METRO B Line Update

Hamline-Midway Transportation Committee

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Route 21 and 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
Transit in Hamline-Midway today
What will buses look like?

• 60 foot buses with 3 doors that allow for both boarding and exiting, no need for customers to pay on the bus

• Different than standard 40 foot buses, A Line buses
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 Feedback

• 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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www.metrotransit.org/b-line-project