



Marshall Avenue Temporary Bus Lane

Planning and Public Engagement Summary

8/7/2026

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Introduction

The METRO B Line is a 13-mile bus rapid transit (BRT) route along Lake Street in Minneapolis and Marshall and Selby avenues in Saint Paul. The B Line substantially upgraded the former Route 21 by increasing stop spacing; adding high-amenity stations with shelters, heat, light, real-time signage, and offboard fare payment; and implementing transit advantages, such as transit signal priority and bus lanes, in partnership with roadway authorities along the corridor. The goal of these improvements is to deliver faster, more reliable transit service on one of the highest-ridership routes in Minnesota. This memo documents the process used to determine the location of bus lanes, focusing specifically on the temporary westbound bus lane added on Marshall Avenue between Cretin Avenue and Wilder Street in June 2025.

Background: B Line planning process

The 2012 Arterial Transitway Corridors Study identified Lake Street/Marshall Avenue as a corridor for future BRT implementation, extending from West Lake Street Station to Snelling & University Station, and in 2015 Metro Transit began coordinating with partners to align BRT investments with planned roadway improvements. In 2016, Metro Transit identified this route as the future B Line, and in 2018 Metro Transit began review of early station location recommendations and specific planning issues. During this time, the City of Saint Paul and other stakeholders requested that the B Line be extended to downtown Saint Paul rather than ending at Snelling & University Station.

Metro Transit began public engagement for the B Line in 2019, soliciting feedback on this proposed routing change, potential terminal stations, and desired transit advantages through efforts including open houses, Route 21 ride-alongs, pop-up meetings, and rider surveys. This initial engagement concluded in early 2020, and throughout 2020, Metro Transit coordinated with project partners including the cities of Saint Paul and Minneapolis, Ramsey County, and Hennepin County to identify proposed station locations and potential transit advantages.

Recommended station locations and bus lane concepts were first shared in the [Draft Corridor Plan](#), released for public comment in February 2021. Release of the Draft Corridor Plan initiated a six-week public engagement period, after which Metro Transit coordinated internally and with project partners to respond to public input. The [Recommended Corridor Plan](#), released for public comment in June 2021, identifies changes that were made using feedback on the Draft Corridor Plan and additional input from project partners. Release of the Recommended Corridor Plan initiated a four-week public engagement period; following this engagement, Metro Transit worked with partners to incorporate this feedback into the [Final Corridor Plan](#), published in September 2021 and adopted by the Metropolitan Council in October 2021.

As described in the Final Corridor Plan, public feedback on the B Line Draft Corridor Plan and Recommended Corridor Plan expressed significant interest in and support for bus lanes along the B Line corridor. Again using this feedback, Metro Transit coordinated with partners to identify bus lane locations in Minneapolis and Saint Paul. Final bus lane extents were included in project layouts shared with the public prior to the start of B Line construction in spring 2023.

B Line construction and launch

In Saint Paul, initial project construction in 2023 added bus lanes on eastbound Marshall Avenue from the Lake Street-Marshall Avenue Bridge to Otis Avenue, and on westbound Marshall Avenue from Cretin Avenue to the bridge. In May 2025, as Metro Transit prepared for the launch of B Line service the following month, it was announced that the Minnesota Department of Transportation (MnDOT) would be reducing I-94 to two lanes at the beginning of June to complete bridge repairs and other maintenance work.

Anticipating that I-94 lane reductions would displace traffic to the Lake Street-Marshall Avenue corridor and other nearby east-west routes, Metro Transit approached Saint Paul and Ramsey County to request the addition of a temporary bus lane on Marshall Avenue between Wilder Street and Cretin Avenue. The goal of this temporary bus lane was to mitigate delays in a highly congested area and support the delivery of fast, reliable B Line service for its launch on June 14 and through the duration of repair work on I-94.

Saint Paul and Ramsey County approved this change in late May, and Metro Transit immediately began outreach to notify residents, businesses and property owners of the upcoming bus lane installation. These efforts included door knocking between June 6 and June 12, 2025; flyering cars from June 6 to June 26, 2025; mailing a flyer to nearby residents and property owners; and sending newsletters to B Line subscribers on June 3, June 6, and June 13, 2025.

Extension of temporary bus lane duration

MnDOT completed work on I-94 in September 2025, and after the highway was fully reopened, Metro Transit continued observing speed and reliability benefits from the temporary bus lane. In November 2025, Metro Transit, Saint Paul, and Ramsey County decided to extend the duration of the temporary bus lane while conducting public engagement to determine whether it should remain in place permanently.

The primary tool used for this engagement was a survey regarding the temporary bus lane, which was posted on the B Line project site beginning Dec. 8, 2025, and advertised to nearby residents, businesses and property owners with a notice mailed on Dec. 12, 2025. The survey was also advertised to B Line subscribers via a newsletter update sent on Dec. 17, 2025. The engagement plan for this effort initially included door knocking and rider intercepts at stations and onboard B Line buses; however, Metro Transit decided not to pursue these strategies following the start of Operation Metro Surge in December 2025.

To adapt to the shift in engagement approach during Operation Metro Surge, Metro Transit extended the deadline for survey completion to March 20, 2026, and employed new strategies to promote the survey including rider alerts and pylon ads, which were posted throughout the month of March. Metro Transit sent additional newsletters promoting the survey on March 6 and March 20, and mailed a second notice to residents, businesses and property owners on March 26. In response to community feedback after these notices were sent, Metro Transit extended the survey deadline to April 3. The results of the survey are summarized in the following section, with full results shown in Appendix A.

Engagement results

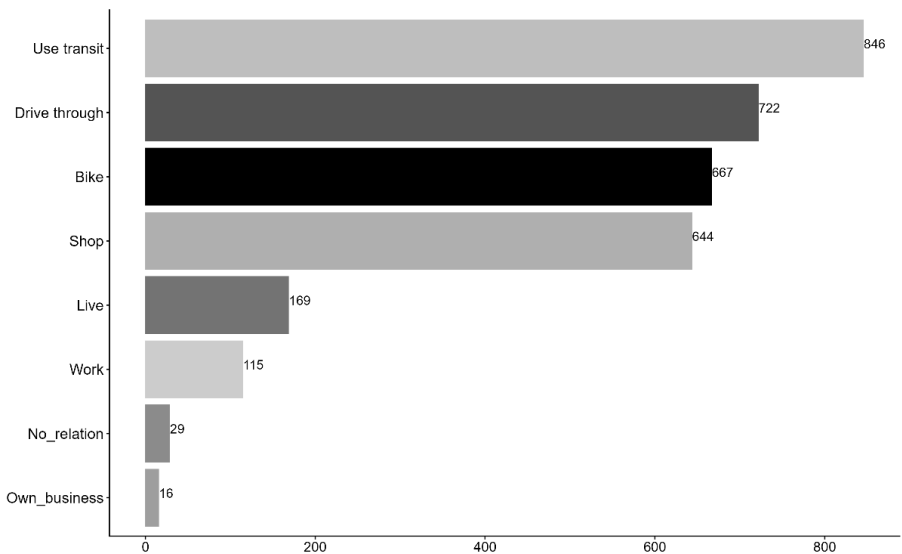
Survey respondents

In the four months of engagement, 1,336 people participated in the survey, nearly all of whom (89%) were aware of the temporary bus lane between Wilder Street and Cretin Avenue. More than half of survey respondents identified themselves as men (58%), followed by women (35%) and nonbinary people (7%), and the majority are white (88%). The majority of respondents are between ages 35-64 (46%) and 18-34 (45%), and most (76%) do not identify as having a disability. A range of household incomes are represented in responses: 35% of respondents have an annual household income between \$80,000 and \$149,999, 28% of respondents have an annual household income of more than \$150,000, 18% have an annual household income between \$50,000 and \$79,999, and 20% have an annual household income of \$49,999 or less. The most common ZIP codes of respondents are 55104 and 55105, both of which encompass the bus lane area.

Bus lane awareness and preference

The first question of the survey asked whether respondents were aware of the temporary bus lane between Wilder Street and Cretin Avenue, with 89% of respondents indicating that they were (Appendix A, Question 1). These respondents were then asked how they use the area around the temporary bus lane, allowing for multiple selections. Most respondents indicated they use transit, drive, bike through, and/or shop in the area (Figure 1).

