METRO H Line

Draft Corridor Plan

March 23, 2026

Comment by May 4, 2026

metrotransit.org/hline

Executive summary

Metro Transit is planning METRO H Line stations and seeking feedback. Responses will help to decide where stations should be located. **Provide your feedback on proposed stations by May 4, 2026**.

- Complete a survey online at metrotransit.org/h-line-project
- Email comments to HLine@metrotransit.org
- Call Customer Relations at 612-373-3333

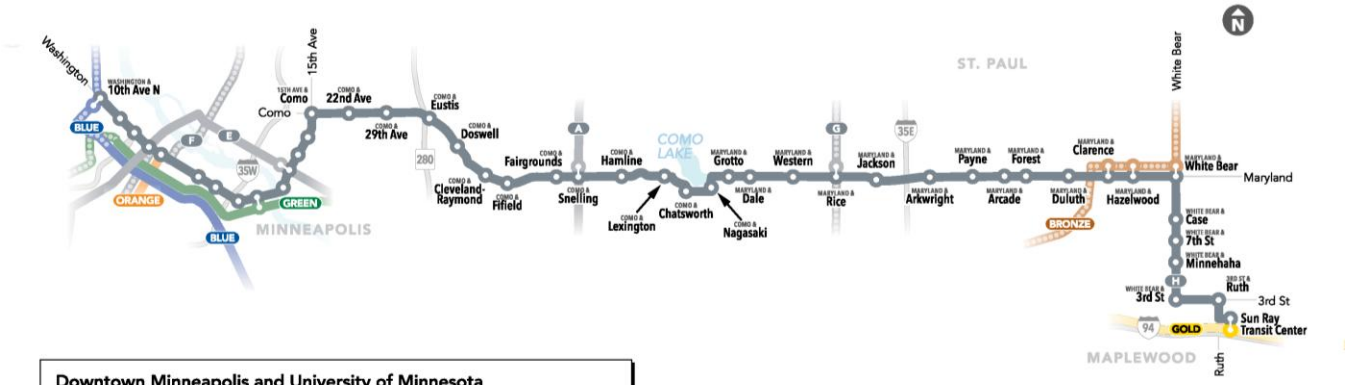
Corridor overview

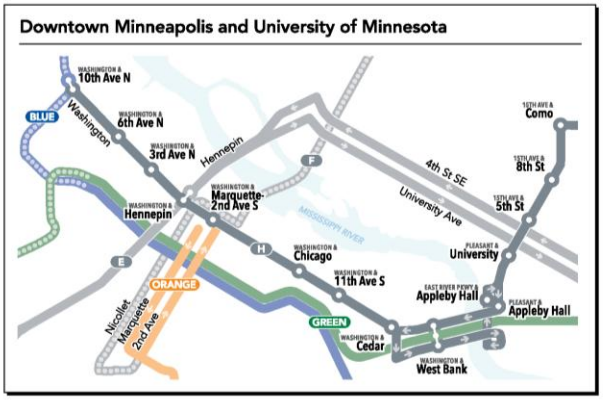
The H Line is a planned arterial bus rapid transit (BRT) line that will provide faster and more reliable transit service in the Como Avenue and Maryland Avenue corridor, which is served today primarily by Route 3 and Route 80.

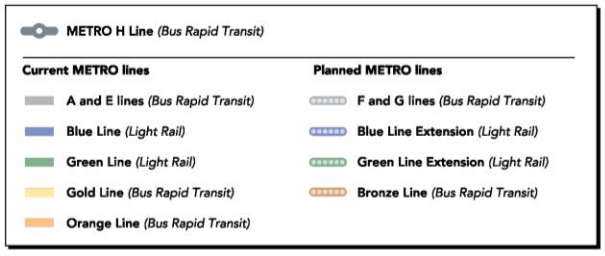
The 17-mile H Line will run from downtown Minneapolis to the Sun Ray Transit Center on Saint Paul's East Side, providing enhanced east-west service connecting the two cities. The route will travel on Washington Avenue, Pleasant Street, 15th Avenue, and Como Avenue in Minneapolis, and on Como Avenue, Maryland Avenue, White Bear Avenue, 3rd Street, and Ruth Street in Saint Paul.

Stations

The H Line is proposed to stop at 45 stations along the route, spaced 0.4 miles apart (two to three per mile) on average to balance speed and access to stations. BRT stations are designed to provide faster and more reliable service, with amenities that make taking transit more comfortable and easier to use.







Corridor transit service

The H Line will increase and improve transit service in the corridor. The exact service schedule for the H Line will be developed closer to the opening of the line. Buses are planned to arrive up to every 10 minutes. H Line service will run seven days a week during the day, evening, and most of the night.

Today, the H Line corridor is served primarily by Route 3 and Route 80, as well as Route 54 and Route 64. Several other routes serve portions of the corridor today, but for shorter segments.

When the H Line opens, transit service in the corridor will look different. Route 3 and all of its branches are planned to be discontinued when the H Line opens. The H Line, G Line BRT (Rice Street), and new local Route 66 are planned to replace Route 3 in the corridor. Separately, changes are proposed along Maryland Avenue east of I-35E as part of the Bronze Line BRT, which is planned to begin service in 2032. Route 80 is planned to be replaced by the H Line and Bronze Line.

Project schedule

The H Line project is in the planning phase to identify and collect feedback on station locations. The Draft Corridor Plan is the first of three versions of the plan to identify H Line station locations. The Recommended Corridor Plan will be the second version of the plan. It will include recommended station locations updated based on community feedback received on the Draft Corridor Plan. The Recommended Corridor Plan is expected to be released in August 2026, initiating a second public engagement period. The Final Corridor Plan will be the third and final version of the plan and include any additional updates to station locations based on community feedback received on the Recommended Corridor Plan. The Final Corridor Plan will be brought to the Metropolitan Council for approval, anticipated in fall 2026.

