



METRO B Line Recommended Corridor Plan

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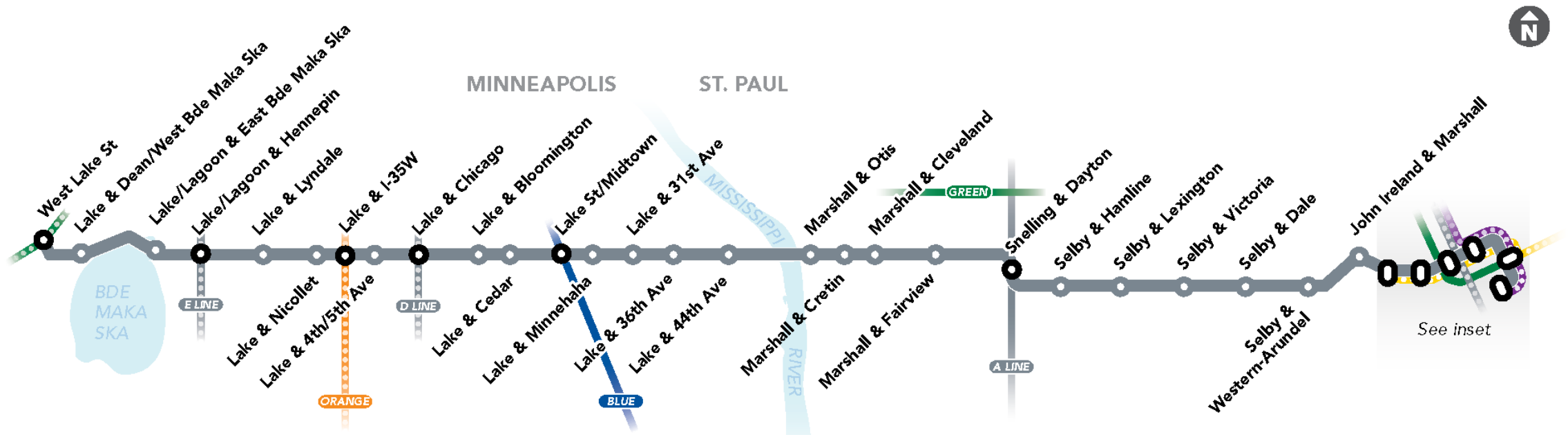
Jason Gottfried, Hennepin County

Jasna Hadzic-Stanek, City of Minneapolis

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B Line Bus Rapid Transit overview

- Substantial replacement of Route 21, second-highest ridership route but slowest in-service speed
- Route 21 ridership remains strong, even during pandemic
- Project fully funded, targeted opening 2024

