METRO B Line Update and Preliminary Recommendations

Longfellow Community Council

Cody Olson, Community Outreach Coordinator
Jae Halverson, Community Outreach Intern

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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?
What did initial engagement tell us?

• Engagement goal: engagement and feedback on main planning questions
• Engagement activities:
  - open house meetings, community events
  - bus stop pop-ups and on-ride surveys
  - neighborhood/group meetings
  - office hours, business pop-ups, and door-knocking
• Top responses were 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- where we are now?

- 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 (5 stops in Longfellow over 1.75 miles of Lake St.)
- Keep local service Route 21 between Hennepin Avenue and Minnehaha Avenue; continue study of local bus service options in Midway.
How can the community get involved?

• Community input opportunities:
  - Review the recommendations in person or online (metrotransit.org/b-line-comments) and let us know your thoughts on:
    • Extension to downtown St. Paul
    • The Marshall-Selby routing
    • Route 21 service
    • Stop locations and spacing

• Metro Transit’s next steps
  - Present preliminary corridor recommendations and collect feedback
  - Continue to study local service between Midway, Selby Avenue, and downtown Saint Paul
  - Develop recommendations for platform locations and transit advantages
  - Prepare Draft Corridor Plan
Project Schedule

- **Corridor and Station Planning: 2019 – 2020**
  - Draft Corridor Plan: Spring 2020
  - Recommended Corridor Plan: Summer 2020
  - Final Corridor Plan (Council action): Summer 2020

- **Engineering: 2020 – 2021**

- **Construction (pending full funding): 2022**
Cody Olson, Community Outreach Coordinator
cody.olson@metrotransit.org

Jae Halverson, Community Outreach Intern
jae.halverson@metrotransit.org

www.metrotransit.org/b-line-project