D Line

Station Plan Overview

Lake Street Council
June 1st 2018

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D Line and Rapid Bus Overview

- Substantially replaces Route 5, highest-ridership route in system
- 2030 daily corridor ridership forecast with rapid bus improvements: **23,500**
- 18-mile corridor, serving four cities
- Service every 10 minutes, 20-25% faster than Route 5
  - Fewer stops
  - Pre-boarding fare payment
  - All-door boarding
  - Transit signal priority
- More comfortable
  - Rapid bus style shelters with heat, light, security features, signage
  - Larger buses
- Construction in 2020/2021, pending full project funding
The Region’s Primary Local Bus Corridors

Rapid Bus System
- 11 improved corridors
- Nearly 500,000 jobs served
- $400-500 million network
- 150,000 avg. weekday rides
- +70,000 rides above today
Route 5

- Highest ridership bus route
- 15,000 weekday rides
- Highest productivity (passengers/hour)
local bus route
- Ridership concentrated between Lake Street and Lowry Avenue
- Buses make up 3-4% of vehicles, carry 25-35% of people
Route 5 Existing Conditions

- **267 Bus Stops**
  - ~138 each direction
  - Up to 40% of travel time
  - 116 should have bus shelters
  - 79 existing bus shelters

- **101 traffic signals**
  - Up to 20% of travel time
  - Can reduce delay through transit signal priority (TSP)
  - Early TSP in 2018
• Current Brooklyn Center to Mall of America
  – In-service speed: 11-15 mph
  – Trip times range from 70 to 100 minutes

• D Line Goal
  – Increase average speed
  – Reduce sources of delay
  – 20-25% faster trip
Lake and Chicago

Chicago & 14th St

Chicago & Franklin
Chicago & 24th St
Chicago & 26th St

Chicago-Lake Transit Center

Chicago & 34th St
D Line Station
Public comment period and next steps

- Release of recommended D Line Station Plan: May 9th
- Public comments May 9th through June 8th
  - Online: metrotransit.org/d-line-station-plan
- Final and approved plan: Summer 2018
Contact

metrotransit.org/d-line-project

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