The engineering phase takes the station concepts identified in the Final Corridor Plan and creates detailed designs that address how the stations fit into the street and the precise location of bus shelters and other amenities. H Line engineering is expected to happen in 2026-2027. H Line construction is expected to begin in 2028.

Public engagement

Community feedback is key to planning an arterial BRT line. There will be two public engagement periods during the H Line planning phase:

- Draft Corridor Plan engagement period from March 23 through May 4, 2026
- Recommended Corridor Plan engagement period planned to start in August 2026 and last four weeks

Following the second public engagement period, Metro Transit will consider revisions and seek approval of the Final Corridor Plan from the Metropolitan Council. A summary of public engagement activities and feedback received will be included in the Recommended Corridor Plan and Final Corridor Plan.

Table of contents

Introduction

Metro Transit is expanding the arterial bus rapid transit (BRT) network in the region.

The METRO H Line is a planned bus rapid transit line that will provide faster and more reliable transit service in the Como Avenue and Maryland Avenue corridor. BRT buses and stations are comfortable and easy to use. See the What is Arterial BRT? section for more details.

Metro Transit is planning H Line stations. Feedback from customers and the public will help to decide where stations should be located.

The Draft Corridor Plan identifies proposed H Line station and platform locations. Learn more about proposed stations in the H Line stations section.

Provide your feedback on proposed stations by May 4, 2026.

- Complete a survey online at metrotransit.org/h-line-project
- Email comments to HLine@metrotransit.org
- Call Customer Relations at 612-373-3333

Corridor overview

The H Line corridor is about 17 miles long and is proposed to have 45 stations spaced about 0.4 miles apart (two to three per mile) on average (**Figure 1**). See the H Line Stations section for more details.

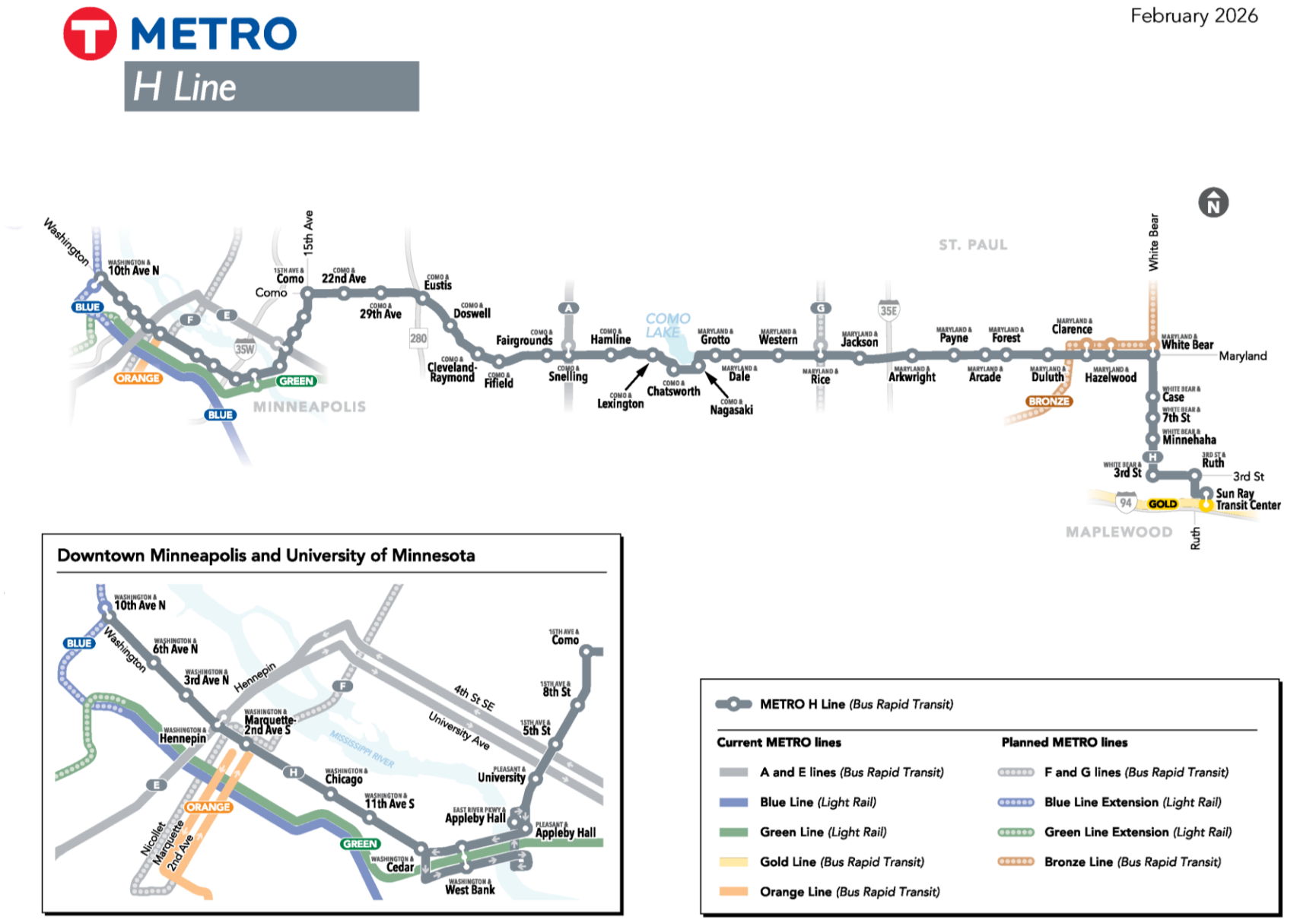
The H Line will run from downtown Minneapolis to the Sun Ray Transit Center on Saint Paul's East Side, providing enhanced east-west service connecting the two cities. The route will travel on

- Washington Avenue, Pleasant Street, 15th Avenue, and Como Avenue in Minneapolis, and on
- Como Avenue, Maryland Avenue, White Bear Avenue, 3rd Street, and Ruth Street in Saint Paul.

