



# METRO H Line Como Park Community Forum

Historic Streetcar Station | January 13, 2026

METRO H Line Como Community Forum - 1/13/2026



# Agenda

- Background
  - METRO H Line
  - What is *arterial bus rapid transit*?
- H Line details
  - Routing through Como Park neighborhood
  - Proposed station locations
- Concerns raised and additional context
- Next steps

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# METRO H Line background

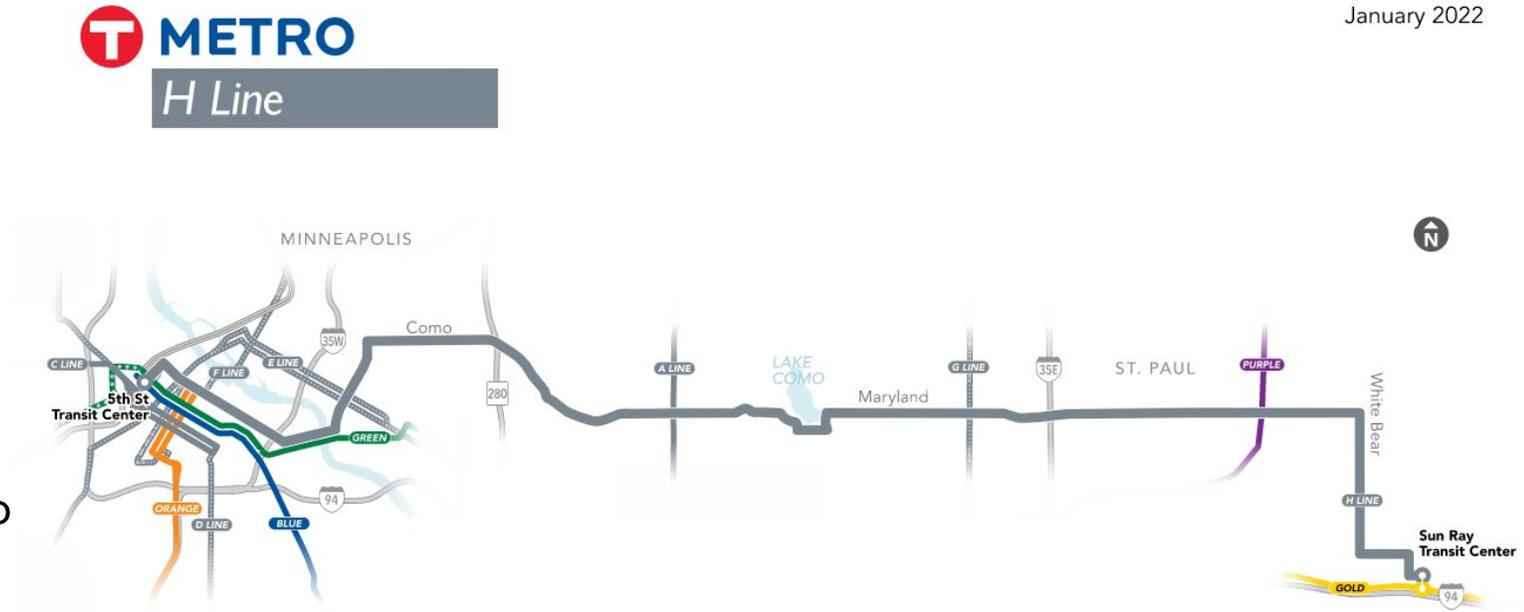
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# METRO H Line Bus Rapid Transit

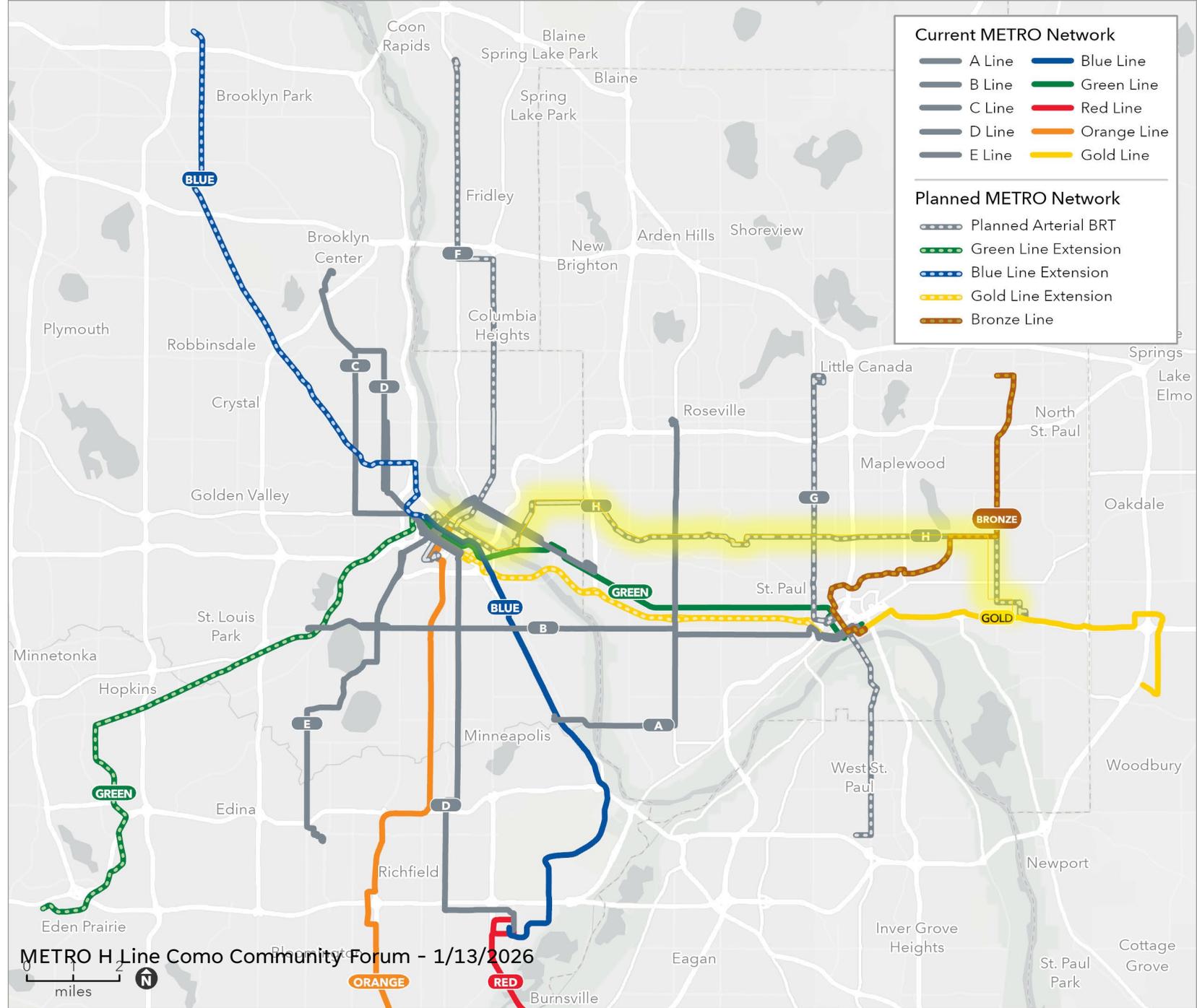
- Arterial bus rapid transit (BRT)
  - Fast, frequent, all-day service
  - Stations and buses that are comfortable, easy to use
- 17-mile BRT line
  - Downtown Minneapolis to Sun Ray Shopping Center via Como and Maryland
- Upgrade and extension of Route 3
  - Region's 5th highest ridership bus route

