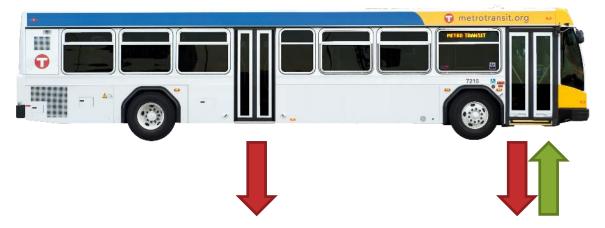
Buses make up 3-4% of traffic



...and carry up to 35% of people in some busy urban corridors

#### **All-Door Boarding and Off-Board Payment**

#### Route 5: Front-door boarding, all fares collected on board







#### BRT: All-door boarding, all fares collected at station



## **Neighborhood-Scale Stations**



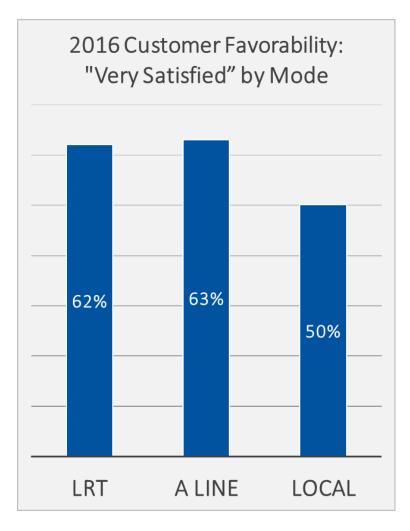
a service of the Metropolitan Council

## First corridor: A Line (Snelling Ave)

- Opened June 2016
- \$27 million project cost
- \$2.7 million per mile cost far below other modes
- Significant increases in speed (miles/hr) and service productivity (passengers/hr)



- Favorability comparable to LRT by transit customers
- 32% ridership increase in first year of operations
- Nearly 4 million rides carried to date





## C Line: Before (Penn & Plymouth)



### Penn & Plymouth: C Line opens Spring 2019

Looking north, September 2018

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#### **Future Line Considerations**

