



# METRO B Line Arterial BRT Saint Paul Heritage Preservation Commission

Adam Smith, Senior Planner, Metro Transit

Erin Que, Senior Architectural Historian, 106 Group

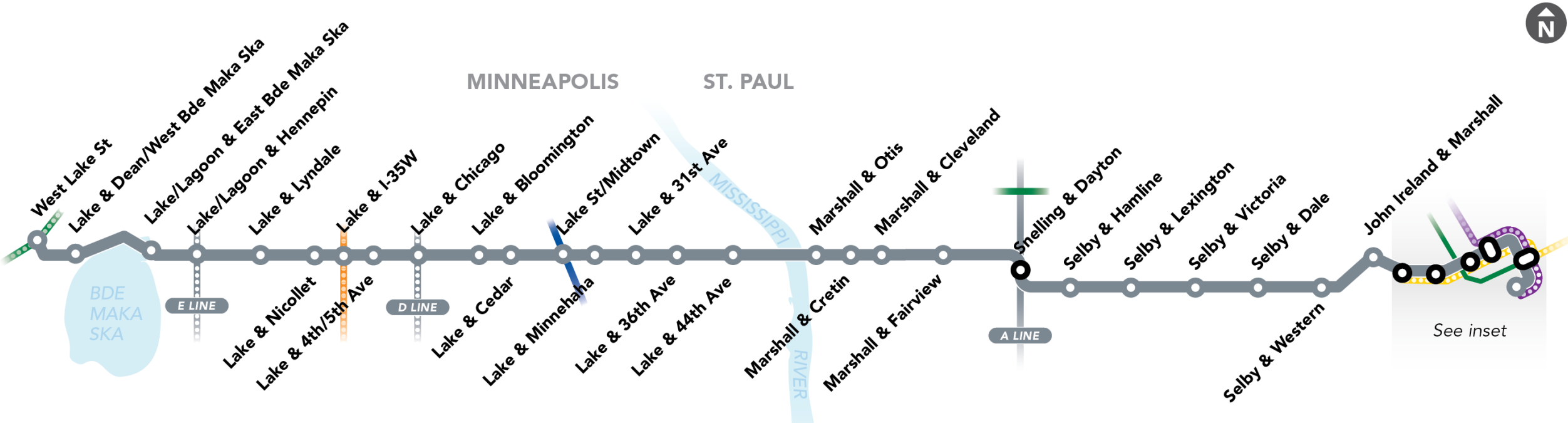
September 20, 2021

# Today's presentation

- B Line project overview
- Assessment of Effects for historic properties in Saint Paul
- Next steps

# B Line BRT project overview

- Substantial replacement of Route 21, second-highest ridership route but slowest in-service speed
- 33 station locations identified, some coordinated with other projects including METRO Gold Line in downtown Saint Paul
- Project fully funded, targeted opening 2024

