



B Line

B Line Corridor Plan Amendment #1

**Lake & Lyndale, Lake & Bloomington, and Lake & Cedar
Station Updates**

April 2022

I. Introduction

When the Final B Line Corridor Plan was adopted in October 2021, Metro Transit noted the potential for platform locations at three stations (Lake & Lyndale, Lake & Bloomington, and Lake & Cedar) to change in the future as Metro Transit, Hennepin County, and the City of Minneapolis continued to work together to study broader changes to Lake Street, aimed at reducing crashes on a high-injury street, addressing pedestrian safety needs, and improving transit speed and reliability in the corridor. Based on the recommended improvements for Lake Street, platform locations at each of these locations are proposed to shift from what was included in the approved Corridor Plan, placing B Line platforms in the northwest and southeast corners of these three intersections.

This amendment summarizes additional coordination and engagement since plan approval, culminating in a recommendation to amend the B Line Corridor Plan to accommodate changes at these three stations.

II. Lake Street improvements

Background

Metro Transit is planning a core set of improvements as part of the B Line to speed up buses. These include increasing stop spacing, placing stops at the farside of an intersection where feasible, and allowing buses to stay within the travel lane. These changes reduce the number of stops that buses make and the amount of time that buses spend merging into and out of travel lanes. Other standard arterial BRT features, such as off-board fare payment and all-door boarding, reduce the amount of time that buses are stopped while customers enter and exit the vehicle. However, model results have indicated that further improvements are necessary to reach the goal of improving travel times by about 20%.

As a result, Metro Transit has engaged in close coordination with Hennepin County and the City of Minneapolis on changes to Lake Street that could support B Line speed and reliability goals and also address broader goals rooted in the City of Minneapolis Transportation Action Plan, City of Minneapolis Vision Zero Action Plan, and the Hennepin County Climate Action Plan.

The B Line Draft Corridor Plan, published in February 2021, included farside platform locations in the northwest and southeast quadrants of Lake Street's intersections with

Lyndale, Bloomington, and Cedar avenues. Following initial coordination with Hennepin County and the City of Minneapolis regarding potential broader changes to Lake Street, each of the platform locations in these three intersections was changed, placing recommended B Line platforms at the northeast and southwest intersection quadrants (see **Figures 1, 3, and 5**). At the time that the Recommended Corridor Plan was released for public comment in July 2021, this configuration reflected the most current concept for broader roadway improvements.

Following approval of the Final Corridor Plan in October 2021, as the result of additional analysis, the three agencies coalesced around a [recommended concept](#) that would re-stripe most of Lake Street within Minneapolis city limits:

- In most places where there are 4 lanes today without turn lanes, the general approach is to replace the 4-lane undivided section with a three-lane section plus a bus lane in the westbound direction.
- Bus lanes are also recommended in both directions in the one-way segments of Lake Street / Lagoon Avenue between Dupont Avenue and Dean Parkway and in some existing five-lane segments of Lake Street.
- In total, this would result in bus lanes on about 50% of Lake Street, along with left-turn lanes for safer traffic operations corridor-wide.

To facilitate these broader changes, stations at Lyndale, Bloomington, and Cedar avenues will need to shift from what was included in the approved corridor plan.

Figure 1: Approved Corridor Plan Lake & Lyndale Station Concept (October 2021)



Figure 2: Amended Corridor Plan Lake & Lyndale Station Concept (March 2022)