The H Line alignment was selected through the Network Next study. It was adopted by the Metropolitan Council in March 2021. Visit metrotransit.org/network-next for more details.

Today, the H Line corridor is primarily served by Route 3 and Route 80, in addition to Route 54 and Route 64. Route 3 is planned to be discontinued when the H Line opens. The H Line, G Line (Rice Street), and new local Route 66 are planned to replace Route 3 in the corridor. See the H Line corridor transit service section for more details.

Figure 1. H Line corridor map



Did you know?

- In fall 2025, customers took about 6,000 rides on Route 3, Route 54, Route 64, and Route 80 in the H Line corridor per weekday.
- Route 3 was the region's fifth highest ridership bus route in 2025.
- About 85% of existing riders in the H Line corridor will be able to catch the H Line within one block of their current bus stop based on station locations proposed in this plan.
- During busy times, Route 3 buses often go less than 8 miles per hour in certain parts of the corridor.
- The H Line will introduce east-west transit service on Maryland Avenue between Rice Street and Payne Avenue. Today, riders must travel to and from downtown Saint Paul to continue east or west along Maryland Avenue. See the H Line corridor transit service section for more details.

Overall project schedule

Planning

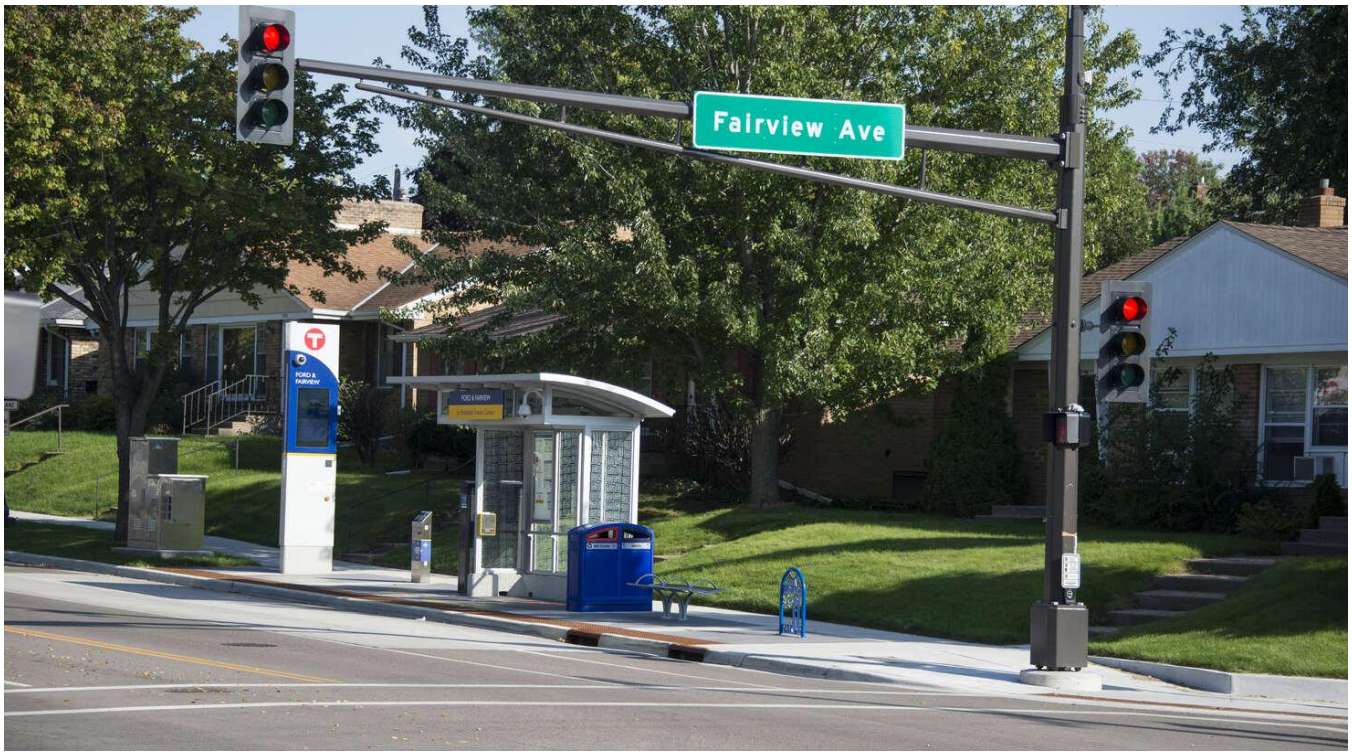
During the planning phase, the project team develops the corridor plan. The corridor plan identifies the location of stations and platforms. Metropolitan Council approval of this plan will set the location of platforms within the intersection. This is an important step before beginning project engineering. H Line planning is expected to be completed in 2026.

Engineering

In the engineering phase, stations are designed. The station design includes how the platforms fit into the existing street and sidewalk. Station design also includes the location of the bus shelter and other amenities. H Line engineering is expected to happen in 2026-2027.

Construction

The H Line is expected to begin construction in 2028. The H Line will open for service following completion of construction.



Planning schedule

1. Draft Corridor Plan

The first version of the plan. It includes draft station and platform locations. The H Line Draft Corridor Plan was released on March 23, 2026.

2. Public engagement period #1

The first engagement period of the project started on March 23, 2026 and will end on May 4, 2026.

