



# METRO B Line Update

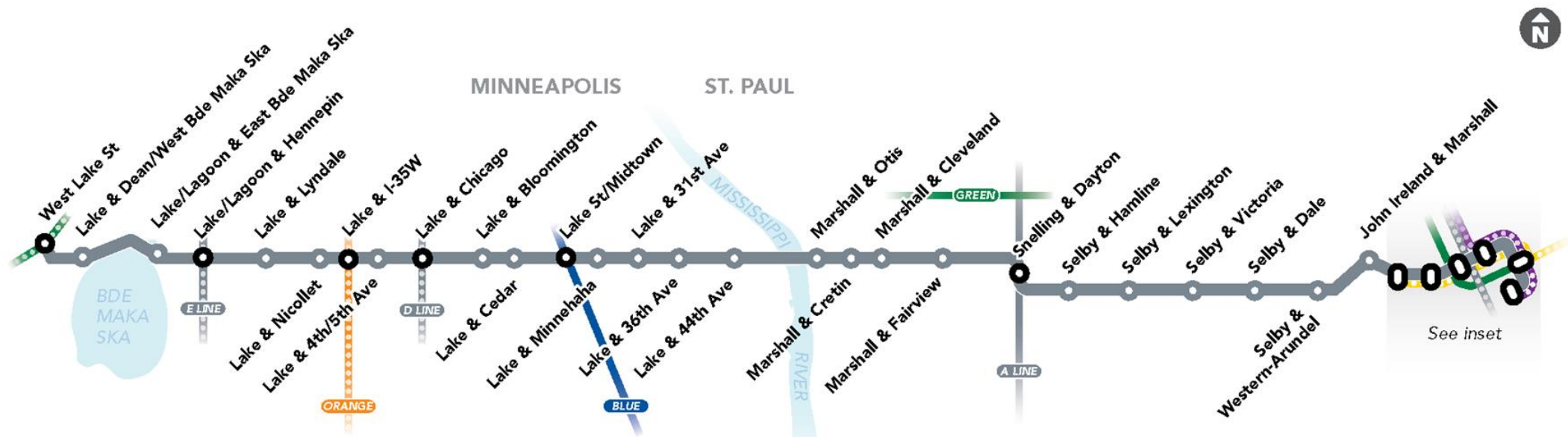
CIDNA Board of Directors Meeting

Cody Olson, Community Outreach Coordinator  
Adam Smith, Senior Planner

August 11, 2021

# METRO B Line (Lake/ Marshall/ Selby) BRT

- Planned 4th arterial bus rapid transit line
- Substantial replacement of Route 21, region's second-highest ridership but slowest in-service speed
- 12.6-mile corridor
- Service every 10 minutes, approximately 20% faster than existing Route 21
- Targeted opening 2024, project is fully funded



# What will buses look like?

- 60 foot buses with 3 doors that allow for both boarding and exiting
- Different than standard 40 foot buses, A Line buses
- No fare equipment on bus- customers pay before they board at BRT stations



# What will stations look like?



**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** **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).

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

**E** **Emergency telephones** provide a direct connection to Metro Transit police. Stations also feature **security cameras**.

**F** Stations feature **trash and recycling** containers.

**G** 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.

**H** **Platform areas** are distinguished by a dark gray concrete pattern.

**I** **Benches** at stations provide a place to sit.

**J** Most stations have **bike parking**.

Some stations have pedestrian-scale **light fixtures** to provide a safe, well-lit environment.

