METRO B Line Preliminary Design Open House

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Luke Sandstrom, Principal Engineer

July 12, 2022
Meeting Logistics

• Welcome!
• Brief presentation (6:00-6:30)
• Questions and answers (Q&A) (6:30-7:30)
  - We will attempt to answer as many submitted questions as possible within the meeting time
  - Staff will schedule follow-up conversations if necessary
  - We ask that you please keep your questions relevant to this project
• Open house recording will be available on project website
Q&A Instructions and Process

• If you are using a computer web browser:
  - Click “ask a question” button (lower right corner of the window) to submit a question to the project team at any point during the presentation. You can also check the box to “ask anonymously”
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METRO B Line Bus Rapid Transit Overview

- Substantial replacement of Route 21, second-highest ridership route

- Route 21 ridership has remained strong across recent years

- Project fully funded, targeted opening 2024
BRT Station Features

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 Utility boxes near station areas house necessary communications and electrical equipment. (not pictured)

D 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).

E Ticket machines and fare card readers collect all payment before customers board the bus.

F Emergency telephones provide a direct connection to Metro Transit police. Stations also feature security cameras.

G Stations feature trash and recycling containers.

H 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.

I Platform areas are distinguished by a dark gray concrete pattern.

J Some stations have pedestrian-scale light fixtures to provide a safe, well-lit environment. (not pictured)

K Benches at stations provide a place to sit.

L Most stations have bike parking.

M At some stations, railings separate the platform from the sidewalk.
Where Are We in the Process?

• Metro Transit is currently in a phase called Preliminary Design. It is the first step to creating the construction specifications and blueprints for the B Line project.

• The project team takes the input gathered during the planning phase and starts putting this information into design plans for placement of stations and amenities.

• What is considered in preliminary design?
  • bus operations and standard BRT station architecture and features
  • local and county street design standards
  • station activity level and size
  • amount of space available
  • accessibility and safety for all users
  • input from station neighbors
  • other street uses in the same area (trails, bike lanes)
  • geographic features
Lake Street Improvements Collaboration

- Lake Street Improvements
  - Corridor-wide project
  - Multi-jurisdictional approach with a shared vision
    - Metro Transit, Hennepin County, Minneapolis
  - Goal to increase **transit** speed and reliability, improve **safety** for all modes, and improve conditions for people walking and crossing Lake Street

- B Line construction to be coordinated with additional County & City investments
  - Safety, ADA (Americans with Disabilities Act), and pavement needs
  - Combining projects provides additional benefits to the public
Preliminary Design Layouts

- Move west-east throughout the corridor and look at top-down layouts of the intersections.
  - Some intersections have street-level visualizations to show stations in the context of the street.

- Not included in the walkthrough as they have been previously constructed or will be built by others.
  - West Lake St
  - Lake & Nicollet
  - Lake & I-35W
  - Lake & 4th/5th Ave
  - Lake St/Midtown
  - Snelling & Dayton
  - Smith Ave Ramp
  - 6th St & Washington St/Rice Park
  - 6th St & Minnesota/5th St & Cedar
  - 6th St & Jackson/5th St & Robert
  - Union Depot & Wacouta/Union Depot & Sibley
  - Union Depot
Lake & Dean/West Bde Maka Ska

- Stations located at corners of current-day stops
- Bus lanes planned in this segment
- Sidewalk improvements near station areas

Typical Station Features

Legend:
- Pylon markers
- Ticket machines and fare card readers
- Bike rack
- Sign
- Tree
- Bench
- Accessible boarding area
- Trash and recycling receptacles
- Shelter with heat, light, and security cameras
- Paved platform
- New grass planting
- Bus stop (to be removed)
- Designated transit lane
- Parcel lines
- Right-of-way
- Roadway
- Proposed platform area
- Paved improvement
- New grass planting

W Lake St

2660 Dean Parkway
Lagoon & East Bde Maka Ska

- Station located at corner of current-day stop
- Bus lanes planned in this segment
- Sidewalk improvements, additional green space, bumpouts near station area planned in coordination with Minneapolis & Hennepin County
Lake & East Bde Maka Ska

- Station located at corner of current-day stop
- Bus lanes planned in this segment
- Sidewalk improvements, additional green space, bumpouts near station area planned in coordination with Minneapolis & Hennepin County
Lagoon & Hennepin

- New station location - no current-day stop
- Bus lanes planned in this segment
- Sidewalk improvements, bumpouts near station area planned in coordination with Minneapolis & Hennepin County
- Construction will be coordinated with Hennepin Avenue project
- Connection point to future E Line and other service on Hennepin Avenue
Lake & Hennepin

- New station location - no current-day stop
- Bus lanes planned in this segment
- Sidewalk improvements, bumpouts near station area planned in coordination with Minneapolis & Hennepin County
- Construction will be coordinated with Hennepin Avenue project
- Connection point to future E Line and other service on Hennepin Avenue
Lake & Lyndale

