



# METRO B Line Update and Preliminary Recommendations

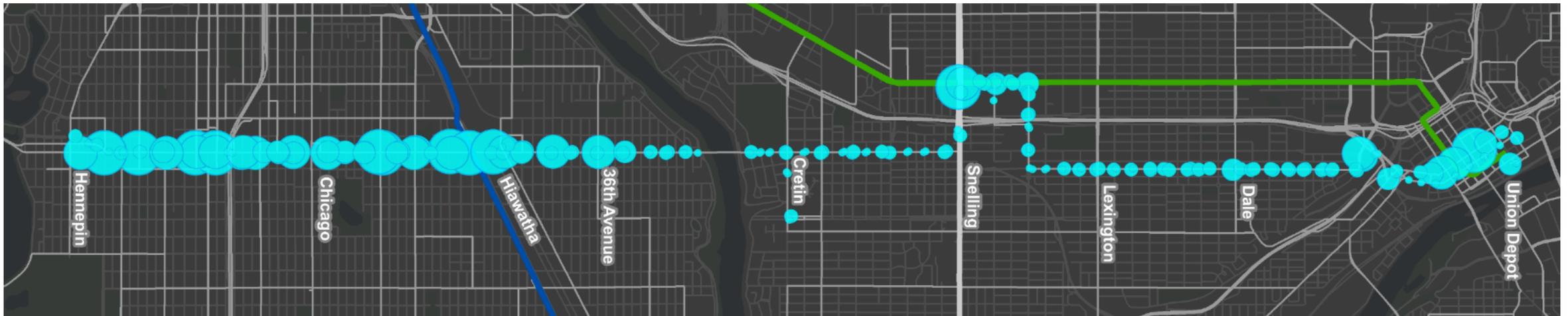
St. Paul College Student Senate

Cody Olson, Community Outreach Coordinator

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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.

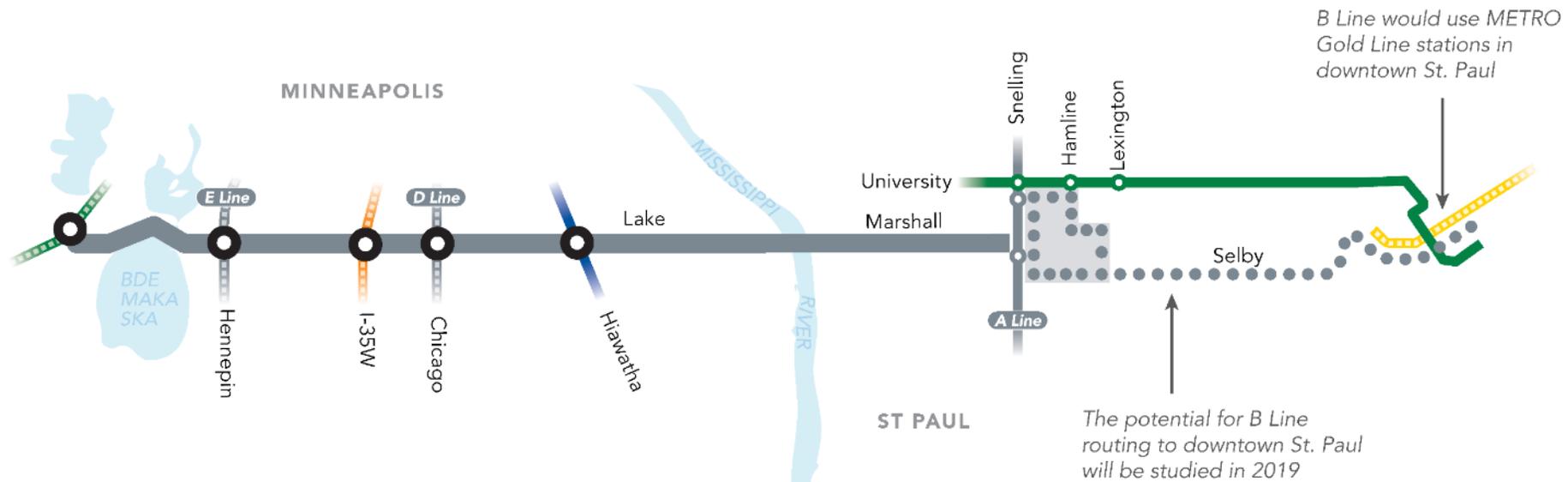
**J** Most stations have **bike parking**.

Some stations have pedestrian-scale **light fixtures** to provide a safe, well-lit environment.

At some stations, **railings** separate the platform from the sidewalk.