3. Recommended Corridor Plan

The Recommended Corridor Plan is the second version of the plan. It will include recommended station locations updated based on community feedback received on the Draft Corridor Plan. It is expected to be released in August 2026.

4. Public engagement period #2

The second public engagement period of the project is planned to start in August 2026 and last four weeks.

5. Final Corridor Plan

The Final Corridor Plan is the third and final version of the plan. It will include any additional updates to station locations based on community feedback received on the Recommended Corridor Plan. The Final Corridor Plan will be brought to the Metropolitan Council for approval. This is expected to happen in fall 2026.

Public engagement

Community feedback is key to planning an arterial BRT line. Public engagement for the H Line project is led by Metro Transit's Community Outreach Coordinators. Our public engagement goals are:

- Solicit feedback from customers using existing service in the corridor
- Reach out to every station neighbor along the H Line corridor for feedback on the project
- Offer diverse channels that community members can use to provide project feedback
- Conduct in reach to public-facing staff before engaging the public.
- Successfully bridge communication and engagement efforts between other coordinated projects.

There will be two public engagement periods during the H Line planning phase:

- Draft Corridor Plan engagement period from March 23 through May 4, 2026
- Recommended Corridor Plan engagement period planned to start in August 2026 and last four weeks

A summary of public engagement activities and feedback received will be included in the Recommended Corridor Plan and Final Corridor Plan.

Partnerships

Several H Line stations will be developed in coordination with other projects throughout the corridor. Agency partners are leading their own public engagement processes for these coordinated projects. Metro Transit is collaborating with agency partners to share H Line information and promote H Line public engagement opportunities as part of separate coordinated projects.

Tell us what you think!

- Complete a survey online at metrotransit.org/h-line-project
- Email comments to HLine@metrotransit.org
- Call Customer Relations at 612-373-3333

Sign up for project updates at metrotransit.org/h-line-project.

What is Arterial BRT?

Metro Transit is developing a network of arterial bus rapid transit (BRT) lines. Arterial BRT service runs on existing streets, primarily in mixed traffic. BRT service is a cost-effective way to improve the transit network. Arterial BRT lines are proven to attract more regular transit riders.

Arterial BRT network

The METRO H Line will be the eighth line in the arterial BRT network (**Figure 2**).

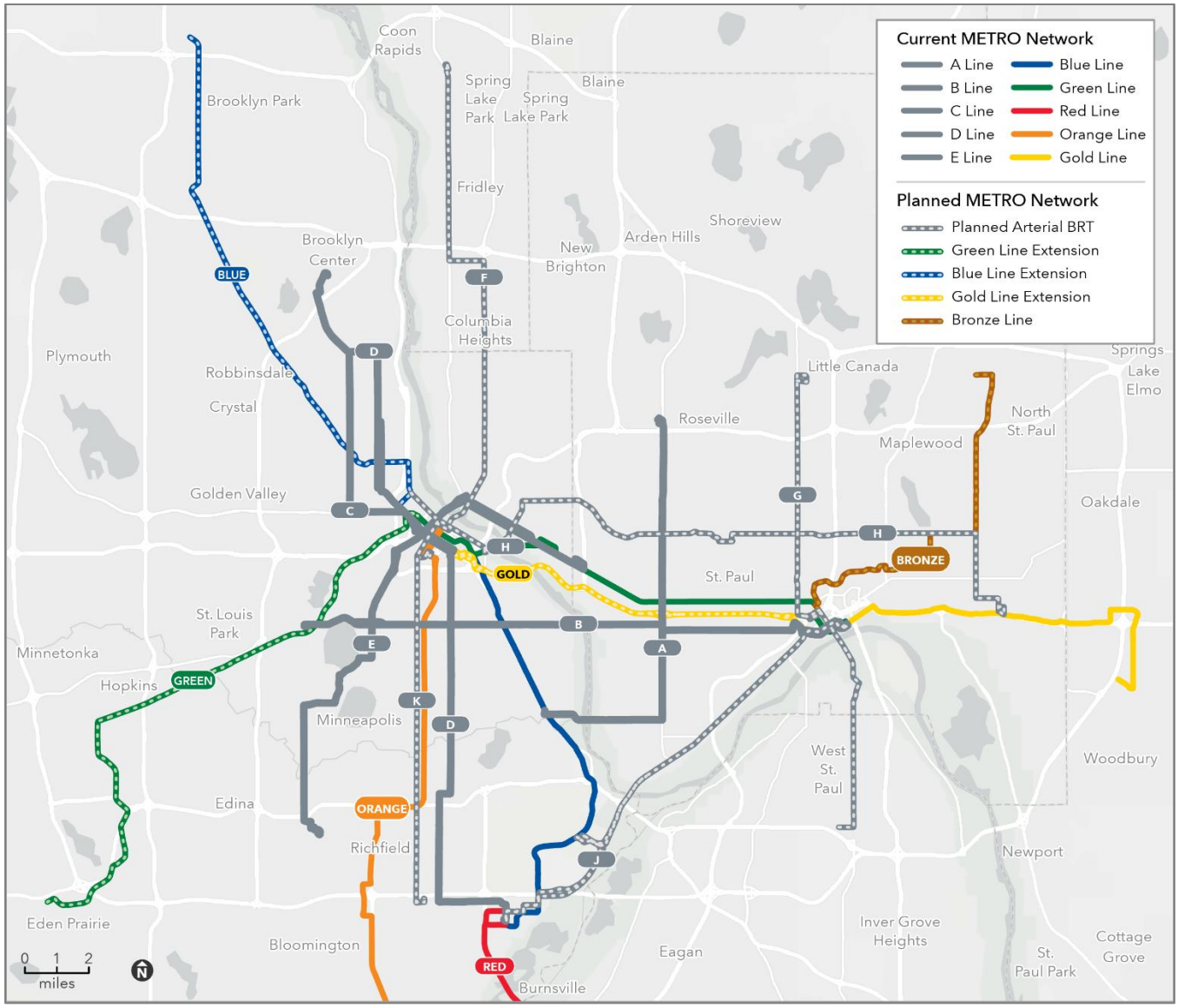
Existing:

- A Line opened in June 2016 on Snelling Avenue and Ford Parkway
- B Line opened in June 2025 on Lake Street and Marshall and Selby avenues
- C Line opened in June 2019 on Penn Avenue
- D Line opened in December 2022 on Chicago and Fremont avenues
- E Line opened in December 2025 on University Avenue/4th Street, Hennepin, and France avenues

Planned:

- F Line is planned to be under construction starting in 2028 on Central and University avenues
- G Line is under construction in 2026 on Rice and Robert streets
- H Line is planned to be under construction starting in 2028 on Como and Maryland avenues
- J Line will serve the West 7th Street corridor with planning starting in 2026
- K Line will serve the Nicollet Avenue corridor with planning set to begin in 2027

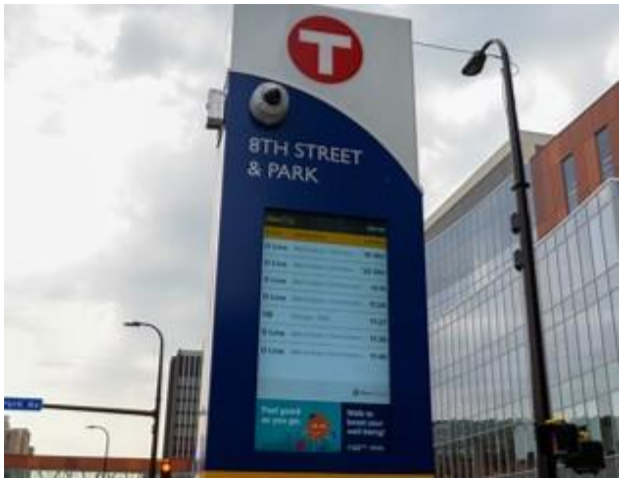
Figure 2. Existing and Planned METRO Network



Arterial BRT attributes

Arterial BRT provides faster and more reliable service. BRT has amenities at stations and on buses that improve the customer experience. Arterial BRT stations have standard amenities and branding. Each station is designed to make space for riders and fit into the surrounding context.

Shelters: Nearly every arterial BRT station has a bus shelter. Shelters protect customers from the weather while waiting for the bus. Standard shelters include on-demand heaters, seating, and built-in lighting.



Transit information: Each BRT station has screens with real-time NexTrip departures. Schedules, route maps, and connecting routes are posted at each station. Transit information is also provided in accessible formats.

Comfortable stations: Stations are designed for customers to wait for the bus comfortably. There is space to get on and off the bus safely. Stations are well lit and have security cameras and emergency telephones. Benches, trash and recycling bins, and bike parking are available for customer use.

Off-board fare payment: Like on other METRO lines, customers will pay fares before boarding the bus. Customers may board through any bus door. Ticket vending machines and fare card validators are located at each station. Off-board fare payment speeds up the boarding process and helps keep the bus moving. Fare payment will be encouraged through on-board education and inspection efforts led by Metro Transit staff.

BRT vehicles: Arterial BRT vehicles are designed for a comfortable ride. Wider aisles make it easy to move around the bus. Buses have wide doors and low floors to make it easy to enter and exit. Customers using mobility devices are still able to board using an accessible ramp. Buses have bicycle racks on the front of the vehicle.

Frequent service: Arterial BRT provides high-frequency service throughout the day and most of the evening. BRT buses arrive at stations often, so customers don't need to rely on a schedule to plan their trip. Frequent service is also provided on nights and weekends.

Project elements

Arterial BRT projects have many elements that come together for a successful line. Stations, platforms, shelters, and bus priority treatments are all key parts of arterial BRT lines.

Stations

Arterial BRT buses stop at stations with more amenities than at a normal bus stop. Station locations are chosen through a planning and public engagement process that includes transit customers, station neighbors, and agency partners. Some important considerations for choosing a station location are included here.

Station spacing

When the bus makes fewer stops, it can spend more time moving instead of being stopped at stations. Stations spaced 1/3 to 1/2 mile apart balance speed and access to stations.

Existing ridership & transit connections

Bus stops with high ridership are good places for arterial BRT stations. Stations are located so that most customers getting on the bus today are within one block of a future station. Stations are located to make transfers to other routes easier.

Community feedback

Metro Transit asks customers and the public for their feedback on station locations during the planning process. Responses help to decide where stations should be located.

Destinations

Popular areas are usually good places for arterial BRT stations. Grocery stores, medical clinics, schools, workplaces, and community centers are examples of important destinations that are considered.

