



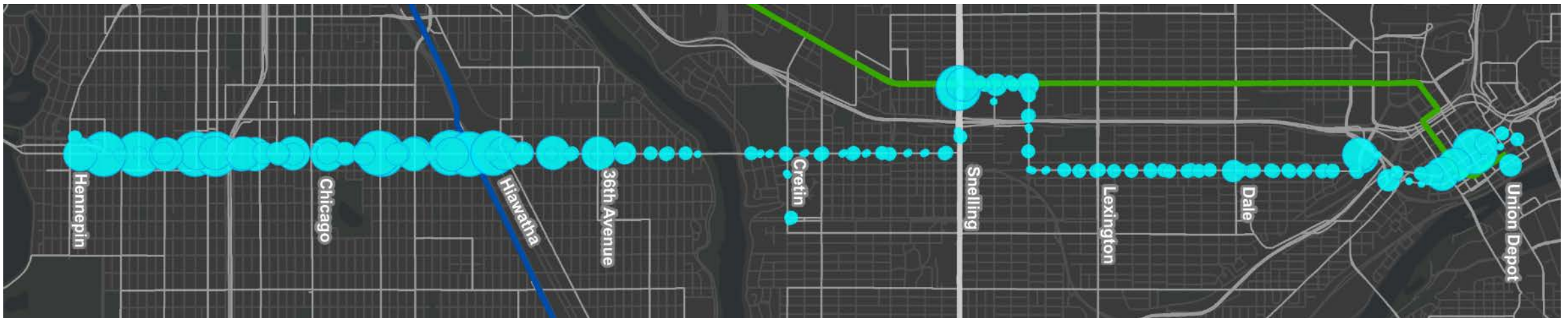
METRO B Line Update and Preliminary Recommendations

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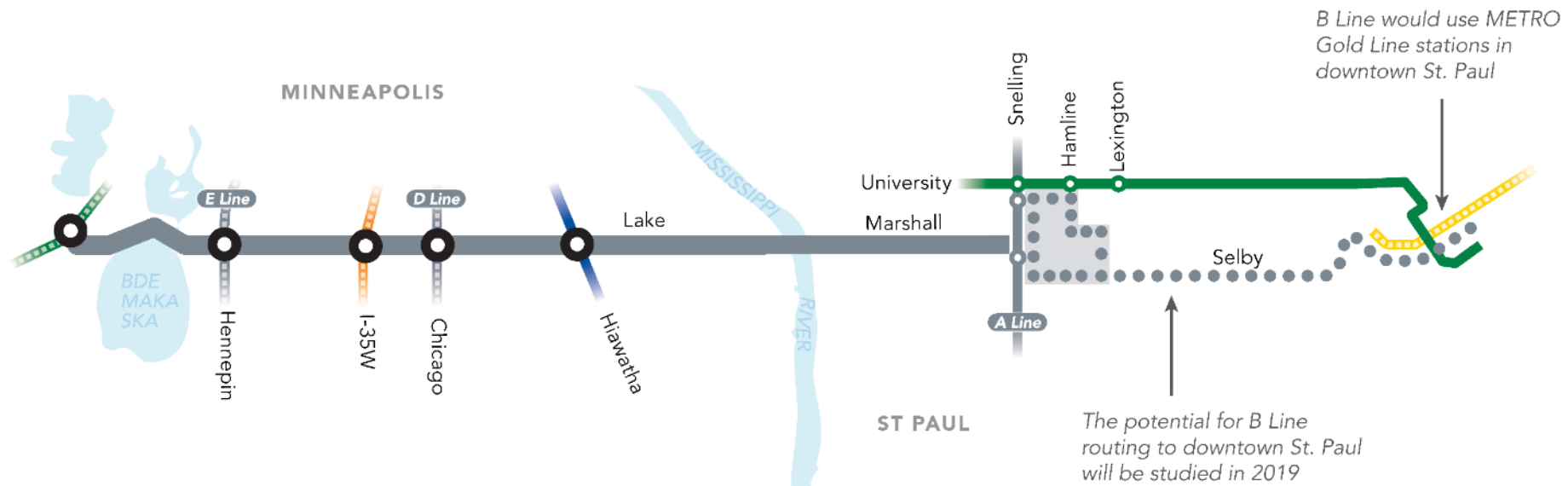
B Line (Lake Street/Marshall Avenue) BRT

