What is the timeline for implementing the D Line?

**Preliminary Planning**
- Inputs include:
  - Technical Advisory Committee
  - Community Outreach and Engagement
  - City of Minneapolis Emerson-Fremont bike-ped project

2016–2017

**Planning**
- Draft Station Plan: Winter 2018
- Community Input: Winter 2018
- Recommended Station Plan: Spring 2018
- Action to Approve Plan: Spring 2018
- Approved Station Plan: Summer 2018

2018

**Detailed Design & Engineering**
- 2018–2019

**Construction**
- 2020–2021

(pending full funding)

metrotransit.org/D-Line-Project
Brooklyn Center
Brooklyn & 51st Ave

Existing Route 5 Ridership (North)

Average Weekday Ridership Fall 2017

- Fewer than 10
- 10 - 50
- 51 - 100
- 101 - 200
- More than 200

Planned D Line Station

Existing Bus Route

Metro Transit

D Line

Brooklyn Center Transit Center
Xerxes & 56th Ave
Brooklyn & 51st Ave
44th Ave & Humboldt-Girard Area
44th Ave & Penn-Oliver Area
Fremont & 42nd Ave
Fremont & Dowling
Fremont & 35th Ave
Fremont-Emerson & Lowry
Fremont-Emerson & 26th Ave
Fremont-Emerson & West Broadway
Fremont-Emerson & Plymouth
7th St & Olson-5th Ave
7th/8th St & Hennepin
7th/8th St & Nicoll
t
7th/8th St & Park
Chicago & 14th St
Chicago & Franklin
Chicago & 24th St
Miles
0 0.25 0.5 1

MINNEAPOLIS

GREEN LINE

EXTENSION

BLUE LINE
EXTENSION

ORANGE LINE

NEW D LINE
EXTENSION

C LINE
D Line
Existing Route 5 Ridership (South)

Average Weekday Ridership
Fall 2017

- Fewer than 10
- 10 - 50
- 51 - 100
- 101 - 200
- More than 200

Planned D Line Station
Existing Bus Route

Minneapolis - St. Paul International Airport

0 0.25 0.5 1 Miles
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.
Chicago & 26th St
0.4 mi
Chicago-Lake Transit Center
0.5 mi
Chicago & 34th St
0.5 mi
Chicago & 38th St
0.5 mi
Chicago & 42nd St
0.5 mi
Chicago & 46th St
0.5 mi
Chicago & 52nd St
0.75 mi
Chicago & 56th St
0.5 mi
Portland & 60th St
0.75 mi
Portland & 66th St
0.9 mi
Portland & 73rd St
0.5 mi
Portland & 77th St
0.5 mi
American & Bloomington
0.5 mi
American & Thunderbird
0.6 mi
Mall of America
0.5 mi
Minneapolis - St. Paul International Airport
Blue Line

Distance from D Line Station
0.25 miles
Distance Between D Line Stations
0.5 mi

0.25 mile distance = 5 minute walk
0.5 mile distance = 10 minute walk

Miles
0 0.25 0.5 1

Metro Transit
D Line
Planned Station Spacing (South)
How will D Line buses work?

High-contrast display  Unique D Line color

60-foot long, articulated buses with three doors

The D Line will use a brand new group of premium buses designed for D Line service. D Line buses will look different than other Metro Transit buses so they will be easy to spot.

Improved movement:
The center aisle will be extra wide for easier movement through the bus. Three extra-wide doors will open sideways instead of out so customers can move on and off the bus at the same time.

Enhanced on-board experience:
Buses will feature fixed windows with uninterrupted views, on-board automated announcements and an LED display showing the next station.

Low floors, high curbs: D Line buses will have lower floors and stations will have higher curbs for a shorter step into the bus. Buses will have fold-out ramps common to most newer Metro Transit buses.

No more stop cord: Instead of a pull cord for signaling stops, yellow stop “tape” will be placed throughout the bus—including in designated ADA seating areas — so that customer can more easily request stops no matter where they sit or stand.

New securing system for customers in wheelchairs: Each D Line bus has two wheelchair spaces at the front with a new securing system for more efficient use by customers and bus drivers.

Take your bike along or park at the station: Every D Line bus will have a front bicycle rack and stations will have bike parking loops.
Q: How often will the D Line run? How often will Route 5 run?
A: The D Line will run about every 10 minutes. Route 5 will run about every 30 minutes.

Q: Where will the Route 5 go after the D Line starts running?
A: Route 5 is planned to run between the Brooklyn Center Transit Center and the Portland Avenue and American Boulevard intersection in Bloomington. Limited space at the Mall of America Transit Center makes it difficult to serve with the Route 5, and local service coverage is provided on American Boulevard by Route 542.

Q: Where will the Route 5 stop?
A: The Route 5 will continue to stop typically every block like today, though some stop locations will be adjusted near D Line stations. At D Line stations, the Route 5 will stop at the D Line station platform wherever possible.

Q: What will happen to branch service, like the 5F on 26th Avenue North?
A: Options are continuing to be reviewed.

Q: What will happen to limited stop service, like Routes 133, 721 or 724?
A: Limited stop service plans in the corridor are still under review. Factors like travel time comparisons and bus capacity will be reviewed to determine if a separate limited-stop service remains a cost-effective option.

Q: What will happen to existing shelters?
A: Existing shelters at planned D Line station locations will be replaced with improved D Line shelters. At bus stops between D Line stations, Metro Transit will review ridership patterns after D Line service begins to determine if any shelters should be removed.

Q: Should high school students take the D Line or Route 5 buses?
A: Students will be able to use both routes. Extra Route 5 trips scheduled for before and after school are expected to still operate.

Q: Will the schedules for connecting service be adjusted to better time D Line transfers?
A: To the extent possible, yes. This is more likely to happen during off-peak hours.

Q: When will the answers to these questions be finalized?
A: The service plan will be established in 2019-2020, when the D Line is closer to construction.