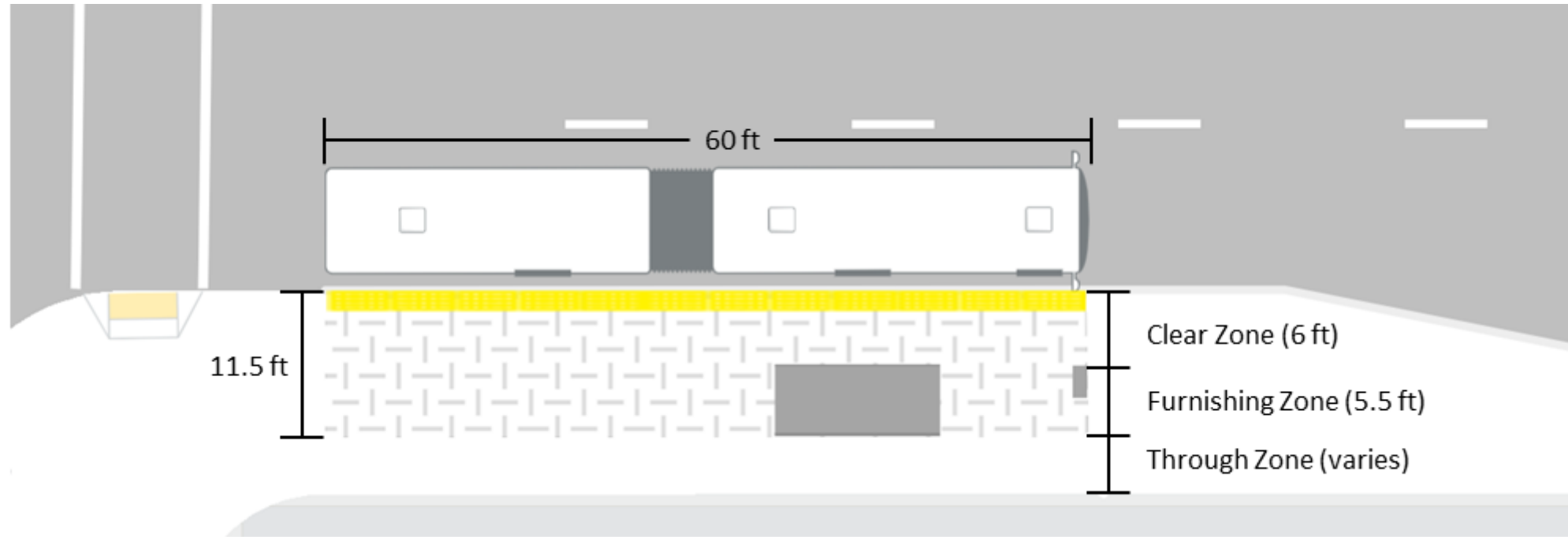


# B Line BRT project overview - components

- Standardized platforms and stations:
  - Pylons with real-time signage
  - Enhanced shelters with heat, light, security features
  - Curb extensions
  - Pre-boarding fare equipment
  - Trash and recycling containers
  - Benches, railings, bike parking
  - Platform areas with textured warning strip and dark gray concrete
  - Pedestrian-scale light fixtures
- Operator restroom facility
- Specialized buses
- Frequent service
- Bus priority treatments
- Construction activities
- Parking changes



