D Line Station Plan Overview

Hamilton Manor
June 9th, 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
D Line Buses
The Region’s Local Bus Corridors

Future 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
• 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
Existing Conditions: Speed & Delay

- 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
44th and Penn/Oliver

Figure 21: Recommended station location - 44th Avenue & Penn-Oliver area
44th and Humboldt/Girard

Figure 22: Recommended station location - 44th Avenue & Humboldt-Girard area
• Final plan to Metropolitan Council: July 11th, 2018
metrotransit.org/d-line-project

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