January 2022



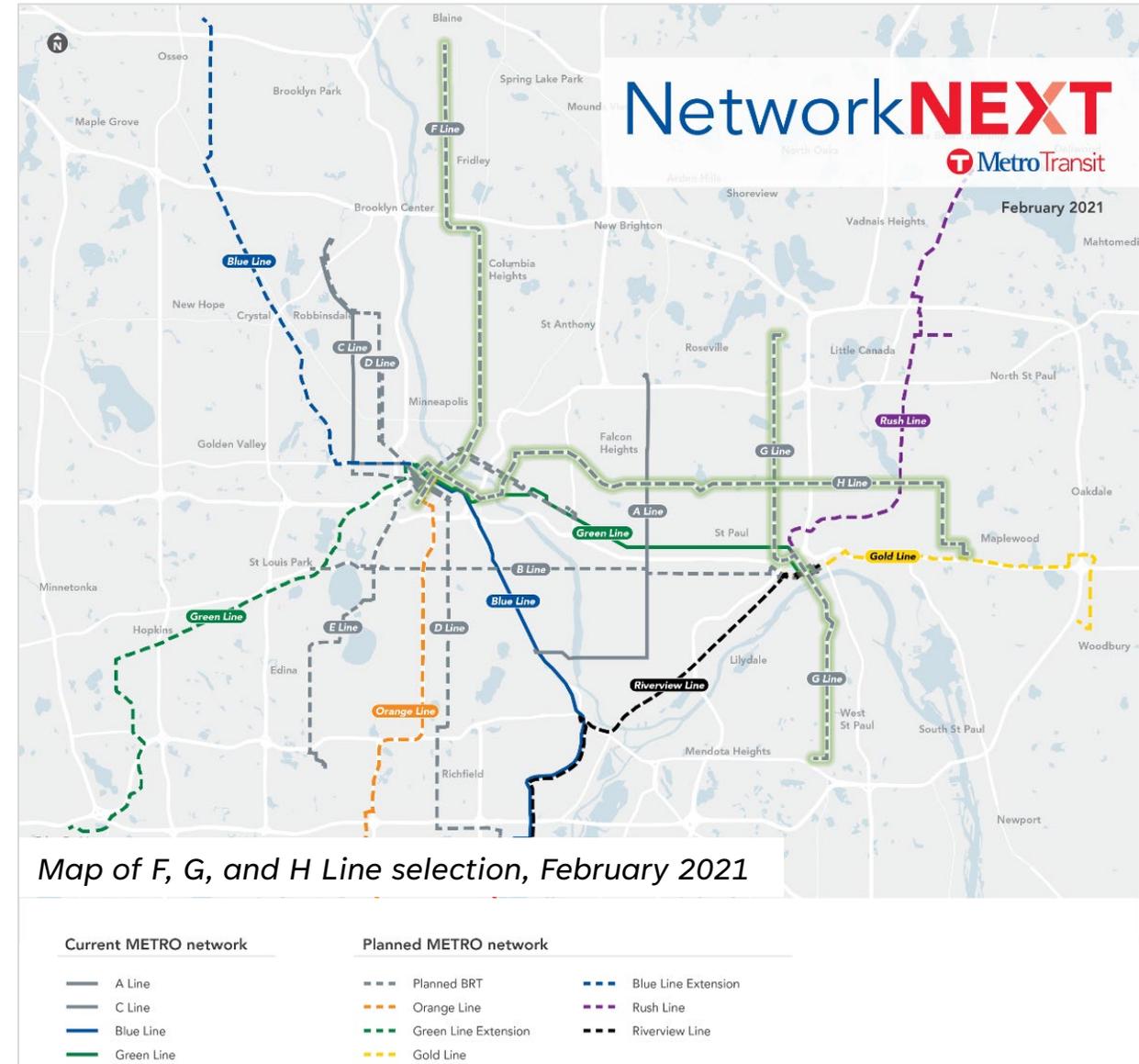
# One of eight planned arterial BRT lines by 2030

- A Line (Snelling): 2016
- B Line (Lake/Marshall): 2025
- C Line (Penn): 2019
- D Line (Chicago/Fremont): 2022
- E Line (Hennepin/France): 2025
- F Line (Central): Engineering
- G Line (Rice/Robert): Engineering
- **H Line (Como/Maryland): Planning**



# H Line identification history

- 2019-2021: Network Next established the next three BRT lines (F, G, and H lines)
  - Four step process evaluated 19 candidate corridors, narrowed down to identify three
  - Multiple technical evaluation and engagement periods between Fall 2019 and Spring 2021
- March 2021: Como/Maryland corridor identified as the METRO H Line and adopted by the Metropolitan Council
- H Line subsequently adopted into the regional Transportation Policy Plan



# What is arterial bus rapid transit?



**A faster, more reliable ride,  
20-25% faster than existing local bus**

# A faster, more reliable ride



2-3 stations per mile for less stopping and faster trips



All door boarding for quicker stops



Near-level curb for faster and more accessible boarding



Fares paid before getting on the bus



Transit signal priority to keep buses moving



Faster, frequent, all-day service



**An improved experience at the station and on the bus**

# An improved experience at the station and on the bus



- A** Pylon markers help riders identify stations from a distance.
- B** Real-time NexTrip signs provide bus information, and on-demand annunciators speak this information for people with low vision.
- C** Shelters provide weather protection and feature push-button, on-demand heaters and shelter lighting. Shelter sizes will vary based on customer demand (small shown here).

- D** Ticket machines and fare card readers collect all payment before customers board the bus.
- E** Emergency telephones provide a direct connection to Metro Transit police. Stations also feature security cameras.
- F** Stations feature trash and recycling containers.
- G** 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.

- H** Platform areas are distinguished by a dark gray concrete pattern.
- I** Benches at stations provide a place to sit.
- J** Most stations have bike parking.

At some stations, railings separate the platform from the sidewalk.

Some stations have pedestrian-scale light fixtures to provide a safe, well-lit environment.