# B Line BRT – generic platform dimensions

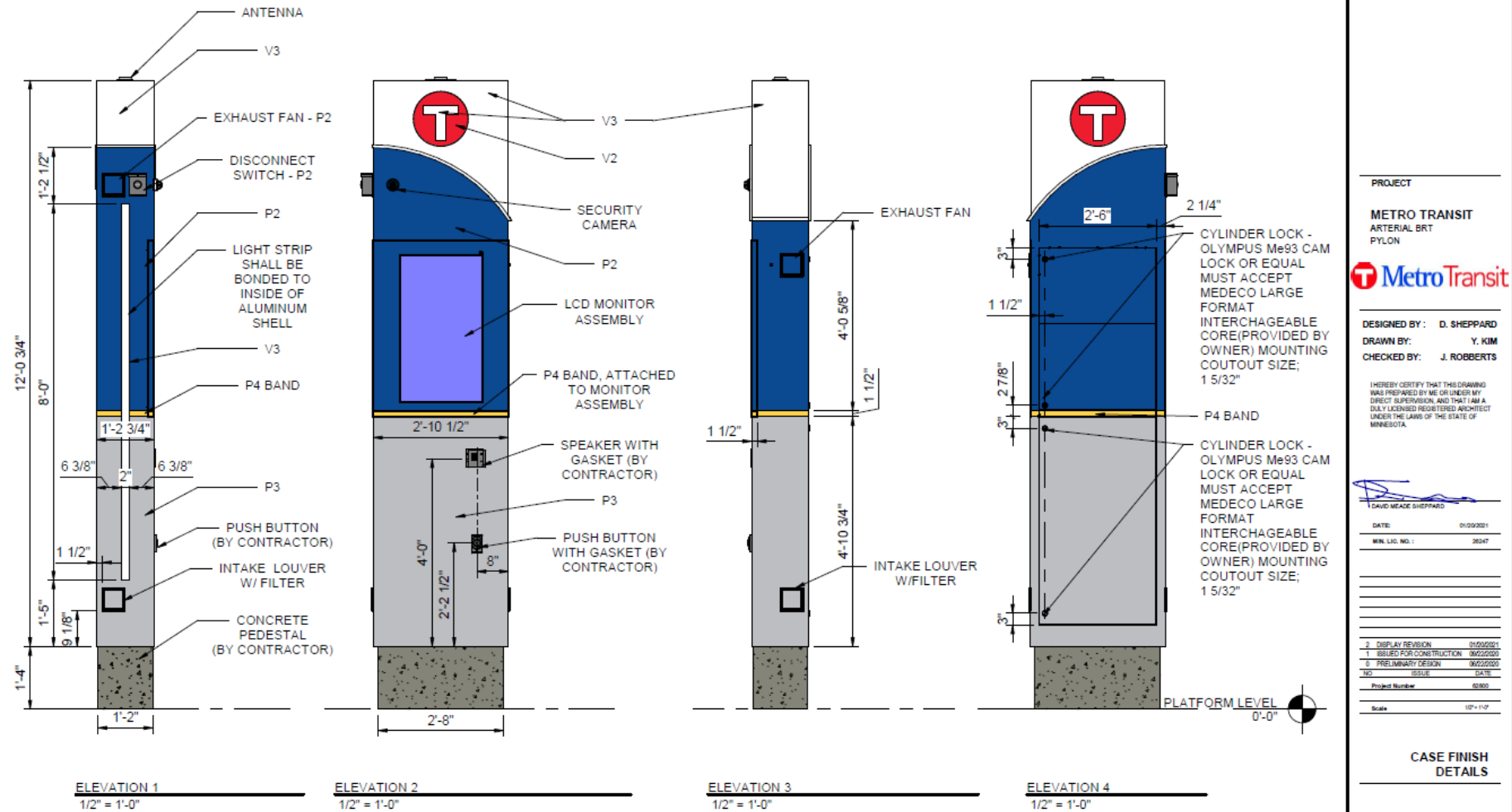


# B Line BRT – shelter dimensions

- Small shelter
  - 12 feet long x 5 feet wide x 9 feet tall
- Medium shelter
  - 24 feet long x 5 feet wide x 9-12 feet tall
- Large shelter
  - 36 feet long x 5 feet wide x 9-12 feet tall



# B Line BRT – pylon dimensions



PROJECT  
METRO TRANSIT  
ARTERIAL BRT  
PYLON

DESIGNED BY: D. SHEPPARD  
DRAWN BY: Y. KIM  
CHECKED BY: J. ROBERTS

I HEREBY CERTIFY THAT THIS DRAWING WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED REGISTERED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE: 01/09/2021  
MIN. LIC. NO.: 2647

2 DISPLAY REVISION 01/09/2021  
1 ISSUED FOR CONSTRUCTION 06/22/2020  
0 PRELIMINARY DESIGN 06/22/2020

Project Number 03005  
Scale 1/2" = 1'-0"

CASE FINISH DETAILS

A1

# B Line BRT project overview – planning process

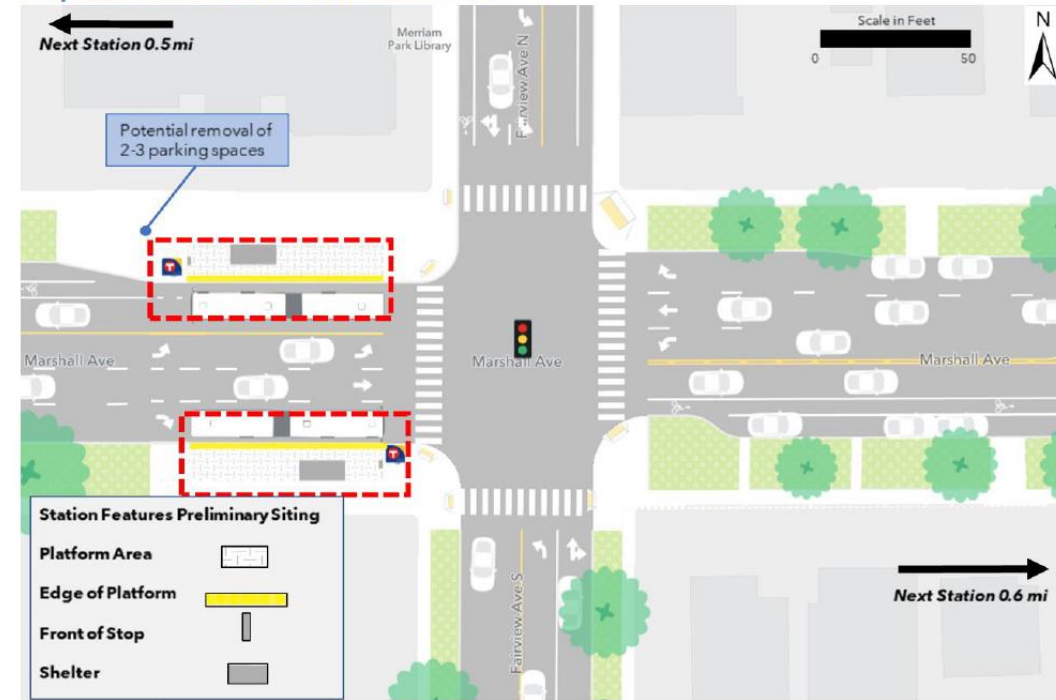
- Core element of corridor plan: BRT platform locations (intersection corners)
- Draft corridor plan released in February 2021, recommended corridor plan with updates in July 2021, final corridor plan scheduled for Fall 2021
- Marshall & Fairview example (existing and proposed concept):

