



# METRO B Line Preliminary Design Open House

Cody Olson, Community Outreach Coordinator  
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

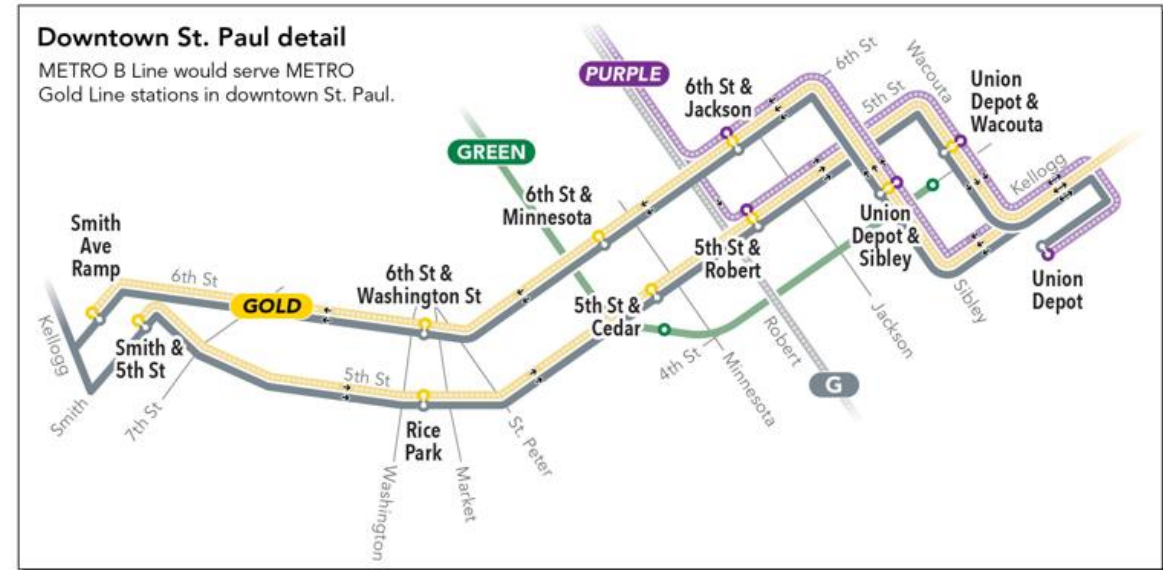
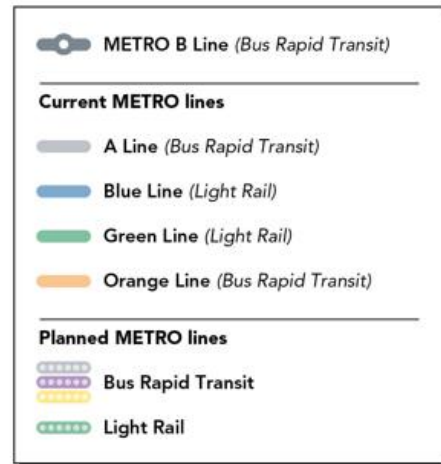
# Q&A Instructions and Process

- 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”
  - Staff will publish questions and answers in the meeting chat
  - You can like a comment or question in the “featured” questions tab
- If you are using a mobile device:
  - Select Q&A on the upper right side of the screen to view the question box
  - Same steps as above

NOTE: For both versions, if you lose audio, check to see if you’ve paused the live meeting

# 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.

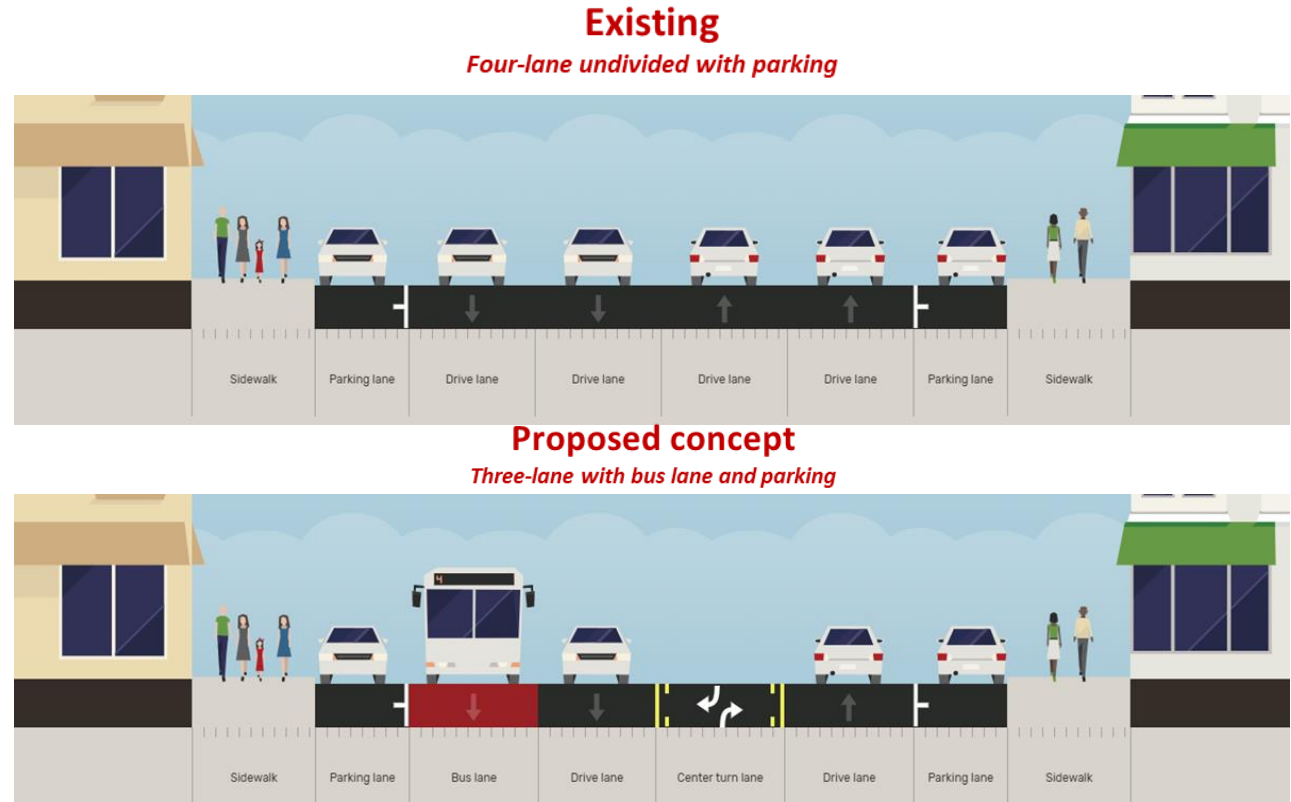
# Where Are We in the Process?

- 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



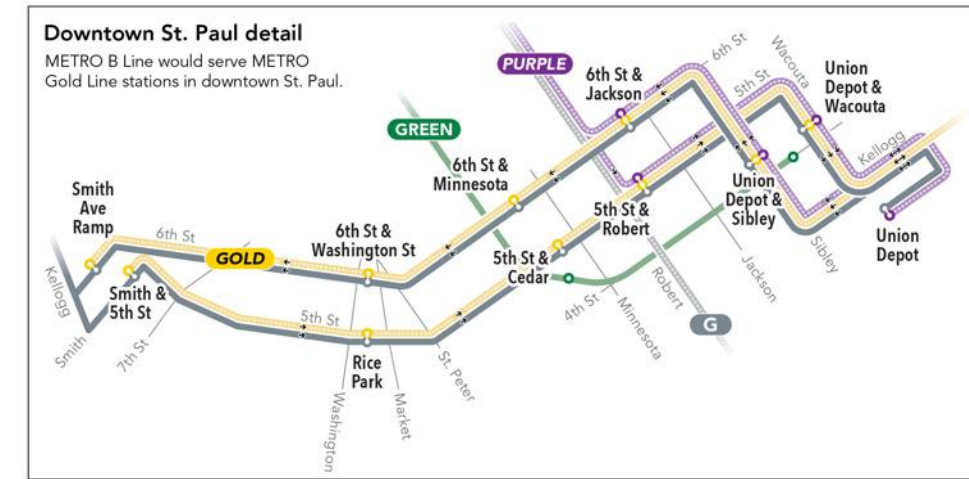
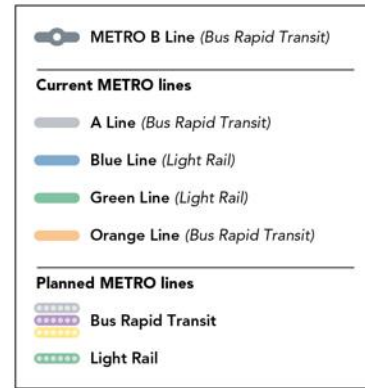
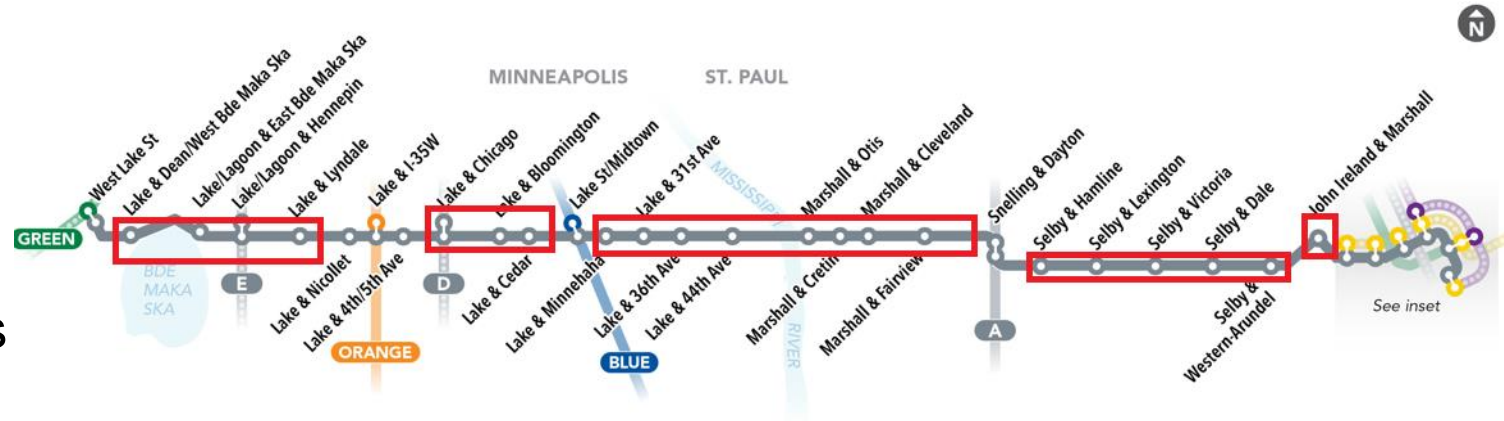
# Lake Street Improvements Collaboration

- 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

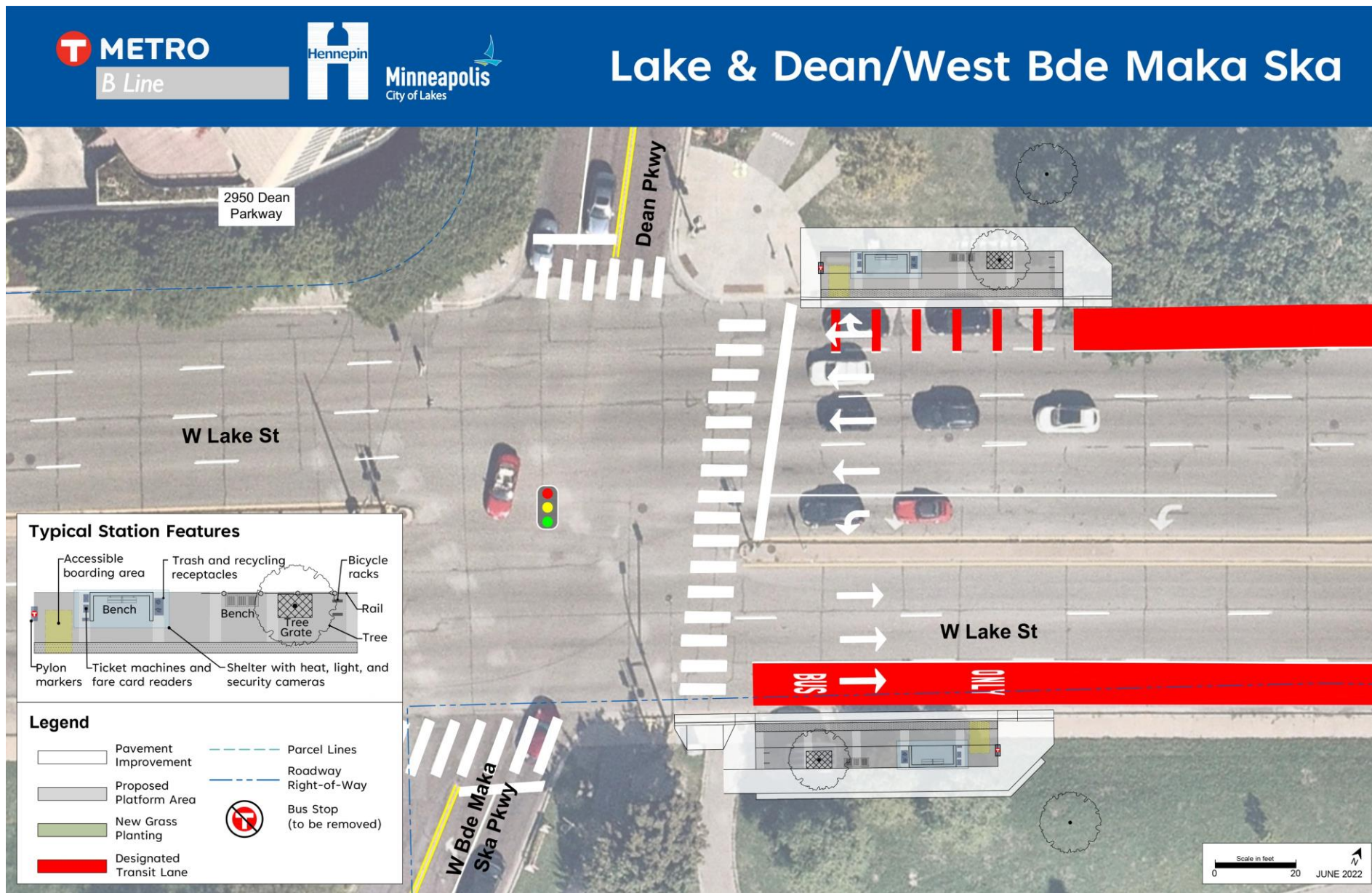
- Move west-east throughout the corridor and look at top-down layouts of the intersections
  - Some intersections have street-level visualizations to show stations in the context of the street
- Not included in the walkthrough as they have been previously constructed or will be built by others
  - West 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