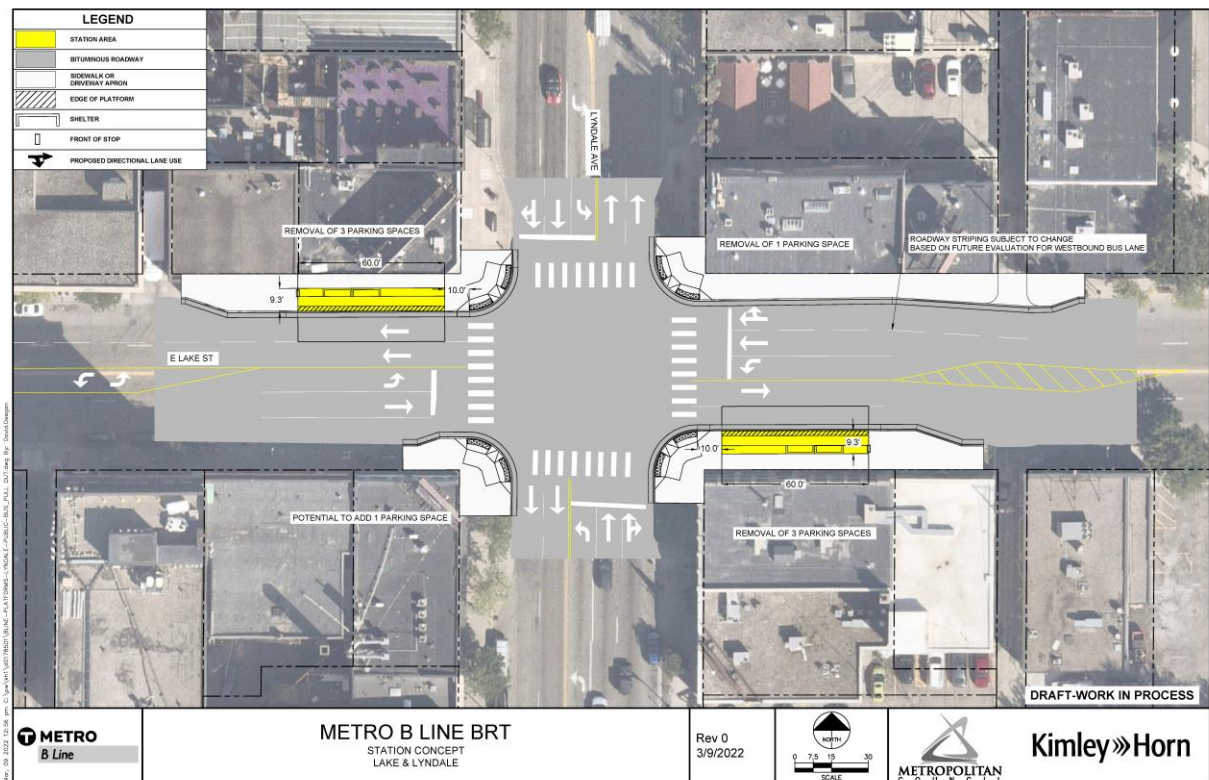


Figure 3: Approved Corridor Plan Lake & Bloomington Station Concept (October 2021)

