METRO D Line Overview

Victory Neighborhood Association
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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
Arterial BRT Stations

What do stations look like?

A. Pylon markers help riders identify stations from a distance.
B. Real-time NexTrip displays provide bus information, and on-demand annunciators speak this information for people with low vision.
C. Utility boxes near station areas house necessary communications and electrical equipment.
D. Shelters provide weather protection and feature on-demand heaters and integrated lighting. Shelter sizes will vary based on customer demand (small shown here).
E. Ticket machines and fare card validators collect all payment before customers board the bus.
F. Emergency telephones provide a direct connection to Metro Transit security. Stations also feature security cameras.
G. Stations feature trash and recycling containers.
H. 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.
I. Platform areas are distinguished by a dark gray concrete pattern.
J. Some stations have sidewalk-level light fixtures to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
K. Benches at stations provide a place to sit.
L. Stations have bike parking loops.
The proposed shelter will be our medium size (shown- 24’ long glass wall shelter) or small (12’ long glass wall shelter)
• Approximately 100 boardings per weekday
• D Line station proposed at current stop locations
Next Steps

• Final Station Plan Approved: July 25th, 2018

• Design work currently underway, 30% in Summer 2019

• 44th and Penn station part of Webber 44 project design.