Safe pedestrian crossings

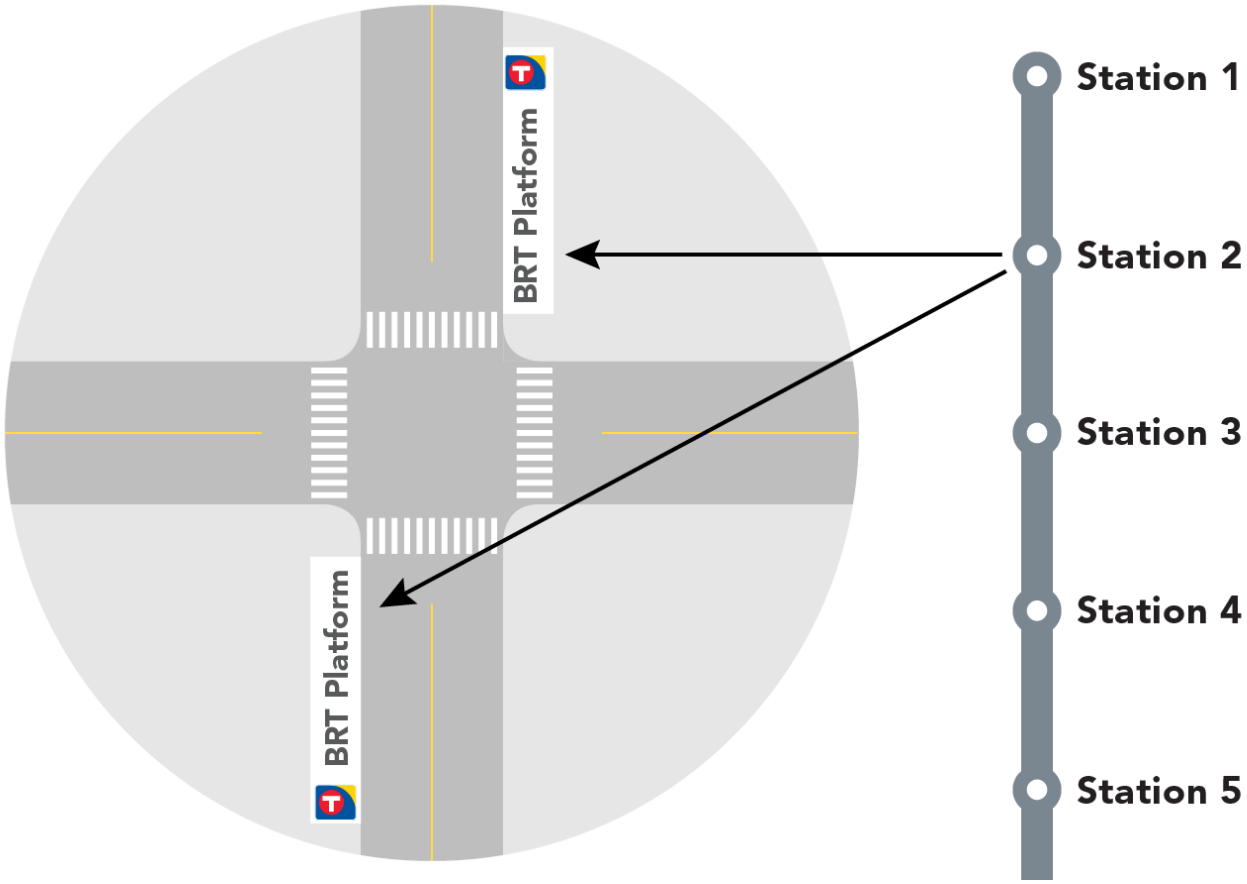
Arterial BRT stations are normally located at intersections with traffic lights or stop signs to make it easier for customers to safely cross the street.

Street design & available right-of-way

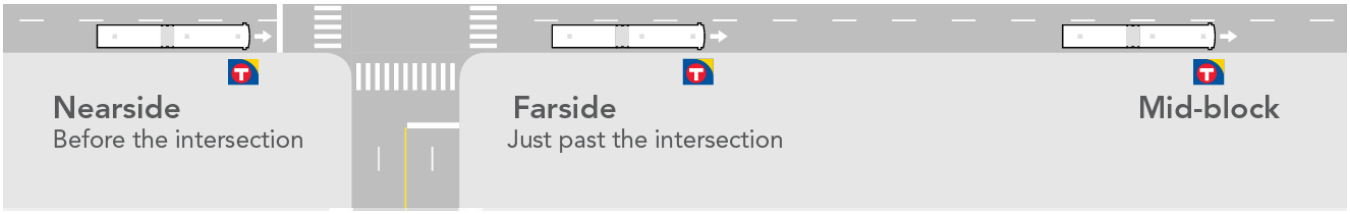
The street design affects where stations can be placed. Driveways, medians, bicycle lanes, sidewalks, and space available are all parts of the street design that are considered when locating stations.

Platforms

Arterial BRT stations normally have two platforms. There is a platform for each direction the bus travels. Platforms are where customers wait for the bus and get on and off the bus. Stations at the beginning and end of the arterial BRT line and on one-way streets may have just one platform.



Platform location



Platforms can be located nearside, farside, or at mid-block.

- A station platform is located **"nearside"** when it is located just before an intersection.
- A station platform is located **"farside"** when it is located just beyond an intersection.
- A **"mid-block"** platform location is in the middle of the block between intersections. Mid-block locations are less preferred because they are normally far from crosswalks. Customers walking or rolling to and from the bus may need to travel further to use a crosswalk.