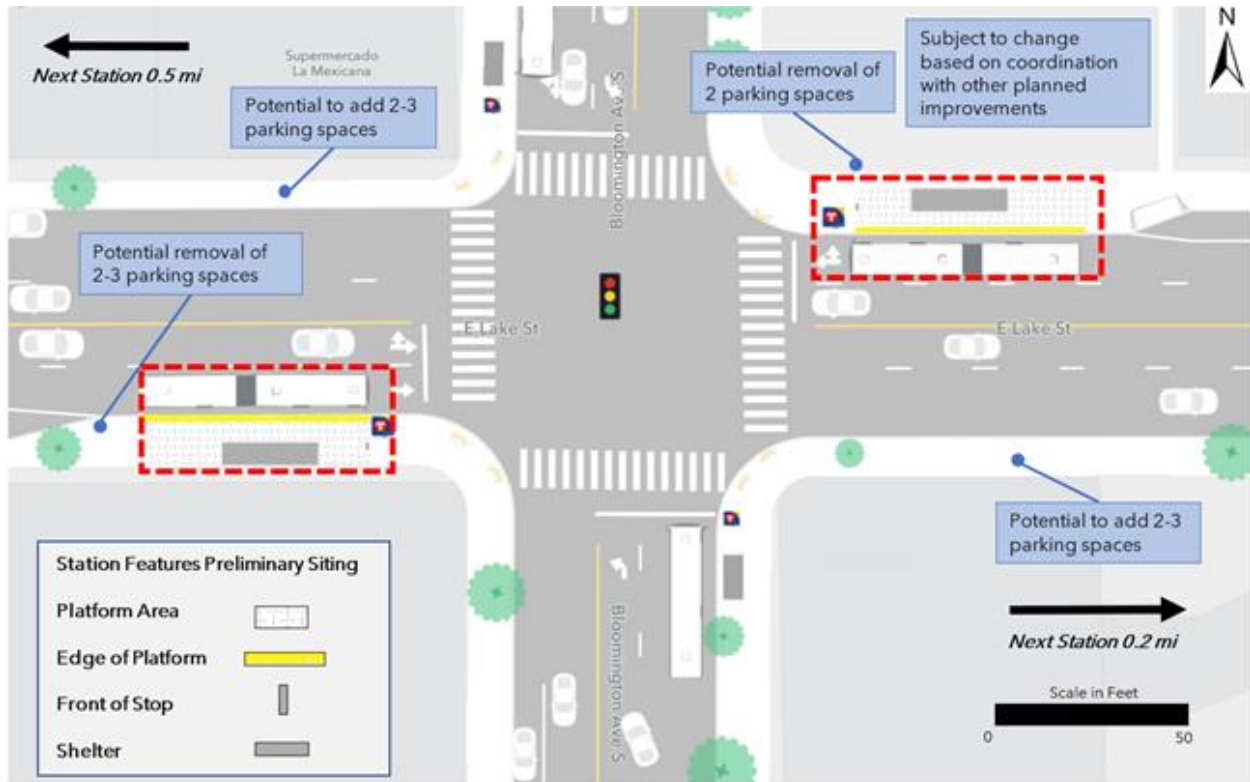


Figure 4: Amended Corridor Plan Lake & Bloomington Station Concept (March 2022)

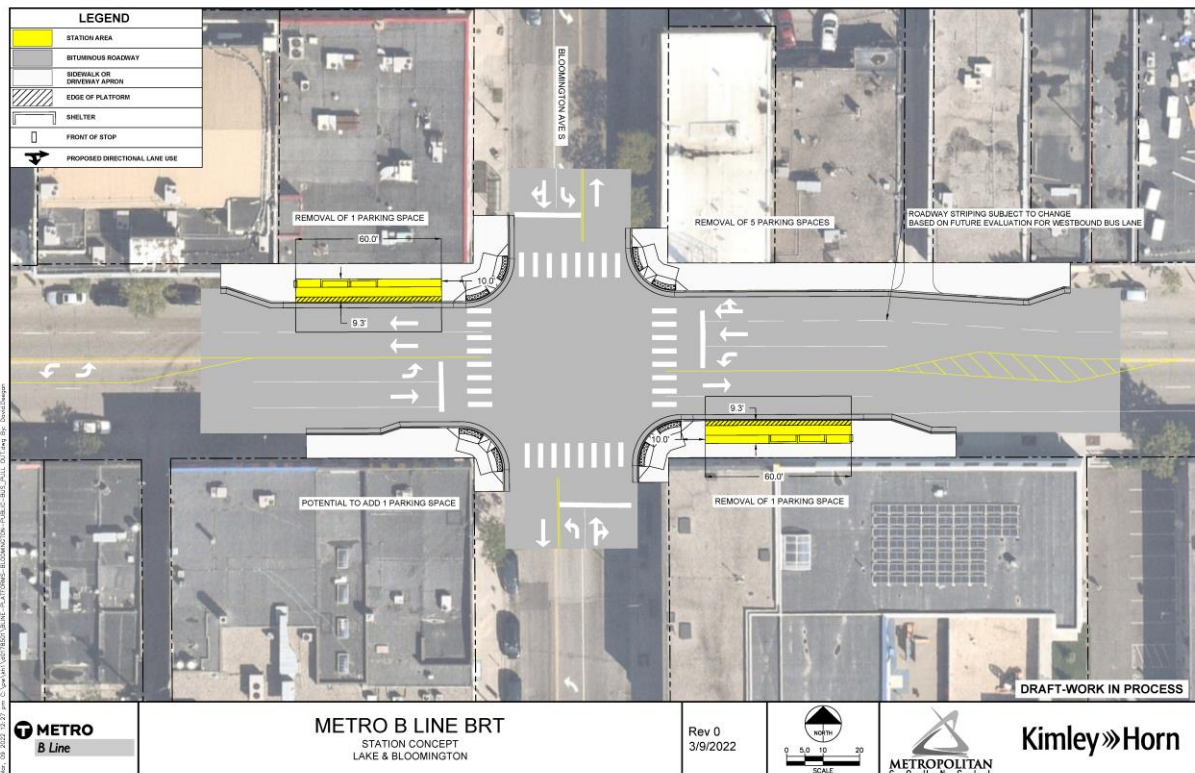


Figure 5: Approved Corridor Plan Lake & Cedar Station Concept (October 2021)

