



Meet the METRO B Line

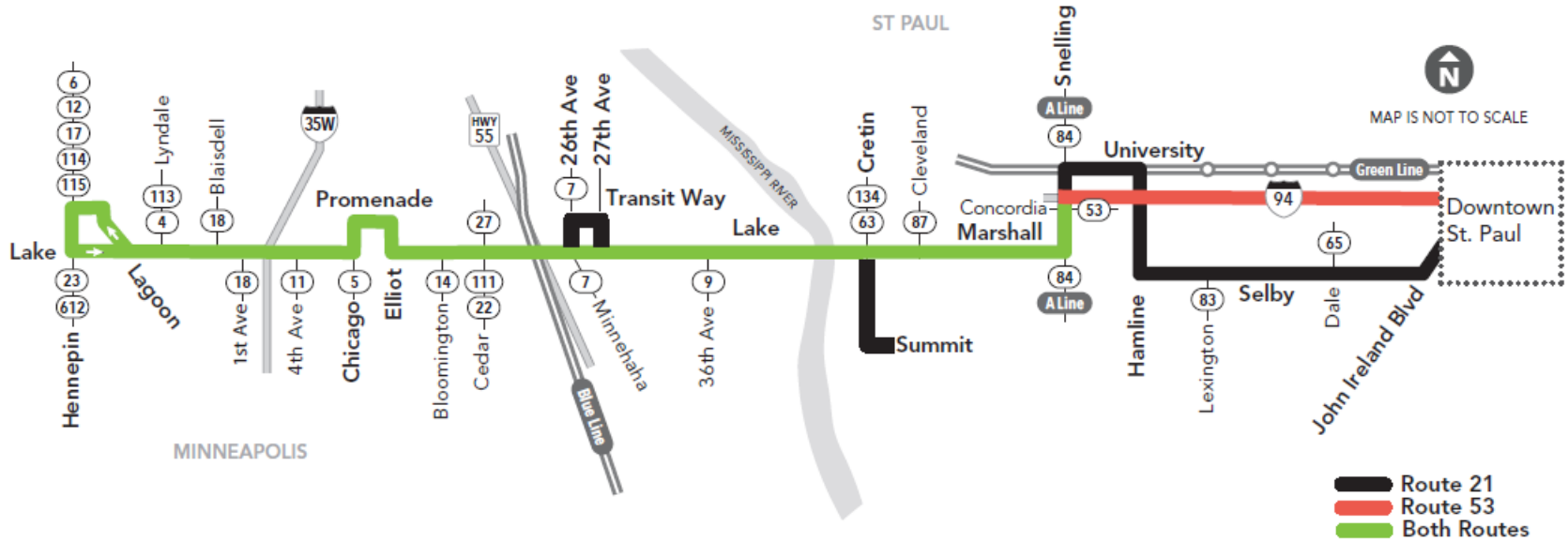
Longfellow Community Council
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B Line



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



- Provide faster, more reliable trip times in the Route 21 corridor
- Improve transit experience at stop and on vehicles
- Expand equitable access to destinations
- Provide efficient connections to the existing and planned transit network

What is the METRO B Line?