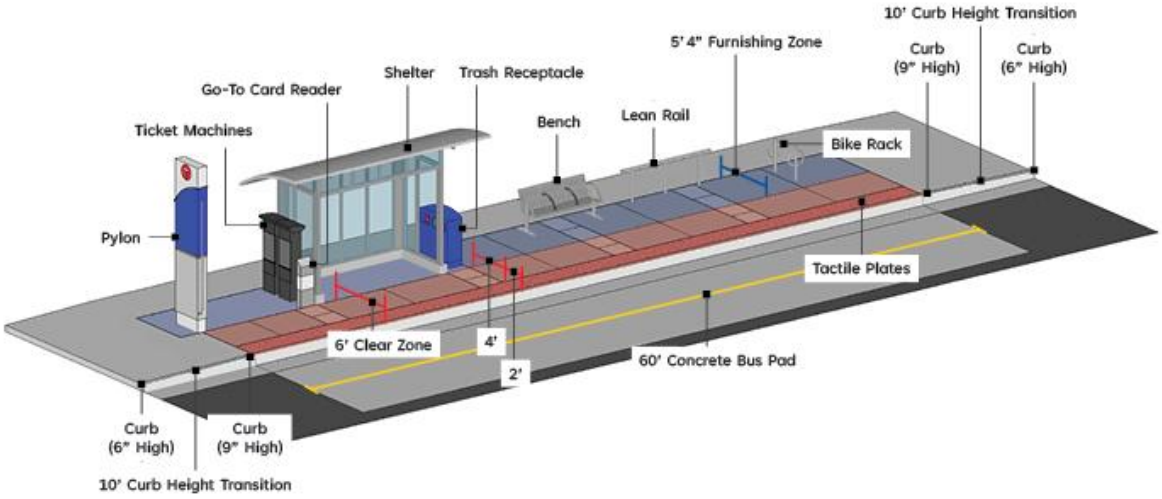
Farside platforms are usually preferred for arterial BRT service because they help the bus move faster. Transit signal priority (TSP) helps buses get through green lights and works best when the platform is farside. Farside platforms help buses to stop only once at an intersection. When a platform is nearside, it is more likely that the bus will have to stop twice: first to pick up passengers and then again at the red light. Farside platforms also help buses avoid conflicts with right-turning vehicles.

However, not all platforms are farside. Street design, right-of-way limits, or other factors can make farside platforms difficult or infeasible. Nearside platforms are preferred at four-way stop-controlled intersections. Alternatively, farside platforms at four-way stop-controlled intersections, which are not preferred, require buses to stop twice: first at the stop sign and then again at to pick up passengers.

Platform size

Standard arterial BRT platforms are 60 feet long. A standard platform can fully serve all doors of a 60-foot bus. Platforms may be longer if more than one bus uses the same platform. Rare situations may make it infeasible to construct a standard platform.

Arterial BRT platforms have a standard width of approximately 11.5 feet. This includes a 5.5-foot furnishing zone where the shelter, pylon, and other amenities are located. The pylon marker has a screen with NexTrip real-time departures. The 6-foot clear zone is the open space where customers get on or off the bus. Typically, the through zone is behind the platform. The through zone is the space for people not using the bus platform to walk or roll.



On roadways with bikeways, Metro Transit's preferred configuration is to route the bikeway behind the BRT platform as a part of the through zone to avoid conflicts with bus operations. However, in constrained circumstances, the bikeway should be located in front of the platform, on the street. In scenarios with limited space, modifications to platform standards may be made.

Near-level boarding

Arterial BRT platforms have higher curbs for "near-level boarding." Standard arterial BRT platforms have a 9-inch curb height. Normal sidewalk curbs are 6 inches tall. Near-level boarding reduces the step up from the platform to the floor of the bus. This makes it easier for customers to get on and off the bus. Arterial BRT buses still have accessibility ramps for customers with mobility devices. All bus models in Metro Transit's fleet can stop at platforms with curb heights of nine inches or less. Curb heights for arterial BRT platforms are determined in the design phase of the project.

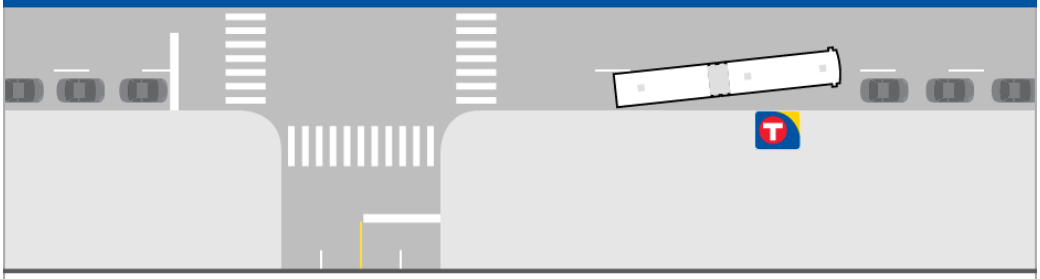
In-lane stops

Arterial BRT stations are normally designed for buses to make in-lane stops. At an in-lane stop, the bus stops in the lane of general traffic. Buses do not need to merge in and out of traffic to pick up and drop off customers. In-lane stops save time and help BRT buses run faster.

Where the right lane next to the curb is used for parking or a right-turn lane, the curb is extended so the platform is in line with the travel lane. Curb extensions can also create more space for platform amenities and bike facilities. In-lane stops can also occur when the right lane next to the curb is used as a travel lane. The bus will travel in the right lane and be able to stop at the platform without merging.

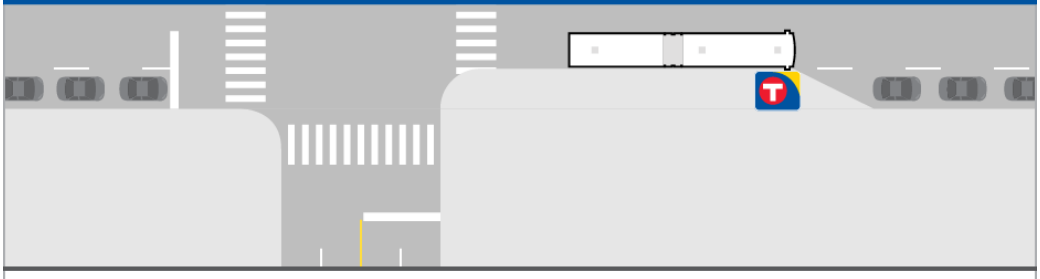
In-lane stops may not be appropriate on roads where cars and trucks travel at high speeds. For safety reasons, the bus will pull out of traffic to stop in these areas.

Station without curb extension



Today buses usually stop outside of the travel lane. There is little space for station amenities and pedestrians. Merging back into traffic causes delay.

