METRO B Line Update

St. Thomas Virtual Bike, Walk, Roll Day

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metrotransit.org/b-line-project

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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?
B Line Initial Engagement

• 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 - step 2

- 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
What’s next?

- Draft Corridor Plan
  - Recommendations for corners where platforms will be located
  - Recommendations for mix of services (BRT vs local bus)
  - Recommendations for transit advantages (signal priority, bus lanes)
  - Recommendations will be brought out to community for engagement and feedback
Project Schedule

- Corridor and Station Planning: 2020
  - Draft Corridor Plan: Summer 2020
  - Recommended Corridor Plan: Fall 2020
  - Final Corridor Plan (Council action): Fall/Winter 2020

- Engineering: 2020 – 2021

- Construction (pending full funding): 2022
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