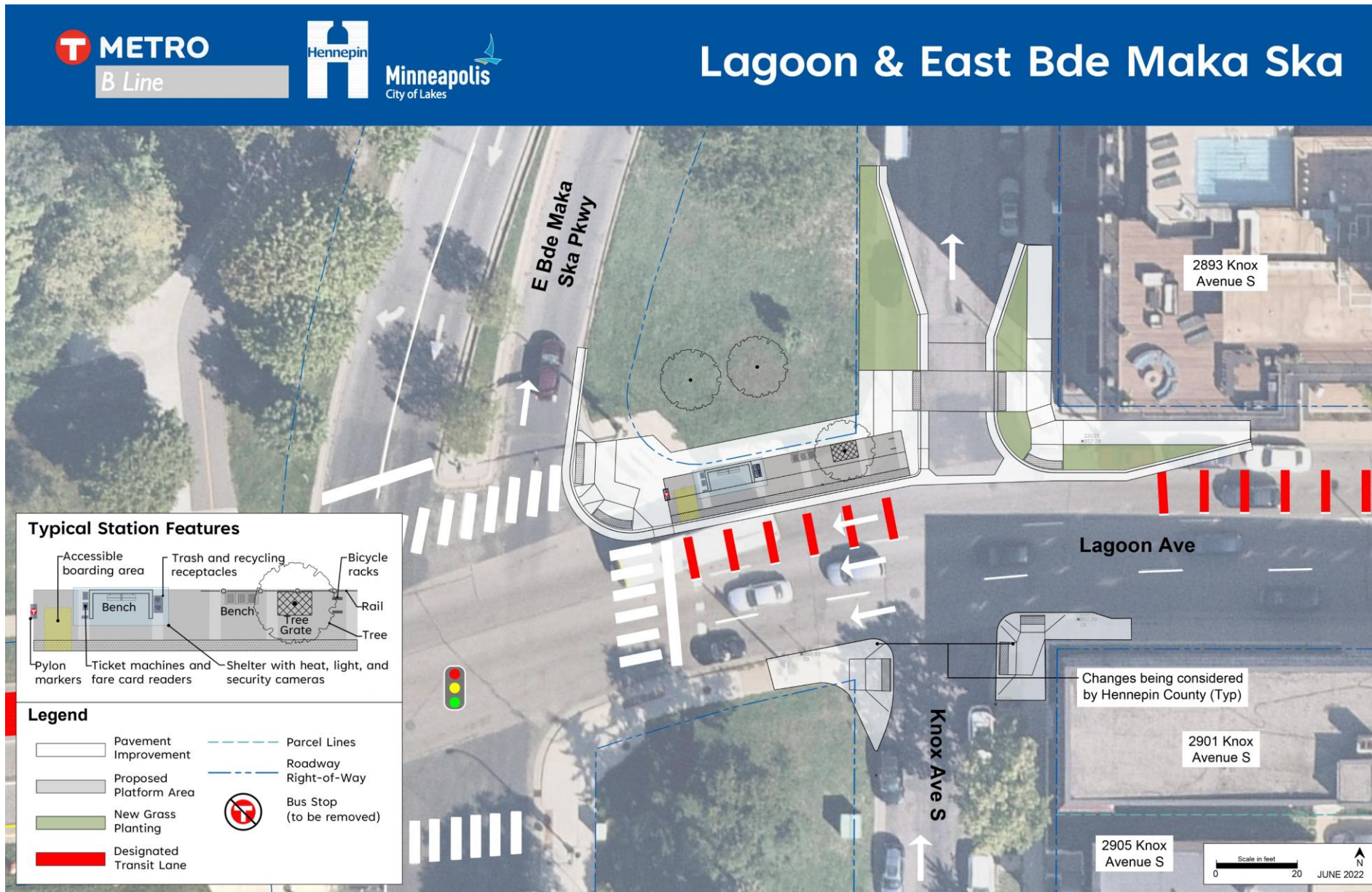
# Lake & Dean/West Bde Maka Ska

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



# 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

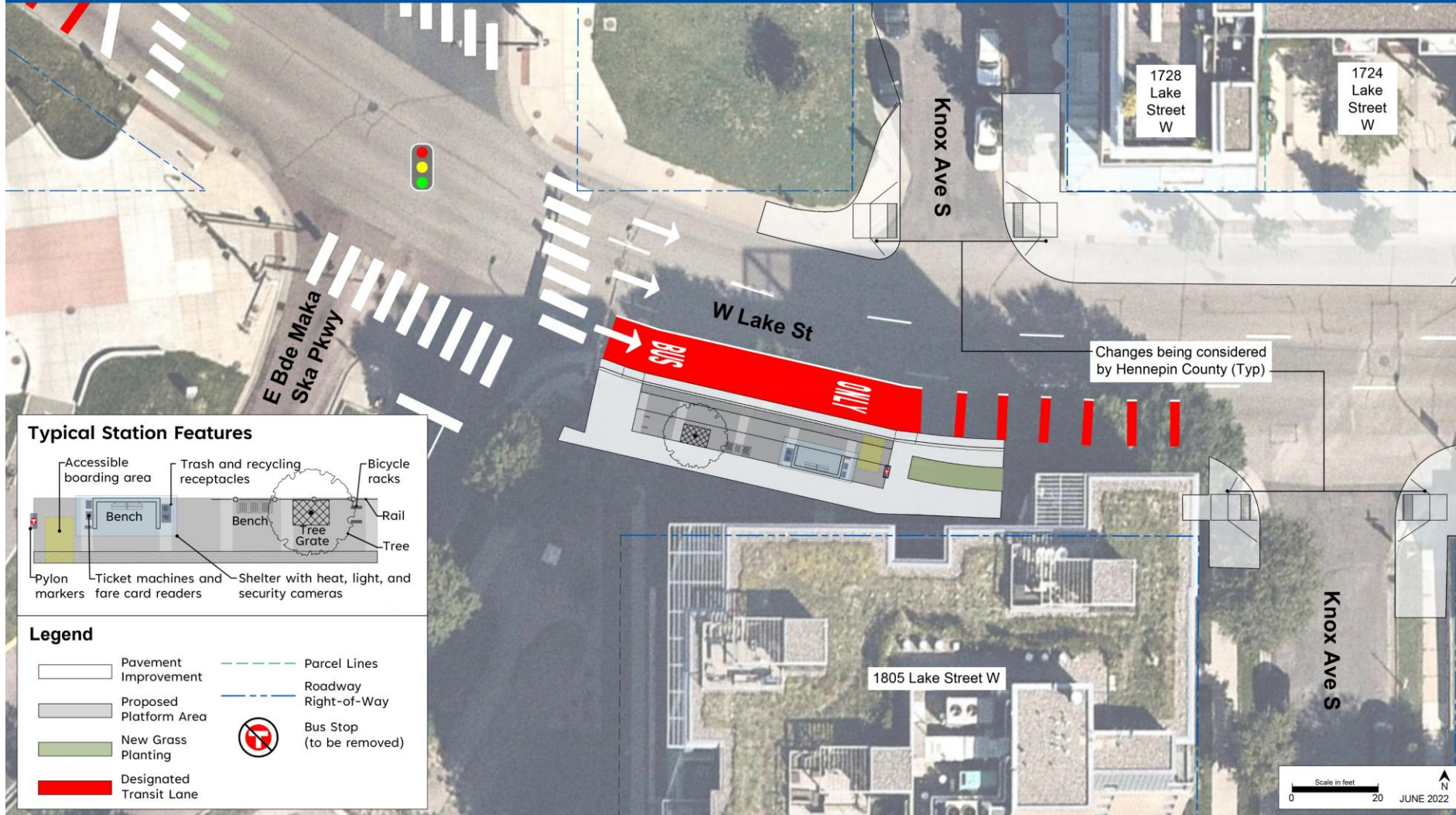


# Lake & East Bde Maka Ska



## 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



**Typical Station Features**

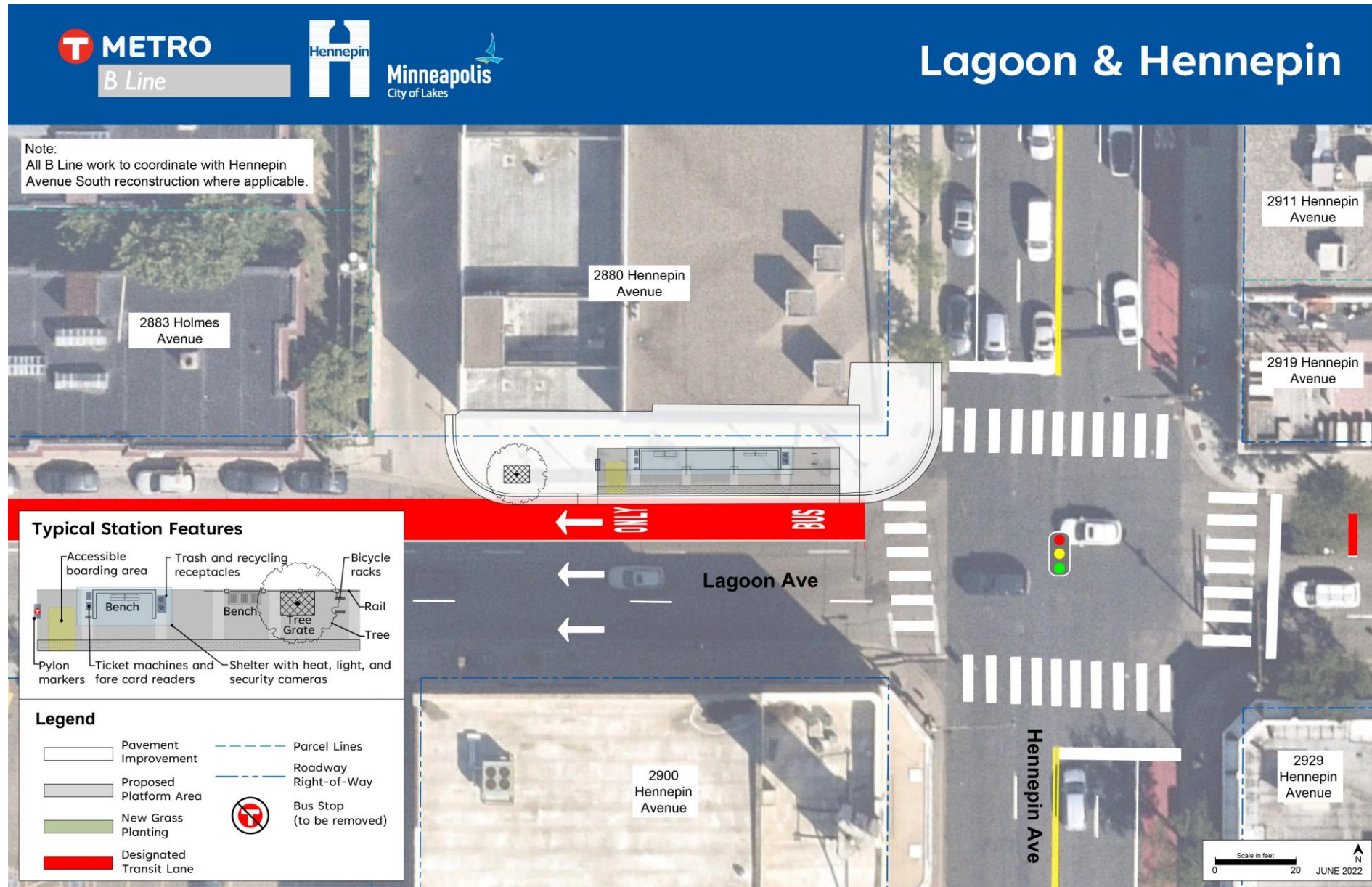
- Accessible boarding area
- Bench
- Pylon markers
- Ticket machines and fare card readers
- Trash and recycling receptacles
- Bench
- Shelter with heat, light, and security cameras
- Tree Grate
- Tree
- Bicycle racks
- Rail

**Legend**

- Pavement Improvement
- Proposed Platform Area
- New Grass Planting
- Designated Transit Lane
- Parcel Lines
- Roadway Right-of-Way
- Bus Stop (to be removed)