**A simplified network with all-day, frequent everyday access to a wide range of destinations**

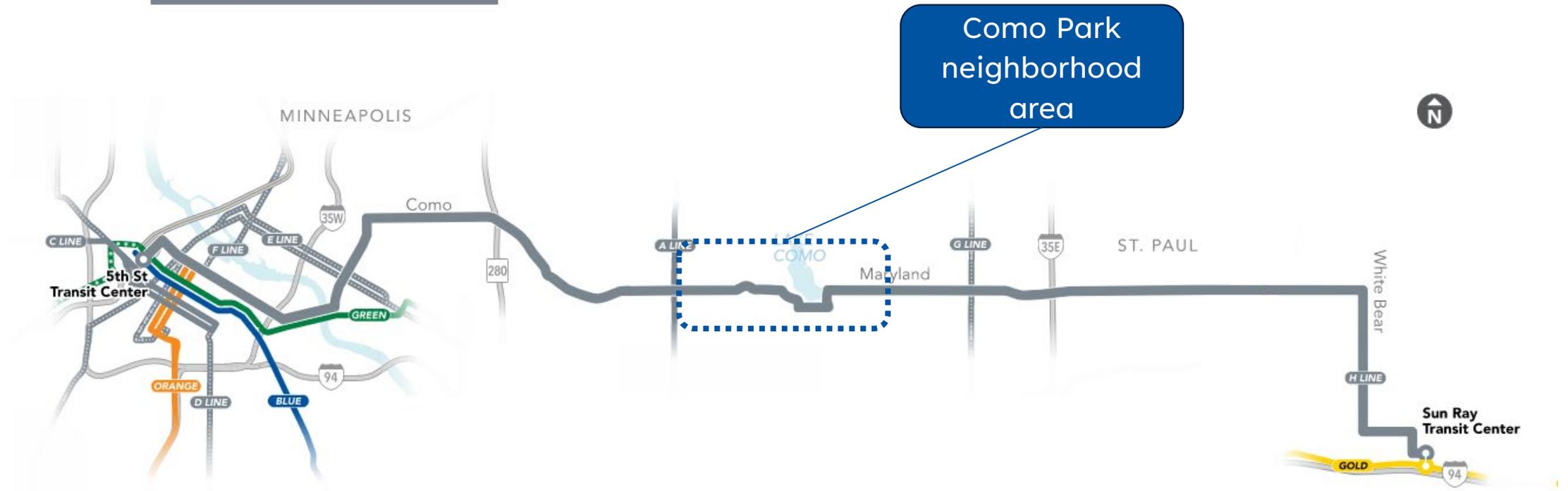
# METRO H Line details – routing and proposed station locations