- Stations located at opposite corners of current-day stops

- Buses operate in mixed traffic in this section

- Sidewalk improvements, bumpouts near station area planned in coordination with Minneapolis & Hennepin County

- Connection to Route 4 on Lyndale Avenue
Lake & Lyndale Street-Level Visualizations

Westbound station

Eastbound station
Lake & Chicago

- New station locations - no current-day stop.
- Bus lanes planned in this segment
- Sidewalk improvements, bumpouts near station area planned in coordination with Minneapolis & Hennepin County
- Connection point to future D Line and other service on Chicago Avenue
Lake & Chicago Street-Level Visualization

Eastbound station
Lake & Bloomington

- Stations located at corners of current-day stops

- Bus operates in mixed traffic in this section

- Sidewalk improvements, bumpouts near station area planned in coordination with Minneapolis & Hennepin County

- Connection point to Route 14
Lake & Bloomington Street-Level Visualizations

Westbound station

Eastbound station
Lake & Cedar

- Stations located at opposite corners of current-day stops
- Bus operates in mixed traffic in this section
- Sidewalk improvements, bumpouts near station area planned in coordination with Minneapolis & Hennepin County
- Connection point to Route 22, 27
Lake & Minnehaha

- Westbound station remains at same corner, Eastbound station shifts to opposite corner
- Buses operate in mixed traffic in this section
- Sidewalk improvements near station area planned in coordination with Minneapolis & Hennepin County
- Connection point to Route 7
Lake & 31st Avenue

- Westbound station will be built at current-day bus stop, Eastbound station shifts to opposite corner

- Sidewalk improvements, bumpouts, additional green space near station area planned in coordination with Minneapolis & Hennepin County

- Sidewalk improvements at entire intersection
Lake & 36th Avenue

- Stations will be built at opposite corners of current-day bus stops
- Bus lanes planned in this segment
- Sidewalk improvements, bumpouts, additional green space near station area planned in coordination with Minneapolis & Hennepin County
- Connection point to Route 9
Lake & 36th Avenue Street-Level Visualization

Eastbound station
Lake & 44th Avenue

- Westbound station will be built at current-day bus stop, Eastbound station shifts to opposite corner
- Bus lanes planned in this segment
- Sidewalk improvements, bumpouts, additional green space near station area planned in coordination with Minneapolis & Hennepin County
Marshall & Otis

- Stations located at opposite corners of current-day bus stops

- Sidewalk improvements at station corners
Marshall & Cretin

- Stations located at corners of current-day bus stops
- Sidewalk improvements at station corners
- Connection point to Route 63
Marshall & Cleveland

- Stations located at opposite corners of current-day stops
- Sidewalk improvements at station corners
- Connection point to Route 87
Marshall & Cleveland Street-Level Visualizations

Westbound station

Eastbound station
Marshall & Fairview

- Eastbound station located at corner of current-day bus stop, westbound station moves from current-day Dewey bus stop

- Sidewalk improvements at station corners
Selby & Hamline

- Stations located at corners of current-day bus stops
- Raised median to enhance safety
- Sidewalk improvements at station corners
Selby & Hamline Street-level Visualizations

Westbound station

Eastbound station
Selby & Lexington

- Westbound station remains at same corner as current-day bus stop, Eastbound station shifts to opposite corner
- Raised median modified
- Sidewalk improvements at station corner
- Connection point to Route 83
Selby & Victoria

- Westbound station will be built at current-day bus stop, Eastbound station shifts to opposite corner
- Raised median modified to enhance safety
- Sidewalk improvements at station corners
Selby & Dale

- Eastbound station located at corner of current-day stop, westbound station moves from midblock Dale/Kent

- Sidewalk improvements at station corners

- Connection point to Route 65
Selby & Arundel

- Station located at corner of current-day stop
- Sidewalk improvements at station corner
Selby & Western

- Station located at corner of current-day stop
- Sidewalk improvements at station corner
Selby & Western-Arundel Street-Level Visualizations

Westbound station

Eastbound station
John Ireland & Marshall

- Stations located at current-day stops
- Sidewalk improvements at eastbound station
Smith & 5th Street

- Station located at corner of current-day stop
- Sidewalk improvements at station corner
- Improvements to indoor waiting area
- Connection point to future METRO Gold Line and other downtown St. Paul service
Next Steps

• Continue to engage the broader community around preliminary design
  - **Survey available through July 29 at metrotransit.org/b-line-project**
• Work with agency partners to finalize project design
• Begin construction in spring 2023
  - 2023: Construction east of Hiawatha Avenue
  - 2024: Construction west of Hiawatha Avenue
• B Line service planned to begin late 2024
Questions and answers

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• Metro Transit
  - Cody Olson (Community Outreach) cody.olson@metrotransit.org
  - Luke Sandstrom (Principal Engineer) luke.sandstrom@metrotransit.org

• B Line Website
  - https://www.metrotransit.org/b-line-project
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