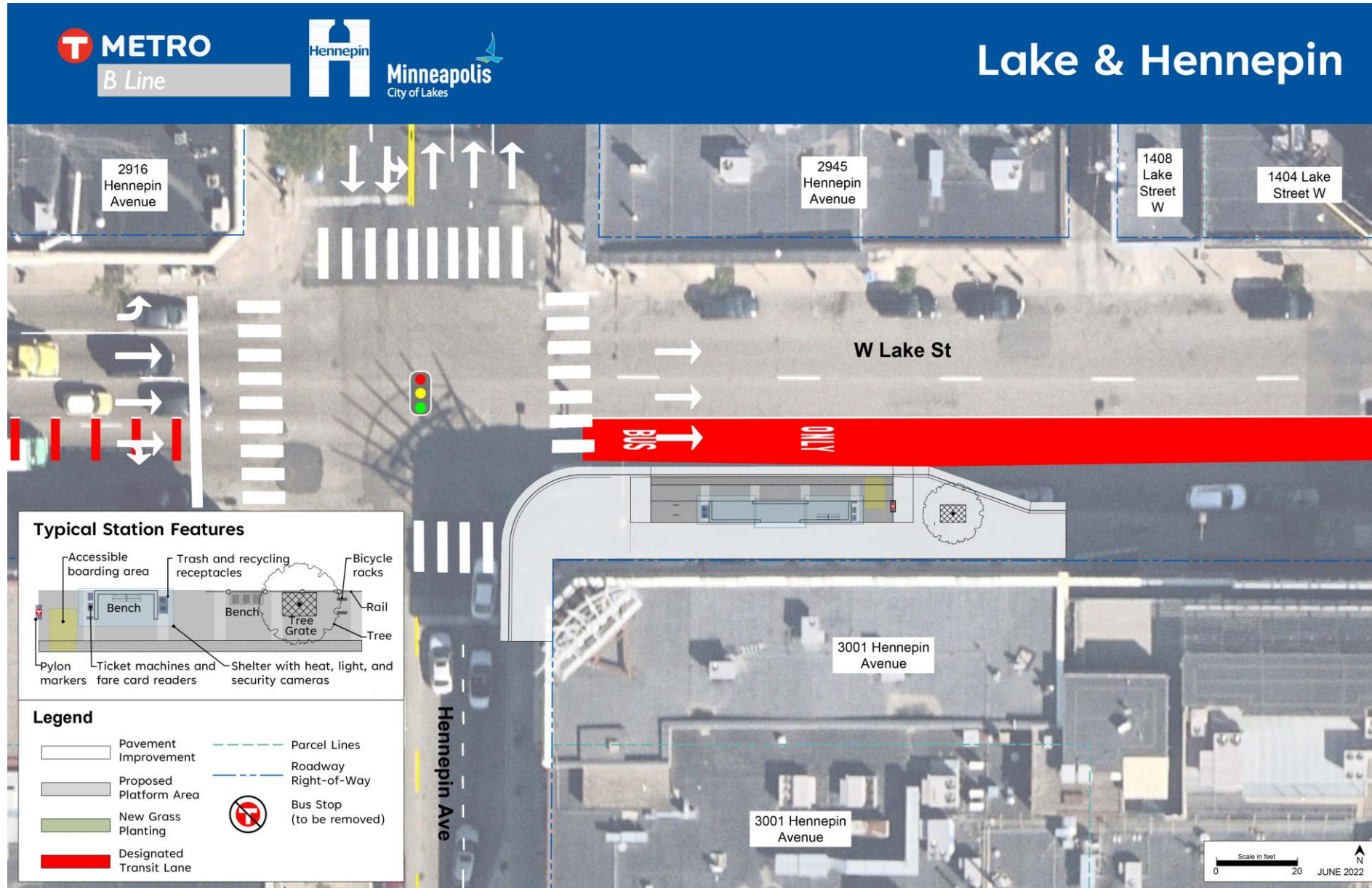
# Lagoon & Hennepin

- 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



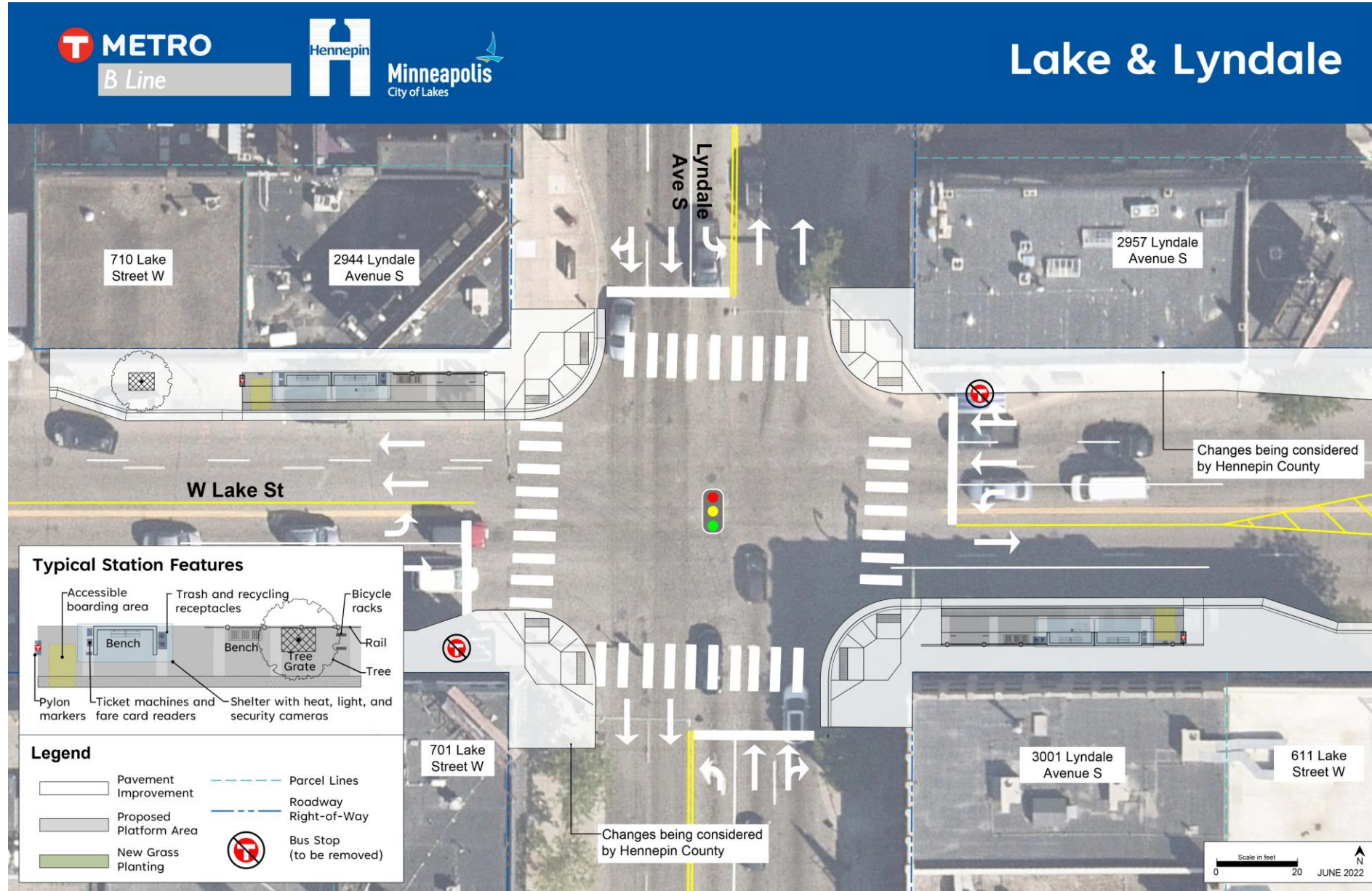
# Lake & Hennepin

- 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

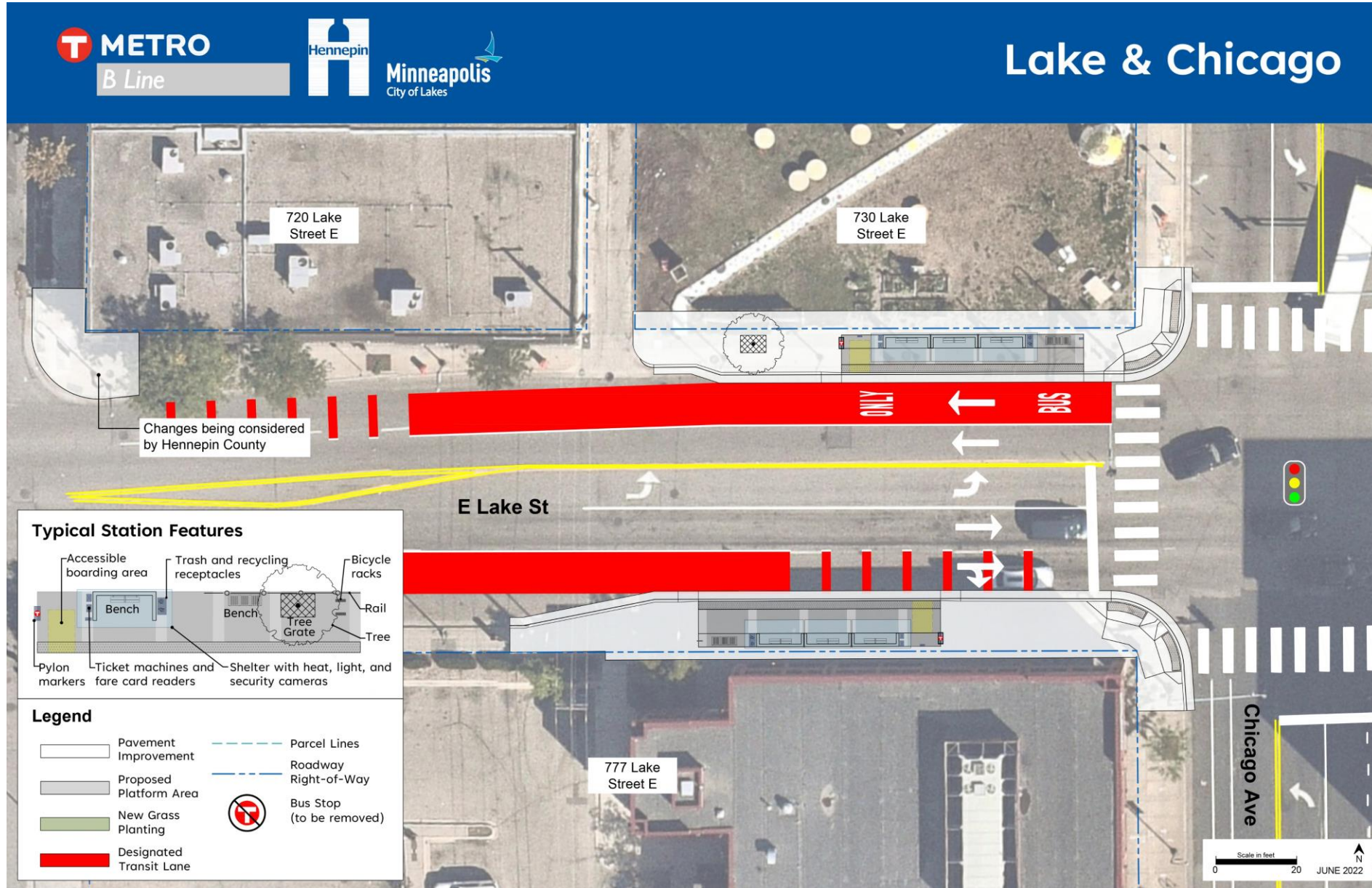


Westbound station



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



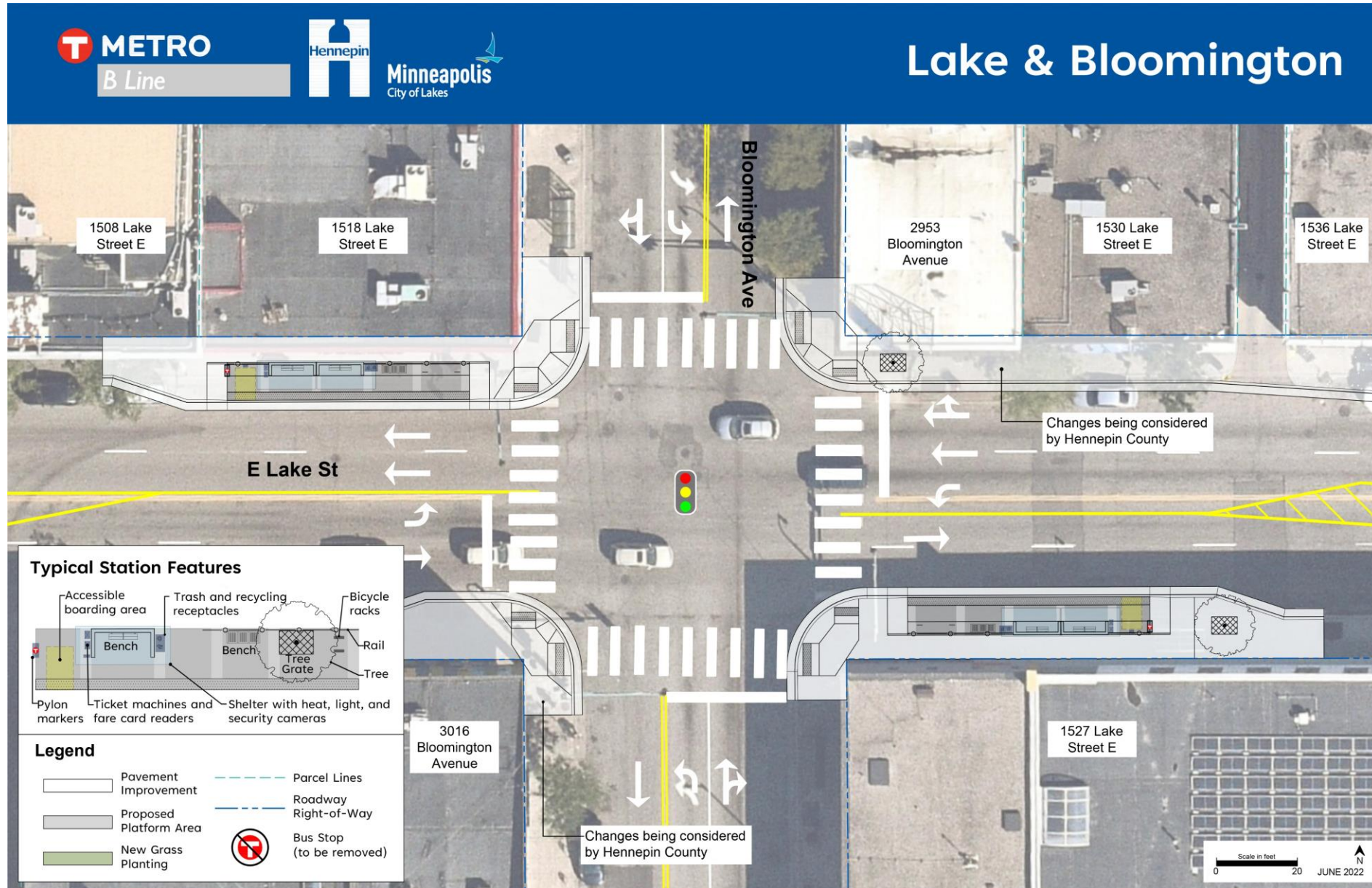
# Lake & Chicago Street-Level Visualization