# METRO H Line Bus Rapid Transit

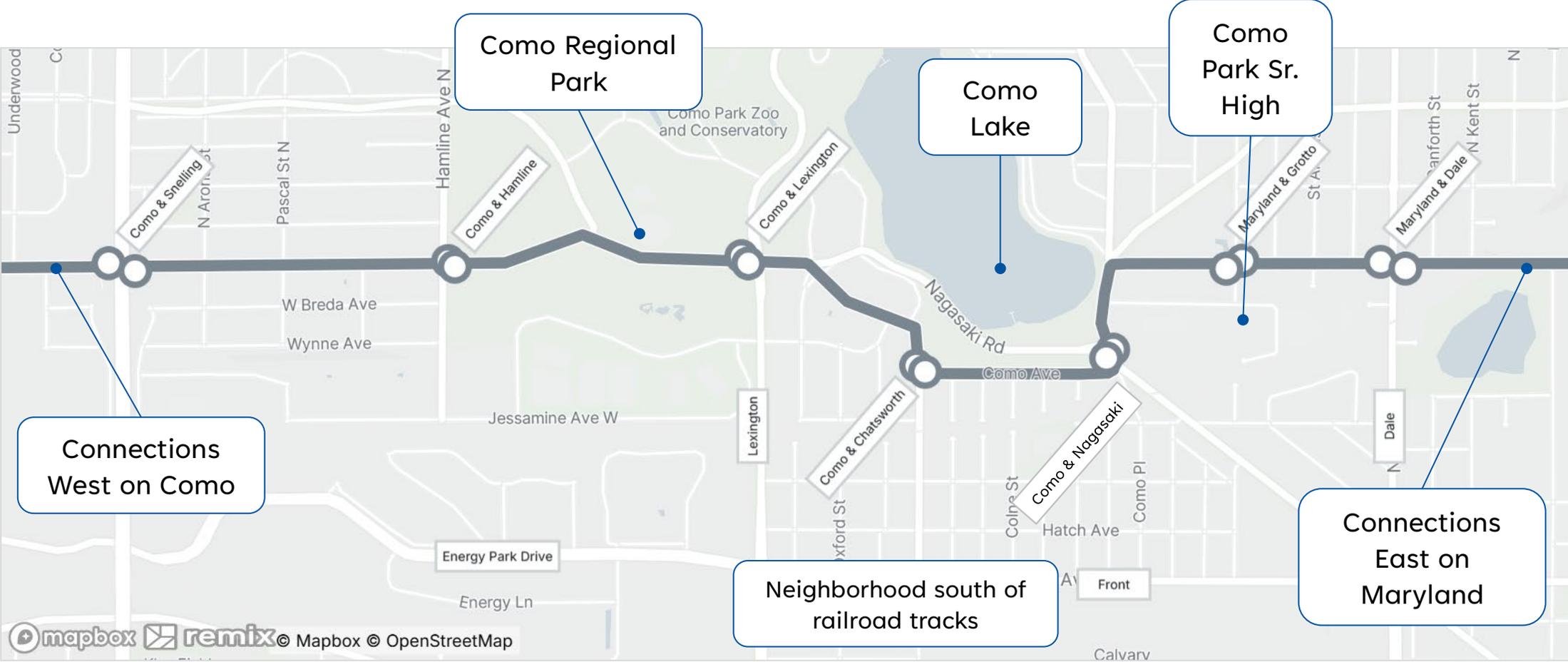


H Line

January 2022



# Existing Route 3A and H Line routing through Como Park neighborhood



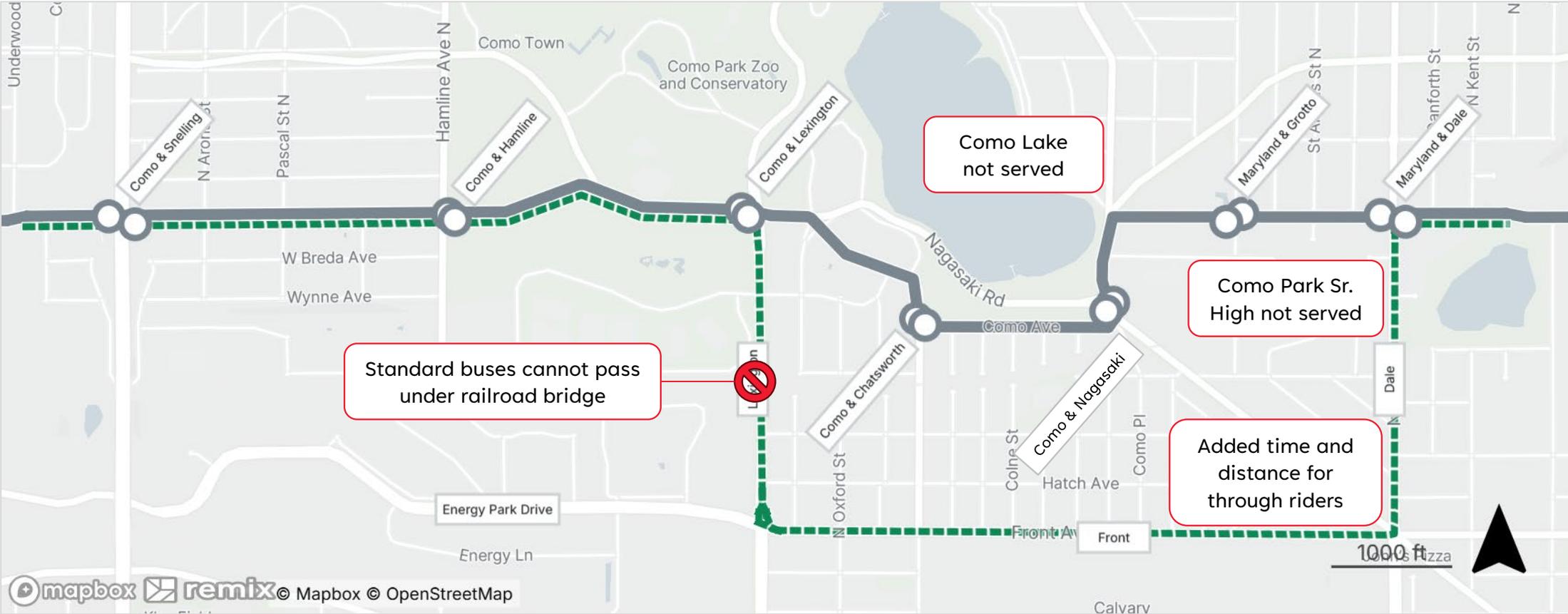
# Other routings suggested through recent feedback

**Via Snelling and Energy Park Drive / Front:** Does not serve key destinations, including Como Regional Park, Como Lake, and Como Park Sr. High; adds ~1 mile of travel distance



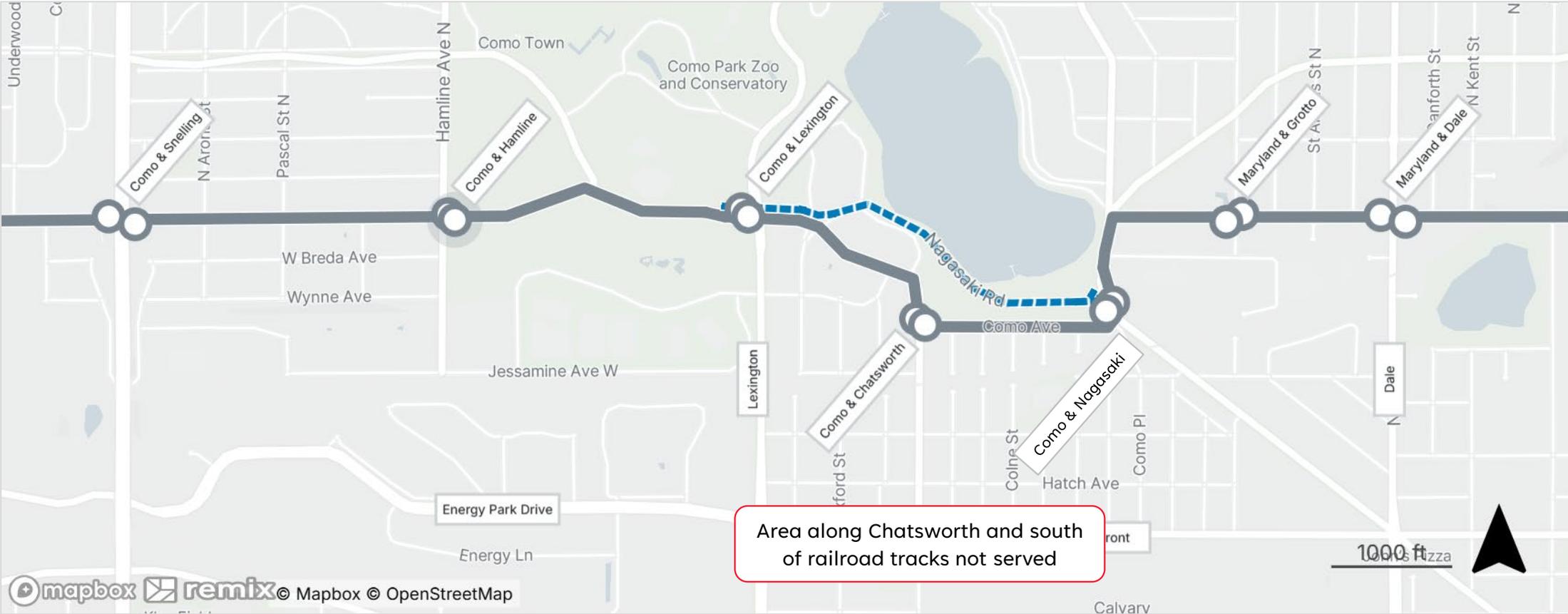
# Other routings suggested through recent feedback

**Via Lexington and Front:** Buses cannot pass under railroad bridge, does not serve key destinations including Como Lake and Como Park Sr. High; adds ~1 mile of travel distance



# Other routings suggested through recent feedback

Via Nagasaki: Does not serve residents and destinations along Chatsworth, especially south of railroad tracks

