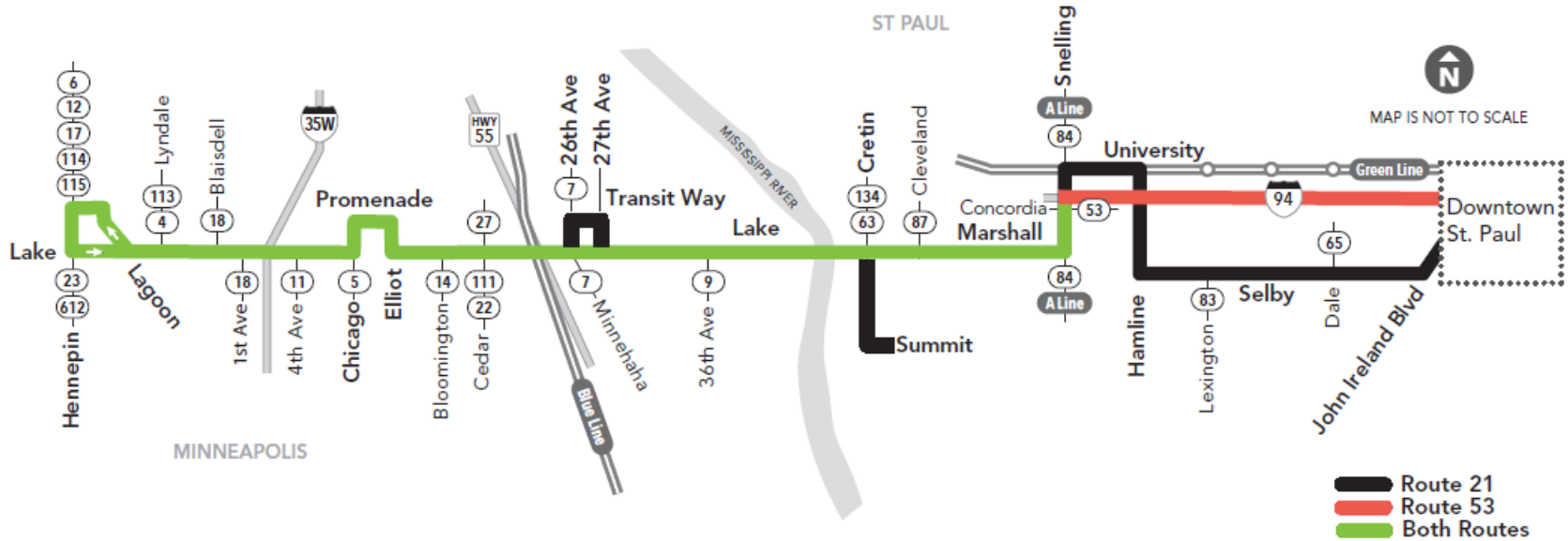




Meet the METRO B Line

Sierra Club NorthStar Chapter
June 5th, 2019

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Positives:

10,000 weekday rides on Route 21 (2nd highest ridership). 700 daily on Route 53

In some places: Route 21 has 20% of people in vehicles while being less than 2% of total vehicles