Eastbound station

# Lake & Bloomington

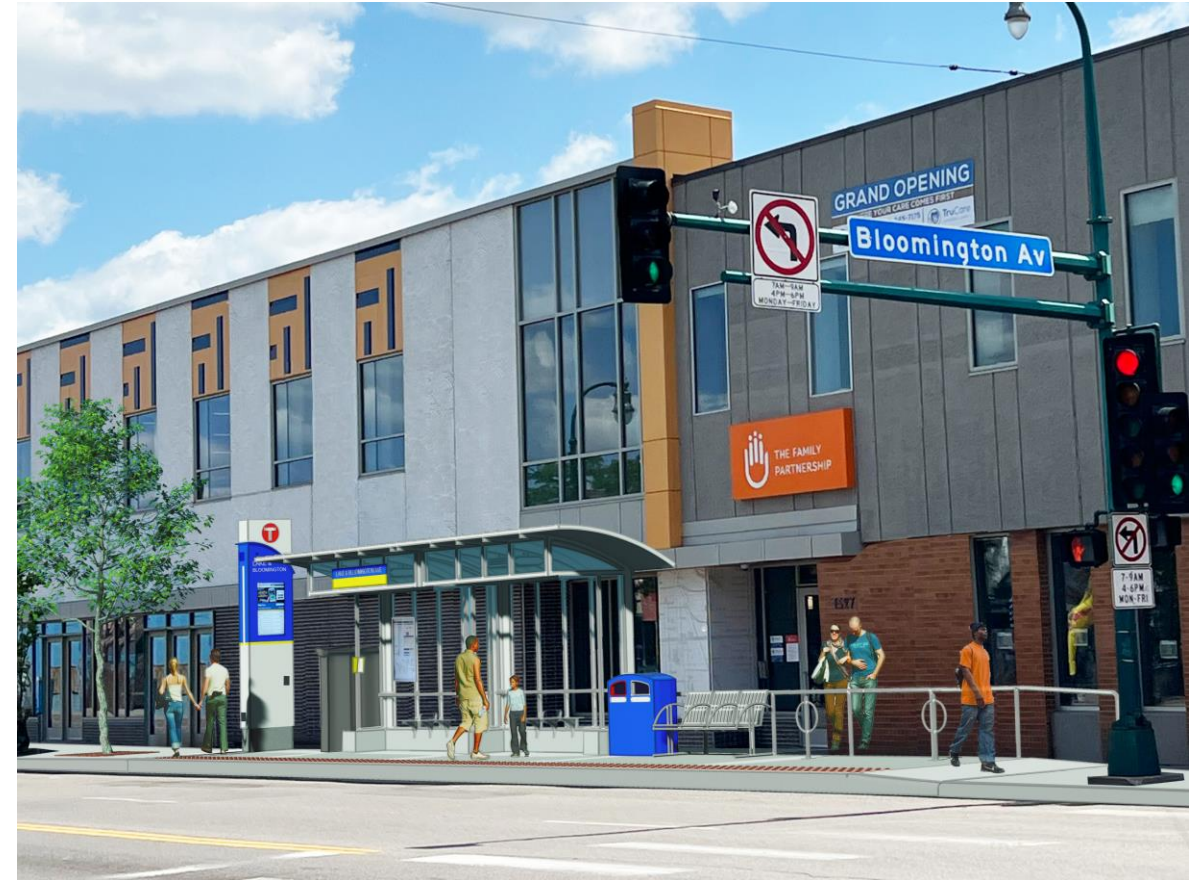
- Stations located at corners of current-day stops
- Bus operates in mixed traffic in this section
- Sidewalk improvements, bumpouts near station area planned in coordination with Minneapolis & Hennepin County
- Connection point to Route 14