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

# B Line planning history- what has happened since 2019?

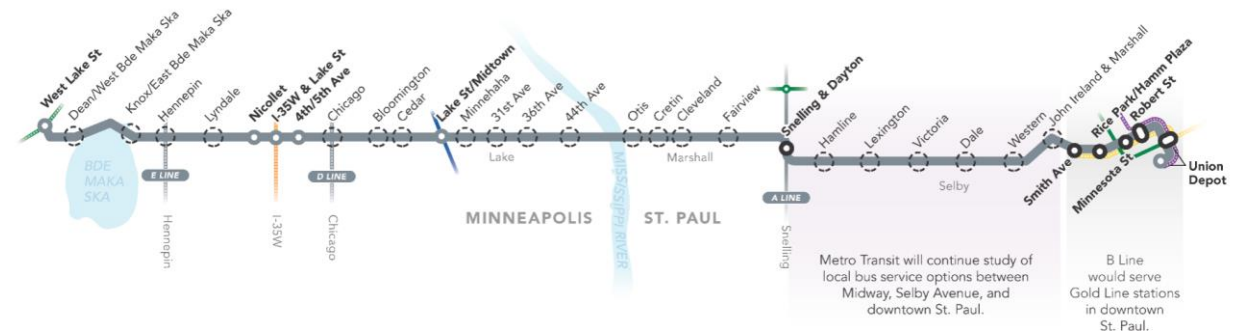
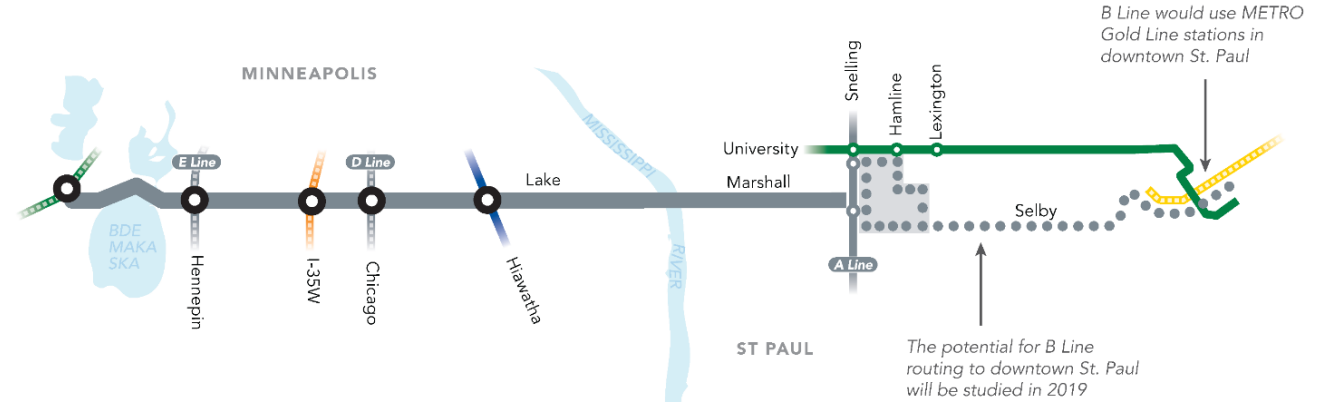
- 2019- Initial Engagement

- Engagement around route, routing, service, potential station locations
- Strong support for extension to St. Paul, overall support for routing south of I-94
- Strong support for reliability and speed improvements

- 2019-2020: Preliminary Recommendations

- Engagement around intersection-level stop locations and future service mix
- Strong support for planned stop locations, for local service to continue on Lake Street and from Selby Ave to Midway area