## Marshall & Fairview

### Existing



### Proposed Marshall & Fairview Station Plan





## Section 106

- Federal process to evaluate project effects to historic properties
- Federal Transit Administration is the lead federal agency
- Requires identification and survey of historic properties
- Assessment of effects may result in no effect, no adverse effect, or an adverse effect
- Consultation is the process to consider measures to avoid, minimize, and/or mitigate any adverse effects
  - State Historic Preservation Office (SHPO)
  - Heritage Preservation Commissions
  - Other parties with interest in Project effects on historic properties

## B Line Section 106 review process

- Summer 2020 – Compliance Plan and Area of Potential Effect (APE) concurrence
- Summer/Fall 2020 – Draft Phase I/Phase II architectural history survey developed
- Winter/Spring 2021 – Phase I/Phase II architectural survey submittal and review
- Summer 2021 Consulting Parties review of:
  - Revised Phase I / Phase II architectural survey
  - Addendum architectural survey
  - Assessment of effects

# Assessment of effects

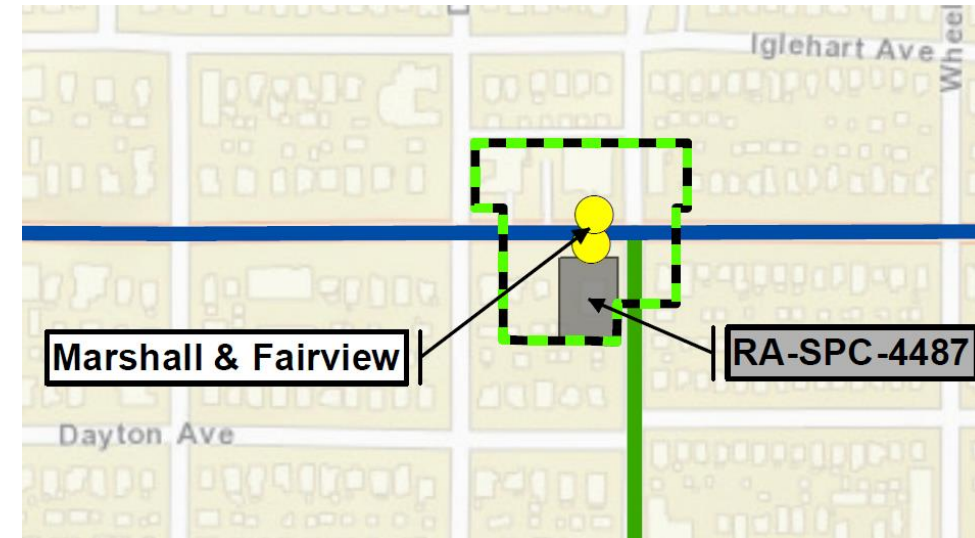
- Criteria for adverse effects: when an undertaking alters, directly or indirectly, a property's historic characteristics in a way that diminishes the integrity of the property. Examples include:
  - Physical destruction of or damage to a property
  - Alteration of a property that is not consistent with the Secretary of the Interior's standards for the treatment of historic properties
  - Removal of a property from its historic location
  - Change of a property's use or of physical features within its setting that contribute to its historic significance
  - Introduction of visual, atmospheric or audible elements that alter a property's significant historic features
  - Neglect of a property causing its deterioration
  - Transfer, lease, or sale of property out of Federal ownership or control without adequate conditions to ensure long-term preservation