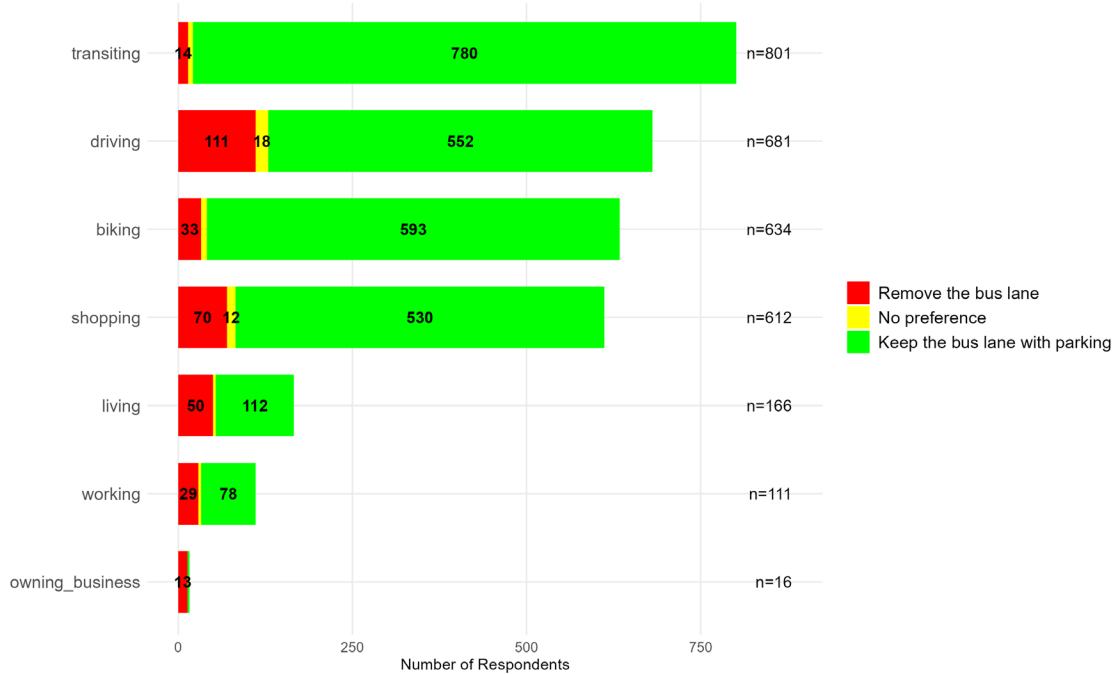
Figure 1: Responses to question 2, "How do you use the area around this bus lane stretch of Marshall Avenue?"



The majority of respondents (86% of 1,202) prefer keeping the bus lane in place permanently, and 489 respondents provided comments with positive sentiments regarding the bus lane; 12% of these 1,202 respondents prefer for the bus lane to be removed and 85 of these respondents criticized the bus lane in their comments on the open-ended question at the end of the survey.

Respondents’ preferences regarding the bus lane were also cross-tabulated based on their relationship to the bus lane (Figure 2). The majority of all respondents prefer the bus lane to remain in place. Business owners in the area are the only group with a majority who prefer it to be removed; however, people shopping and working at businesses in this area largely prefer it to remain in place.

Figure 2: Bus lane preference by relationship to bus lane



Bus lane effectiveness

Most respondents (83% of 1,161 responses) said that the bus lane is somewhat or very effective in enabling the B Line to bypass traffic, while 6% thought the bus lane was somewhat or very ineffective. The overall positive perception of the bus lane’s effectiveness is reflected in the 110 open-ended comments regarding bus speed and reliability, of which 95.5% noted the speed benefits.

This is in line with bus travel time and reliability data from this period (Appendix B), which show that bus speeds between Wilder Street and Cretin Avenue increased from 10 to 15 miles per hour (mph) throughout the day in May 2025, after the start of I-94 construction and before the temporary bus lane installation, to 20 to 25 mph in July 2025, while work on I-94 was ongoing and the bus lane was in operation. These speed benefits (and resulting increased reliability) continue to be observed, as seen in the bus lane data analysis.

Bicyclist safety

The temporary bus lane is shared with bicyclists. The majority of respondents who bike in the area (81% of 646) indicated that they feel safer biking on this segment of Marshall Avenue during bus lane hours of operation than when they are biking next to parked cars, while 6% said the bus lane made them feel less safe. There were 138 respondents who commented on how much safer and more pleasant biking on Marshall Avenue is with the temporary bus lane, and many of these expressed interest in extended bus

lane hours or additional bike facilities; 11 respondents noted fear of bike-bus interactions or drivers speeding in the bus lane to turn right onto Cretin Avenue.

Street parking

During bus lane hours of operation (7 a.m. to 6 p.m.), parking is not permitted on Marshall Avenue between Wilder Street and Cretin Avenue, and it is permitted on weekends and on weekdays after 6 p.m. The survey asked whether the bus lane affected street parking availability for those who drive in the area. Nearly half (47% of 733) of respondents said that they could still find street parking within two blocks of their destination, while 7% said they could find street parking, but needed to walk more than two blocks to their destination, and another 7% said they could not find street parking at all.

There were 116 people who indicated that there is sufficient on-street parking in the area, and that the tradeoff for the bus lane is worth it. Forty-four respondents who supported removal of the lane made comments regarding the impact of losing parking spots in the neighborhood.

A majority of respondents (61% of 446) were aware of the parking restrictions with the temporary bus lane, whereas 28% were not aware of the restrictions. Thirty-eight respondents provided additional comments addressing the improper usage of bus lanes, primarily by cars remaining parked along this stretch during bus lane hours, and several stated a desire for clearer signage, extended operational hours, and more rigorous enforcement.

Additional themes

The last question on the survey asked for additional thoughts regarding the bus lane. The key themes of these responses are summarized below.

Safety

In their answers to the open-ended question, 105 respondents also mentioned perceptions of safety in the corridor, including vehicle, bicycle, and pedestrian safety. The majority (87%) of these comments were positive, tending to focus particularly on cyclists feeling significantly safer with better visibility, sightlines, and a wider lane offering less opportunities for collisions or being doored. Negative comments felt that the bike lane gave a false sense of safety, and that right turners are frequently using the lane for multiple blocks, putting people in danger.

Driving experience

Among 722 respondents who indicated that they drove through the bus lane area, 108 provided additional comments about the driving experience on Marshall Avenue including vehicle speed, traffic, and the level of difficulty of driving. One-tenth (72) of these respondents gave positive comments on their driving experience, mainly focusing on perceptions of very little difference while driving. Although the temporary bus lane only impacts on-street parking, 36 respondents said that it negatively affected their driving experience, focusing on perceptions of traffic, backups, and inability to travel in the corridor.

Transit experience

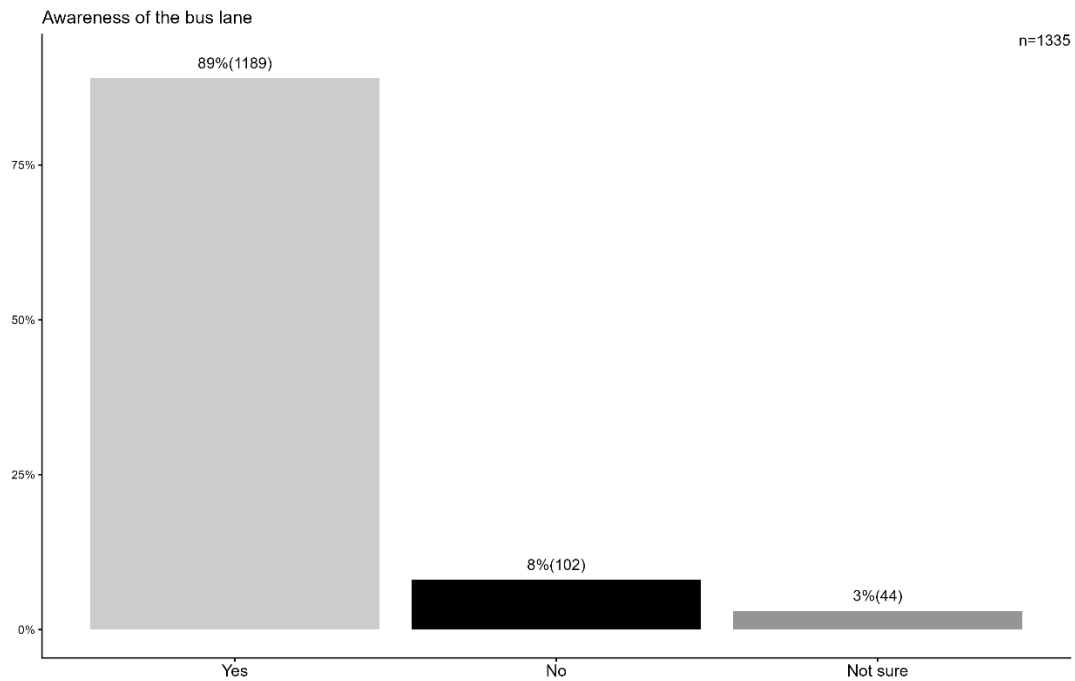
Of 412 responses to the open-ended question at the end of the survey that addressed the transit experience, 399 (97%) indicated that the bus-only lane improves the transit experience for riders, while the remaining 13 (3%) thought it did not serve the riders or the neighborhood.

