METRO D Line Overview

Phillips West Neighborhood Organization
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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
**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**.
• Bus Rapid Transit runs in general traffic with stations built on curb bumpouts. These reduce delay for buses and provide space for station amenities and pedestrians.

• Customers will pay fares at stations prior to boarding the bus. Off-board fare payment significantly decreases the time it takes to board, allowing buses to stop briefly in the travel lane rather than pull over.

• Vehicles will stop behind the bus briefly while it stops. Buses only stop if a customer is waiting to get on or off, and most stops take about 10-15 seconds.
- Approximately 670 boardings per weekday
- Southbound: Relocation of the stop to far side
- Northbound: Relocation of stop to far side
Chicago and 26th

- Approximately 660 boardings per weekday
- Southbound: Relocation of the stop to far side
- Northbound: Relocation to the far side
Chicago-Lake Transit Center

- Approximately 1500 boardings per weekday
- Southbound: Move from Promenade to on street
- Northbound: Expansion of current bus stop
- Planning part of Chicago-Lake Planning Study
Next Steps

Final Station Plan Approved: July 25th, 2018
Design work currently underway, 30% in Summer 2019