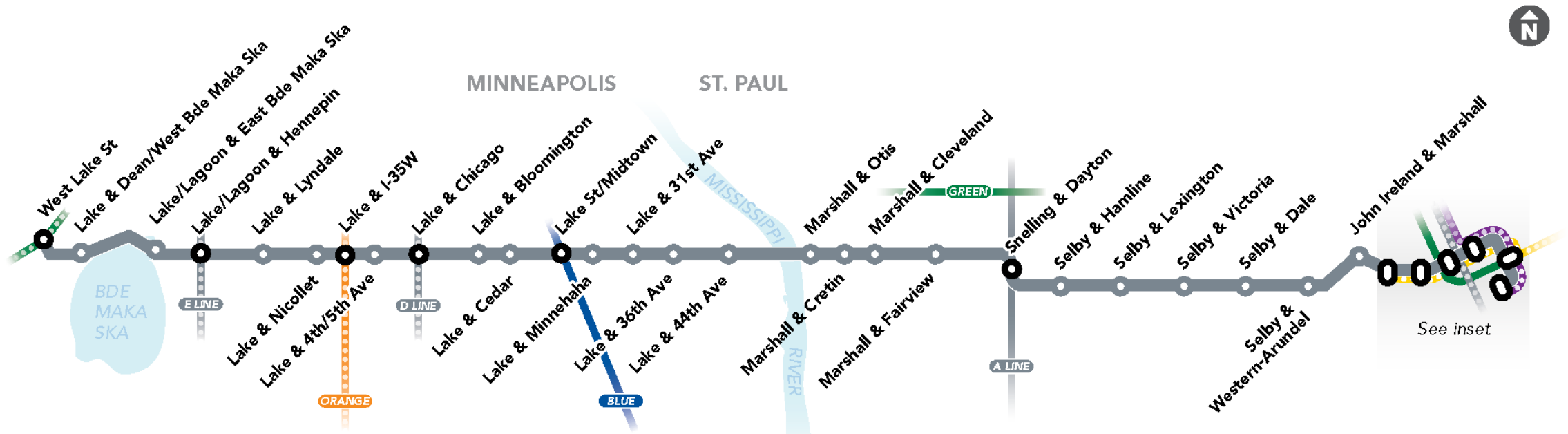


B Line project schedule

- Initial corridor recommendations and station planning: 2019 – 2020
- Corridor Plan
 - Release Draft Corridor Plan: February 2021
 - Recommended Corridor Plan: July 2021
 - Final Corridor Plan: Fall 2021
- Engineering: Fall 2021 – Late 2022
- Construction: 2023 – 2024

Corridor plan contents

- **Locations: station intersections and locations of platforms within each intersection**
- Corridor context:
 - Concept bus service plan: local and limited-stop bus service within and along B Line corridor
 - Potential bus priority treatments to meet project speed and reliability goals