Bus lane improvements

In their comments, 225 respondents suggested ways to improve the bus lane by expanding it, providing lanes on both sides on the street, longer bus-only use of the lane, or more protection. There were 108 respondents who mentioned “24/7 bus only-lanes,” saying that it would provide more safety, reduce confusion for all modes, and extend the benefit for buses and cyclists.

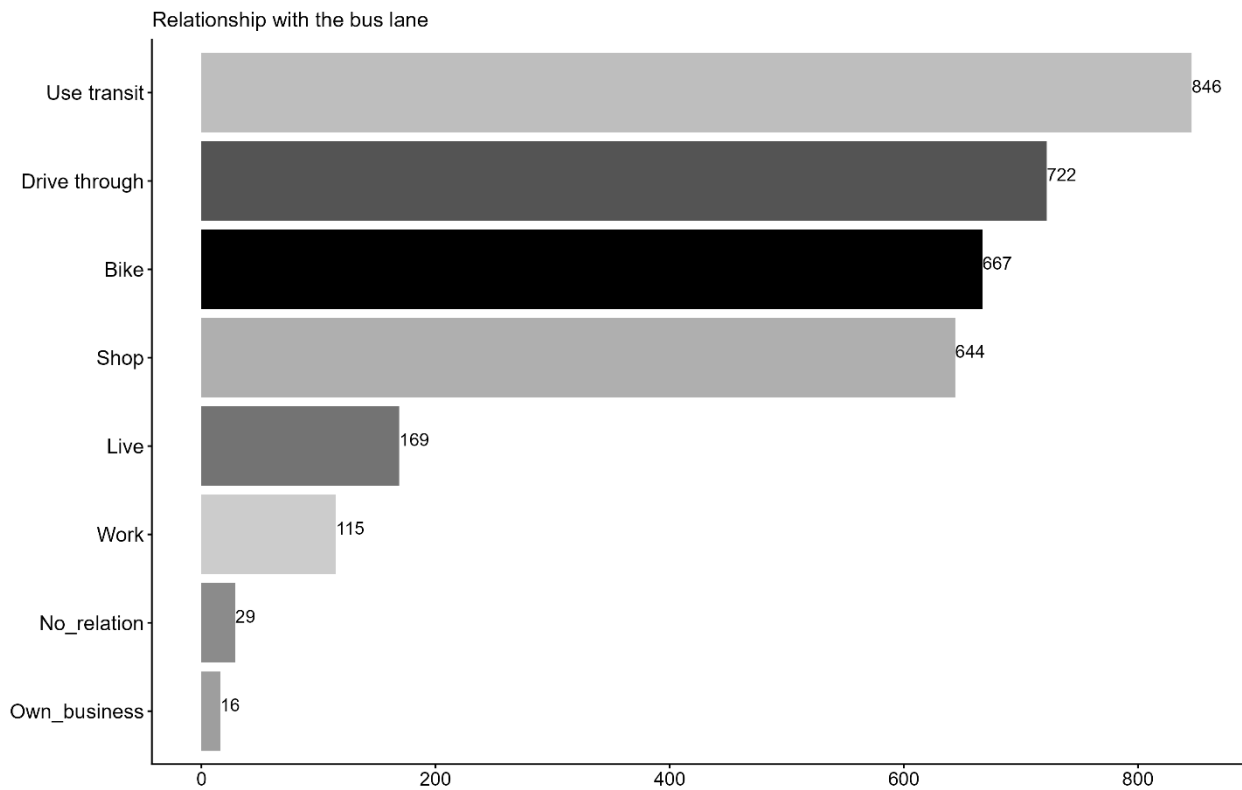
Appendix A: Survey results by question

Question 1: Did you know that there is a westbound bus lane on Marshall Avenue between Wilder Street and Cretin Avenue?



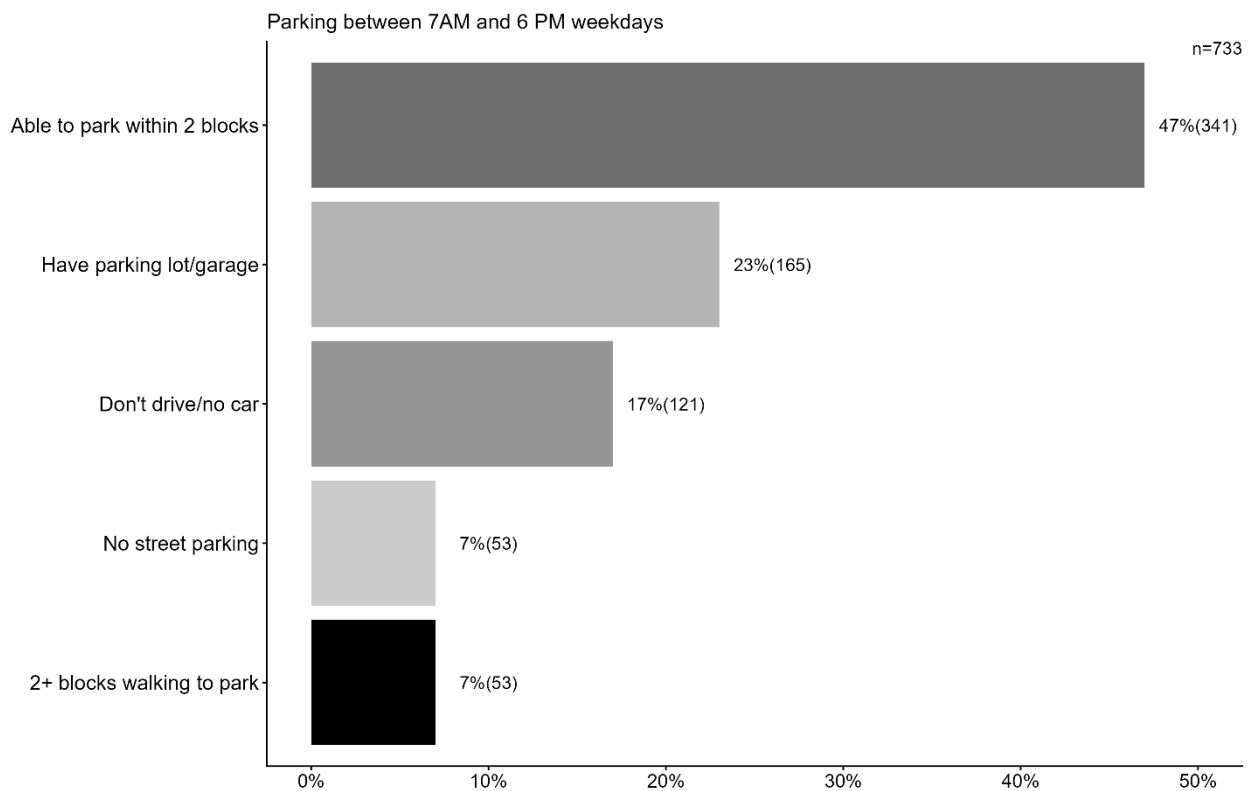
Question 2: How do you use the area around this bus lane stretch of Marshall Avenue?