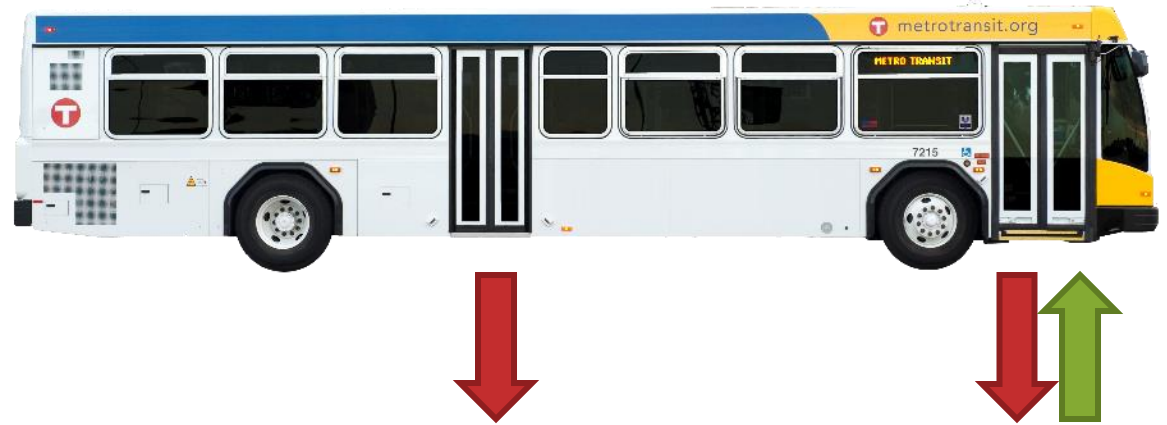
- Planned 4th arterial bus rapid transit line
- Substantial replacement of Route 21, region's second busiest
- 8.2-mile corridor (12.6 miles with potential extension to downtown St. Paul)
- Service every 10 minutes, approximately 20% faster than existing Route 21
- Targeted opening 2023, pending full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



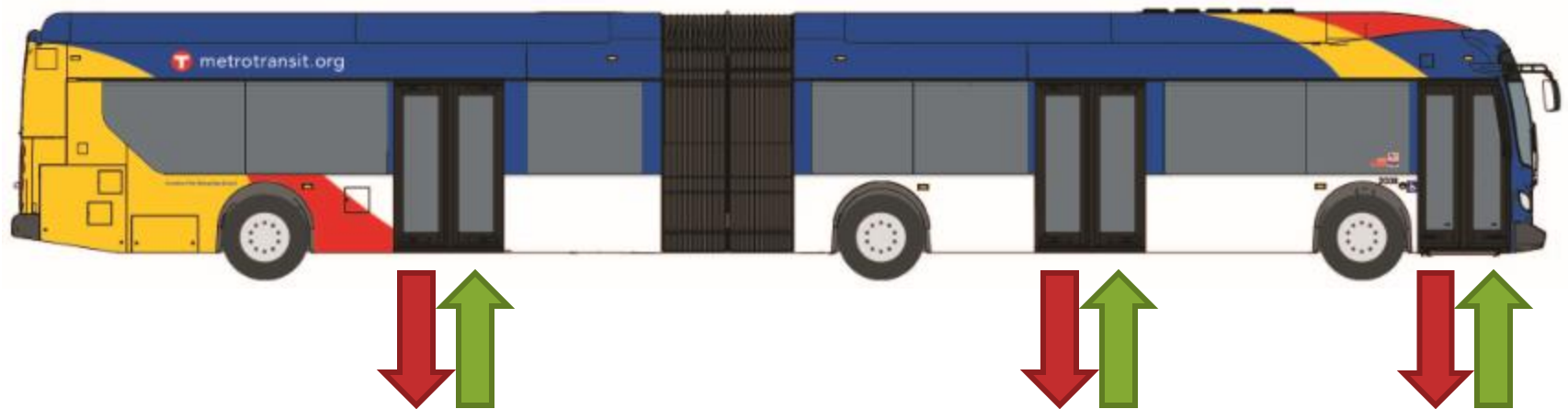
B Line Buses



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**.

What makes BRT faster?



- Limited stops, frequent service
 - Currently ~1/8 mile between stops
 - B Line stations will be spaced every third to half mile on average
 - Service about every 10 minutes throughout most of the day and evening
- Pay before boarding, board through all doors
- Curb bumpout bus stops
- Transit advantages
 - Transit signal priority
 - Queue jump lanes
 - Bus approach lanes
 - Dedicated bus-only lanes

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



Upcoming Planning Questions



- Should the B Line extend to downtown St. Paul? If so, which alignment should it use around Midway area?
- At which intersections should each future station be located?
- At which side of the intersection should each platform be located?
- Where should stops be placed to best balance speed and access?
- Which locations should be selected for implementation of transit advantages?