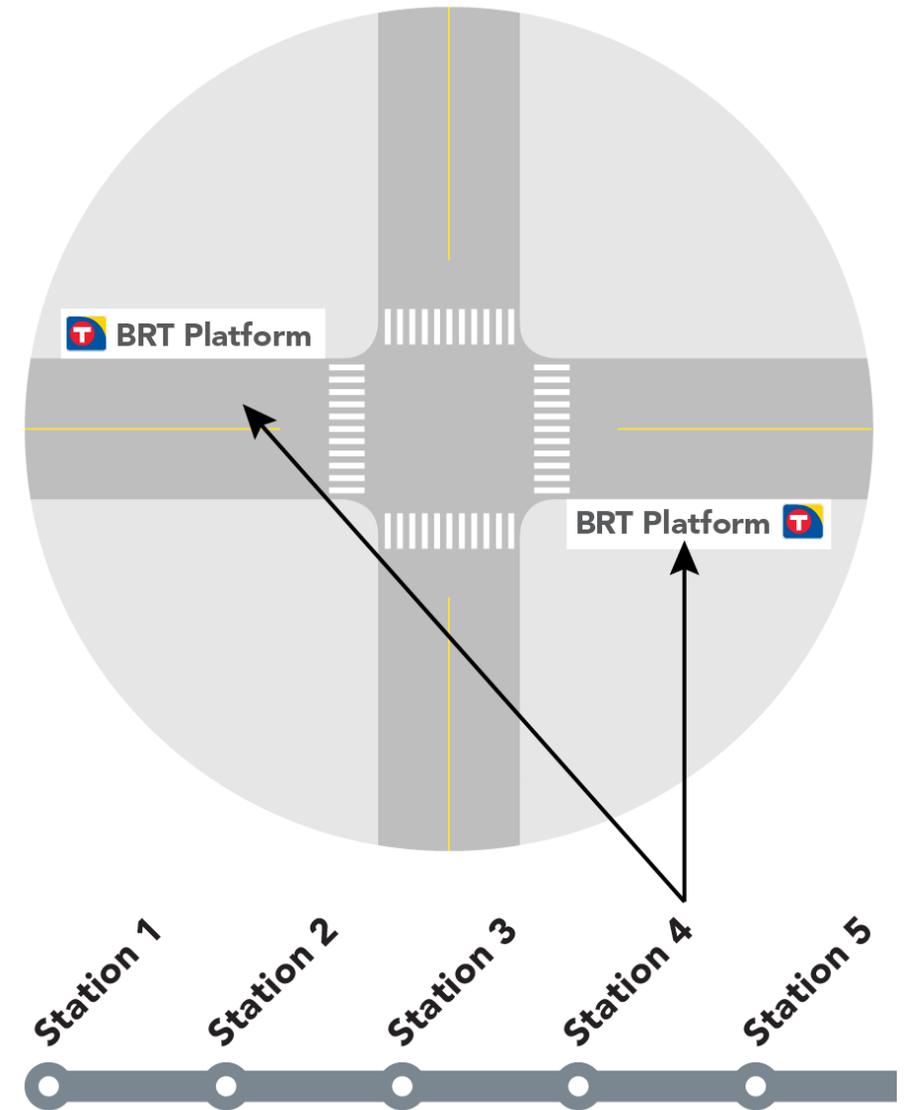


# Upcoming planning phase focus is on station locations

- Identify, evaluate, and finalize **station and platform locations**
  - Develop **Corridor Plan** to establish H Line station locations
- Engage riders and the public
  - Share information about the project and how to participate in engagement
  - Collect input and feedback to shape the contents of the **Corridor Plan (stations and platform locations for H Line)**
- Gather input and coordinate with agency partners
  - Saint Paul, Ramsey County, Minneapolis, Hennepin County, MnDOT, U of M

# What will be included in the Corridor Plan?

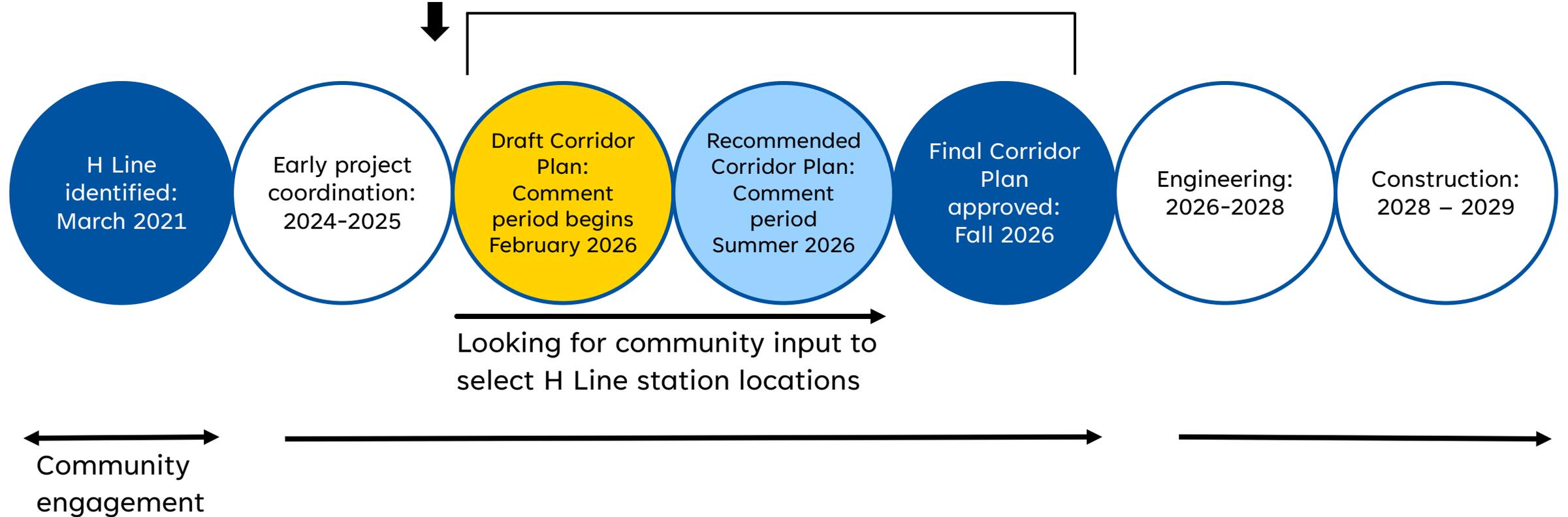
- By the end of 2026
  - Proposed **station locations**
  - Proposed **platform locations** within the station intersection
  - Information about how and why proposed locations were determined
- Station and platform **designs** will be finalized during engineering phase (2027-2028)