## B Line assessment of effects

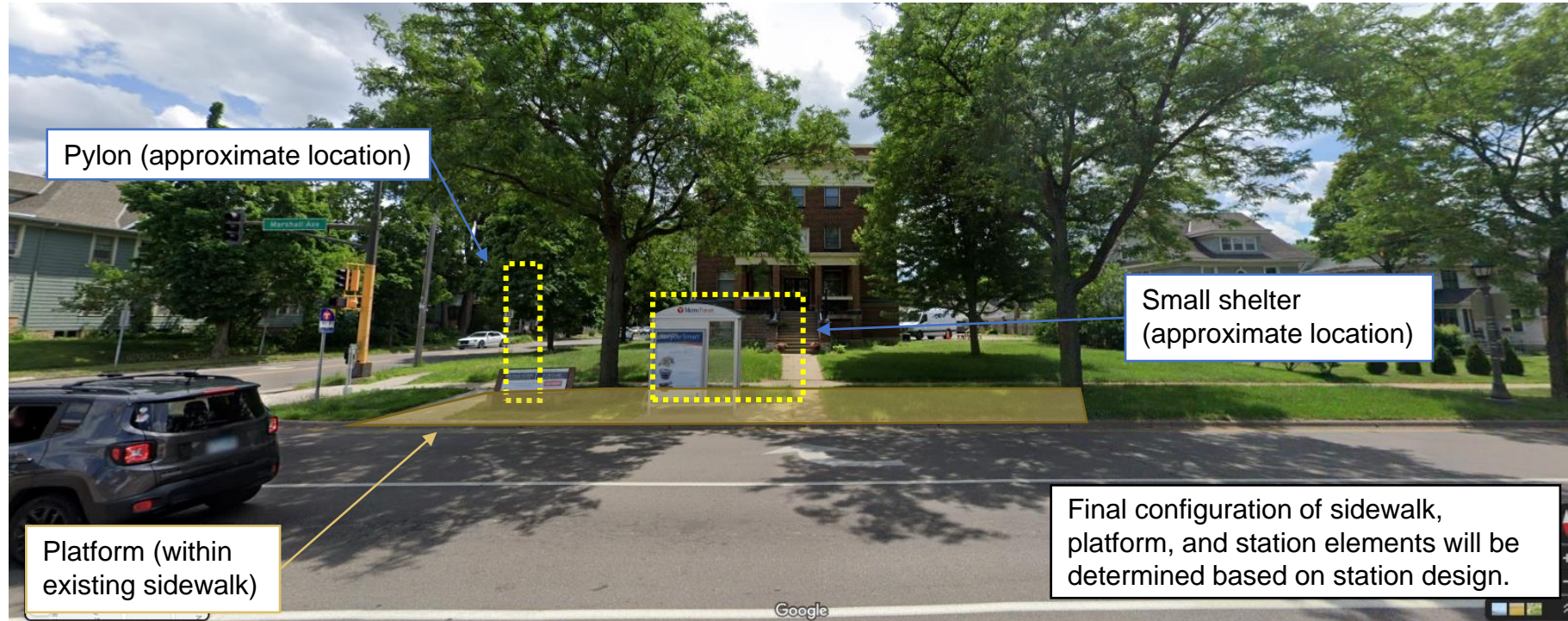
- 30 historic properties or districts assessed across project corridor
- **No Adverse Effect** for each of the 30 properties or districts
- 20 properties or districts in Saint Paul, 10 properties or districts in Minneapolis
- 11 of the 20 Saint Paul properties or districts located in vicinity of platforms to be constructed by the Gold Line project (and used by B Line buses)
- 4 of the 20 Saint Paul properties or districts located in vicinity of platforms planned within the Minnesota State Capitol Area
- Following slides focus on Saint Paul properties or districts not incorporated in Gold Line process and not within Capitol Area

# Charles Thompson Memorial Hall

- Assessment of effects
  - No adverse effect
- B Line station(s)
  - Marshall & Fairview (small shelters)

