Meet the METRO B Line

Sierra Club NorthStar Chapter
June 5th, 2019

Cody Olson: Community Outreach Coordinator
cody.olson@metrotransit.org
612-349-7390
Route 21/53: Positives and Negatives

Positives:

10,000 weekday rides on Route 21 (2\textsuperscript{nd} highest ridership). 700 daily on Route 53

In some places: Route 21 has 20\% of people in vehicles while being less than 2\% of total vehicles

Connects to important community destinations and other major transit routes

Negatives

Average Route 21 spends 50\% of its time stopped

Average speeds can be as slow as 8mph

Ridership has been declining
• Substantial upgrade, potential replacement of the Route 21
• Goal of approximately 20 percent faster by stopping less often, allowing customers to board faster, transit signal priority, and stopping at fewer red lights
• B Line service every 10 minutes with improved buses and shelters
B Line Buses

Route 21 (Today): Front-door boarding, all fares collected on board

B Line: All-door boarding, all fares collected at station
Arterial BRT Stations

What do stations look like?

A Pylon markers help riders identify stations from a distance.

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

C Utility boxes near station areas house necessary communications and electrical equipment.

D Shelters provide weather protection and feature on-demand heaters and integrated lighting. Shelter sizes will vary based on customer demand (small shown here).

E Ticket machines and fare card validators collect all payment before customers board the bus.

F Emergency telephones provide a direct connection to Metro Transit security. Stations also feature security cameras.

G Stations feature trash and recycling containers.

H 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.

I Platform areas are distinguished by a dark gray concrete pattern.

J Some stations have sidewalk-level light fixtures to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.

K Benches at stations provide a place to sit.

L Stations have bike parking loops.
Potential downtown St. Paul terminus

• Opportunities
  – Provide faster trips between downtown St. Paul, Selby Ave, Minneapolis
  – Further develop transitway network
  – Expand equitable access to destinations
  – Gold Line coordination/connections

• Considerations
  – Relatively lower existing ridership east of Snelling
  – Project budget and operating costs
Preliminary Alignment Options

B Line Alignment Options  Existing METRO Line
Option 1  Green Line
Option 2  A Line
Option 3  Existing METRO Station
Option 4  Green Line
Option 5  A Line
Option 6

[Map showing alignment options]
Stop Spacing and Service Mix

• Route 84 (A Line) and Route 16 (Green Line) have not kept pace with standards for ridership and productivity, leading to cuts

• To plan for a sustainable long term operation, considering fully replacing underlying local service
  – Must strike a balance between faster and more reliable service with spacing and accessibility

• Wider stop placement
  – Reduced travel times, improved reliability, and smoother ride
  – Saves operating costs, allows Metro Transit to focus maintenance.
B Line Timeline

Corridor and Station Planning

- Gain community input on Corridor and Alignment Service Mix Transit Advantages Station Spacing
- Initial Community Outreach & Evaluation

Draft Corridor Plan
- Corridor and Alignment Service Mix Transit Advantages Station Spacing
- Winter 2019

Community Input

Recommended Corridor Plan
- Revisions based on coordination with project partners and community input
- Spring 2020

Community Input

Final Corridor Plan
- Prepare for engineering
- Summer 2020

Engineering
- 2020–2021

Construction (pending full funding)
- 2022

METRO B Line