



METRO B Line Update

St. Thomas Virtual Bike, Walk, Roll Day

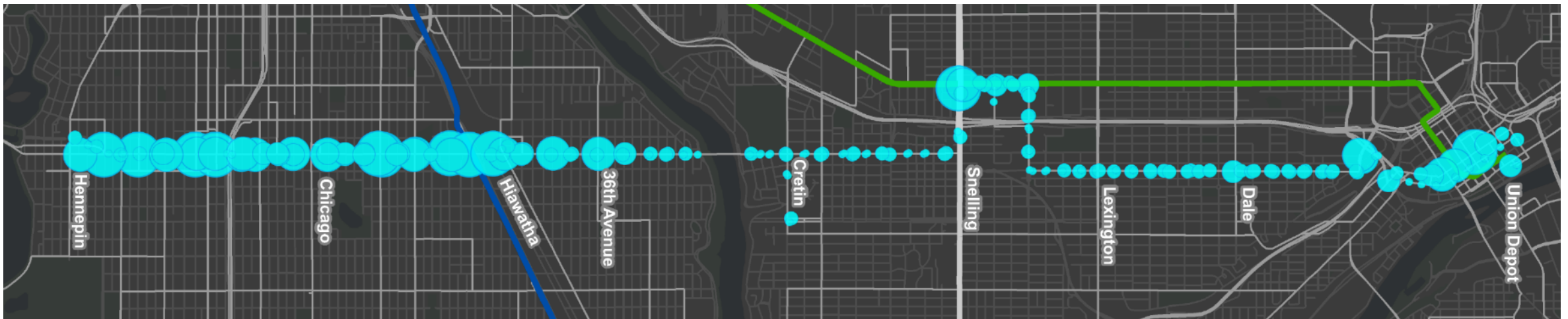
Cody Olson, Community Outreach Coordinator

metrotransit.org/b-line-project

April 23rd, 2020

B Line (Lake/ Marshall/ Selby) BRT

- Planned 4th arterial bus rapid transit line
- Substantial replacement of Route 21, region's second-highest ridership but slowest in-service speed
- 8.2-mile corridor (12.6 miles with potential extension to downtown St. Paul)
- Service every 10 minutes, approximately 20% faster than existing Route 21
- Targeted opening 2023, pending full project funding
- \$26 million identified to date; \$55-65 million needed for full implementation



What will buses look like?

- 60 foot buses with 3 doors that allow for both boarding and exiting
- Different than standard 40 foot buses, A Line buses
- Continuing to monitor performance of electric buses and chargers on C Line, existing funding gap to determine electric/diesel fleet makeup



What will stations look like?



A **Pylon markers** help riders identify stations from a distance.

B **Real-time NexTrip signs** provide bus information, and on-demand **annunciators** speak this information for people with low vision.

C **Shelters** provide weather protection and feature push-button, on-demand **heaters** and shelter **lighting**. Shelter sizes will vary based on customer demand (small shown here).

D **Ticket machines** and **fare card readers** collect all payment before customers board the bus.

E **Emergency telephones** provide a direct connection to Metro Transit police. Stations also feature **security cameras**.

F Stations feature **trash and recycling** containers.

G Platform edges are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.

H **Platform areas** are distinguished by a dark gray concrete pattern.

I **Benches** at stations provide a place to sit.

J Most stations have **bike parking**.

Some stations have pedestrian-scale **light fixtures** to provide a safe, well-lit environment.

At some stations, **railings** separate the platform from the sidewalk.

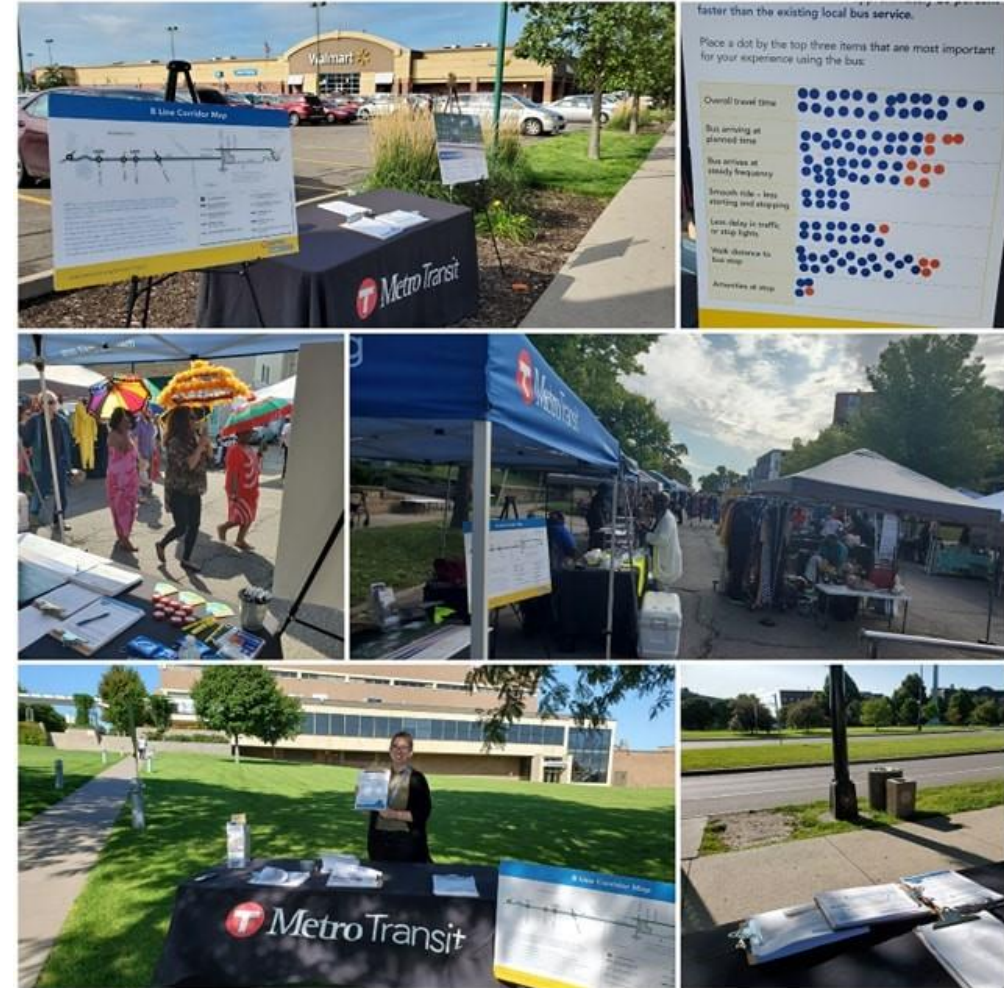
B Line initial planning questions- how we started