Connects to important community destinations and other major transit routes

Negatives

Average Route 21 spends 50% of its time stopped

Average speeds can be as slow as 8mph

Ridership has been declining



B Line

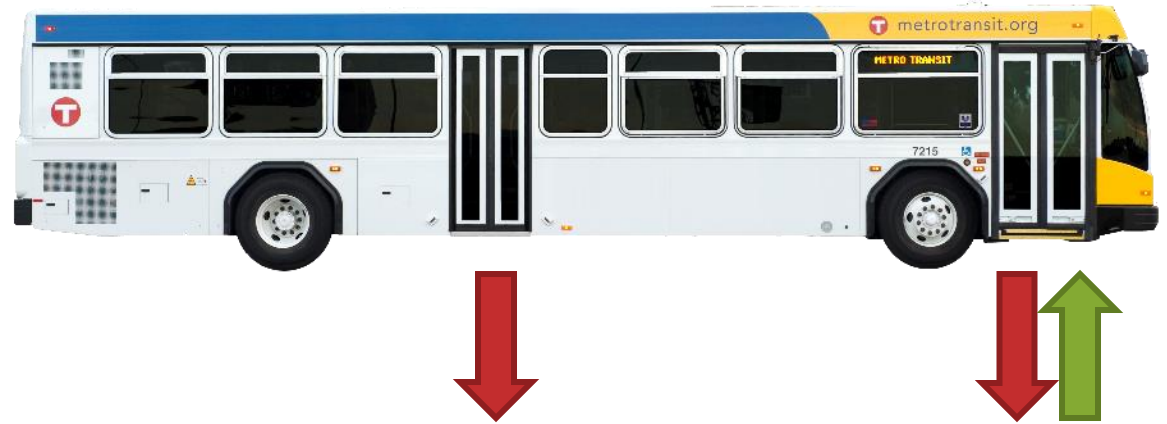


- Substantial upgrade, potential replacement of the Route 21
- Goal of approximately 20 percent faster by stopping less often, allowing customers to board faster, transit signal priority, and stopping at fewer red lights
- B Line service every 10 minutes with improved buses and shelters