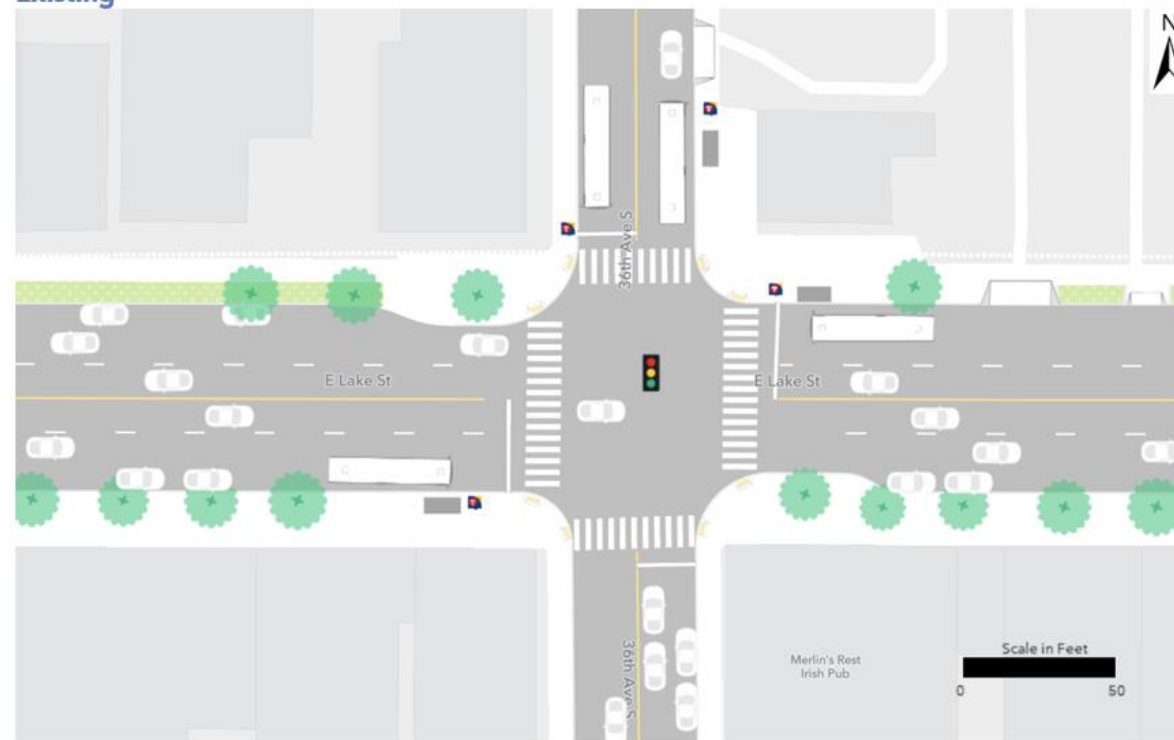


Station and platform locations

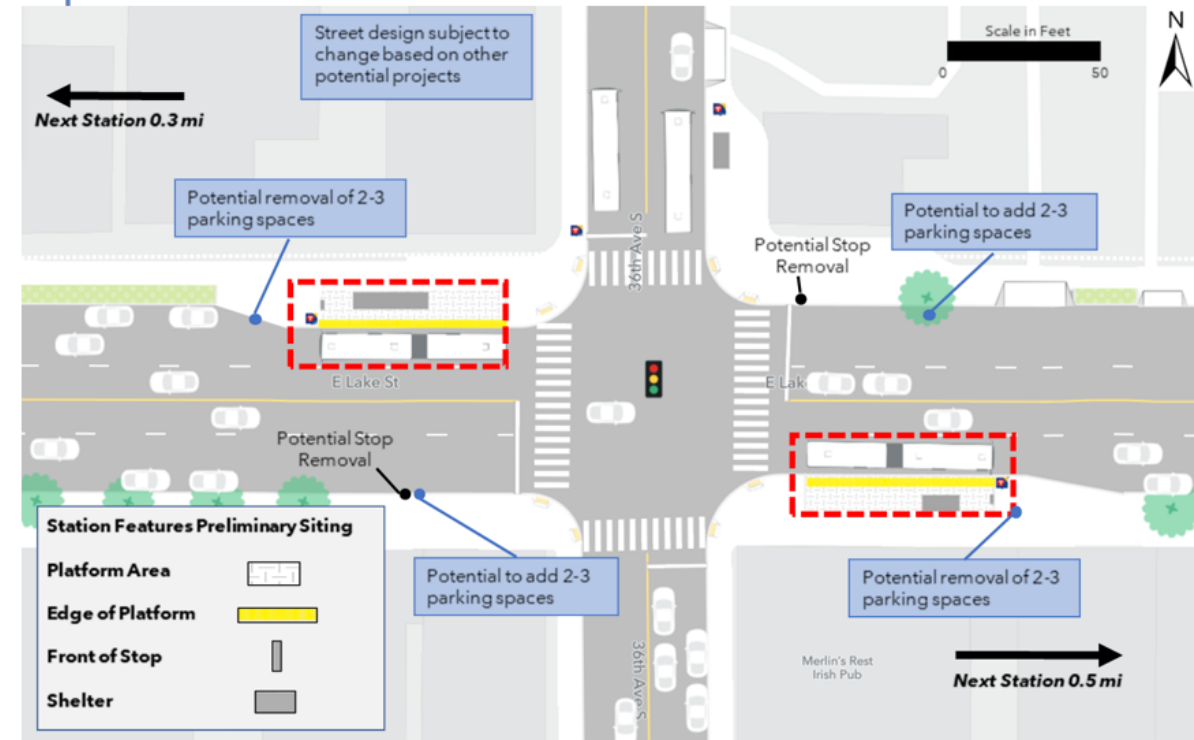
- Proposed platform locations developed through site-specific review
- Concept designs will continue to evolve through coordination and engineering
- Lake & 36th Avenue example (existing and proposed concept):

Lake & 36th Avenue

Existing



Proposed Lake & 36th Avenue Station Plan



BRT station features



A Pylon markers help riders identify stations from a distance.

B Real-time NexTrip signs 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. (not pictured)

D Shelters provide weather protection and feature push-button, on-demand **heaters** and shelter **lighting**. Shelter sizes will vary based on customer demand (small shown here).

E Ticket machines and fare card readers collect all payment before customers board the bus.

F Emergency telephones provide a direct connection to Metro Transit police. 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 pedestrian-scale **light fixtures** to provide a safe, well-lit environment. (not pictured)

K Benches at stations provide a place to sit.

L Most stations have **bike parking**.

M At some stations, **railings** separate the platform from the sidewalk.

Recommended Corridor Plan comment period

What's new in the Recommended Corridor Plan?