# Lake & Bloomington Street-Level Visualizations



Westbound station



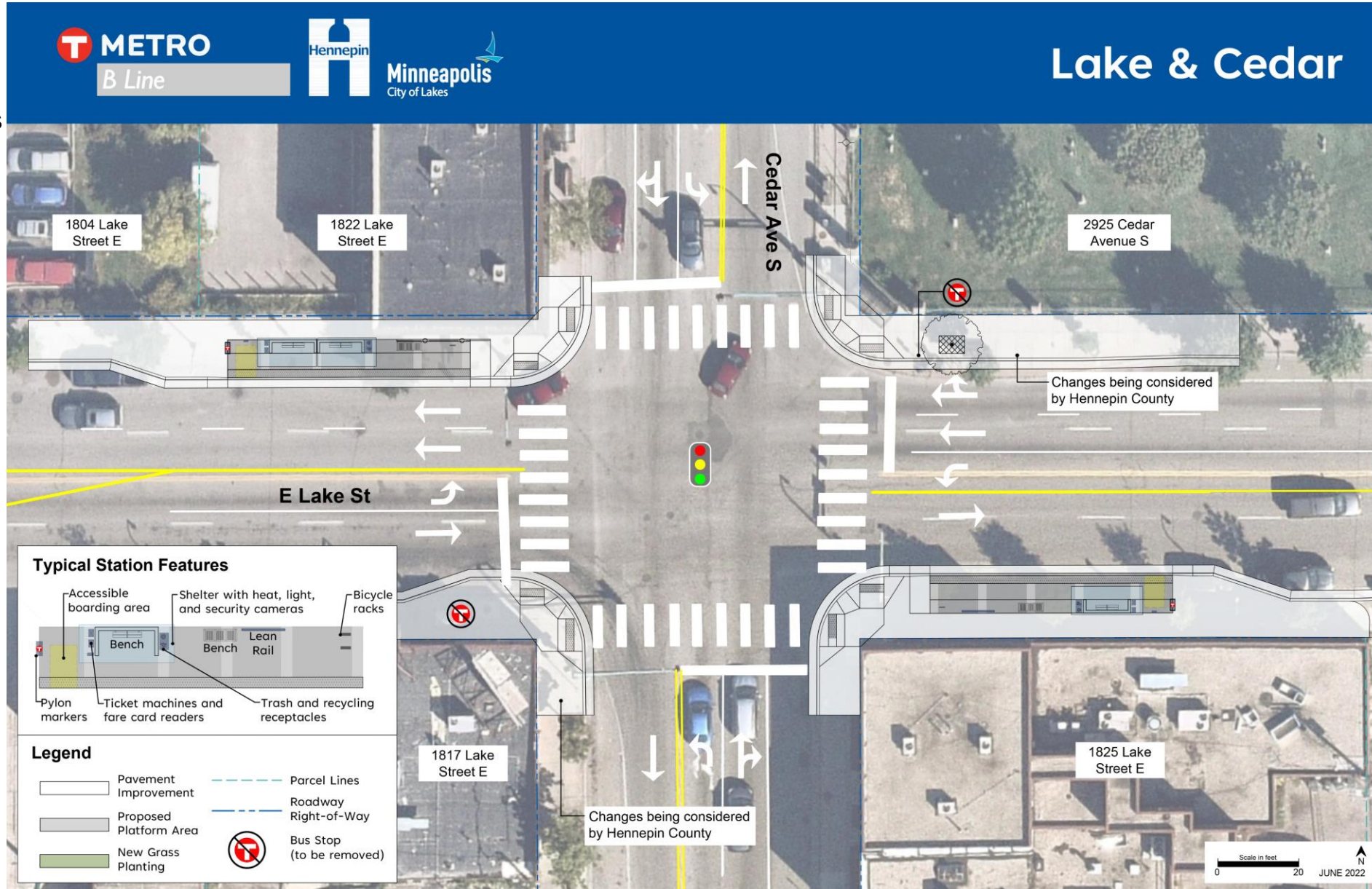
Eastbound station

# Lake & Cedar



## 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

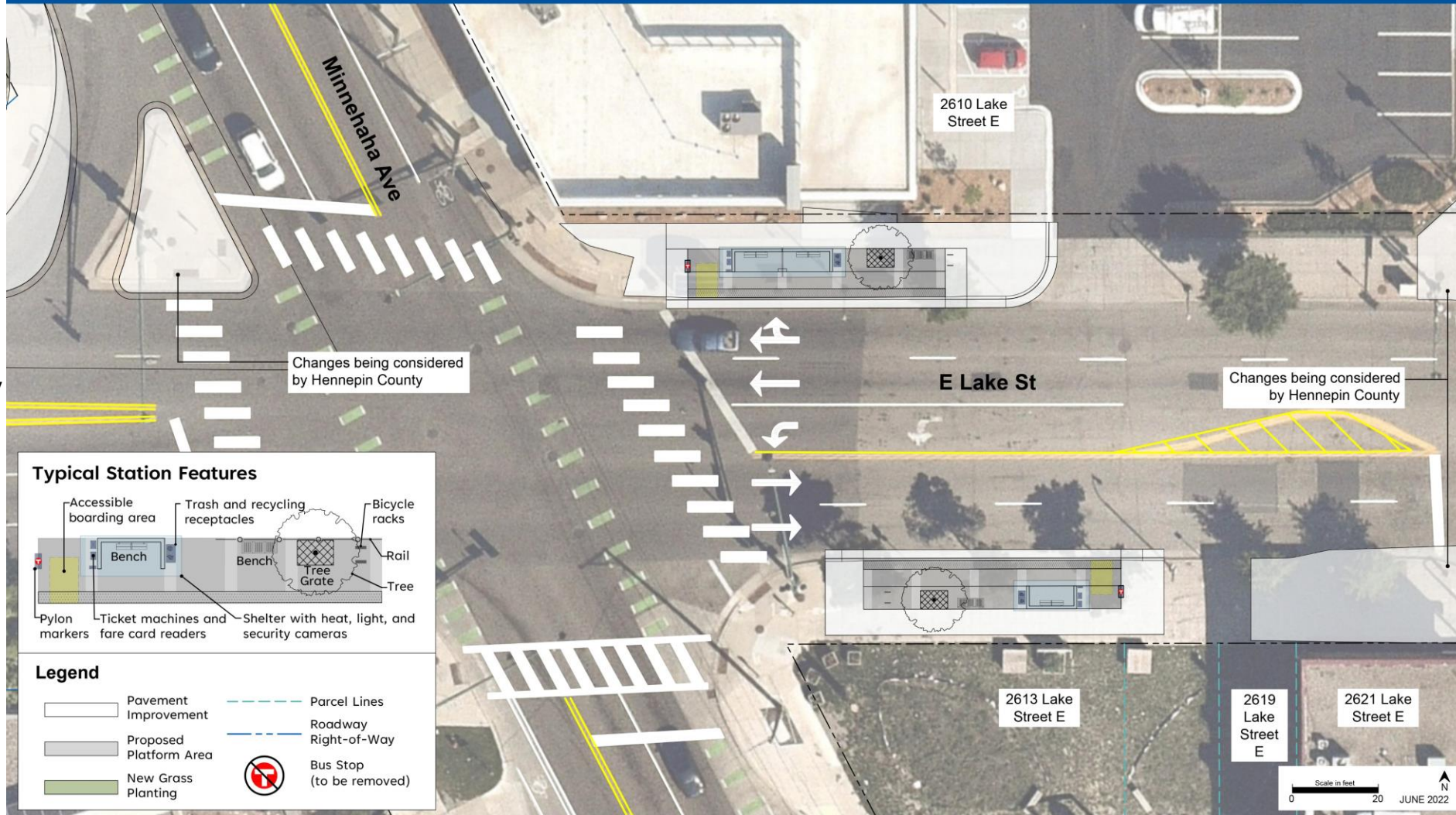


# Lake & Minnehaha



## 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

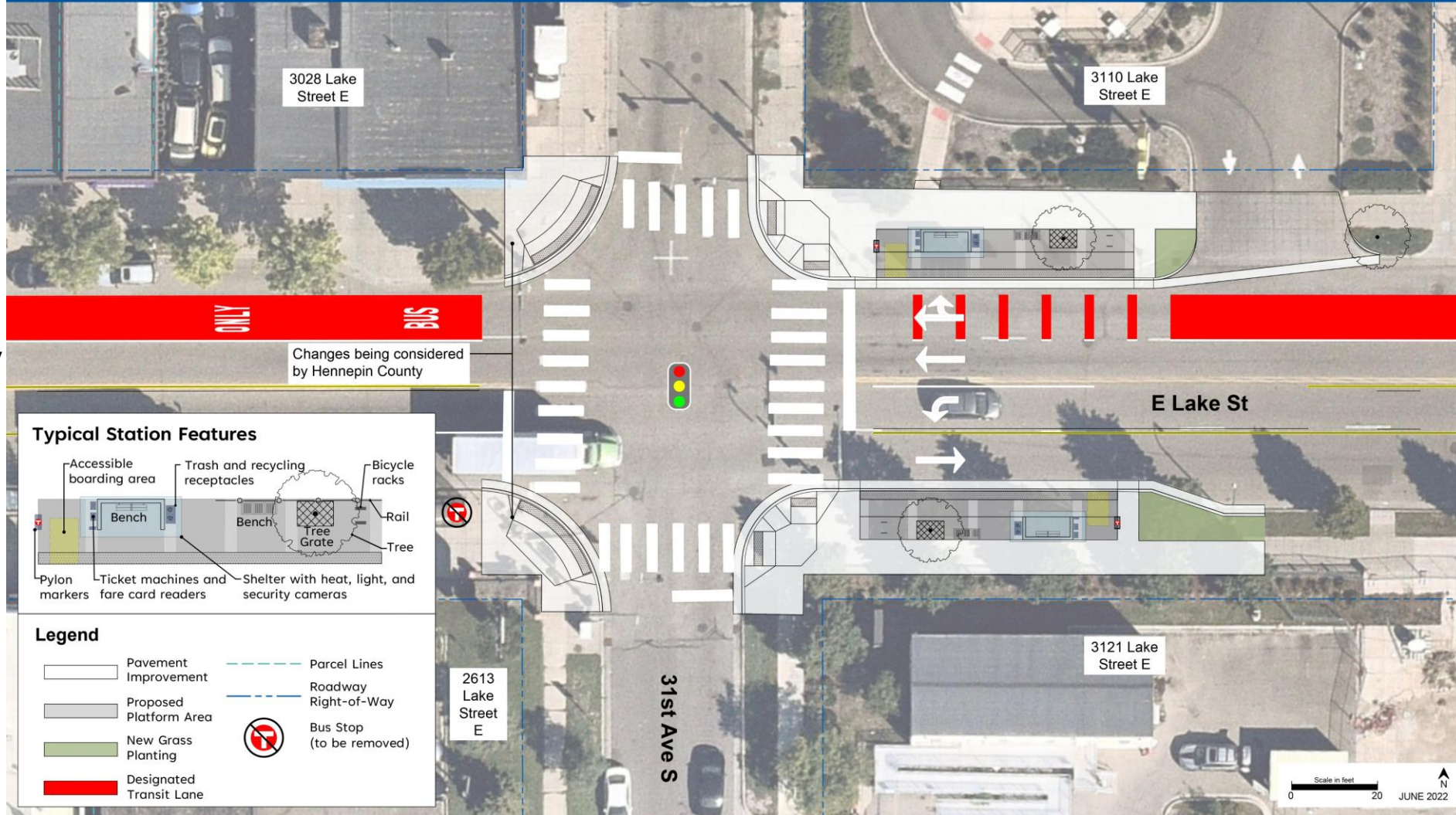


# Lake & 31st Avenue



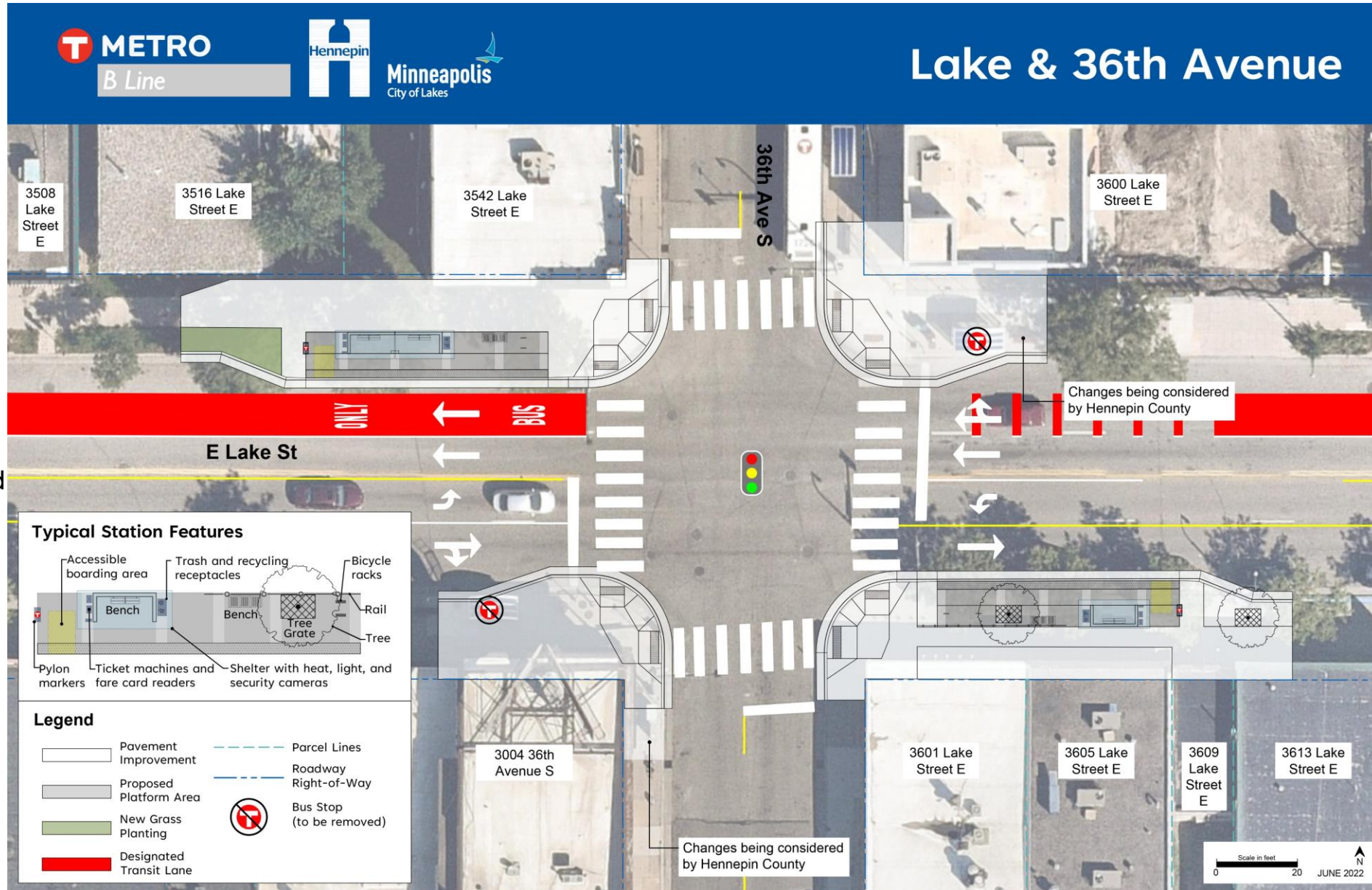