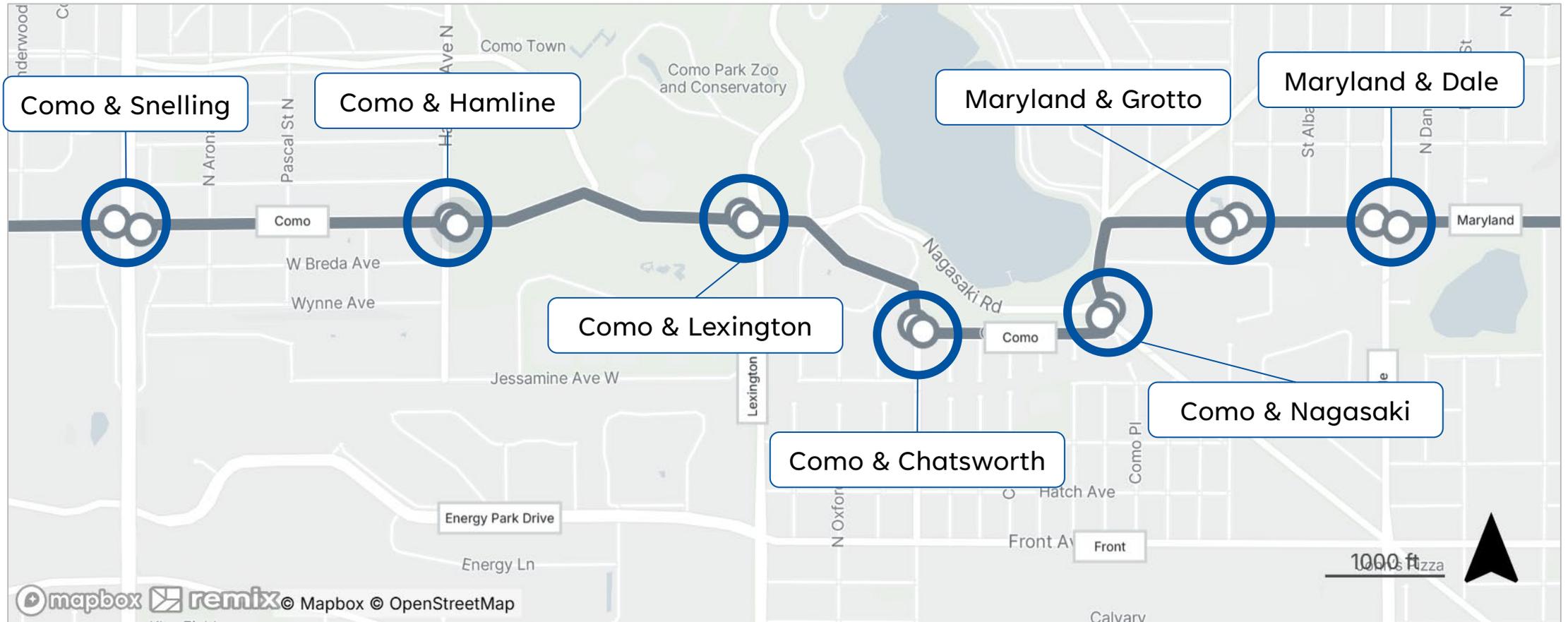
# H Line project schedule

We are here

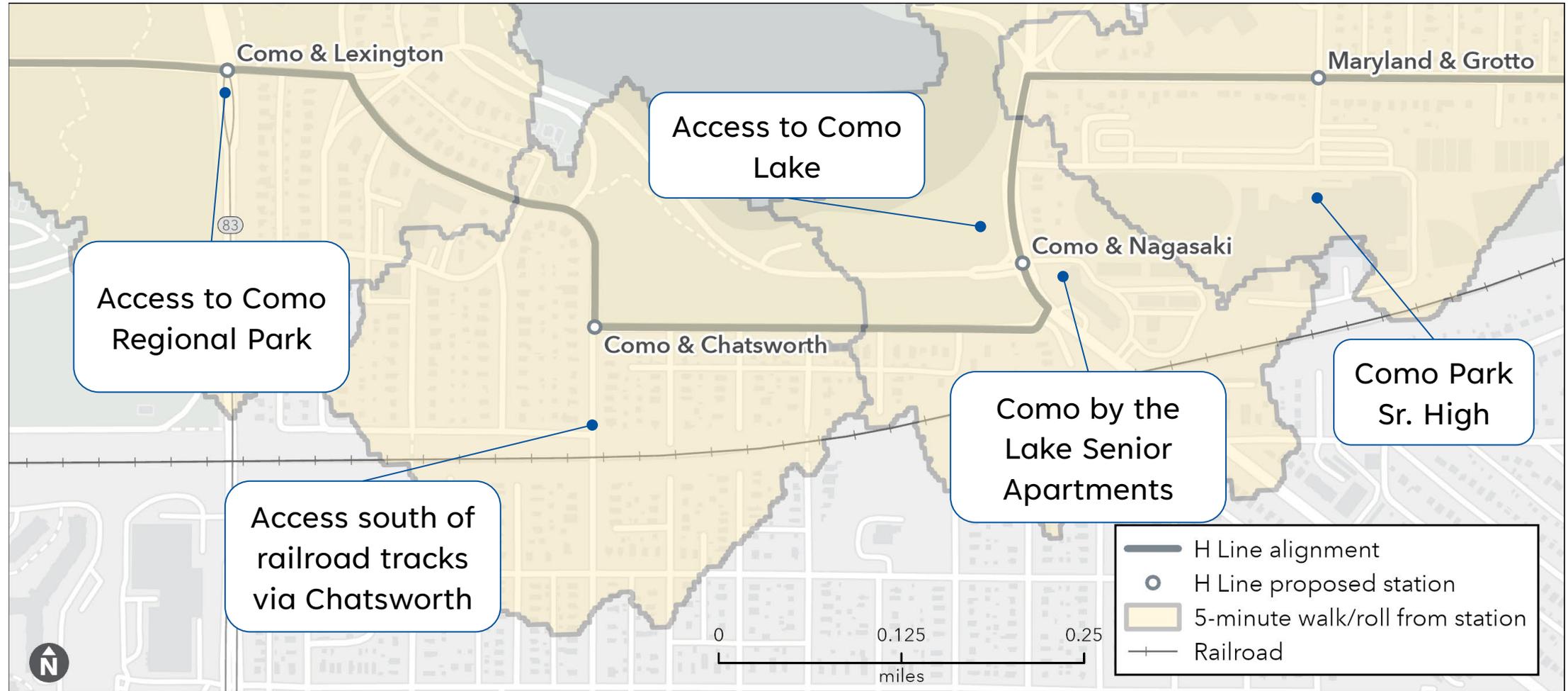
Planning phase



# Proposed H Line station locations in Como neighborhood



# Proposed H Line station locations in Como Lake area



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# Concerns raised and additional context

# Route 3A schedule compared to proposed H Line schedule

## Buses per direction per hour

Time of day	Existing Route 3A	Proposed H Line
Morning peak	2-3	4-6
Midday	2	4-6
Afternoon peak	2-3	4-6
Evening	2	4

Existing annual average daily traffic (AADT) from all vehicles:

- Como Ave west of Lexington Ave: **6,600 vehicles per day**
- Como Ave east of Chatsworth St: **1,900 vehicles per day**
- E Como Blvd south of Maryland Ave: **5,500 vehicles per day**

# The H Line will use the same size buses as the Route 3A



60' articulated Route 3 bus



60' articulated E Line bus (style to be used on H Line)

The H Line is planned to use 60' buses, like the Route 3A does today

# Transit service near schools

- Arterial BRT and other high-frequency bus routes safely operate on streets adjacent to schools today
- Examples
  - St. Anthony Park Elementary at Como & Knapp (Route 3)
  - Lucy Laney Elementary at Penn & 33rd Ave N (C Line)
  - Marcy Arts Elementary at 4th St SE & 4th Ave SE (E Line)
  - Ella Baker at Hennepin & 26th Ave S (E Line)
  - Green Central Dual Language Elementary at 4th Ave S & 34th St S (Route 11)