- Updates to station locations from the Draft Corridor Plan based on feedback from project partners and community members:
- Planned station locations: station intersections and location of platforms within each intersection. Once approved, this plan will set the locations for stations moving forward. Changes to station locations from the Draft Corridor Plan include:
 1. A recommendation for nearside platform locations at Lake & Cedar, Lake & Lyndale, and Lake & Bloomington based on continued coordination around bus priority treatments and other potential improvements along Lake Street
 2. A recommendation for an eastbound platform at Selby & Arundel as opposed to Selby & Western based on continued evaluation of the two concepts presented in the Draft Corridor Plan
- Updated scenarios for bus priority treatments and other potential improvements along the B Line corridor
- Local and limited-stop bus service within and along the B Line corridor, including more information on the factors that will be considered as a final bus service plan is developed to complement the B Line
- Comment period ends August 13



A METRO B Line station is planned near you. Learn more and comment now.

Estamos planificando ubicar una estación de la Línea B de METRO cerca de usted. Obtenga más información y haga sus comentarios ahora.

Khadka Saldhigga METRO B ayaa lagu qorsheynayaa meel adiga kuu dhow. Wax badan baro oo faallo hada ka bixi.

METRO Txoj Kab Kev B lub chaw tos tshab yog tau npaj ua nyob ze koj. Kawm paub ntxiv thiab muab tswv yim tam sim no.

T METRO B Line

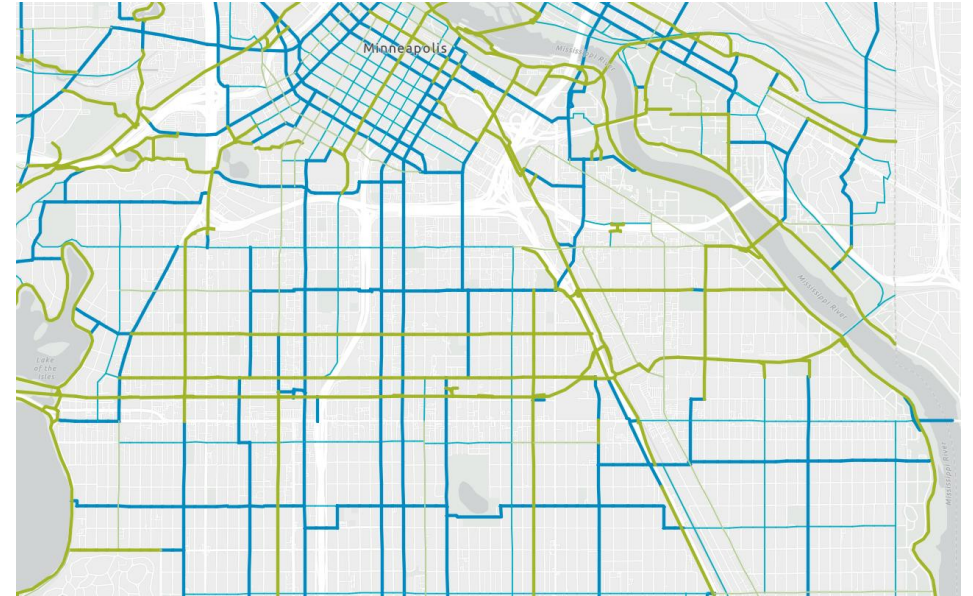


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B Line interagency coordination