## Lake & 31st Avenue

- 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

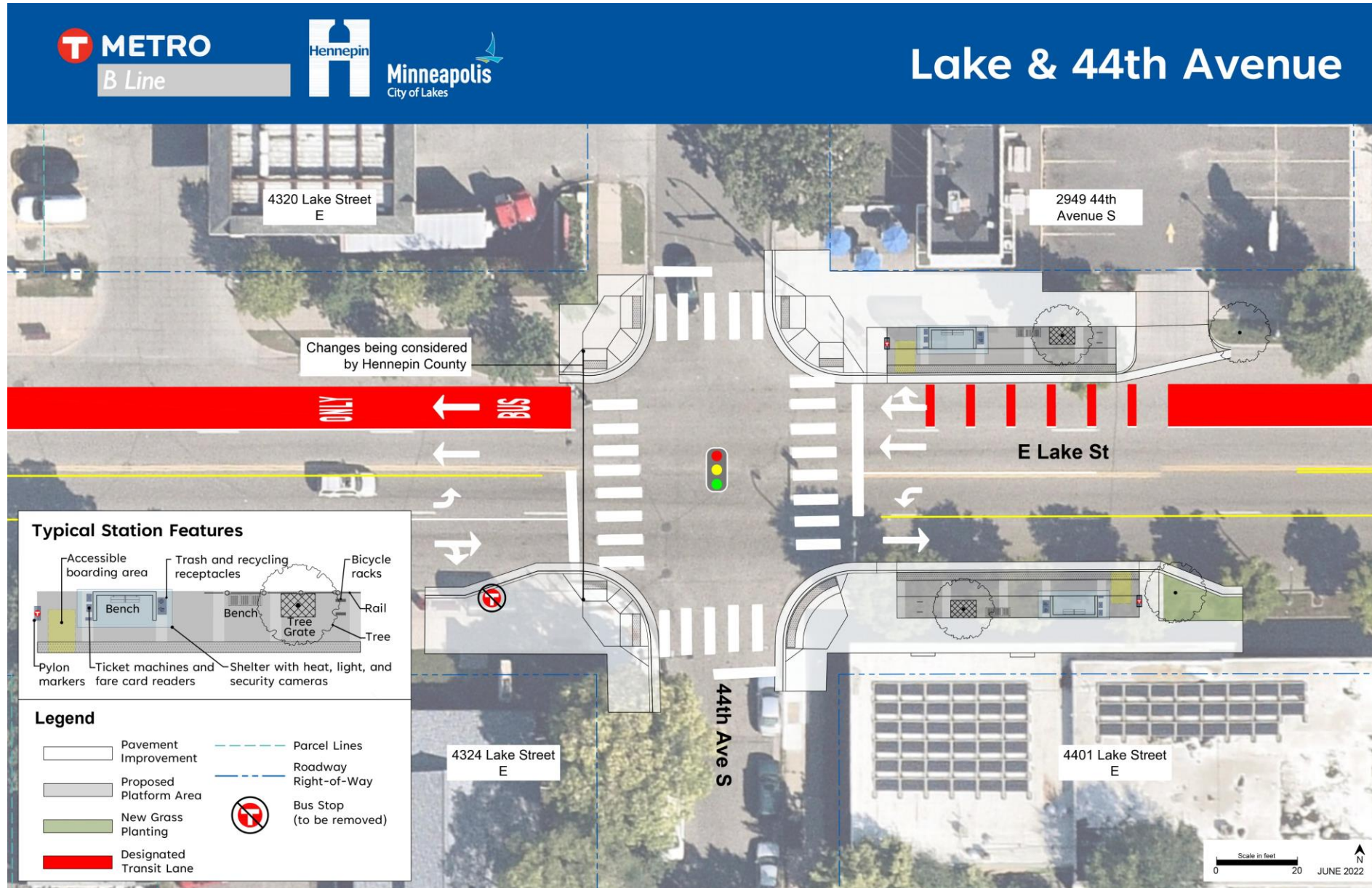


Eastbound station



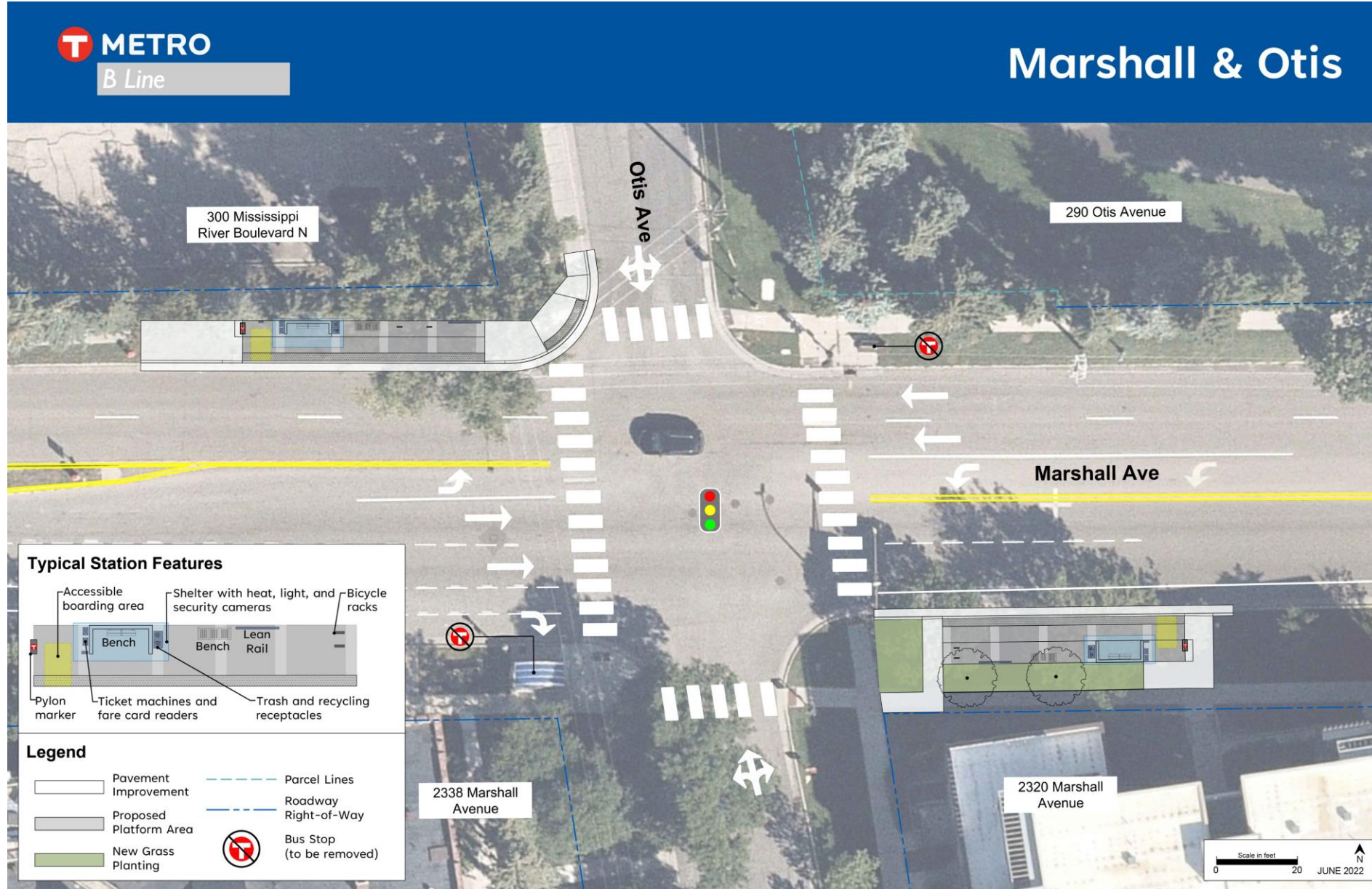
# Lake & 44th Avenue

- 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



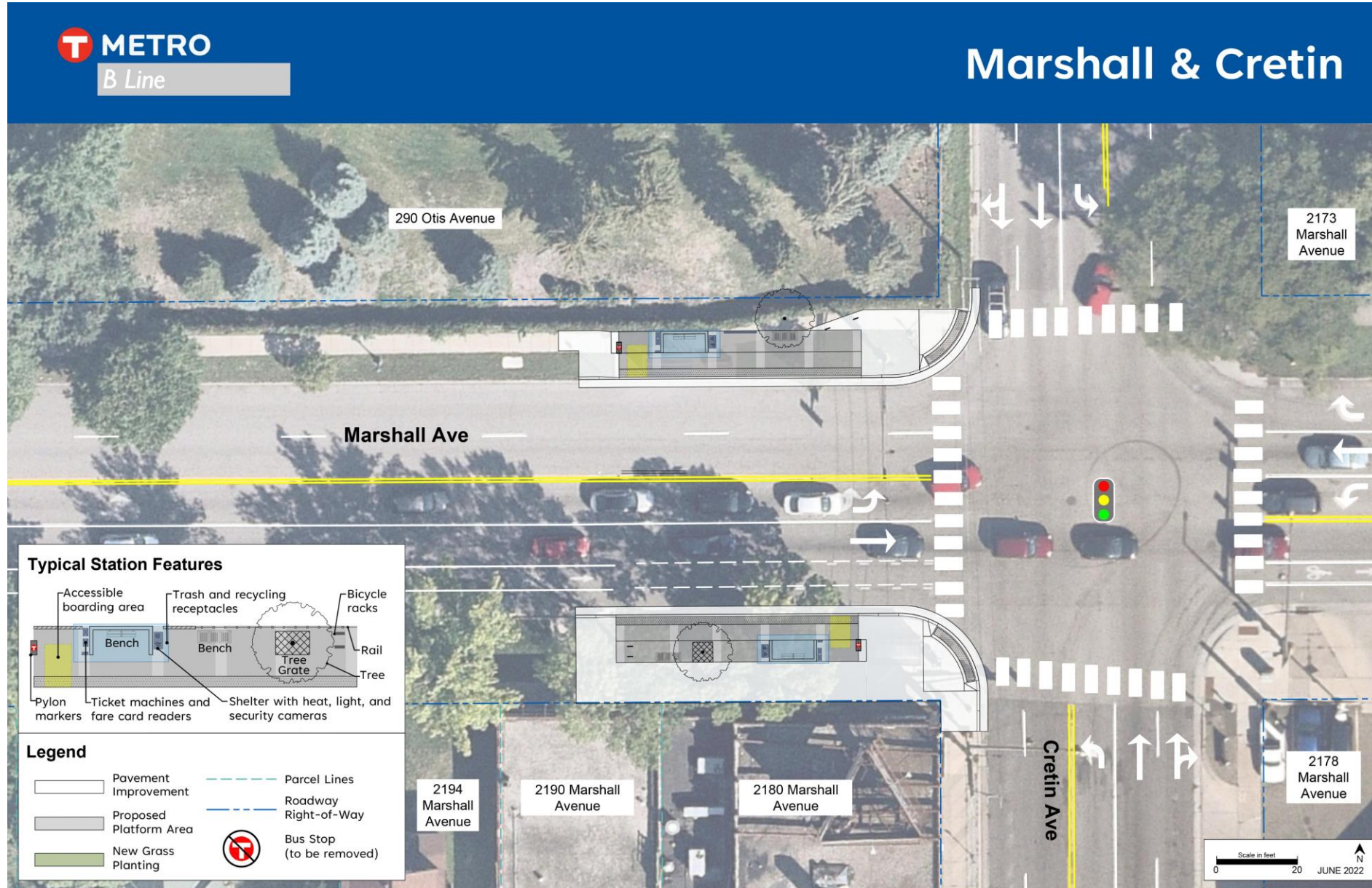
# Marshall & Otis

- Stations located at opposite corners of current-day bus stops
- Sidewalk improvements at station corners