(Respondents could choose more than one response option)

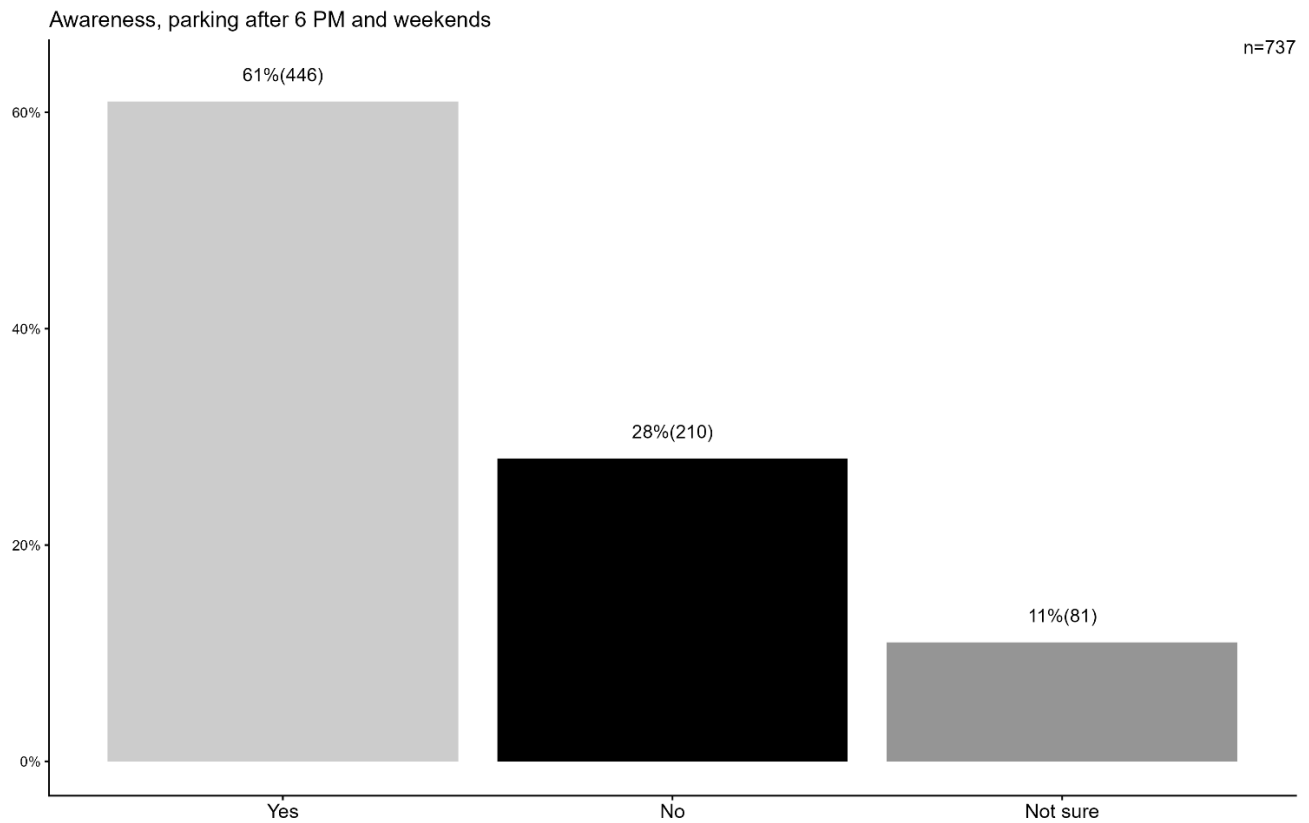


Question 3: In the past 6 months, how did the bus lane affect your ability to find street parking on weekdays between 7 AM and 6PM?

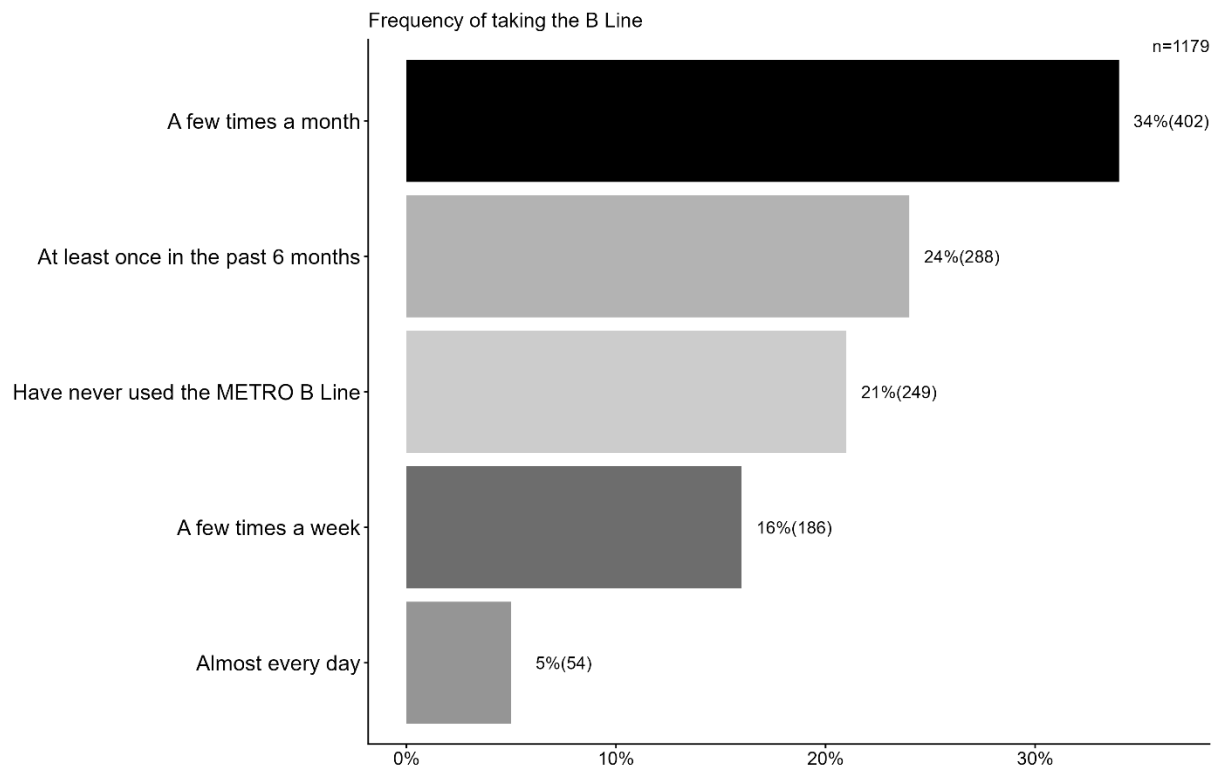
- I cannot find street parking at all anymore
- I can still find street parking, but I have to walk more than 2 blocks to my destination
- I can still find street parking within 2 blocks of my destination
- I do not park on the street/ have access to a parking lot and/or garage
- I do not drive/ do not have access to a car