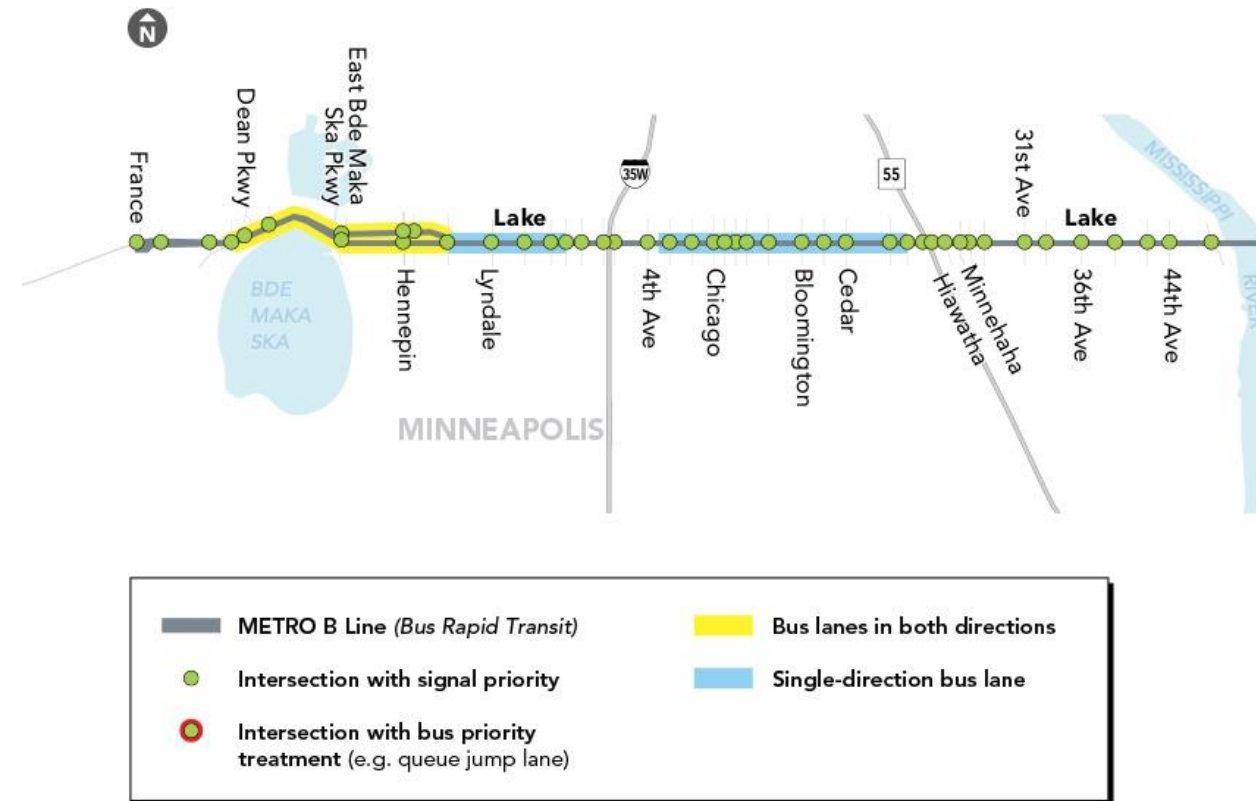
- Metro Transit, Hennepin County, and Minneapolis coordination to evaluate improvements in response to broader set of agency goals
- Consistency with adopted plans and policies:
 - Minneapolis Transportation Action Plan
 - Minneapolis Vision Zero Action Plan
 - Hennepin County Complete Streets Policy
 - Hennepin County Climate Action Plan
- Intent for B Line not to preclude future potential improvements
- Ongoing analysis of potential improvements:
 - Addition of left-turn lanes, bus-only lanes, and/or bicycle lanes
 - Access management changes
 - Addition of green infrastructure



Minneapolis bikeway network plan includes Lake Street between River and Hiawatha Ave and between Hennepin Ave and East Bde Maka Ska Pkwy.

Balanced Bus Priority concept (under consideration)

- Combines bus priority treatments with other potential improvements
- Bidirectional bus-only lanes between Dean Parkway and Dupont Avenue
- Sections of 4-to-3-lane conversions with single-direction bus-only lane or bicycle lanes
- Intersection treatments such as transit signal priority



Next steps for broader Lake Street coordination efforts

- County and City finalizing analysis and determining resources to implement some safety improvements in coordination with the B Line
- Pending further study, County and City staff hope to initiate further engagement later this year to inform details around traffic safety improvements
- Future engagement will include coordination with the Minneapolis BAC and PAC as well as broader engagement with users of Lake Street, and the broader community around it.

Questions and Comments?

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- B Line Recommended Corridor Plan
 - <https://www.metrotransit.org/b-line-corridor-plan>