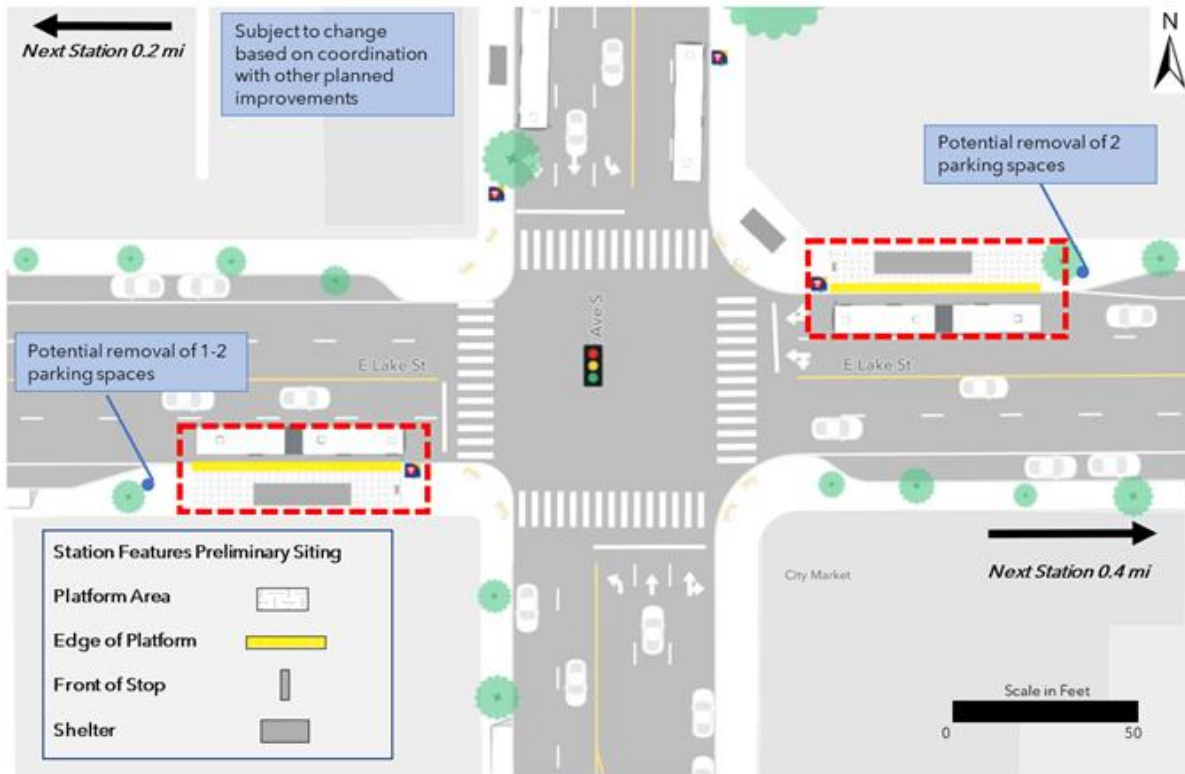
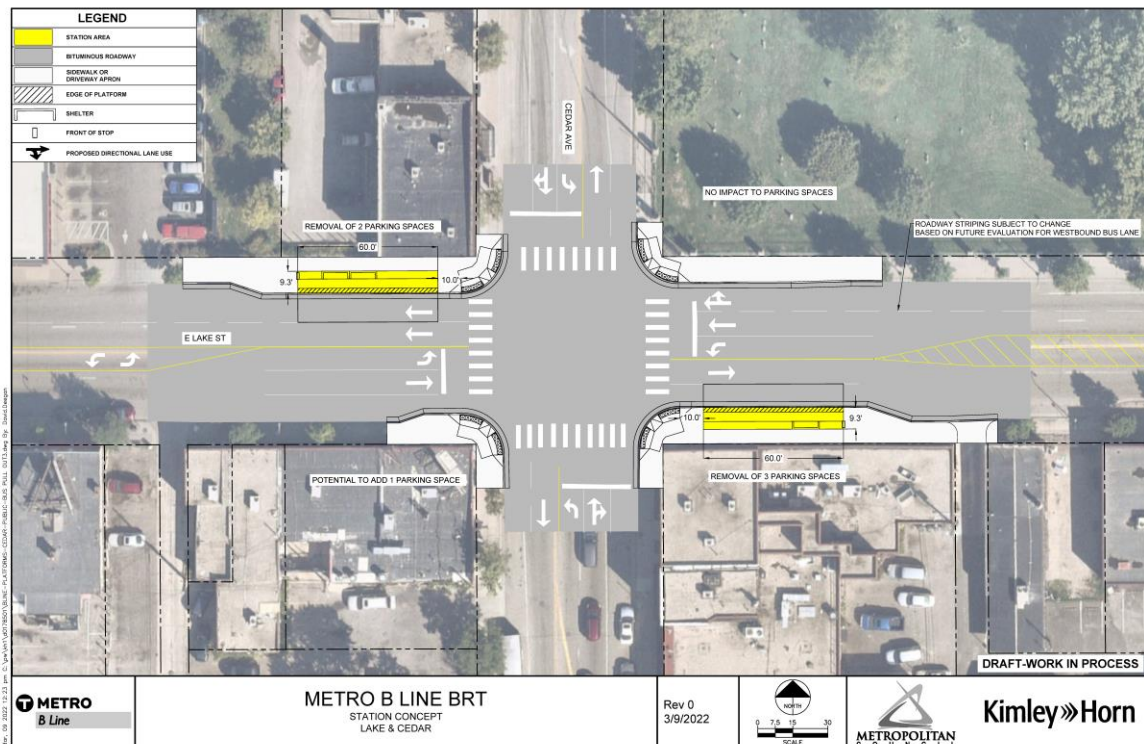