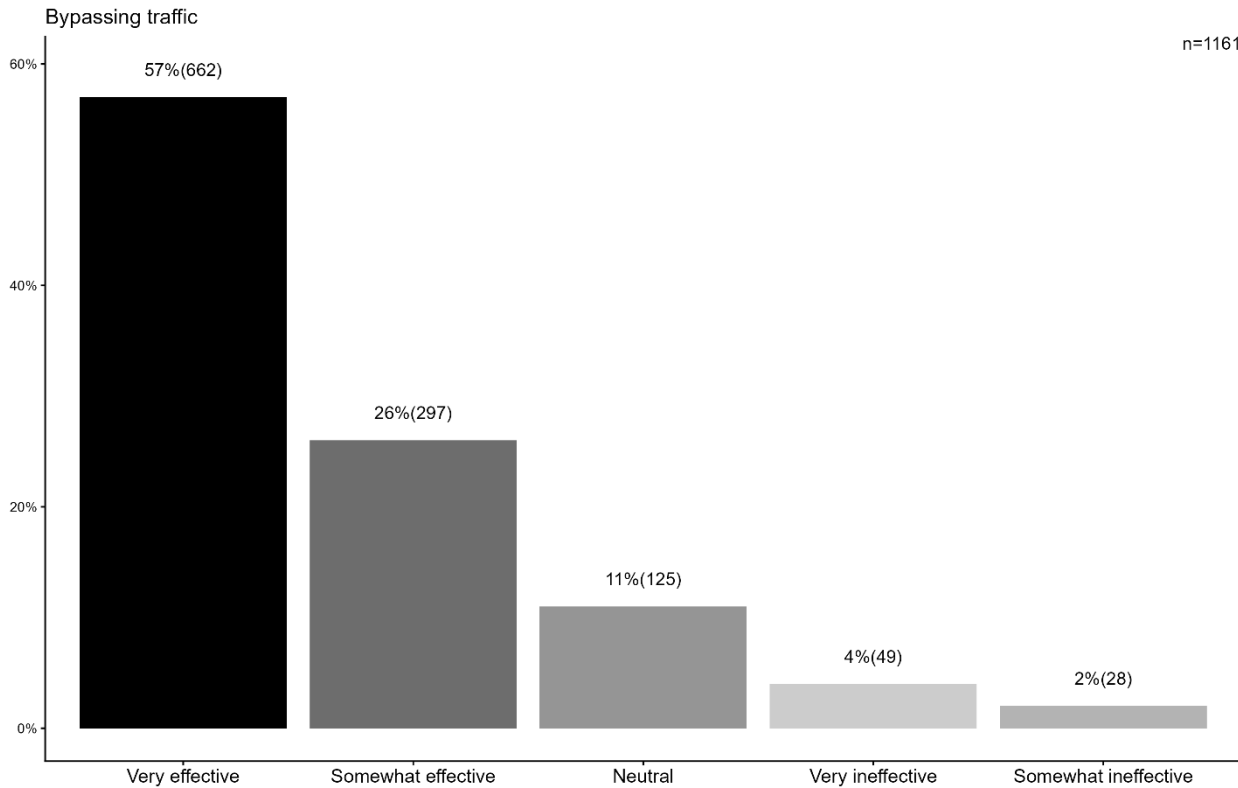
Question 4: Did you know that you can park on this bus lane after 6 PM on weekdays and anytime on weekends?



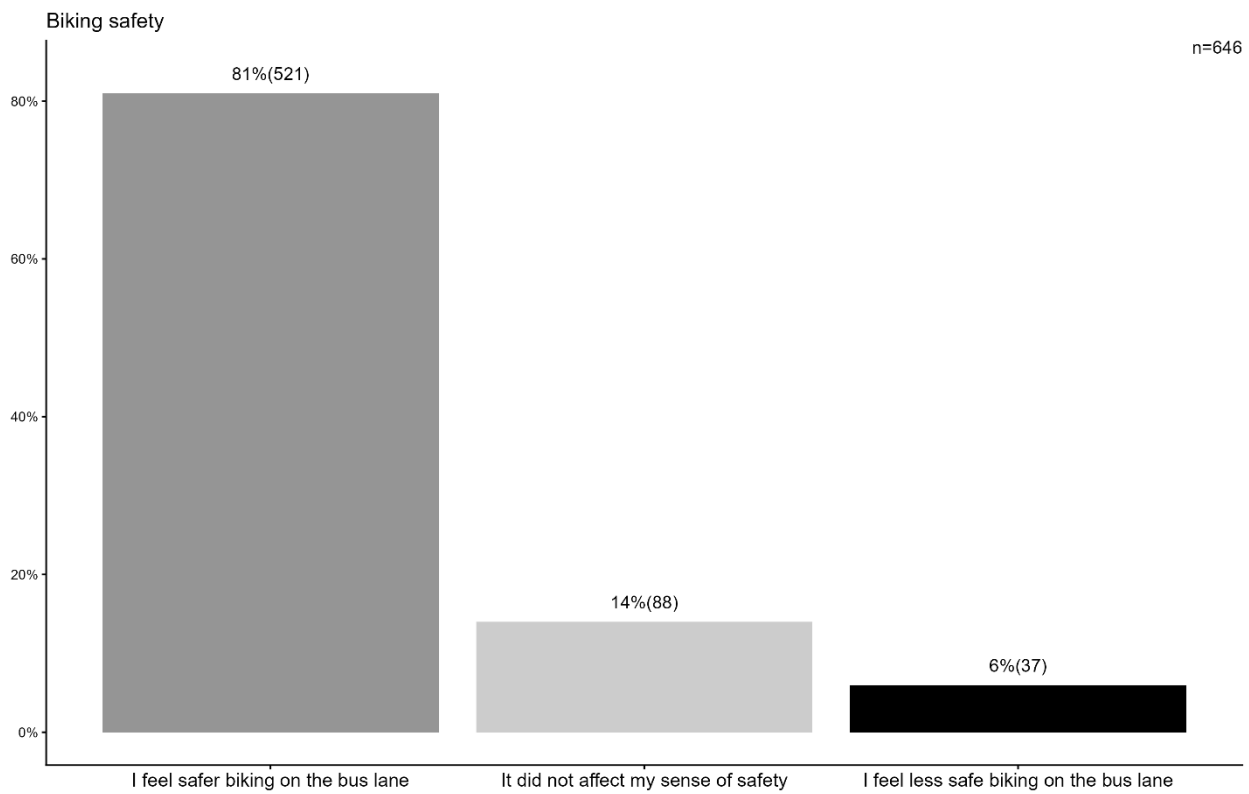
Question 5: In the past 6 months, how often did you take the METRO B Line?



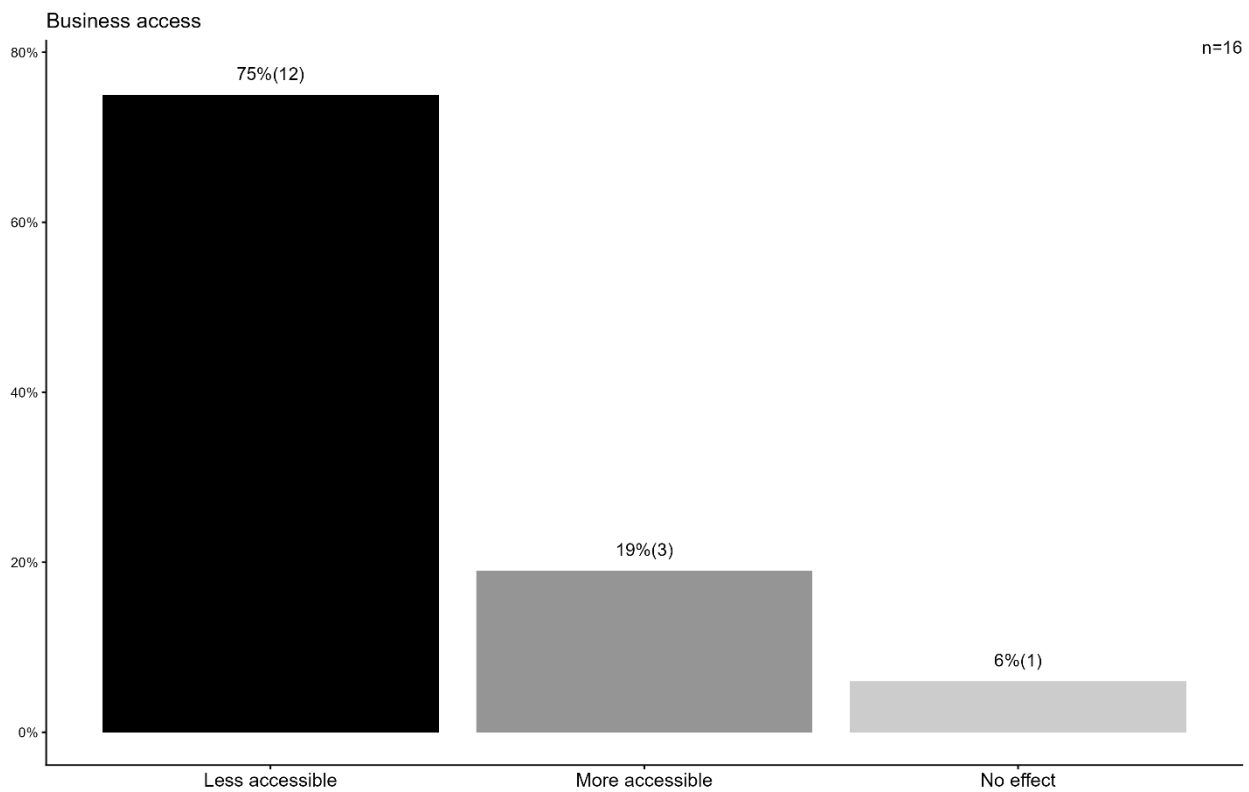
Question 6: MnDOT's I-94 construction work that affected this area ended in August 2025. Since then, how effective is the bus lane for letting the B Line bypass traffic?