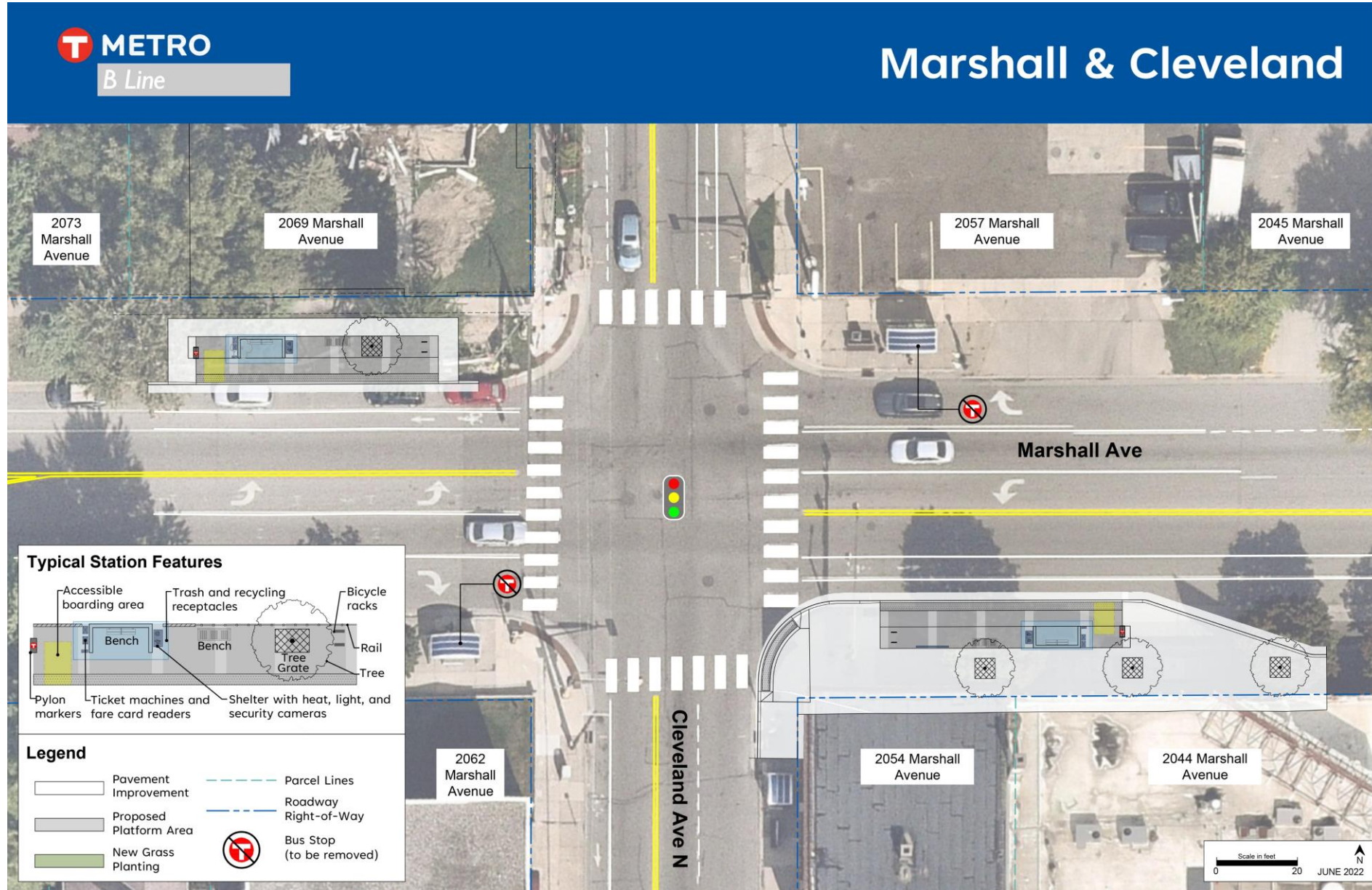
# Marshall & Cretin

- 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



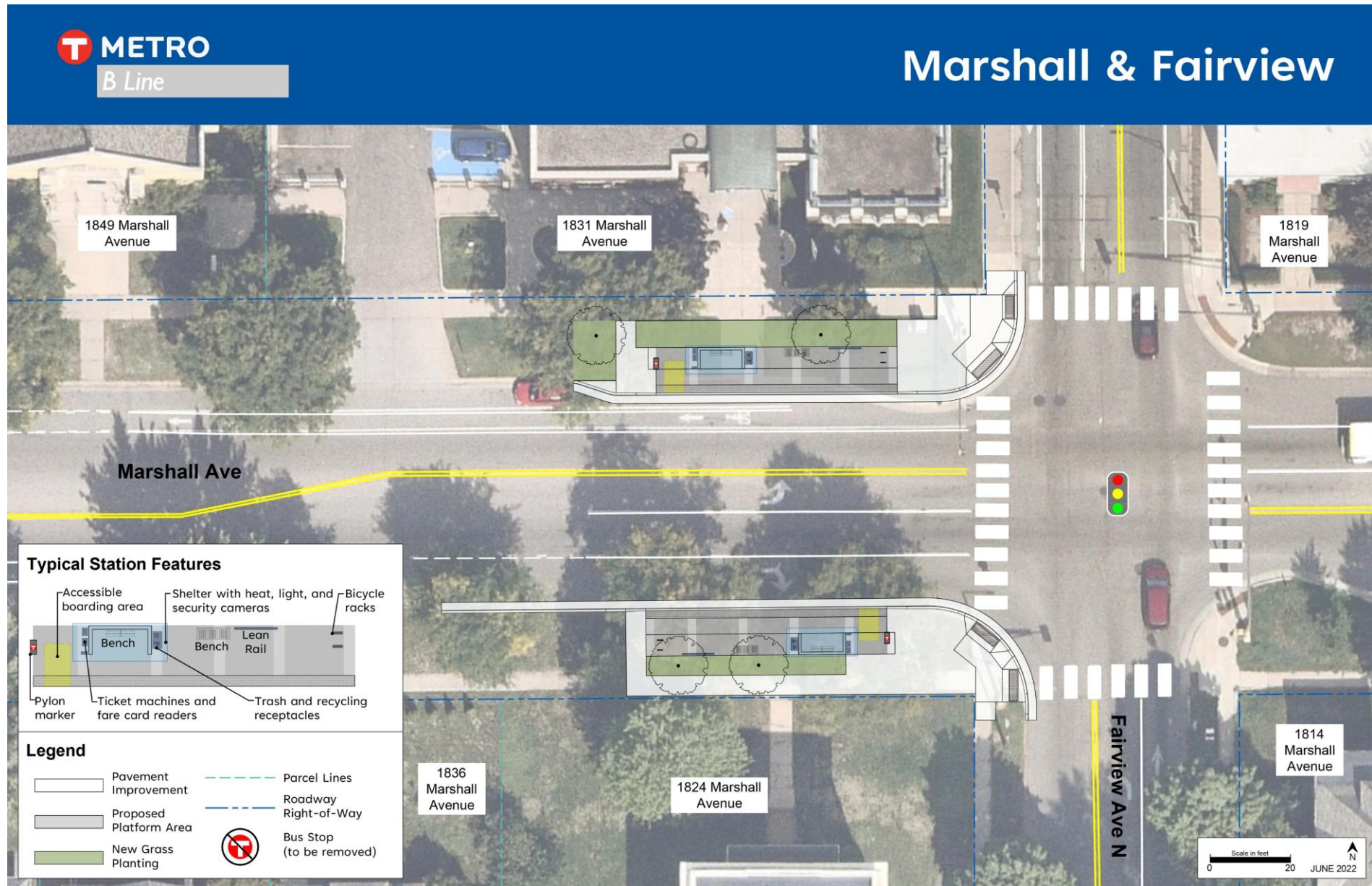
Westbound station



Eastbound station

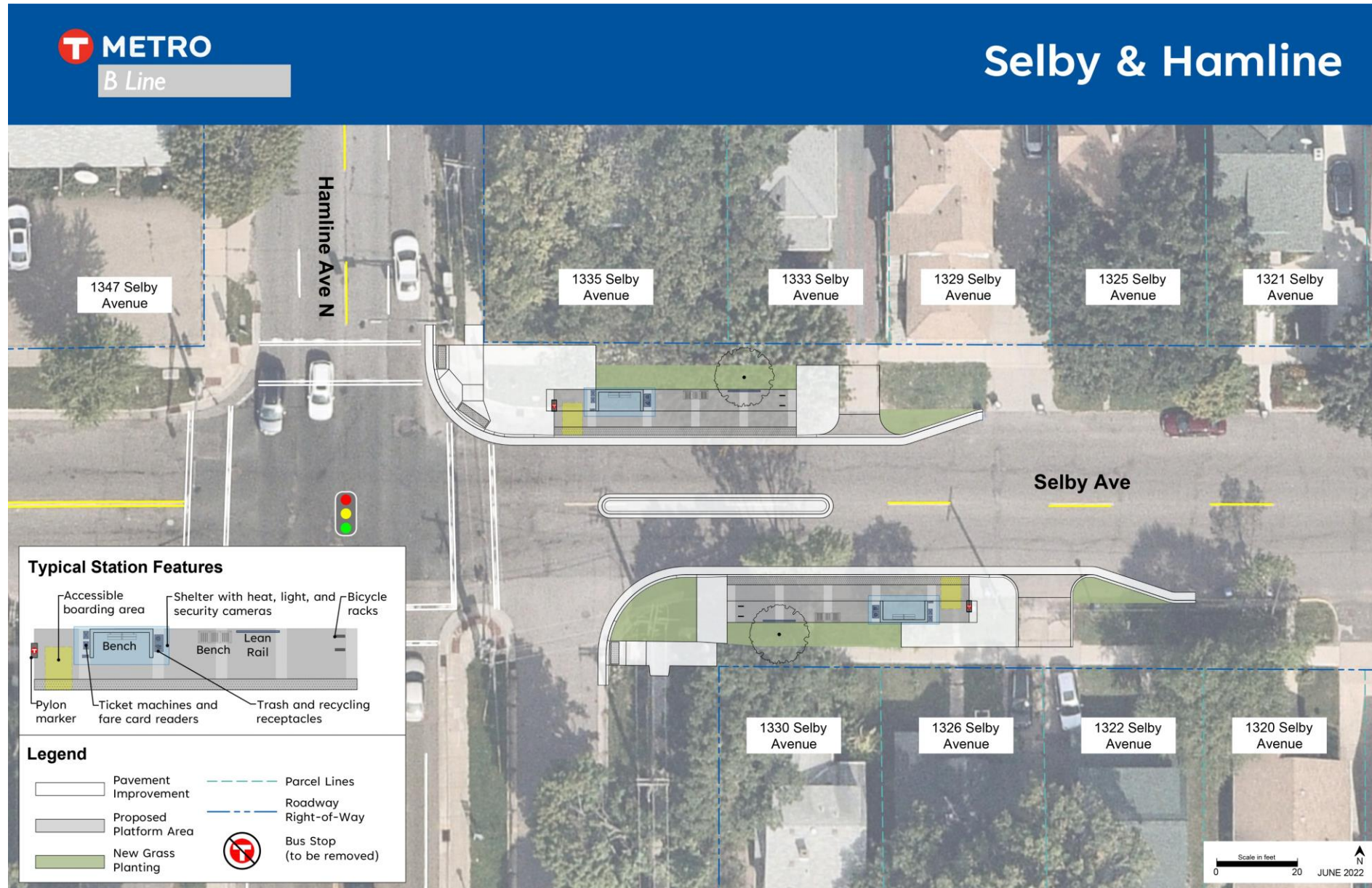
# Marshall & Fairview

- 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

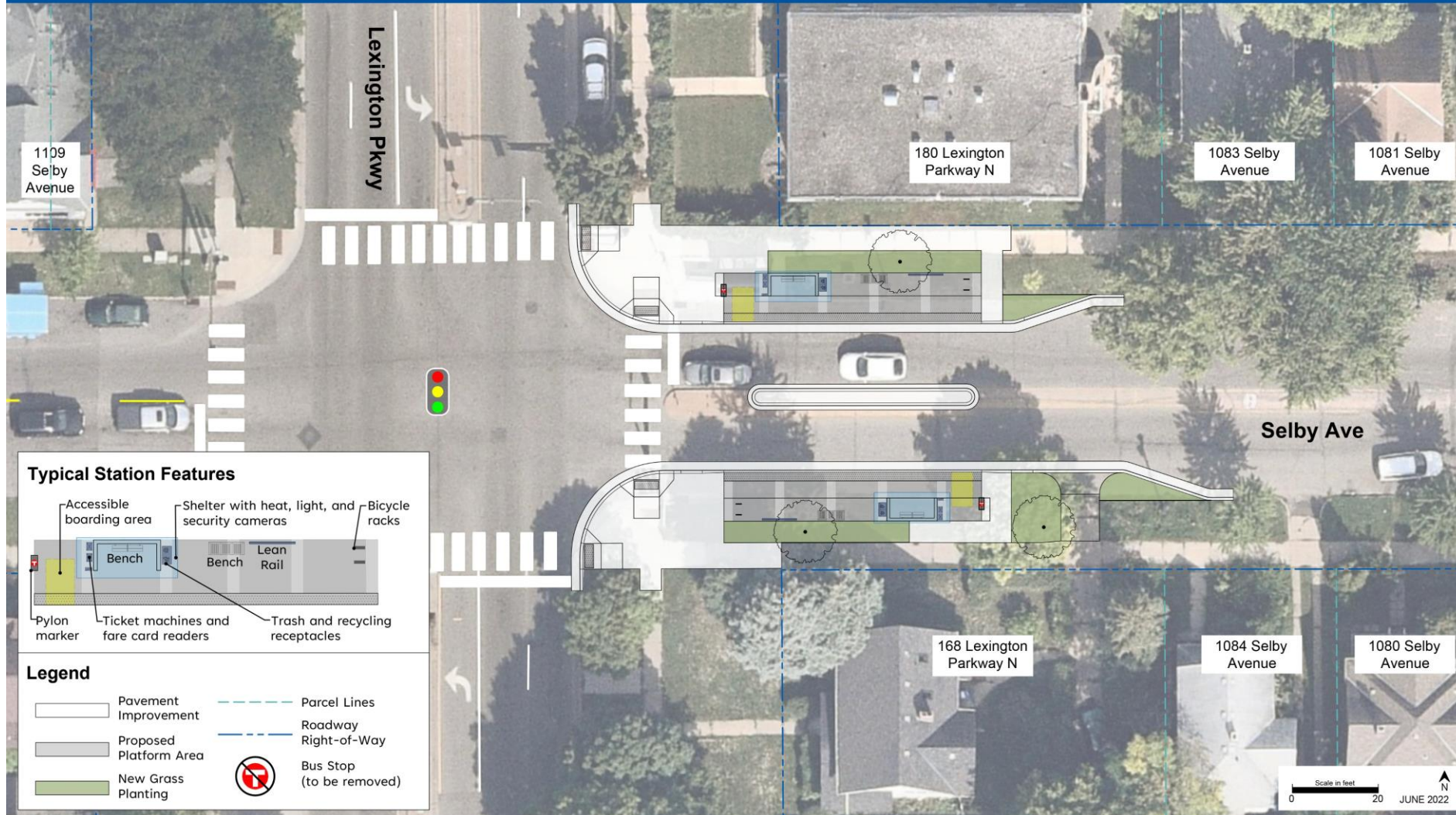


# Selby & Lexington



## 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



**Typical Station Features**

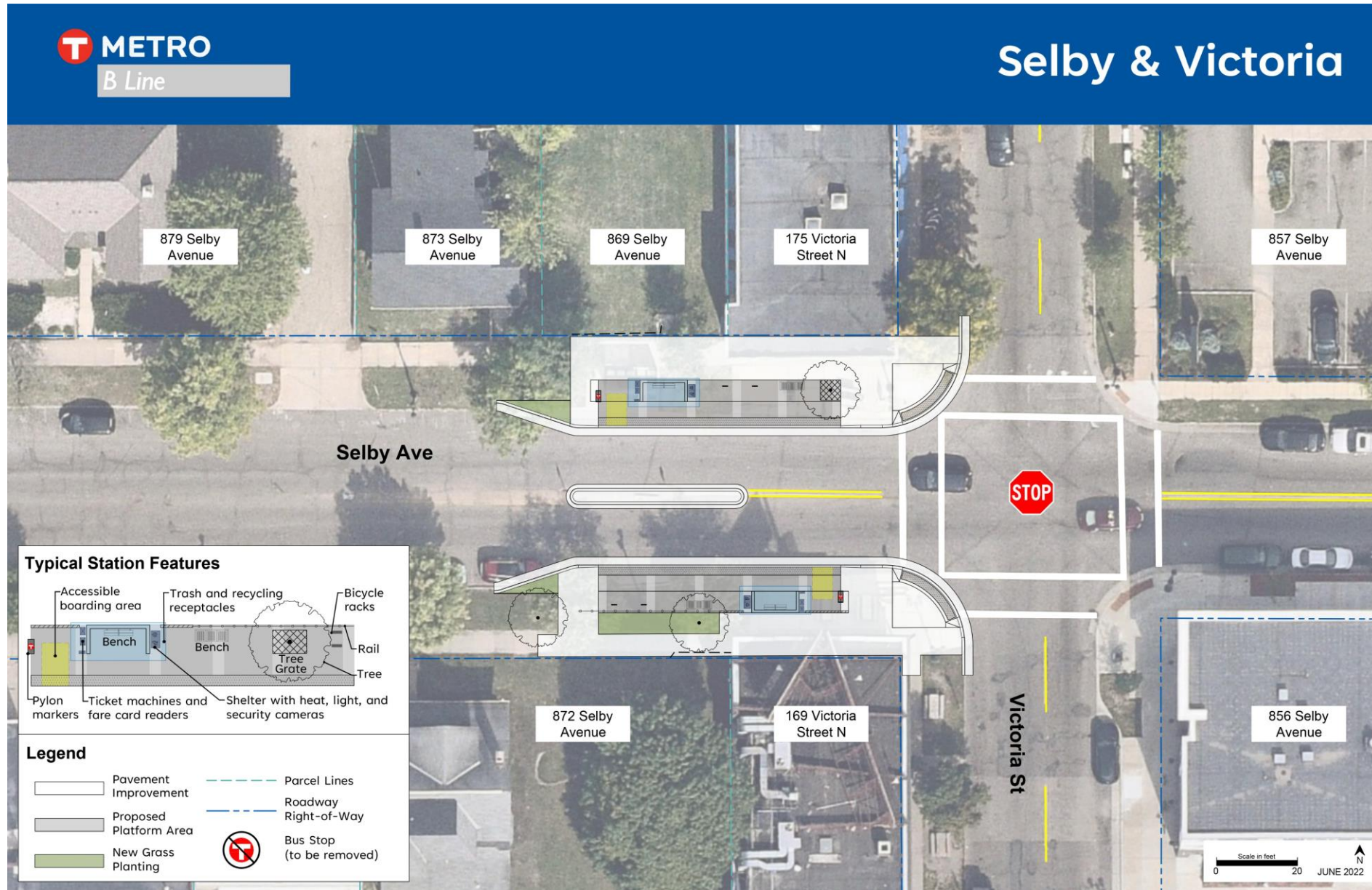
- Accessible boarding area
- Bench
- Pylon marker
- Ticket machines and fare card readers
- Shelter with heat, light, and security cameras
- Bench
- Lean Rail
- Trash and recycling receptacles
- Bicycle racks

**Legend**

- Pavement Improvement
- Proposed Platform Area
- New Grass Planting
- Parcel Lines
- Roadway Right-of-Way
- Bus Stop (to be removed)

