South Uptown Neighborhood Meeting
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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.
METRO BRT Buses

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

B Line: All-door boarding, all fares collected at station
• 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
Route 21/53: Positives and Negatives

Positives:
- 10,000 weekday rides on Route 21 (2nd 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
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
- Option 2
- Option 3
- Option 4
- Option 5
- Option 6

Existing METRO Station
- Green Line
- A Line
• Upgrade to Route 6

• The Corridor Study is evaluating routing and endpoint alternatives outside of the core Hennepin Ave segment.

• The Corridor Study will determine the final alignment and concepts for local bus service.
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.

More Stops vs. Fewer Stops

More Stops
- Shorter walk, but longer bus ride and less reliable service.

Fewer Stops
- Longer walk, but shorter bus ride and more reliable service.
What is the timeline for implementing the B Line and the E Line?

**METRO B LINE**

- **2018**: Pre-Planning
  - Corridor Planning
    - Community input on planning questions
    - Draft Corridor Plan – Winter 2019
    - Recommended Corridor Plan – Spring 2020
    - Final Corridor Plan – Summer 2020

- **2019**: Corridor Study
  - Ongoing outreach and engagement
  - Define initial E Line alternatives – Winter 2018
  - Recommend alternatives to advance – Spring 2019
  - Select Final E Line alignment – Fall 2019

- **2020**: Engineering

- **2021**: Construction (pending full funding)

- **2022**: Testing and Implementation

**METRO E LINE**

- **2018**: Corridor Planning
  - Community input on planning questions
  - Draft Corridor Plan – Summer 2020
  - Recommended Corridor Plan – Fall 2020
  - Final Corridor Plan – Spring 2021

- **2019**: Engineering

- **2020**: Construction (pending full funding)

- **2021**: Testing and Implementation