Question 7: In the past 6 months, how did this bus lane stretch affect your sense of safety when biking on this bus lane stretch?

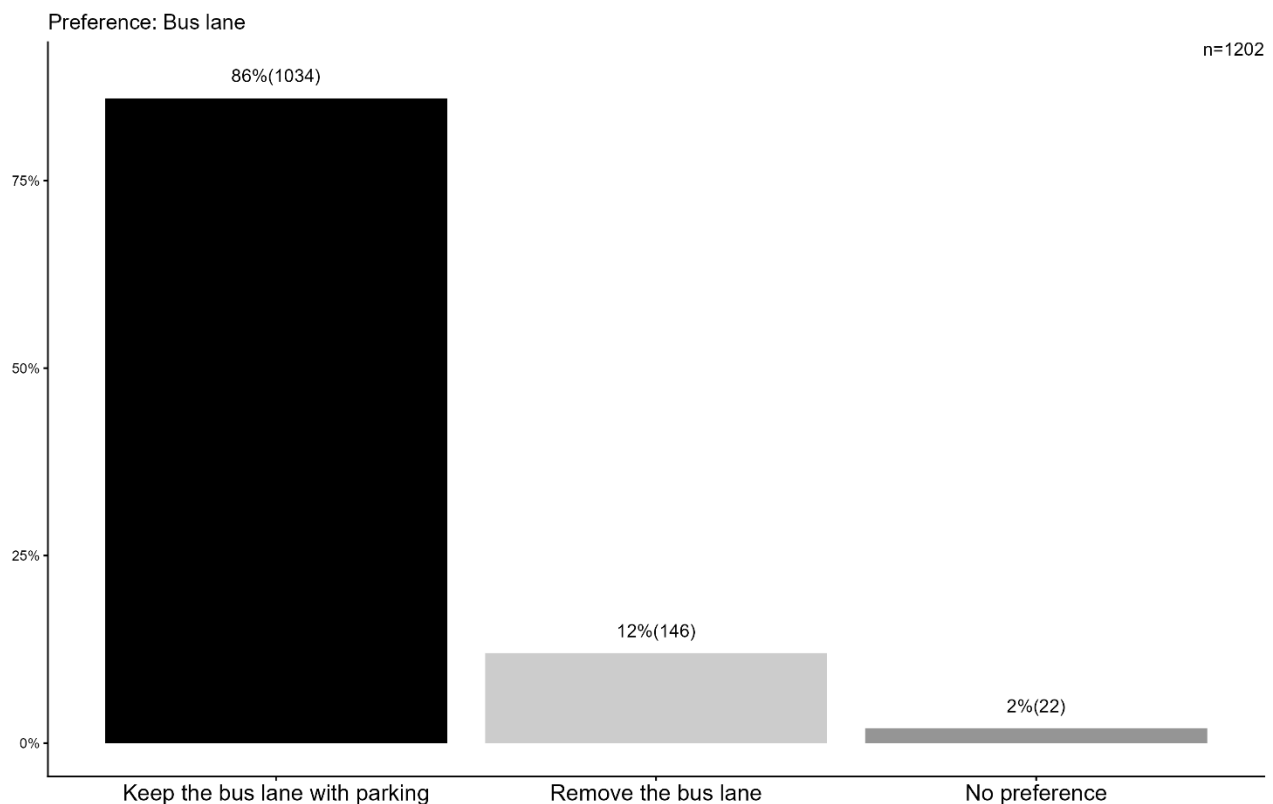


Question 8: In the past 6 months, how did this bus lane stretch affect the accessibility of your business for your customers?



Question 9: Which one do you prefer?

- Keep the bus lane from 7 AM to 6 PM on weekdays, with parking available at other times
- Remove the bus lane and return it to 24/7 parking
- No preference



Question 10: Do you have any other comments or opinions about the bus lane on Marshall Avenue between Wilder Avenue and Cretin Avenue?

(Open-ended question)

- 615 total responses
- 28 answers that did not have substance or were irrelevant were removed.
- Response themes were determined based on **587 valid responses**
- Comments that addressed multiple themes were included in counts in multiple themes

General sentiment

- 587 responses

- Positive (489 comments, 83.2%)
- Negative (78 comments 13.3%)
- Neutral (21 comments, 3.6%)

Parking

- 160 responses
- Positive (116 comments, 72.5%)
- Negative (44 comments, 27.5%)

Bus speed/reliability

- 110 comments
- Positive (105 comments, 95.5%)
- Negative (5 comments, 4.5%)

Cycling

- 149 comments
- Positive (138 comments, 92.6%)
- Negative (11 comments, 7.4%)

Parking rule enforcement

- 38 comments

General safety

- 105 comments
- Positive (92 comments, 87.6%)
- Negative (13 comments, 12.4%)

Driving experience

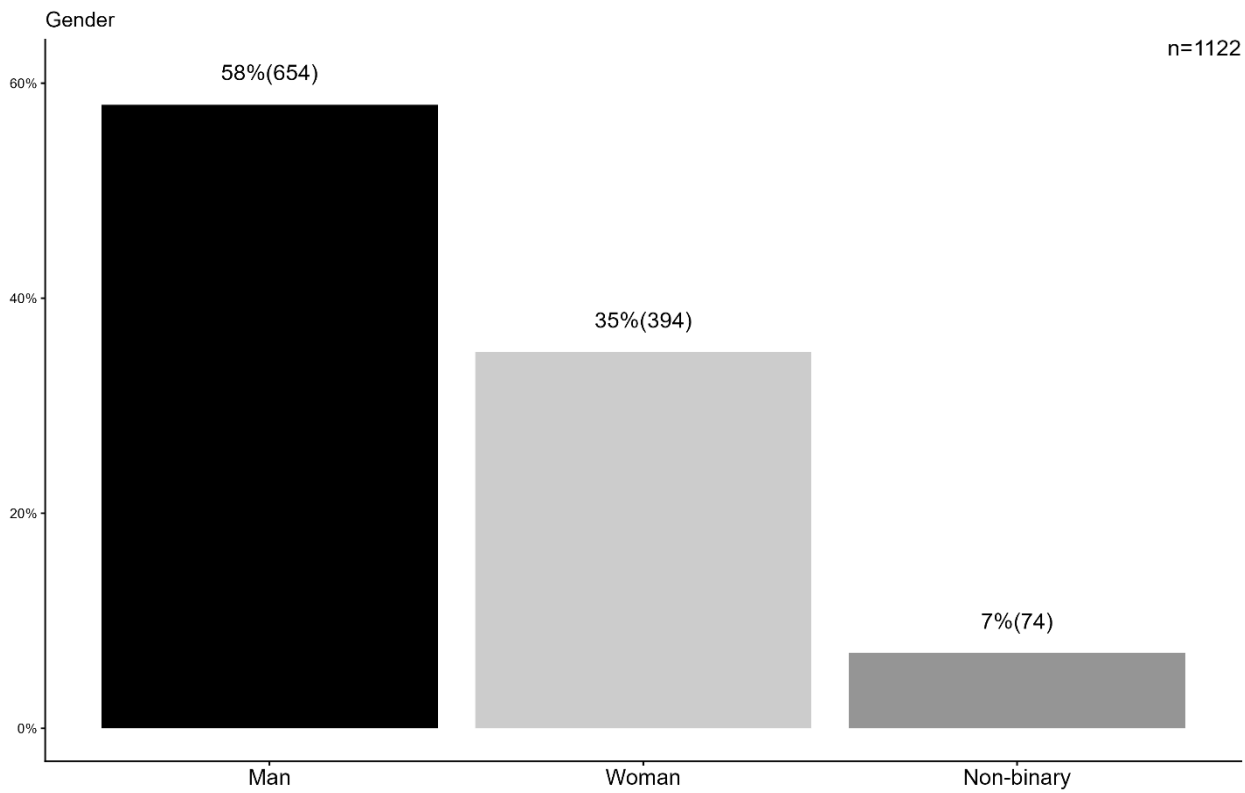
- 108 comments
- Positive (72 comments, 66.6%)
- Negative (36 comments, 33.3%)