- Planned 4th arterial bus rapid transit line
- Substantial replacement of Route 21, region's second-highest ridership but slowest in-service speed
- 8.2-mile corridor (12.6 miles with potential extension to downtown St. Paul)
- Service every 10 minutes, approximately 20% faster than existing Route 21
- Targeted opening 2023, pending full project funding
- \$26 million identified to date; budget to be updated following corridor definition



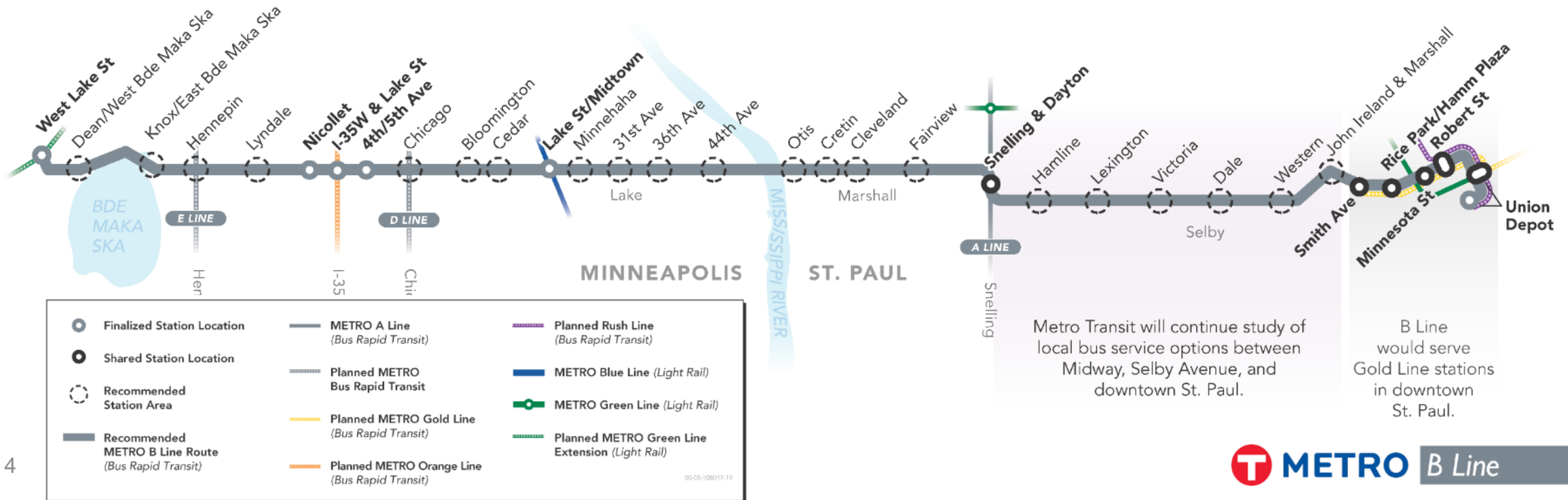
B Line initial planning questions

- Should the B Line extend to downtown St. Paul?
- If the B Line is extended to downtown St. Paul, how should it be routed?
- Where should stops be placed to best balance speed and access?
- Related question: based on the above, what should be the overall mix of service in the corridor?