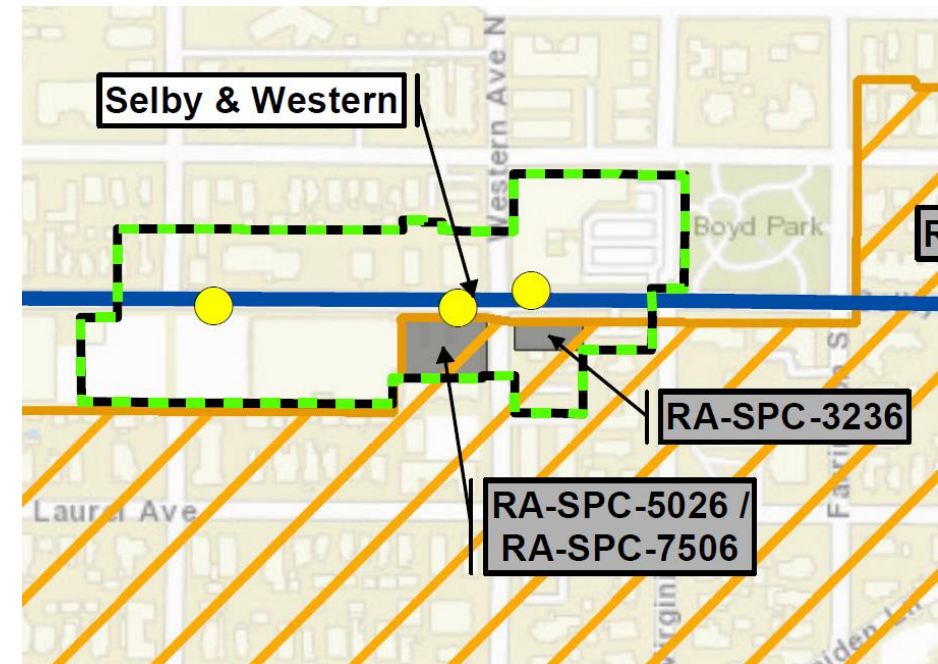


# Charles Thompson Memorial Hall – Station Street View



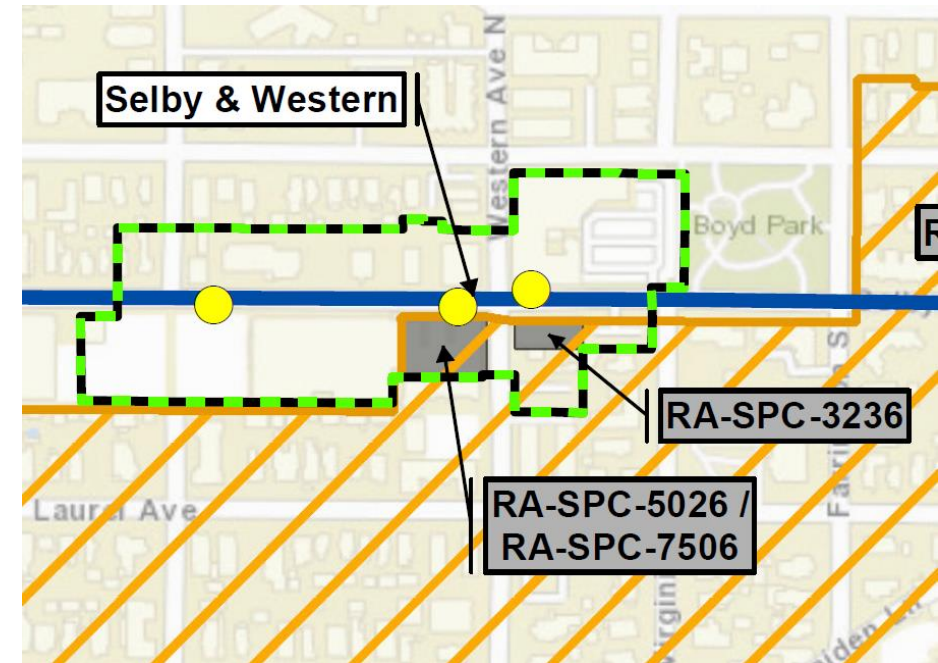
# Blair Flats / Angus Hotel

- Assessment of effects
  - No adverse effect
- B Line station(s)
  - Selby & Western-Arundel (WB small shelter, EB medium shelter)