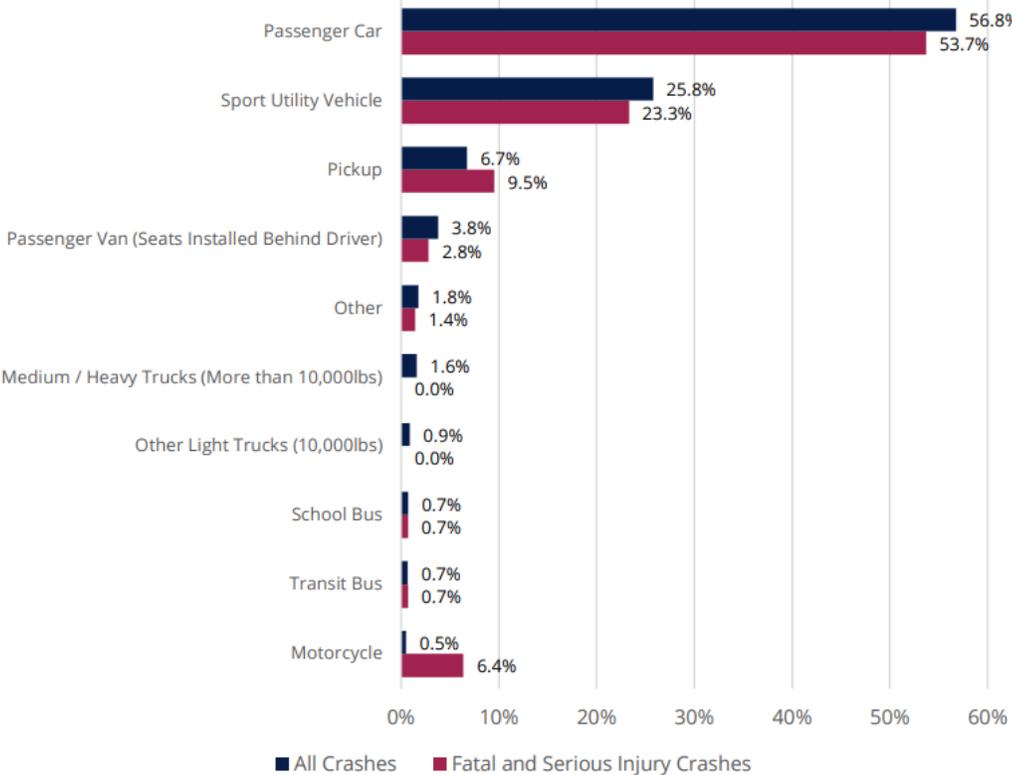


# Transit service on streets with many pedestrians, bikes, and parked cars

- Arterial BRT and other high-frequency bus routes safely on streets with many pedestrians, bikes, and parked cars today
- Transit buses are among the least likely vehicle type to be involved in a crash
- Operators receive extensive training with an emphasis on safety, including safe operations around pedestrians and cyclists

### Crashes by Vehicle Type

Over half of all crashes involved a Passenger Car vehicle. Sports Utility Vehicles were the second most common vehicle type involved in crashes (Figure 39). This was consistent across crash severity types and for pedestrian and bicycle crashes. A higher proportion of motorcycles are involved in fatal and serious injury crashes, which would be expected since the vehicle does not provide protection to the rider involved in a crash.



# Arterial BRT near major parks and green spaces

- Arterial BRT and other local transit operates near parks today
- Metropolitan Council and City policy encourages transit connections to regional parks to improve access to amenities and opportunities
- An important benefit of the H Line will be to provide improved transit access to Como Regional Park and Como Lake



Richfield Rd & Bde Maka Ska – E Line



John Ireland & Marshall – B Line

# Arterial BRT in neighborhood contexts

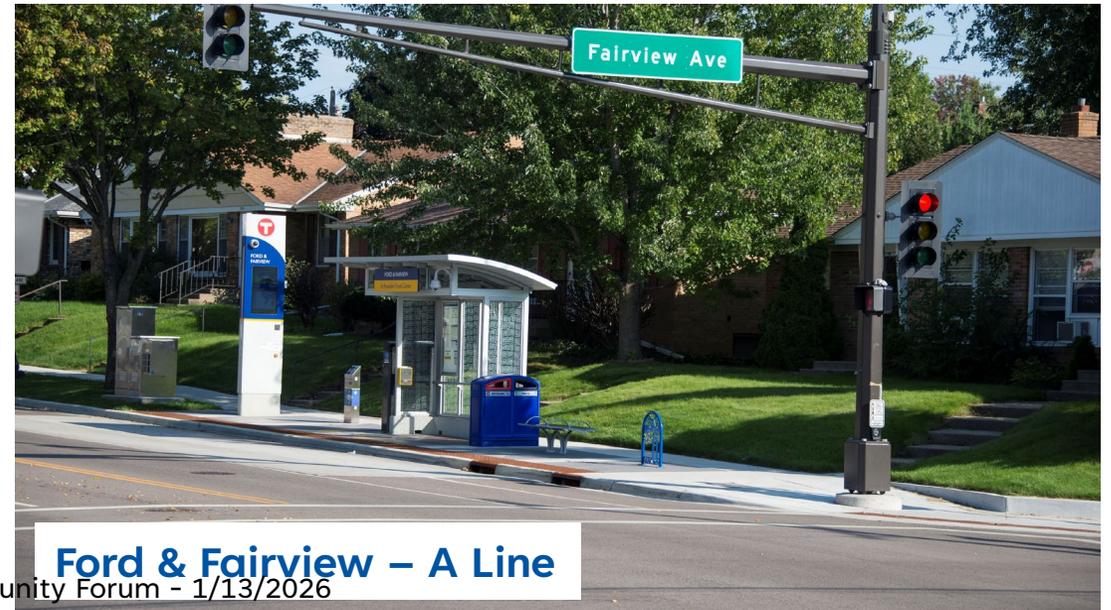
- Arterial BRT and local transit operates in a wide variety of local contexts throughout the region