- 2021: Draft Corridor Plan

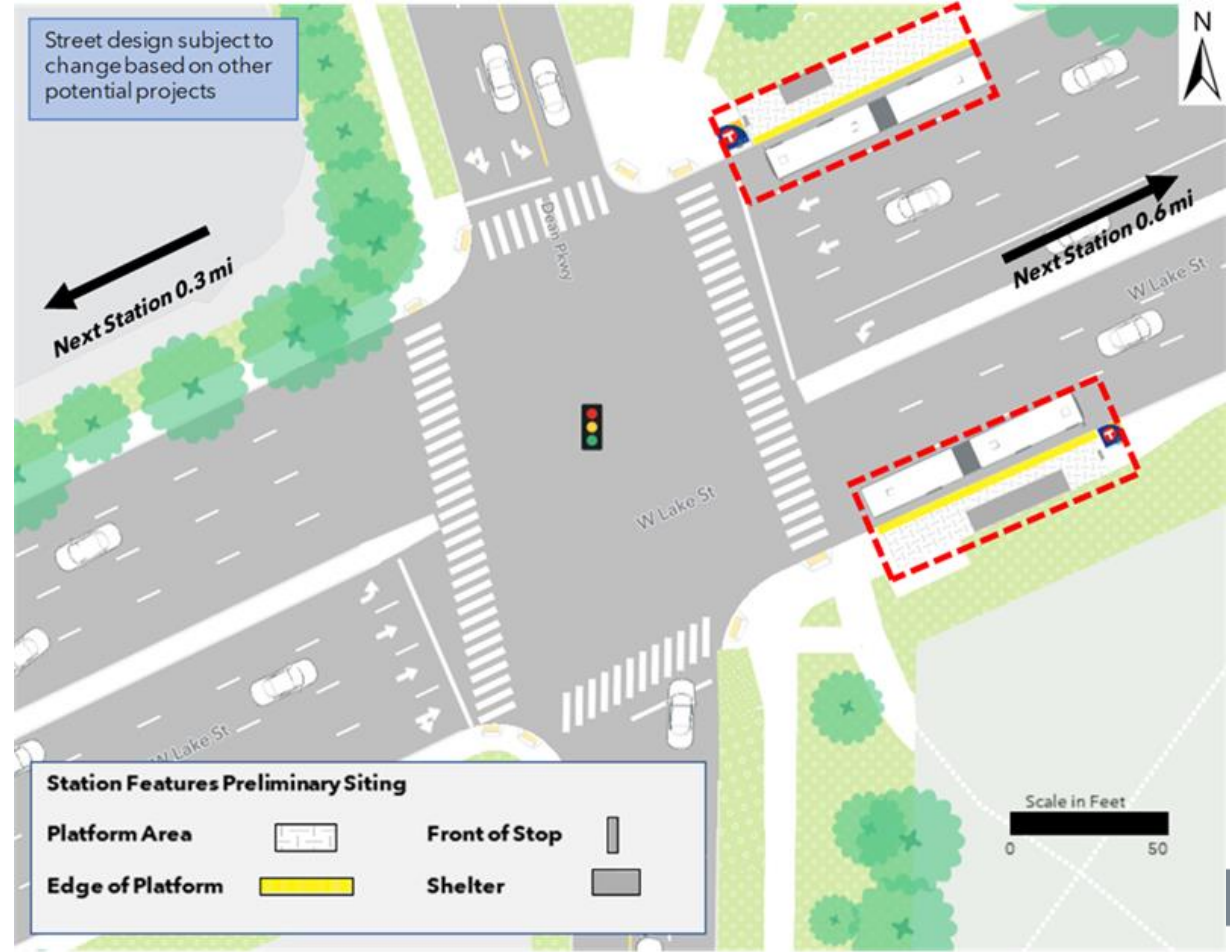
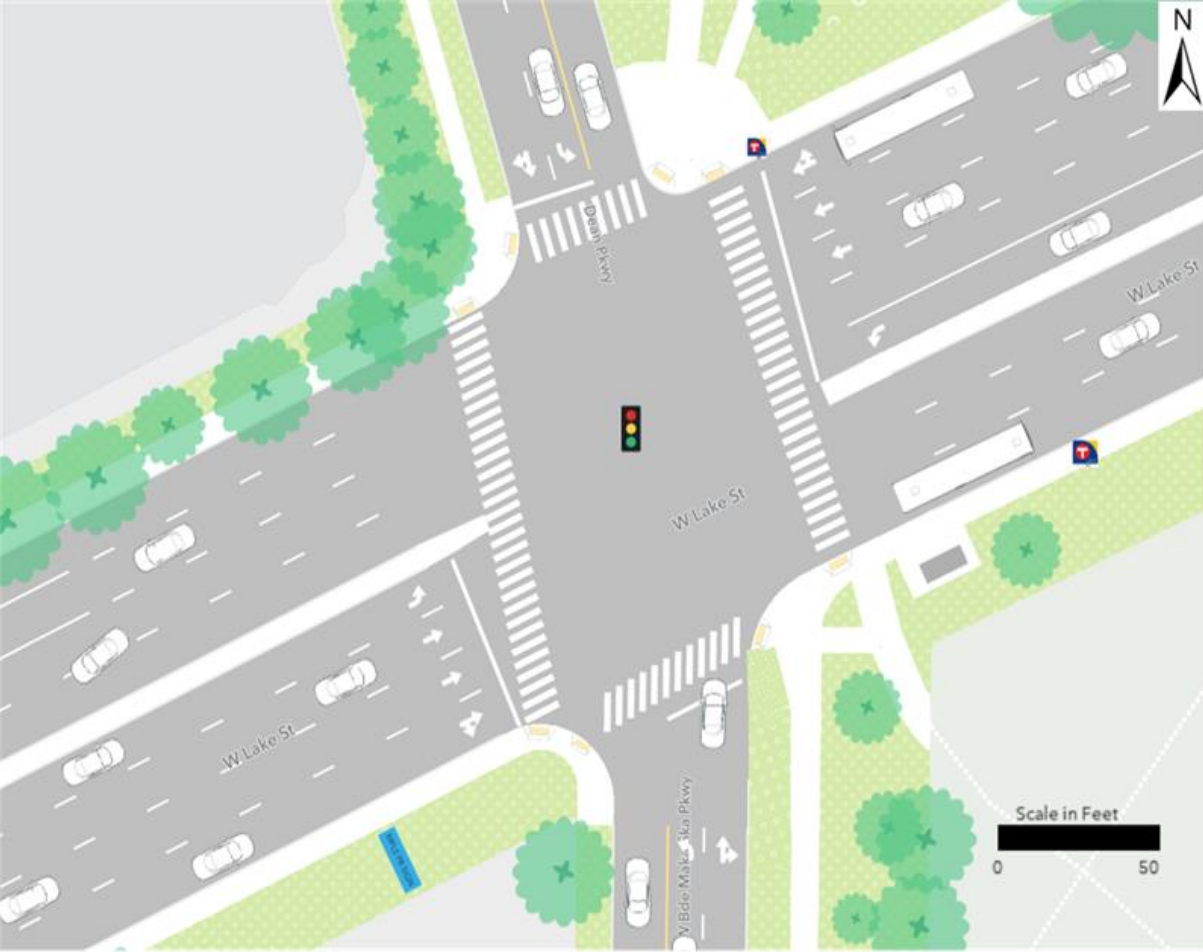


# Recommended Corridor Plan

- BRT station facilities and service characteristics
- B Line routing and stops
- 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

# CIDNA- area stations

- West Lake Street Station (to be built with SWLRT project)
- Lake & Dean/West Bde Maka Ska



# Project Schedule

- Current: Recommended Corridor Plan
- Fall 2021: Metropolitan Council approval of final corridor plan
- 2021-2022: Design of stations and other improvements
- 2023-2024: Construction
- 2024: B Line service begins





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