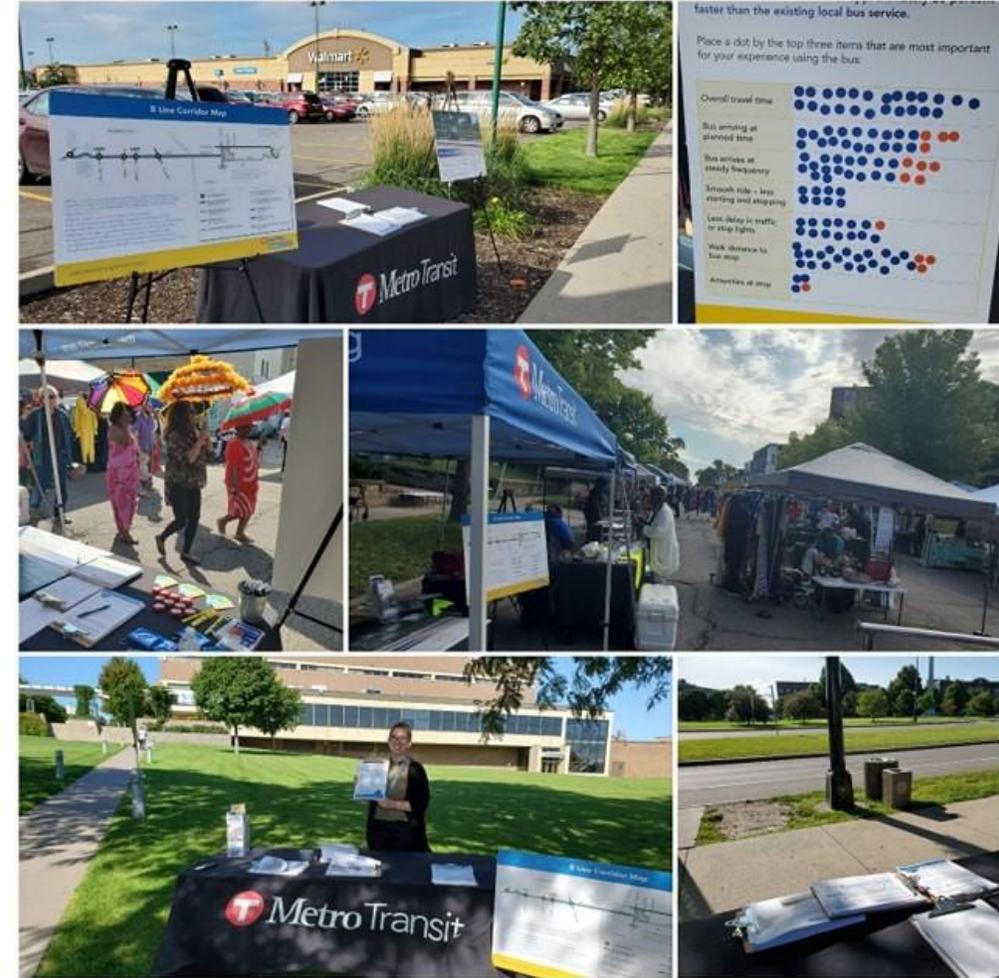
# B Line initial planning questions- how we started

- 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?



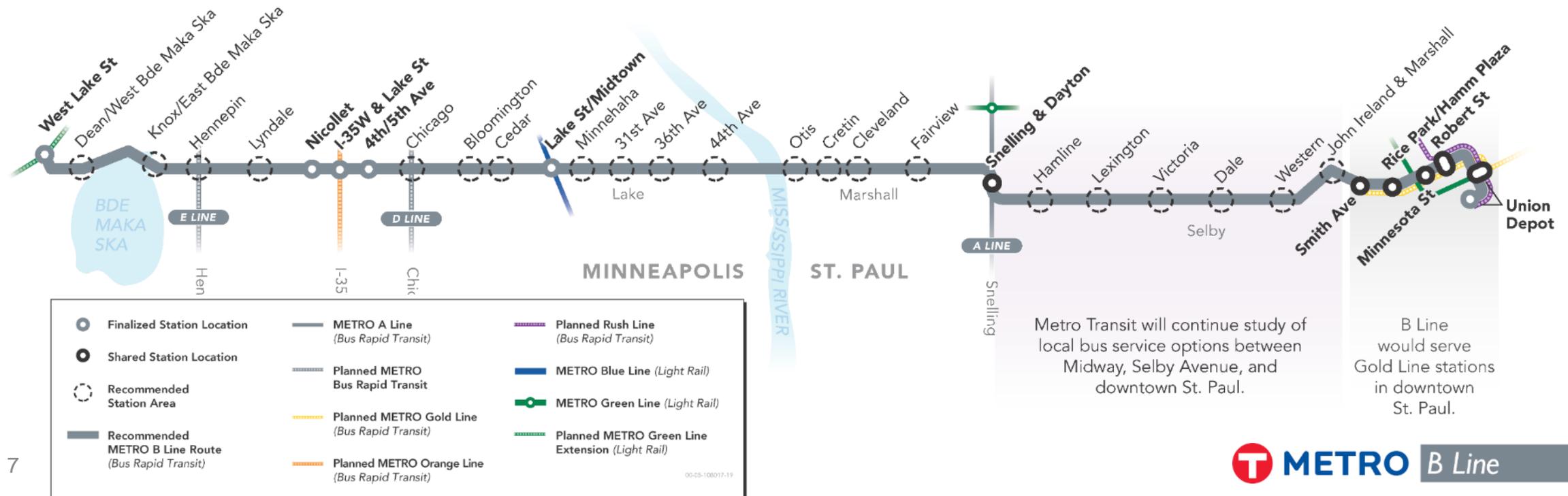
# What did initial engagement tell us?

- Engagement goal: engagement and feedback on main planning questions
- Engagement activities:
  - open house meetings
  - 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](http://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](http://www.metrotransit.org/b-line-project)