- Should the B Line extend to downtown St. Paul?
- If the B Line is extended to downtown St. Paul, how should it be routed?
- Where should stops be placed to best balance speed and access?
- Related question: based on the above, what should be the overall mix of service in the corridor?



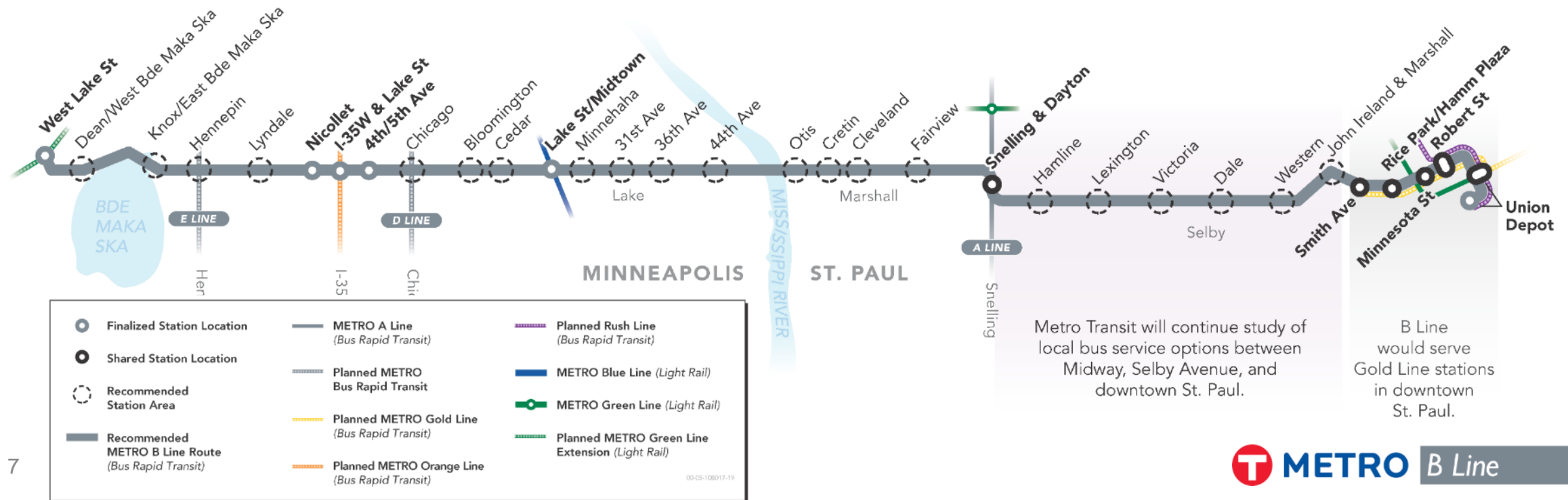
B Line Initial Engagement

- Engagement goal: engagement and feedback on main planning questions
- Engagement activities:
 - open house meetings
 - bus stop pop-ups and ride-alongs
 - neighborhood/group meetings
 - office hours, business pop-ups, and doorknocking
 - community events
- Significant feedback relating to travel time, frequency, and reliability
- Large majority in favor of downtown St. Paul endpoint
- Mixed feedback regarding alignment
 - Majority of open house attendees favored alignment that remains south of I-94
 - Majority of feedback in Midway and Selby Avenue areas indicated preference for alignment directly serving Midway



B Line preliminary recommendations- step 2

- Extend the B Line to Union Depot in downtown Saint Paul
- Route the B Line along Marshall, Snelling, and Selby Avenues
- 33 preliminary B Line station locations
- Keep local service Route 21 between Hennepin Avenue and Minnehaha Avenue; continue study of local bus service options between Midway, Selby Avenue, and downtown Saint Paul



What's next?

- Draft Corridor Plan
 - Recommendations for corners where platforms will be located
 - Recommendations for mix of services (BRT vs local bus)
 - Recommendations for transit advantages (signal priority, bus lanes)
 - Recommendations will be brought out to community for engagement and feedback

Figure 23: Recommended station location - Fremont & Dowling



Project Schedule

- Corridor and Station Planning: 2020
 - Draft Corridor Plan: Summer 2020
 - Recommended Corridor Plan: Fall 2020
 - Final Corridor Plan (Council action): Fall/Winter 2020
- Engineering: 2020 – 2021
- Construction (pending full funding): 2022



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