METRO B Line Update and Preliminary Recommendations

St. Paul College Student Senate

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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 (not 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
  - 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 - 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
- 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
How can the community get involved?

• Community input opportunities:
  - Review the recommendations in person or online (metrotransit.org/b-line-project) 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
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www.metrotransit.org/b-line-project