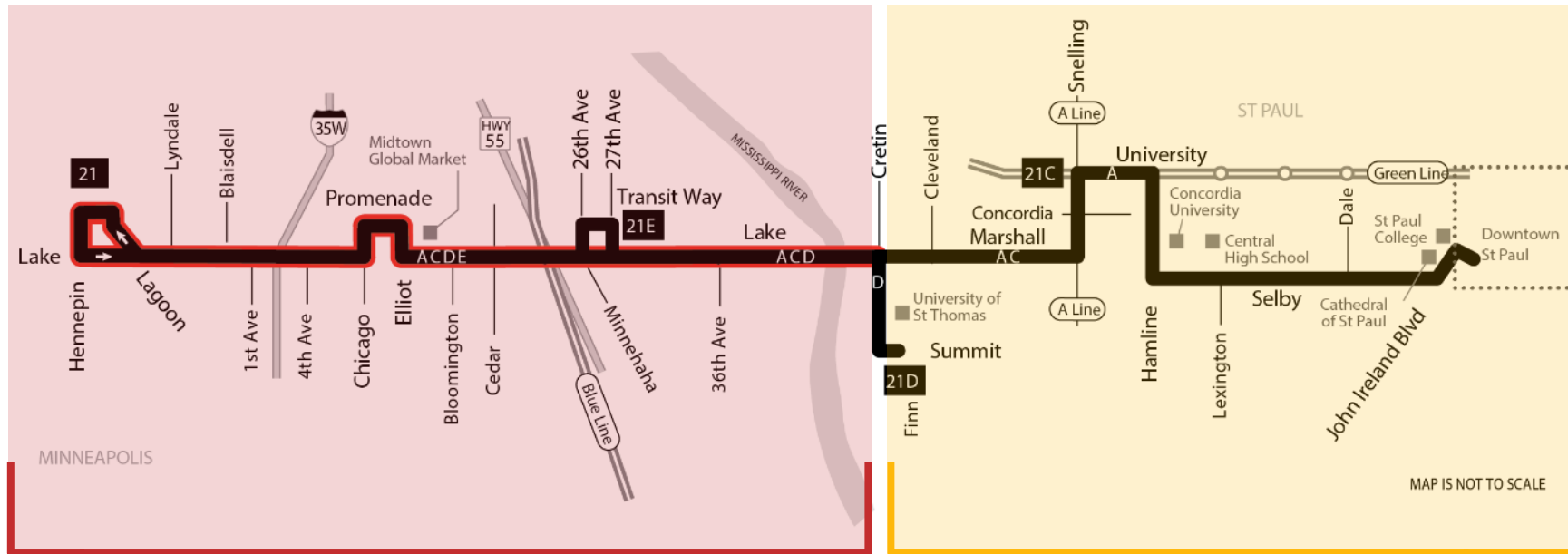


B Line preliminary recommendations

- Extend the B Line to Union Depot in downtown Saint Paul
- Route the B Line along Marshall, Snelling, and Selby Avenues
- 33 preliminary B Line station locations
- Retain local service on Route 21 between Hennepin Avenue and Minnehaha Avenue; continue study of local bus service options between Midway, Selby Avenue, and downtown Saint Paul



