Metro Transit
D Line
Overview

Sierra Club North Star Chapter
October 15th, 2018

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Route 5: Existing Ridership

- Highest ridership bus route
- 15,000-17,000 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
D Line Overview

- Substantial replacement of Route 5, Metro Transit’s highest-ridership route
- 2030 daily riders: 23,500
- D Line service every 10 minutes – Route 5 every 30 minutes
- 20-25% faster than Route 5
  - Fewer stops
  - Pre-boarding fare payment
  - All-door boarding
  - Transit signal priority
- Construction in 2020/2021, pending full project funding

Examples from A Line on Snelling Avenue in St. Paul
D Line Buses

Route 5 (Today): Front-door boarding, all fares collected on board

D Line: All-door boarding, all fares collected at station
D Line Buses

- Increased ridership = less vehicle demand
- Newer buses with fewer emissions
  - Battery-electric under consideration: currently being piloted on the C Line
  - Metropolitan Council developing electrification plan
- Buses spend less time stopped, more time in motion

C Line 60ft Articulated Buses to begin service in 2019
Arterial BRT Stations

What do stations look like?

- **Pylon markers** help riders identify stations from a distance.
- **Real-time NexTrip displays** provide bus information, and on-demand **annunciators** speak this information for people with low vision.
- **Utility boxes** near station areas house necessary communications and electrical equipment.
- **Shelters** provide weather protection and feature on-demand **heaters** and integrated **lighting**. Shelter sizes will vary based on customer demand (small shown here).
- **Ticket machines** and **fare card validators** collect all payment before customers board the bus.
- **Emergency telephones** provide a direct connection to Metro Transit security. Stations also feature **security cameras**.
- **Stations feature trash and recycling containers**.
- **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.
- **Platform areas** are distinguished by a dark gray concrete pattern.
- **Some stations have sidewalk-level light fixtures** to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
- **Benches** at stations provide a place to sit.
- **Stations have bike parking loops**.
Chicago and Franklin

- Approximately 820 boardings per weekday
- Coordination with Hennepin County and MPRB
- Coordination with Route 2 project
Next Steps

Final Plan Approved: July 25th, 2018
Design work to begin in late 2018
metrotransit.org/d-line-project

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