METRO D Line Overview

Folwell Neighborhood Night
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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
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?

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.
- Approximately 220 boardings per weekday
- D Line stations proposed at opposite corner of current locations
- Continued coordination with City of Minneapolis on location
- Approximately 310 boardings per weekday
- D Line stations proposed at opposite corner of current locations
- Approximately 610 boardings per weekday
- D Line stations proposed at current locations
- Continued coordination with City, county on intersection details
Next Steps

• Final Station Plan Approved: July 25\textsuperscript{th}, 2018

• Design work currently underway, 30% in Late Summer/Fall 2019

• This summer- community events, communications with direct station neighbors