Context for recommendations: existing bus service levels

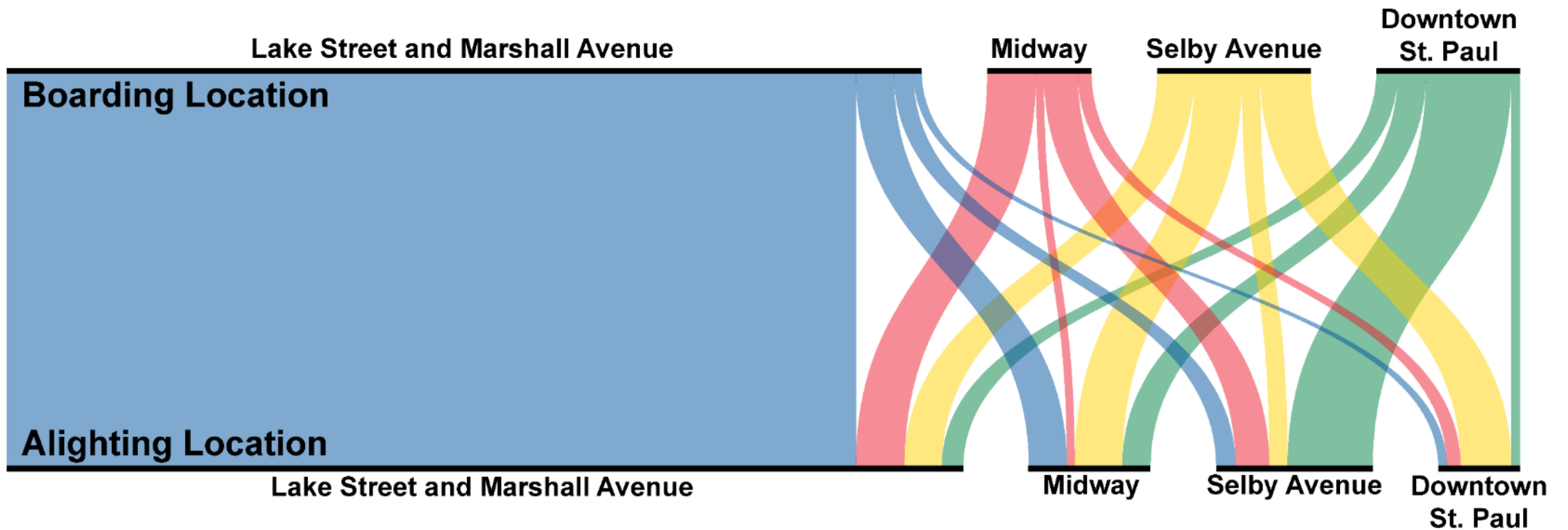


Service every 7-13 minutes during rush hour
Service every 8-13 minutes midday/evening

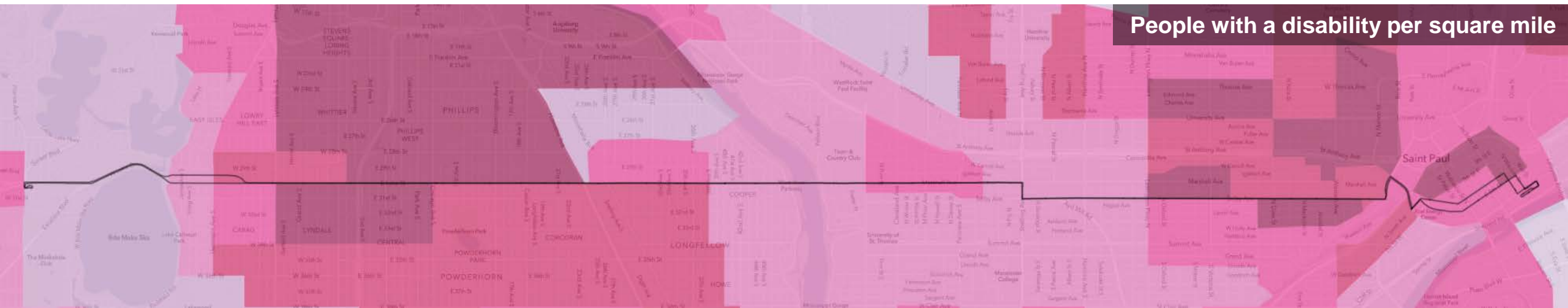
Service every 15-18 minutes during rush hour
Service every 16-22 minutes midday/evening

Context for recommendations: existing Route 21 trip patterns

- Nearly 2/3 of trips completed west of Snelling Avenue (on-board survey data)
- Approximately 15% of trips oriented to Midway
- More trips bound for Lake Street/Marshall Avenue start east of Midway than start in Midway



Context for recommendations: corridor demographics



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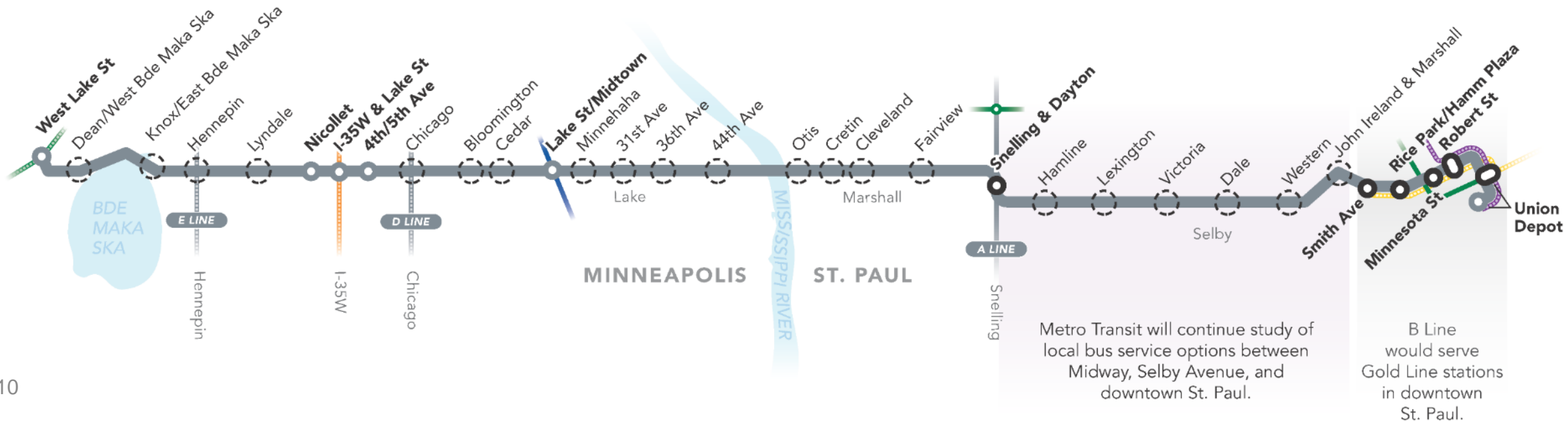
Context for recommendations: feedback from public engagement