Figure 6: Amended Corridor Plan Lake & Cedar Station Concept (March 2022)



Public Engagement Summary

Community engagement over the past several years and extensive public feedback received through previous engagement efforts by Metro Transit, the City of Minneapolis, and Hennepin County has guided the entire vision for Lake Street improvements, including the proposed platform location changes for the three planned B Line stations at Lake & Lyndale, Lake & Bloomington, and Lake & Cedar.

Metro Transit engaged communities along Lake Street throughout the 2019-2021 development of the B Line Corridor Plan. Many of the public comments received across comment periods on the Corridor Plan focused on the need for faster service and a desire for bus priority treatments to reach this outcome. A total of 405 comments on the Draft Corridor Plan supported the implementation of bus priority treatments as part of the B Line project, including 297 comments specifically supporting the continued consideration of dedicated bus-only lanes along Lake Street. Another 110 comments on the Recommended Corridor Plan were submitted in support of bus priority treatments. In providing background for support of these treatments, comments mentioned a number of related goals including transit speed and reliability, reduced dependence on personal vehicles, and broader goals related to traffic safety, climate change, air pollution, racial and economic equity, and public health.

Minneapolis staff also heard from thousands of people on recent citywide engagement for the Transportation Action Plan, Vision Zero Action Plan, and Minneapolis 2040 Plan. Common themes from that engagement that have helped inform development of a recommended concept for Lake Street improvements include:

- A desire for more, improved, and faster transit
- A desire for quickly improving safety on high crash streets
- A desire for pedestrian improvements along and across busy corridors

The interagency project team has presented the recommended concept to several stakeholder groups, hosted a virtual open house meeting in March 2022, and has provided email updates to project contact lists and neighborhood organizations along Lake Street, pointing members of the public to a Hennepin County website (<https://www.hennepin.us/lake-street-improvements>) for additional details.

Metro Transit has also targeted additional outreach to station neighbors at Lyndale, Bloomington, and Cedar avenues, and will continue to engage with station neighbors as the B Line project advances through design and into construction.

Recommendation

To facilitate the broader changes recommended along Lake Street, this amendment updates the location of B Line platforms at Lyndale, Bloomington, and Cedar avenues. At each location, platforms will be positioned in the northwest and southeast intersection quadrants, meaning that buses will continue through the intersection before stopping to pick up or drop off riders. The updated concepts for B Line stations at Lake & Lyndale, Lake & Bloomington, and Lake & Cedar are shown in **Figures 2, 4, and 6**.