Selby & Hamline – B Line



Sheridan & 39th St – E Line



Ford & Fairview – A Line

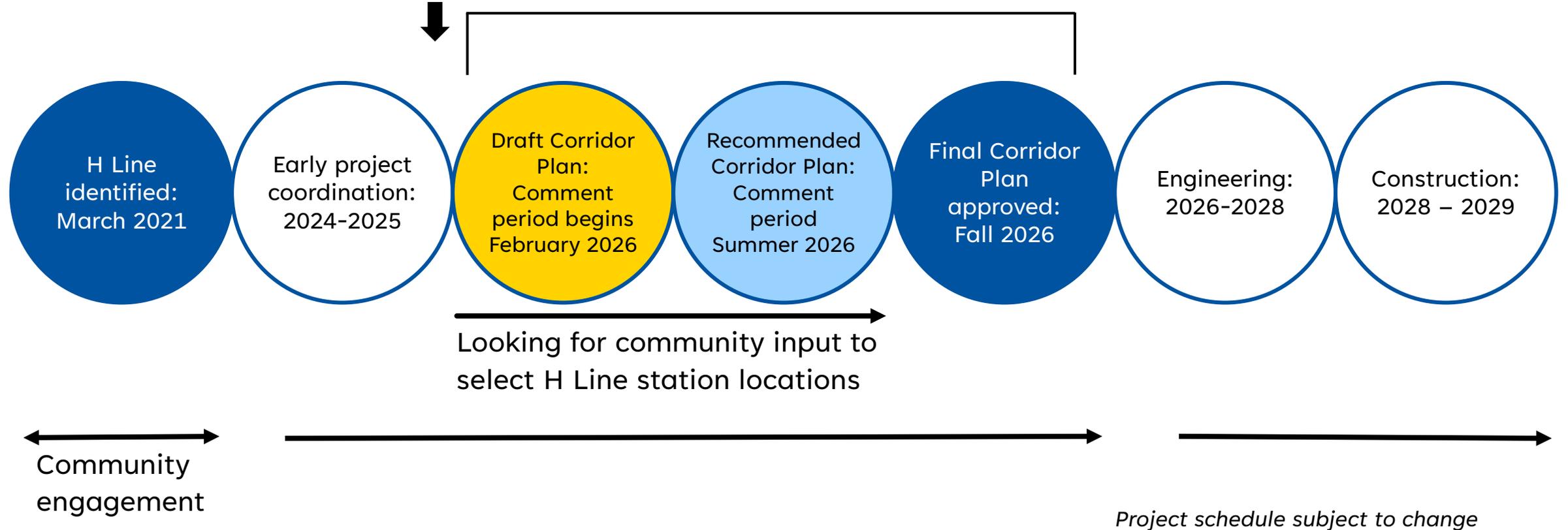
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## Next steps

# H Line project schedule

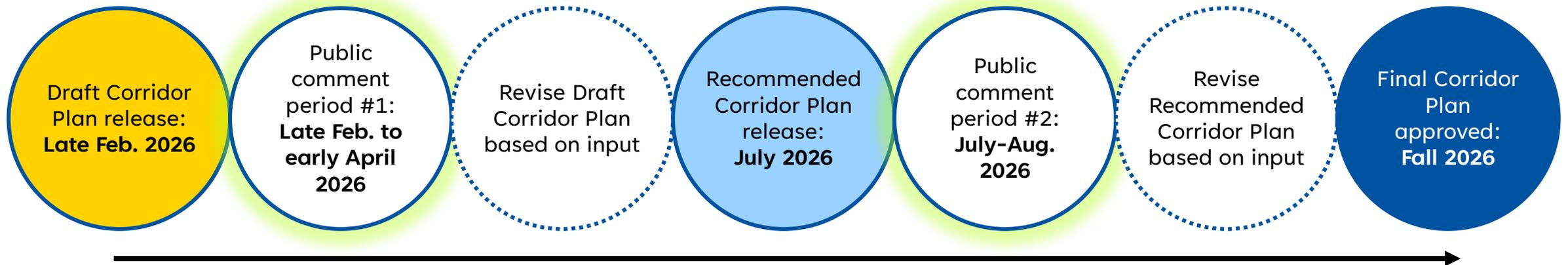
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Planning phase



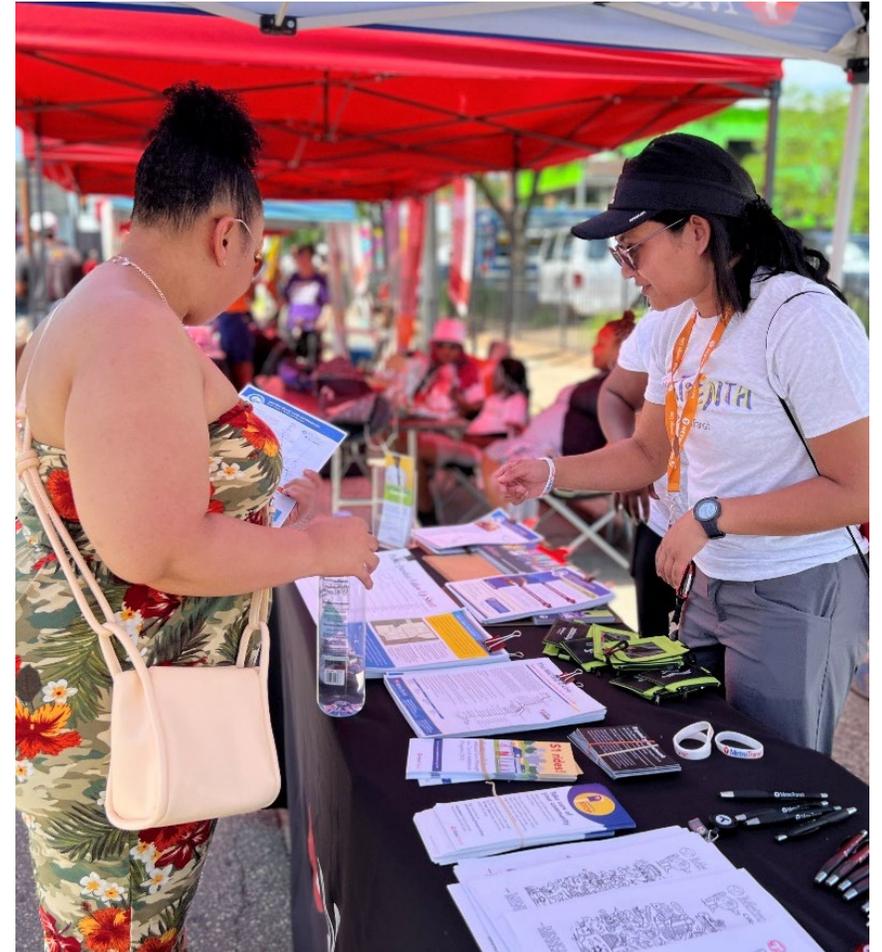
# Next Steps

- Two public comment periods
  - Winter 2026 (late February-early April), Draft Corridor Plan
  - Summer 2026 (July-August), Recommended Corridor Plan
- Continued engagement with Como Park neighborhood



# How will we engage?

- Direct mailing to all homes, businesses, and property owners along the corridor
- Door knocking with station-specific flyers
- Pop-up events
- Distribute messages through local elected officials, cities, and partner agencies
- Partner with neighborhood, community, business, and advocacy groups
- Existing route bus rider outreach
- Email newsletters, project webpage, social media
- Translation of documents
- Participate in community events and meetings
- Collect feedback via online and in-person surveys



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# Discussion and listening session

METRO H Line Como Community Forum - 1/13/2026



# Thank you!

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Stay in touch with the H Line project

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