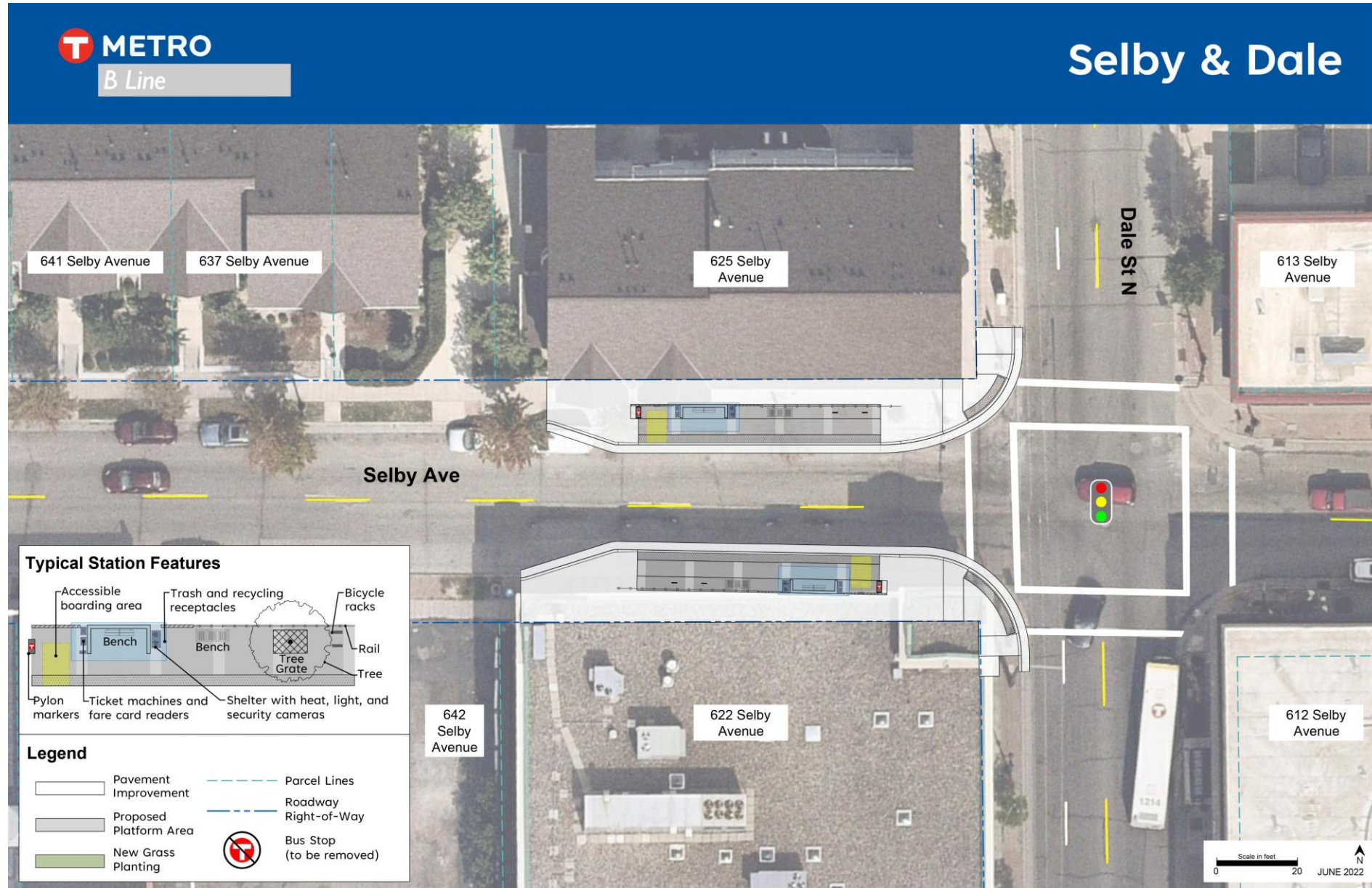
# Selby & Victoria

- 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

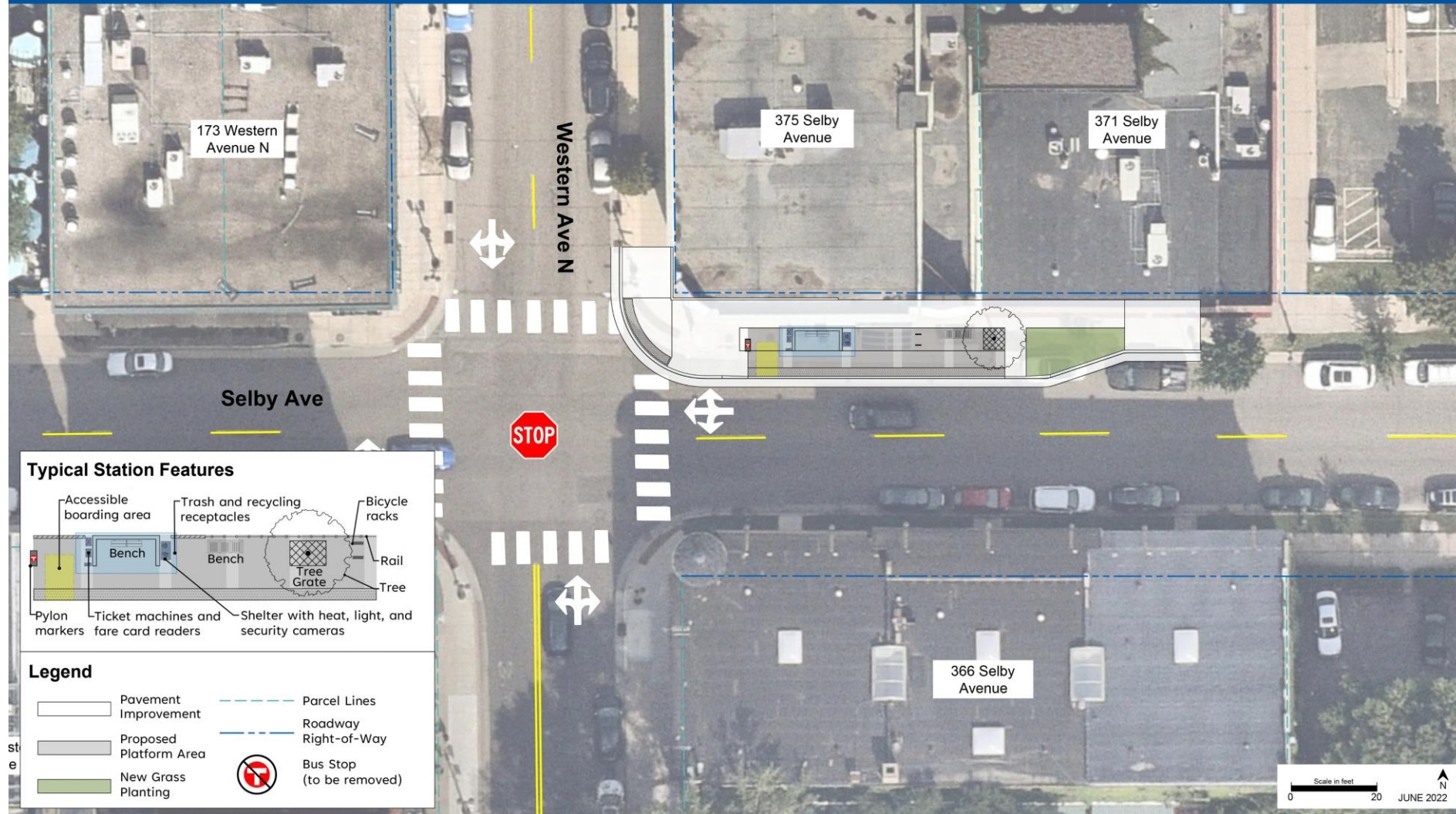


# Selby & Western



## Selby & Western

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



# Selby & Western-Arundel Street-Level Visualizations



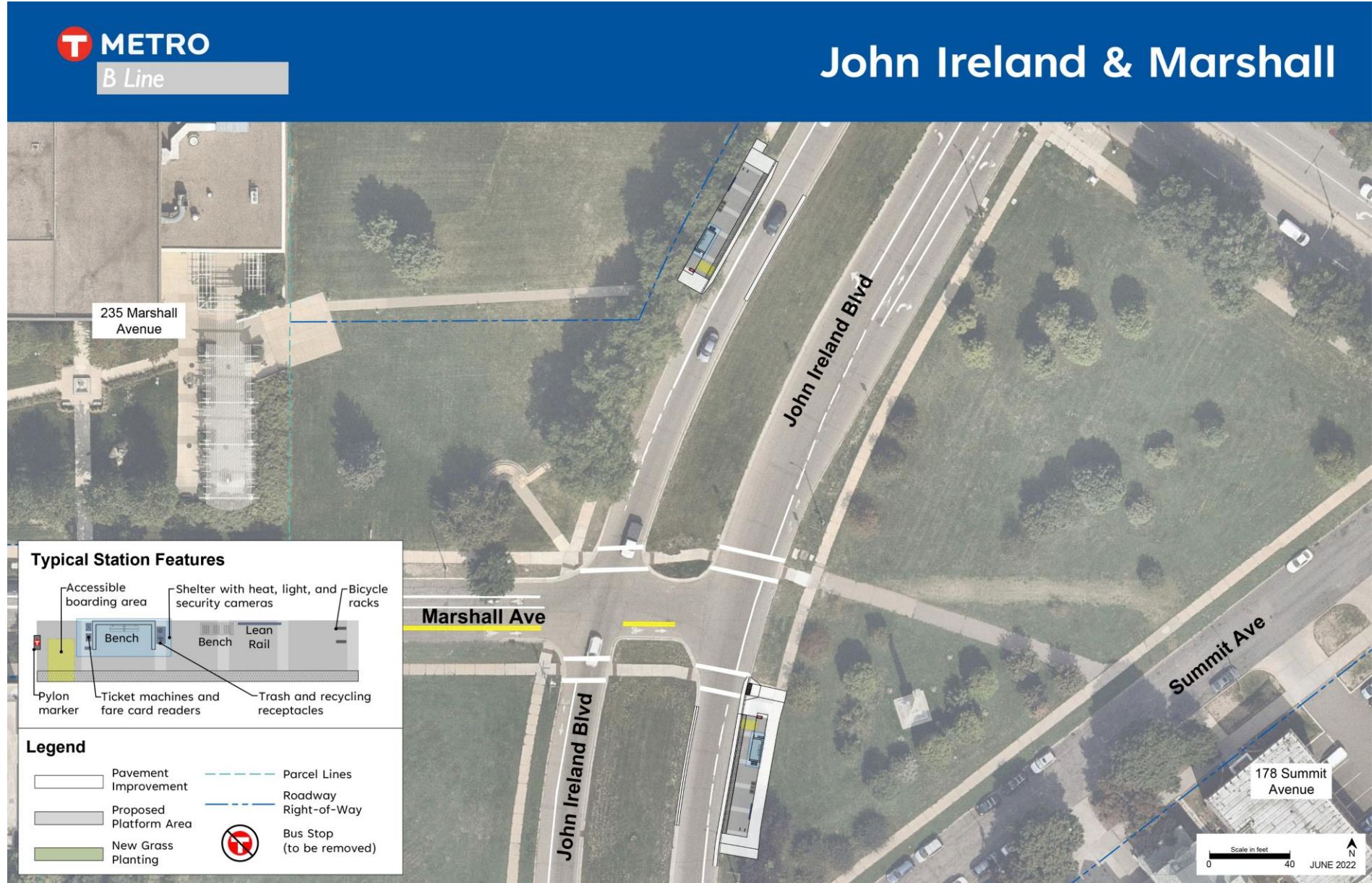
Westbound station



Eastbound station

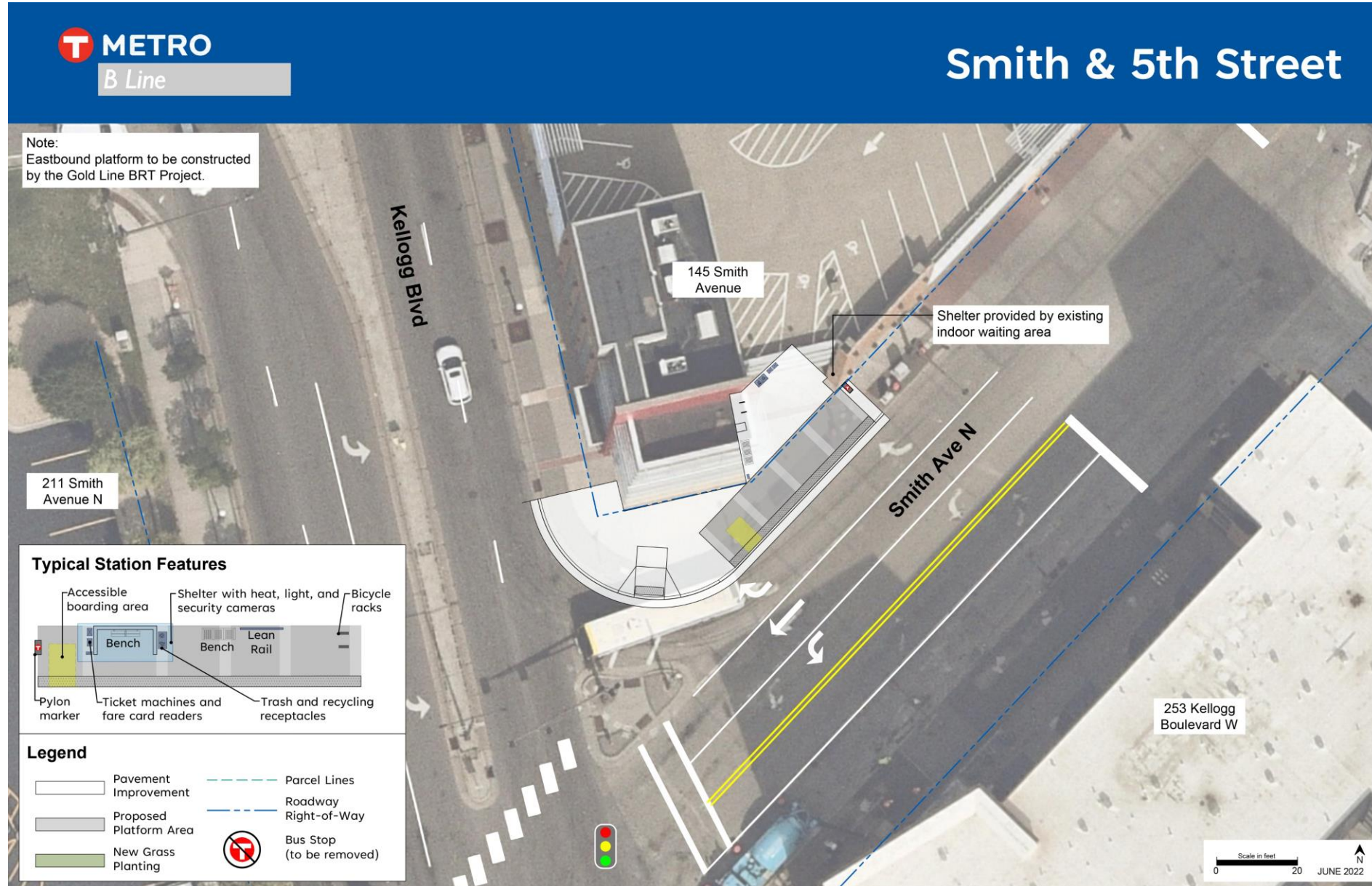
# John Ireland & Marshall

- 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](https://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

- Questions and answers (Q&A)
  - 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
- Metro Transit
  - Cody Olson (Community Outreach) [cody.olson@metrotransit.org](mailto:cody.olson@metrotransit.org)
  - Luke Sandstrom (Principal Engineer) [luke.sandstrom@metrotransit.org](mailto:luke.sandstrom@metrotransit.org)
- B Line Website
  - <https://www.metrotransit.org/b-line-project>

# 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”
  - Staff will publish questions and answers in the meeting chat
  - You can like a comment or question in the “featured” questions tab
- If you are using a mobile device:
  - Select Q&A on the upper right side of the screen to view the question box
  - Same steps as above

NOTE: For both versions, if you lose audio, check to see if you’ve paused the live meeting