METRO B Line Update

Longfellow Community Council

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METRO 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
- 12.6-mile corridor
- Service every 10 minutes, approximately 20% faster than existing Route 21
- Targeted opening 2024, project is fully funded
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

• No fare equipment on bus- customers pay before they board at BRT stations
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 planning history - what has happened since 2019?

- **2019- Initial Engagement**
  - Engagement around route, routing, service, potential station locations
  - Strong support for extension to St. Paul, overall support for routing south of I-94
  - Strong support for reliability and speed improvements

- **2019-2020: Preliminary Recommendations**
  - Engagement around intersection-level stop locations and future service mix
  - Strong support for planned stop locations, for local service to continue on Lake Street and from Selby Ave to Midway area

- **2021: Draft Corridor Plan, Recommended Corridor Plan**
Final Corridor Plan

• BRT station facilities and service characteristics
• B Line routing and stops
• Updates to the Recommended Corridor Plan based on feedback from project partners and community members:
  • Metro Transit, Hennepin County, and the City of Minneapolis are continuing to work together to address multiple goals for the Lake Street corridor, including transit speed and reliability, pedestrian and traffic safety, and general vehicle operations. It is anticipated that County-led advanced technical analysis will be completed by end of 2021 with additional public communication to follow.
    • Once approved, this plan will set the locations for stations moving forward.
    • Responses to site-specific comments received regarding platform placement, including issues to address throughout the detailed engineering phase.
  • More on continued evaluation of bus lanes on Lake Street in partnership with Hennepin County and the City of Minneapolis. Approval of this plan will not finalize decisions about bus lanes, but sets stations in the best locations to accommodate them.
Longfellow Community Stations

- Lake & Minnehaha
- Lake & 31st
- Lake & 36th
- Lake & 44th
Lake & Minnehaha

Street design subject to change based on other potential projects

Next Station 0.2 mi

Potential Stop Removal

Station Features Preliminary Siting

Platform Area

Front of Stop

Edge of Platform

Shelter

Next Station 0.4 mi

Scale in Feet

0

50
Lake & 36th

Street design subject to change based on other potential projects

Potential removal of 2-3 parking spaces

Potential to add 2-3 parking spaces

Potential Stop Removal

Next Station 0.3 mi

Station Features Preliminary Siting

Platform Area

Edge of Platform

Front of Stop

Shelter

Potential to add 2-3 parking spaces

Potential removal of 2-3 parking spaces

Next Station 0.5 mi
Street design subject to change based on other potential projects

Potential to add 2-3 parking spaces

Potential removal of 3-4 parking spaces

Station Features Preliminary Siting
- Platform Area
- Edge of Platform
- Front of Stop
- Shelter

Next Station 0.5 mi

Next Station 0.6 mi
Project Schedule

• Fall 2021: Metropolitan Council approval of final corridor plan
• 2021-2022: Design of stations and other improvements
• 2023-2024: Construction
• 2024: B Line service begins
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www.metrotransit.org/b-line-project