# Dacotah Building

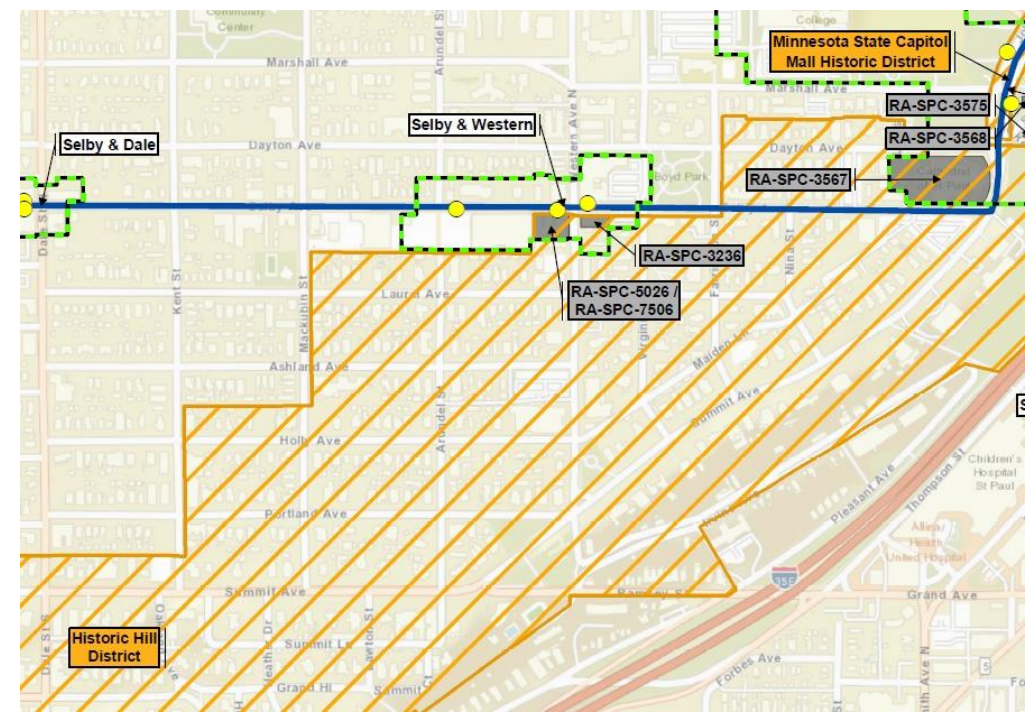
- Assessment of effects
  - No adverse effect
- B Line station(s)
  - Selby & Western-Arundel (WB small shelter, across the street from Dacotah Building on north side of Selby; EB medium shelter)





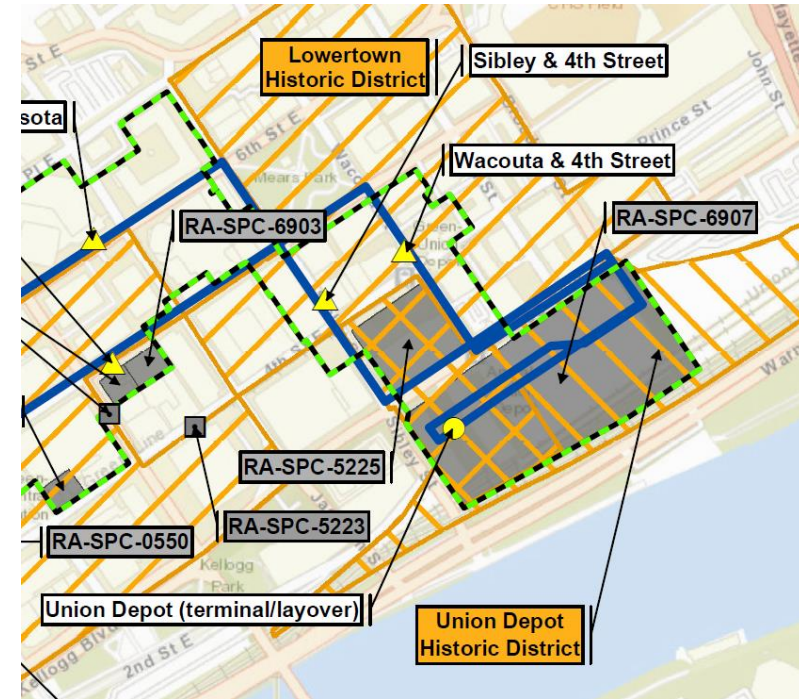
# Historic Hill District

- Assessment of effects
  - No adverse effect
- B Line station(s)
  - Selby & Western-Arundel (WB small shelter, EB medium shelter)
  - John Ireland & Marshall (WB small shelter, EB medium shelter)