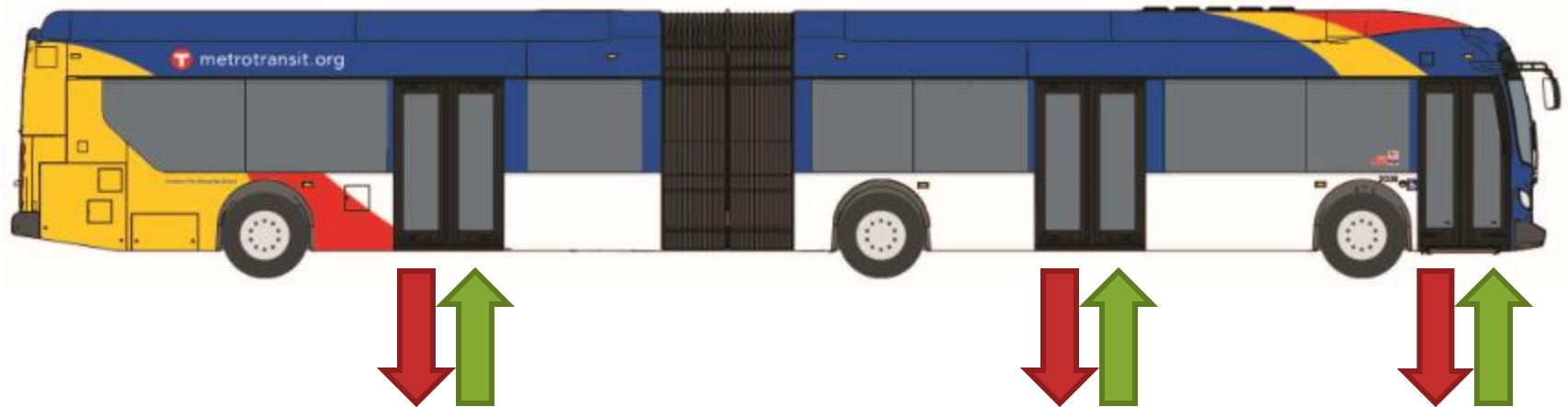
B Line Buses



Route 21 (Today): Front-door boarding, all fares collected on board



B Line: All-door boarding, all fares collected at station



B Line



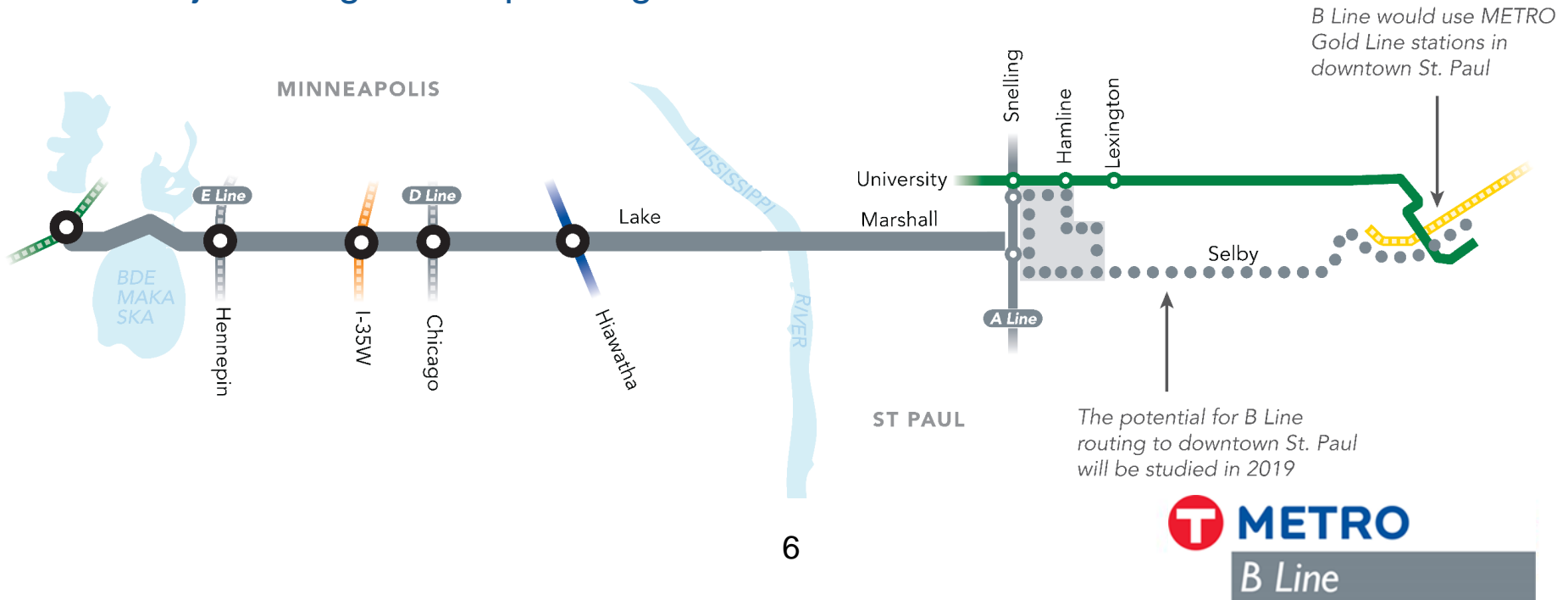
What do stations look like?

- A** **Pylon markers** help riders identify stations from a distance.
- B** **Real-time NexTrip displays** 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.
- D** **Shelters** provide weather protection and feature on-demand **heaters** and integrated **lighting**. Shelter sizes will vary based on customer demand (small shown here).
- E** **Ticket machines** and **fare card validators** collect all payment before customers board the bus.
- F** **Emergency telephones** provide a direct connection to Metro Transit security. 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 sidewalk-level **light fixtures** to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
- K** **Benches** at stations provide a place to sit.
- L** Stations have **bike parking loops**.