- Engagement goal: engagement and feedback on main planning questions
- Engagement activities:
 - open house meetings
 - bus stop pop-ups and ride-alongs
 - neighborhood/group meetings
 - office hours, business pop-ups, and doorknocking
 - community events
- Significant feedback relating to travel time, frequency, and reliability
- Large majority in favor of downtown St. Paul endpoint
- Mixed feedback regarding alignment
 - Majority of open house attendees favored alignment that remains south of I-94
 - Majority of feedback in Midway and Selby Avenue areas indicated preference for alignment directly serving Midway

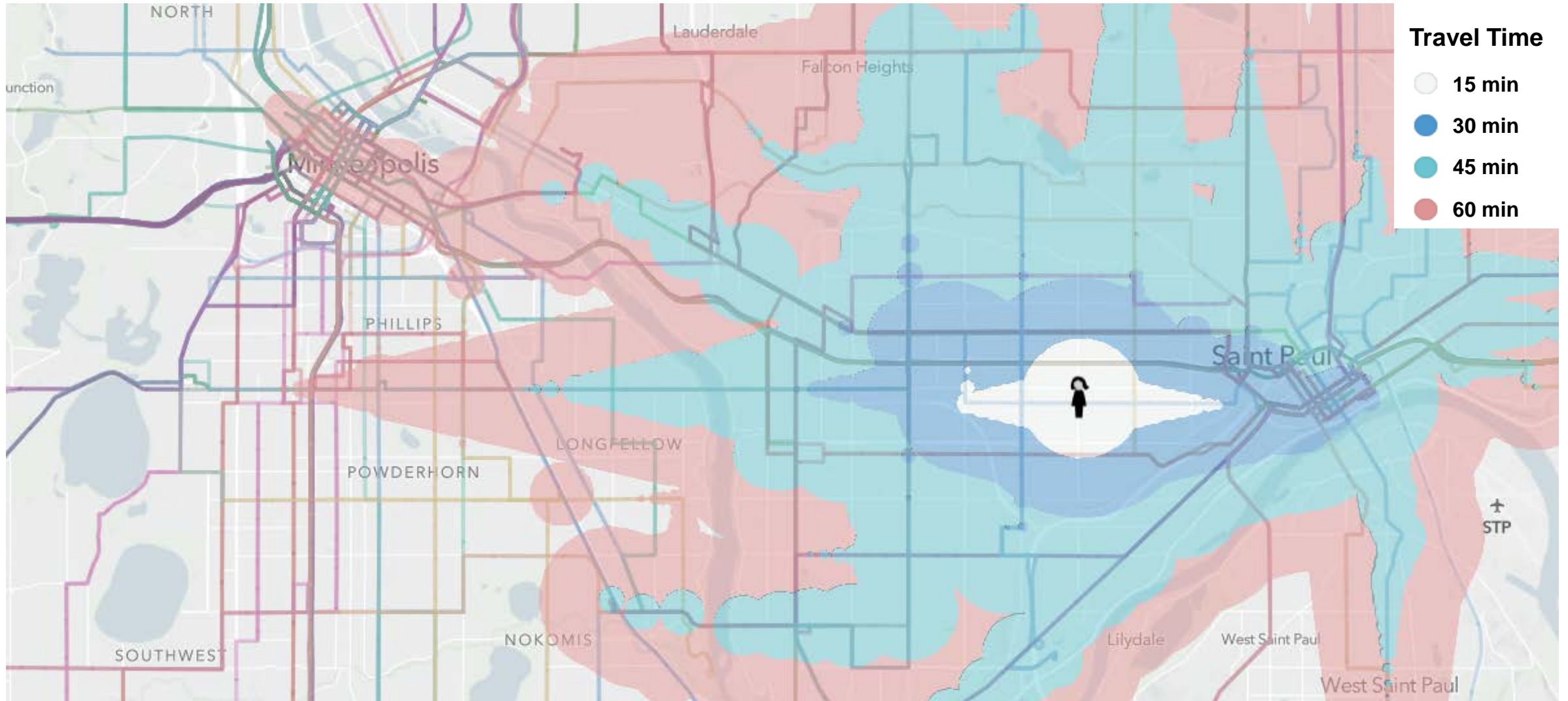


Primary B Line corridor recommendations

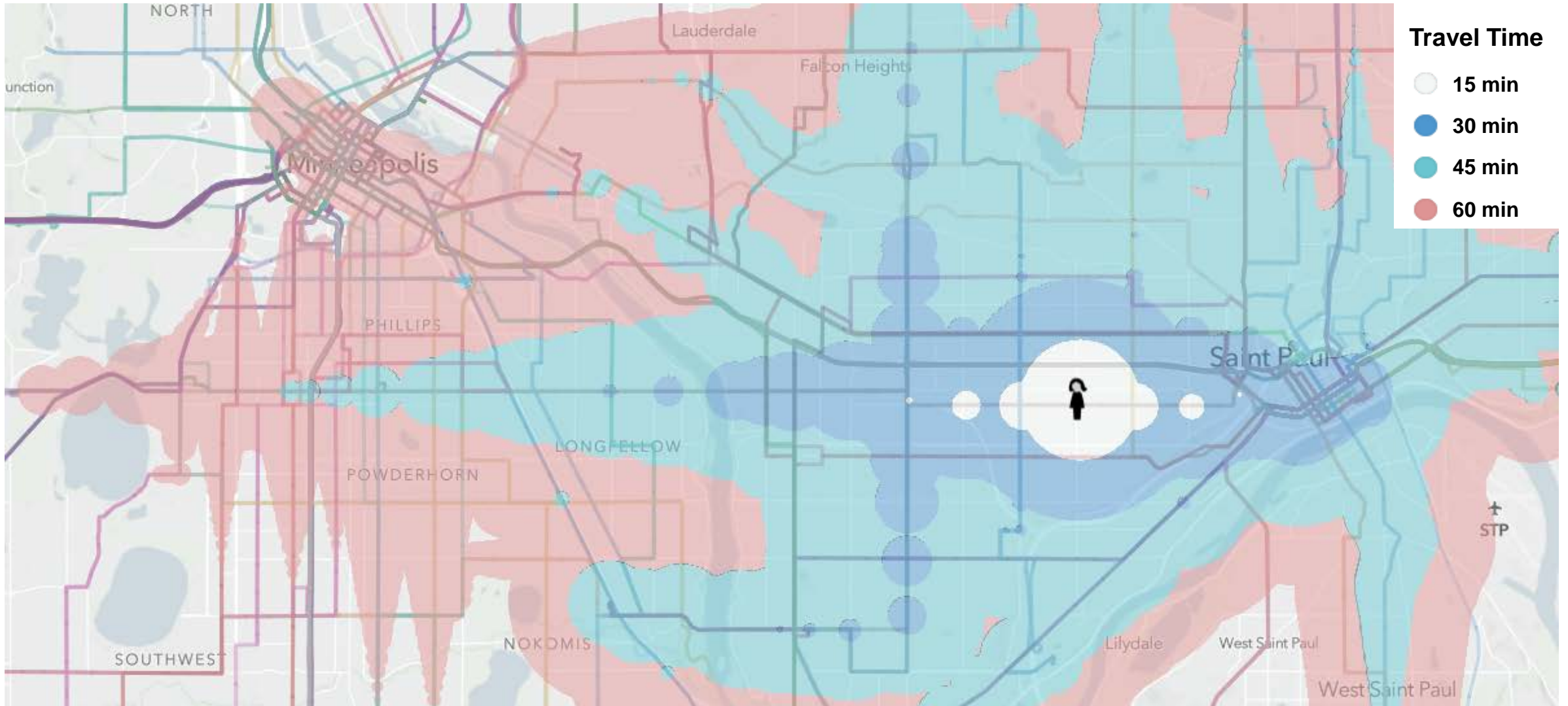
- **Extend B Line to Union Depot in downtown St. Paul**
 - Serve more people with faster, more reliable transit connections
 - Introduce service every 10 minutes along Selby Avenue, significantly expanding the High Frequency Network
 - Retain and improve a one-seat ride between south Minneapolis, Selby Avenue, and downtown St. Paul
 - The B Line would use planned METRO Gold Line stations in downtown St. Paul
- **Route the B Line along Marshall, Snelling, and Selby Avenues**
 - Provide faster and more direct east-west trips, expanding access for corridor riders
 - Avoid congestion, reliability challenges, and delays from the I-94 area and intersection of Snelling & University
 - Opportunity to share the existing Snelling & Dayton METRO A Line stations for north-south connections