# St. Paul Union Depot and Union Depot Elevated Rail Yards / Union Depot Historic District

- Assessment of effects
  - No adverse effect
- B Line station(s)
  - Sibley/Wacouta & 4th Street (Gold Line station)
  - Union Depot (B Line will use existing shelters, coordination with future METRO Purple Line facilities)

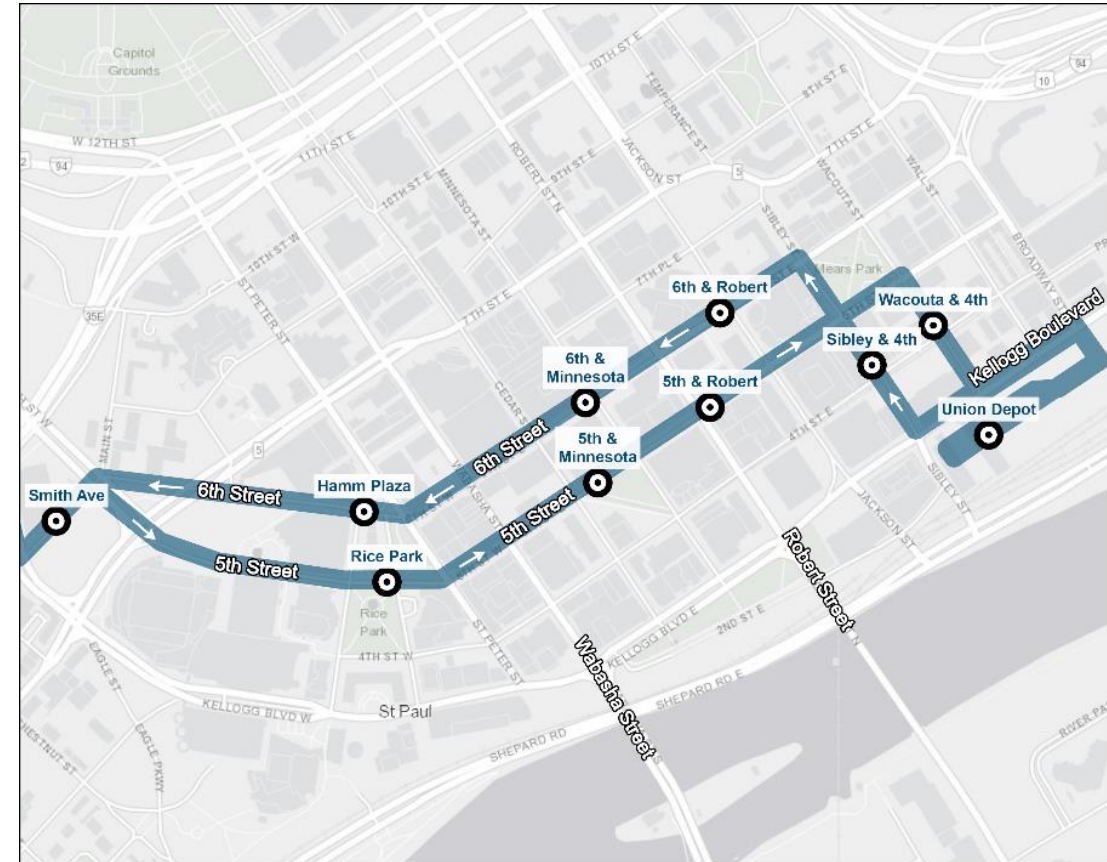


# St. Paul Union Depot and Union Depot Elevated Rail Yards / Union Depot Historic District – Station Street View



# Cumulative effects analysis

- Where effects from the B Line could result in adverse effect when considering effects in conjunction with those from other planned/programmed projects
- Includes planned METRO Gold Line and METRO Purple Line stations in downtown Saint Paul which will be used by B Line buses
- In these cases, the cumulative effect of the B Line would be related to operational effects of additional buses compared to existing conditions



# Additional discussion and next steps

- Assessment of Effects
  - Consulting Party Review: July – September 2021
  - Disposition of comments and SHPO concurrence
- B Line Engineering: Fall 2021 – Late 2022
  - Continued agency coordination (e.g. City of Saint Paul, Ramsey County)
  - Continued communication with station neighbors and the public
- B Line Construction: 2023 – 2024



Adam Smith, Senior Planner, BRT Projects  
adam.smith@metrotransit.org

[www.metrotransit.org/b-line-project](http://www.metrotransit.org/b-line-project)