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
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

[Map showing context for recommendations: corridor demographics]
Context for recommendations: corridor demographics

People living below poverty level per square mile

Car-free households per square mile
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

Travel Time
- 15 min
- 30 min
- 45 min
- 60 min
Regional accessibility—Recommended B Line Alignment

Travel Time
- 15 min
- 30 min
- 45 min
- 60 min
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