Potential downtown St. Paul terminus



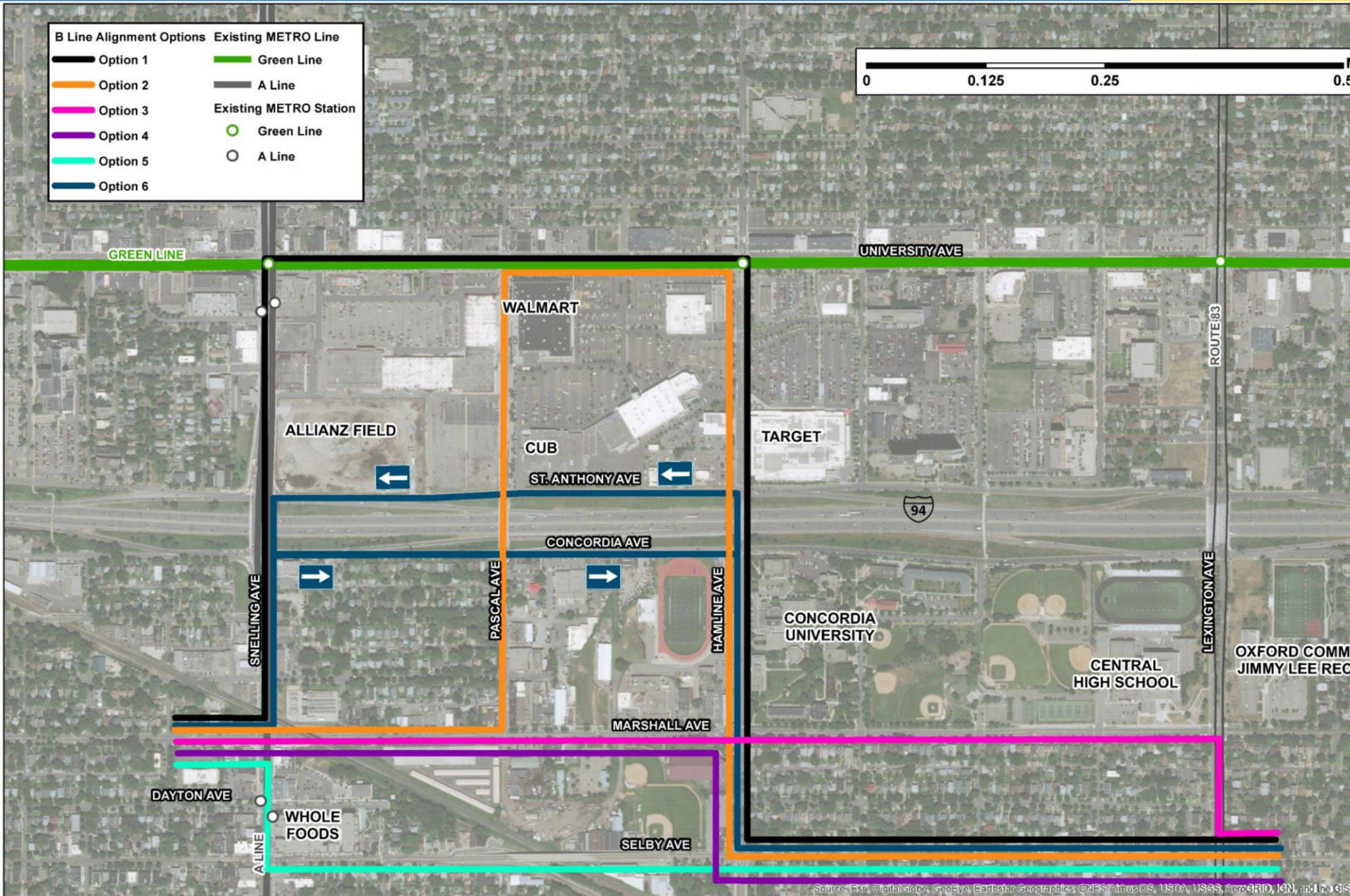
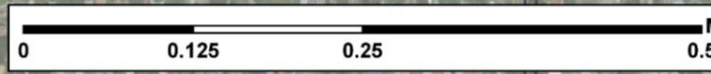
- Opportunities
 - Provide faster trips between downtown St. Paul, Selby Ave, Minneapolis
 - Further develop transitway network
 - Expand equitable access to destinations
 - Gold Line coordination/connections
- Considerations
 - Relatively lower existing ridership east of Snelling
 - Project budget and operating costs



Preliminary Alignment Options



B Line Alignment Options		Existing METRO Line	
	Option 1		Green Line
	Option 2		A Line
	Option 3		Green Line
	Option 4		A Line
	Option 5		
	Option 6		



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

- Route 84 (A Line) and Route 16 (Green Line) have not kept pace with standards for ridership and productivity, leading to cuts
- To plan for a sustainable long term operation, considering fully replacing underlying local service
 - Must strike a balance between faster and more reliable service with spacing and accessibility
- Wider stop placement
 - Reduced travel times, improved reliability, and smoother ride
 - Saves operating costs, allows Metro Transit to focus maintenance.

More Stops vs. Fewer Stops

More Stops

Shorter walk, but longer bus ride and less reliable service



Fewer Stops

Longer walk, but shorter bus ride and more reliable service



