

The METRO B Line

Faster transit is coming to Lake Street & Marshall Avenue.



The METRO B Line is a planned bus rapid transit line that will provide faster and more reliable transit service in the Route 21 corridor. Bus rapid transit is a package of transit enhancements that adds up to a faster trip and an improved experience on Metro Transit's busiest bus routes.

Each weekday, customers take more than 10,000 rides on Route 21, Metro Transit's second busiest bus route. Buses carry approximately 20 percent of people traveling by vehicle on Lake Street today, and make up less than 2 percent of vehicle traffic. But Lake Street is also one of the slowest transit corridors in the region. During rush hours, buses regularly slow to average speeds of 8 miles per hour. Frequent stops, lines of customers waiting to board, and red lights mean that buses are moving less than half the time.

How will the B Line be faster?

The B Line is planned to be a substantial upgrade to the speed and reliability of transit in the Route 21 corridor. The goal of the B Line is to make service approximately 20 percent faster by stopping less often, allowing customers to board faster, and stopping at fewer red lights.

Buses will make limited stops at stations spaced farther apart. Fares will be collected at stations – just like light rail – and not on the bus. Raised curbs at platforms will make it easier to step onto the bus. Complete snow removal will improve winter boarding. B Line buses will also communicate with traffic signals to shorten red lights.

How much will the B Line cost to build?

The preliminary estimated cost of the B Line project is \$54 million. This includes the cost of stations and related technology/fare collection elements, new BRT vehicles, transit signal priority and the cost of designing and delivering the line. Cost estimates will be refined as planning and engineering progress. \$16 million of federal and Metropolitan Council funds have been identified for the B Line project to date.

PRELIMINARY PROJECT SCHEDULE (subject to change)



Limited stops, frequent service

Today, Route 21 serves the corridor with frequent service, stopping every other block for most of the route.

Today: Route 21



1/8 mile between stops

The B Line could potentially fully replace the Route 21 to become the primary service in the corridor with high frequency service all day, and on nights and weekends. Stations would be spaced every half mile on average.

Future: B Line



1/3 to 1/2 mile between stations

Transit advantages throughout the corridor

Transit advantages at key locations along BRT lines will help keep buses moving. Transit advantages could include transit signal priority, where B Line buses "ask" traffic signals for early or extended green lights. Transit advantages could also include dedicated space for B Line buses at intersections or along the corridor, such as queue jump lanes, bus approach lanes, or bus-only lanes.

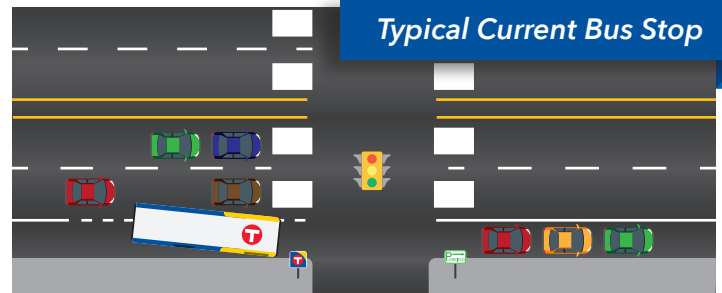
Pay before boarding for faster stops

For speedier boarding through all doors, B Line buses won't have fareboxes. Customers will purchase a ticket or tap a Go-To Card at the station, just like light rail. Metro Transit Police officers check fare payment.

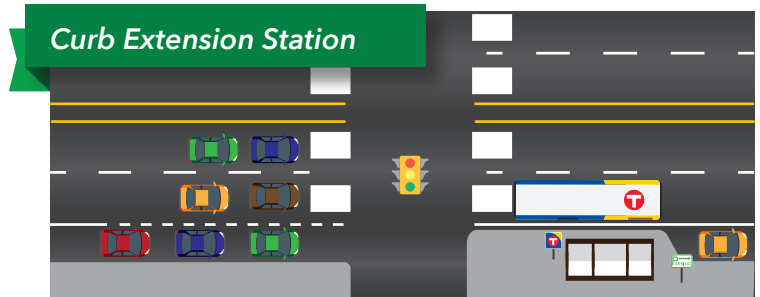


Curb bumpouts for speed and space

Where B Line buses run in general traffic, stations will be built on curb bumpouts to avoid delay caused by merging back into traffic.



Today, buses stop outside of the through lane with little space for customer amenities. Merging back into traffic causes delay.



Curb bumpouts provide space for station amenities and pedestrians.

Neighborhood-scale stations with amenities

Stations are equipped with features for a safe and comfortable experience, similar to light rail. Standard features include heat, lighting, security features, NexTrip real-time departure information signs and trash cans.