Regional accessibility – Existing Route 21

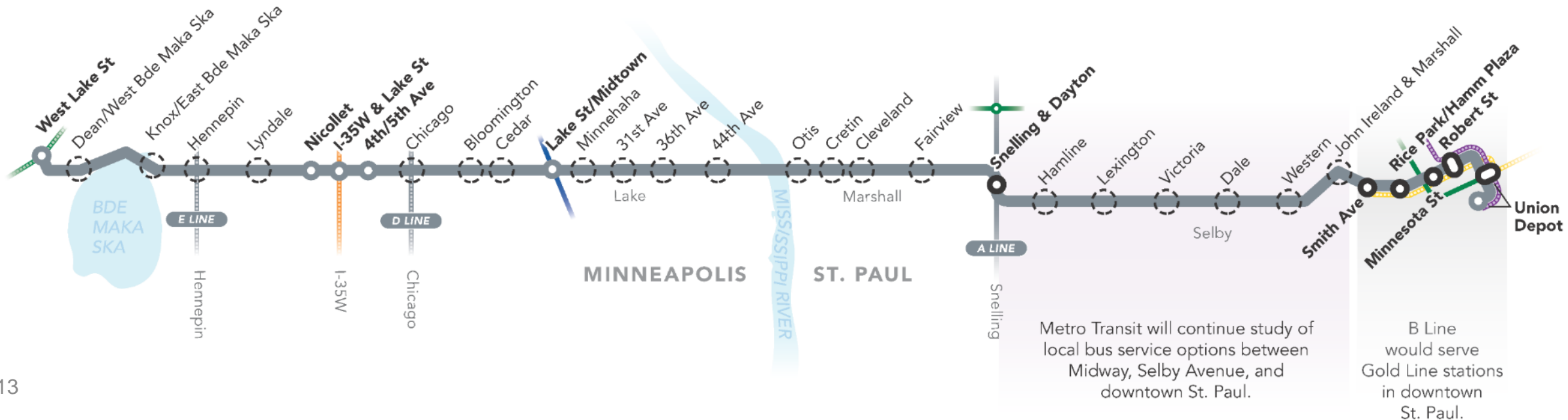


Regional accessibility– Recommended B Line Alignment



B Line preliminary bus service plan

- B Line service would run every 10 minutes, seven days a week during the day and most of the evening
- Consideration of long-term sustainability of service plan
- Local service on Route 21 would run every 30 minutes on the portion between Hennepin Avenue and Minnehaha Avenue
 - Segment where ridership is highest and additional bus service is most needed
- In addition, Metro Transit will continue study of local bus service options between Midway, Selby Avenue, and downtown St. Paul
 - Existing travel patterns, focused engagement indicates importance of this connection



Next steps and project schedule

- Next steps

- Present preliminary corridor recommendations and collect feedback via:
 - interactive map with brief survey
 - focused outreach in newly-proposed portion of B Line corridor
- Continue to study local service between Midway, Selby Avenue, and downtown Saint Paul
- Develop recommendations for platform locations and transit advantages
- Prepare Draft Corridor Plan

- Schedule

- Corridor and Station Planning: 2019 – 2020
 - Draft Corridor Plan: Winter 2020
 - Recommended Corridor Plan: Spring 2020
 - Final Corridor Plan (Council action): Summer 2020
- Engineering: 2020 – 2021
- Construction (pending full funding): 2022



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www.metrotransit.org/b-line-project