Transit experience

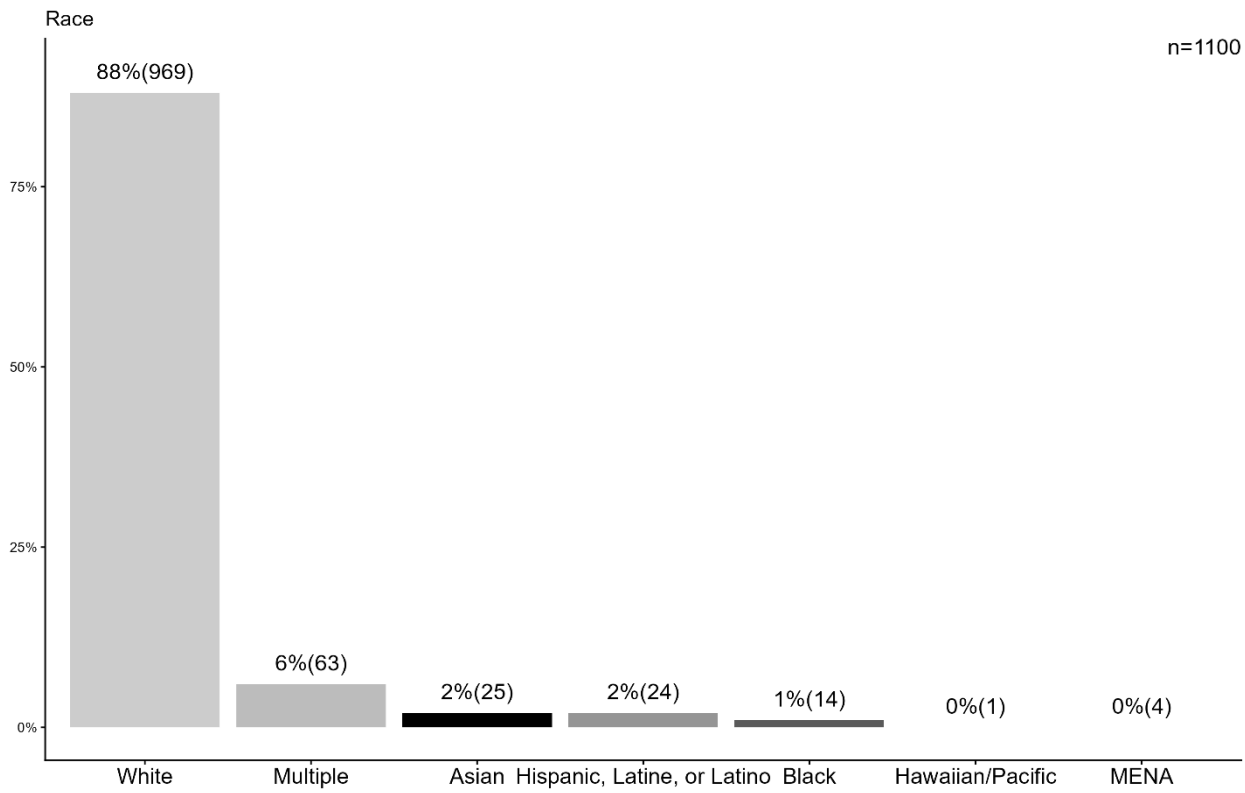
- 412 comments
- Positive (399 comments, 96.8%)
- Negative (13 comments, 3%)

Demographic questions:

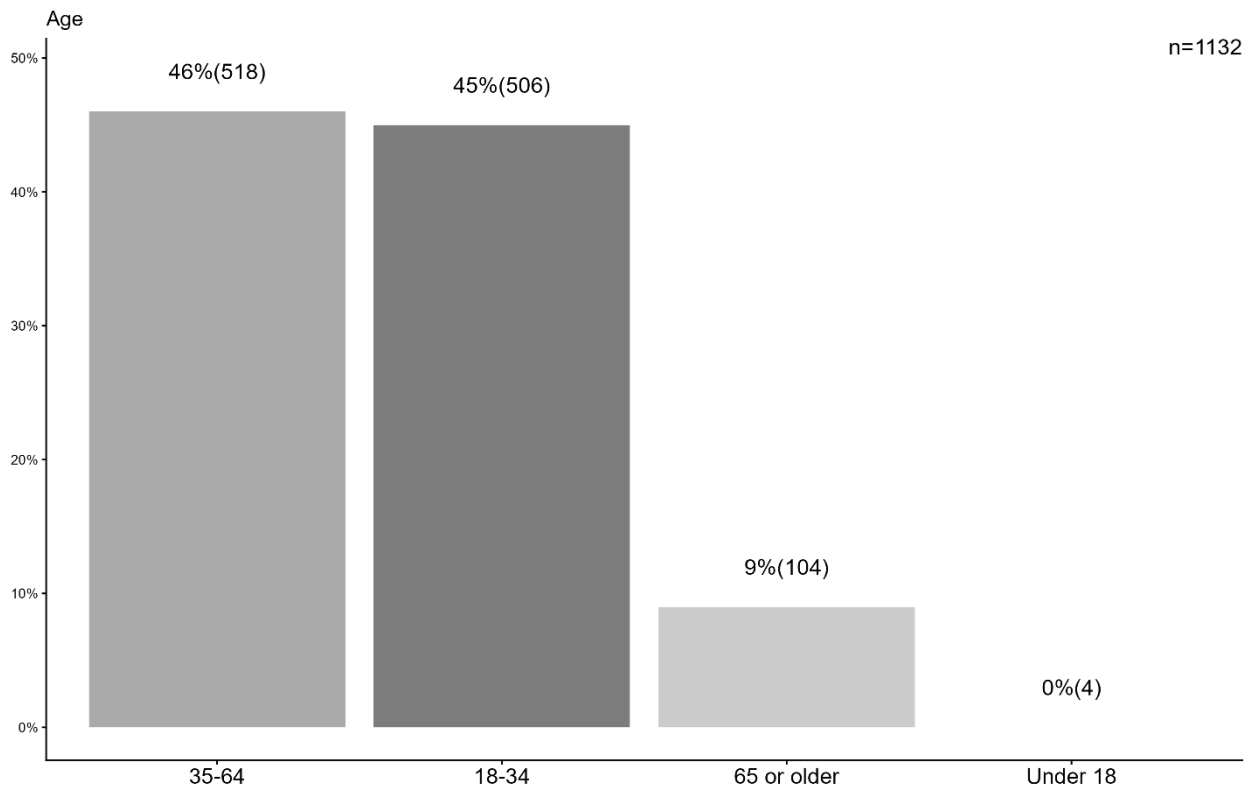
Gender



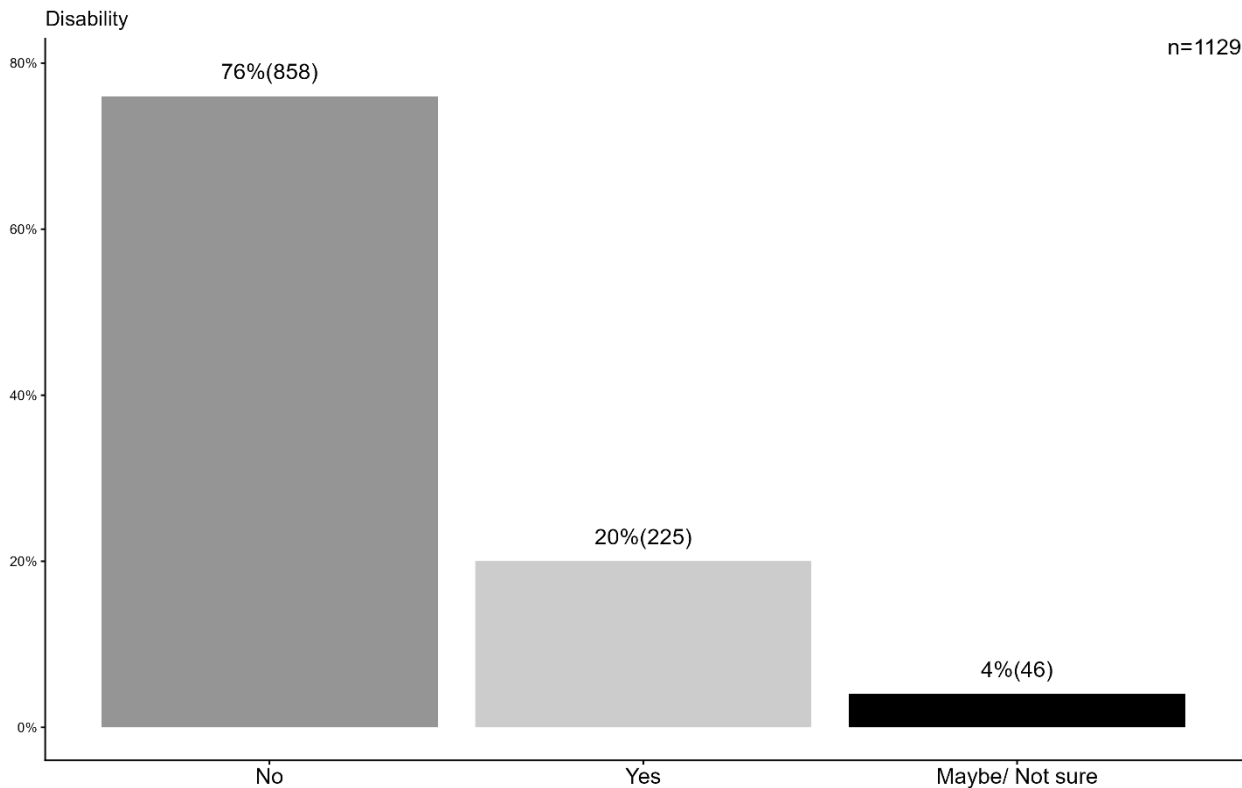
Race



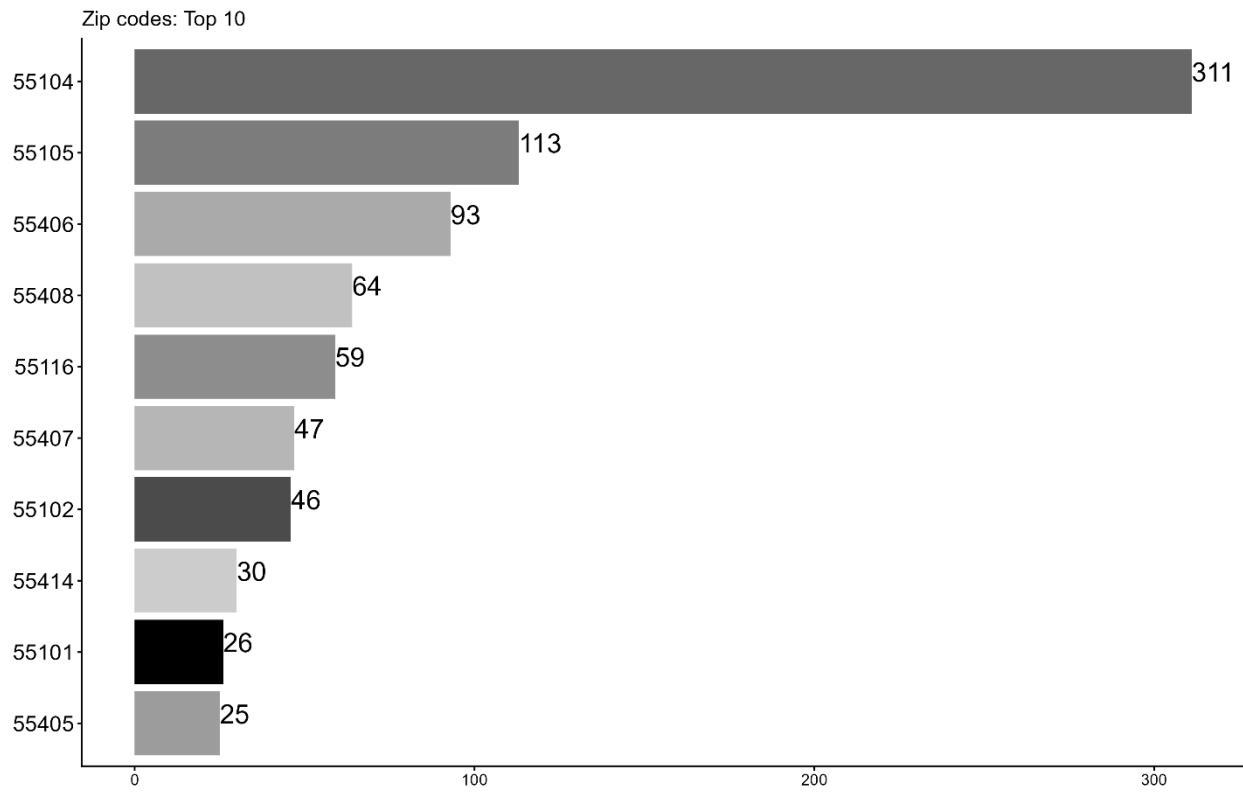
Age



Disability

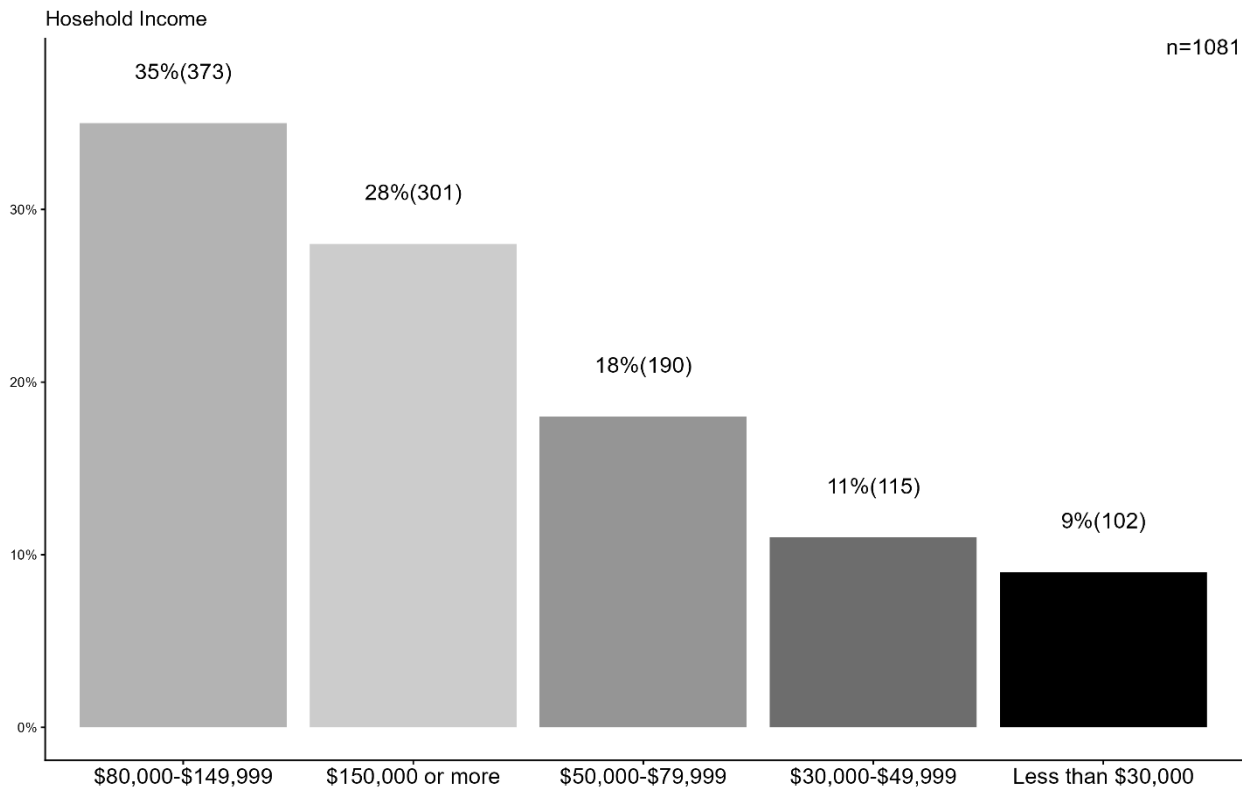


ZIP code



- Most of the responses came from Saint Paul, including the neighborhood where the bus lane is placed.

Household income



Appendix B: Bus lane data analysis