Station with curb extension



Curb extensions provide space for station amenities and pedestrians. Buses do not need to merge in and out of traffic to pick up and drop off customers.

Shelters

There are three standard sizes of arterial BRT shelters. Shelter size is selected to accommodate the number of customers waiting for the bus during the busiest part of the day. The stations with higher ridership have medium or large shelters to make space for more customers. Specific site conditions may also influence the size of the shelter planned for each location.

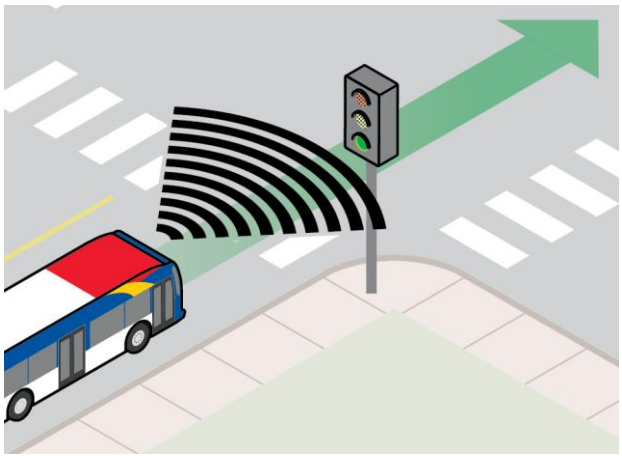
Small shelter 12 feet long, 5 feet wide, and 9 feet high

Medium shelter 24 feet long, 5 feet wide, and 9-12 feet high

Large shelter 36 feet long, 5 feet wide, and 9-12 feet high

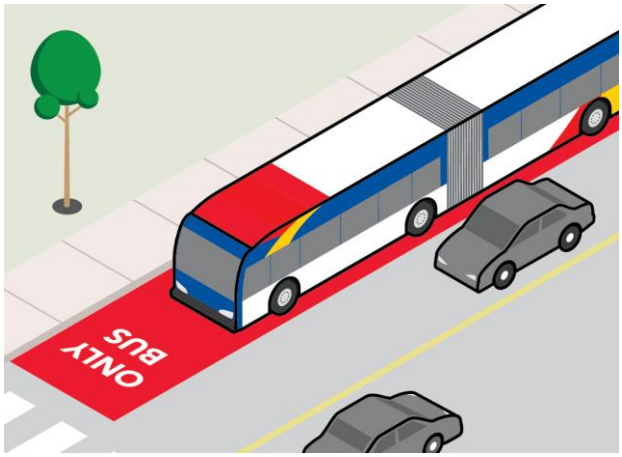
Bus priority treatments

A key goal for arterial BRT projects is to provide fast and reliable service. Bus priority treatments are tools to help buses avoid delays that slow them down. When the bus can move through the corridor quickly, customers can rely on the bus to get them to their destination on time. Metro Transit works with its roadway owner partners to add bus priority treatments to arterial BRT projects. Bus priority treatments are finalized in the engineering phase of the project.



Transit signal priority (TSP) helps buses get through intersections and reduces time stopped at red lights. When a bus approaches an intersection, it can send a signal to extend the green light or shorten the red light.

Queue jump signals allow the bus to pass stopped vehicles at traffic lights. Buses pull into a lane on the right side of the street. The lane can be a dedicated lane or a shared right-turn and transit lane. Buses receive a dedicated green light to move ahead of general traffic.



Bus-only lanes may be used in arterial BRT corridors to increase speed and reliability. Bus-only lanes are parts of the road that can only be used by buses as well as cars making right turns or accessing driveways and on-street parking. They are normally painted red. When buses drive in bus-only lanes, they can move quickly through areas with traffic. Bus-only lanes can be reserved for buses all day or part of the day.

H Line corridor transit service

The H Line will increase and improve transit service in the corridor. This section outlines existing local bus service in the corridor and the plan for H Line and other bus service in the area.

Existing local bus service

Today, the H Line corridor is served primarily by Route 3 and Route 80, as well as Route 54 and Route 64 (**Figure 3**). Several other routes serve portions of the corridor today, but for shorter segments.

Route 3

Route 3 serves portions of Washington Avenue in downtown Minneapolis, the University of Minnesota, and Como Avenue, Front Avenue, Maryland Avenue, Rice Street, and downtown Saint Paul.

Route 3 has several "branches" that split off from the main part of the route to run on different segments and serve more areas. Branches are like sub-routes within the main route. Route 3 has two primary branches, the 3A and the 3B, which split off from the main route east of the intersection of Como Avenue and Snelling Avenue.

- **Route 3A** branch serves Como Avenue, Maryland Avenue, Rice Street, and downtown Saint Paul.
- **Route 3B** branch serves Energy Park Drive, Front Avenue, Como Avenue, Rice Street, and downtown Saint Paul.

Additional, secondary branches of the Route 3 – the Route 3U, Route 3E, and Route 3S – serve shorter segments and operate a limited number of scheduled trips at specific times of day.

Route 80

Route 80 travels from Sun Ray Transit Center to Maplewood Mall Transit Center, operating primarily along White Bear Avenue, as well as portions of Ruth Street, 3rd Street, and Beam Avenue.

Route 54

Route 54 travels from Mall of America Transit Station to downtown Saint Paul and continues to Maplewood Mall Transit Center. Route 54 overlaps the H Line corridor along Maryland Avenue between Arcade Street and White Bear Avenue.

Route 64

Route 64 travels from downtown Saint Paul to Maplewood Mall Transit Center, operating on multiple branches serving different areas of Saint Paul, Maplewood, and North Saint Paul. Route 64 overlaps the H Line corridor along Maryland Avenue between Payne Avenue and White Bear Avenue.

Figure 3. Existing service

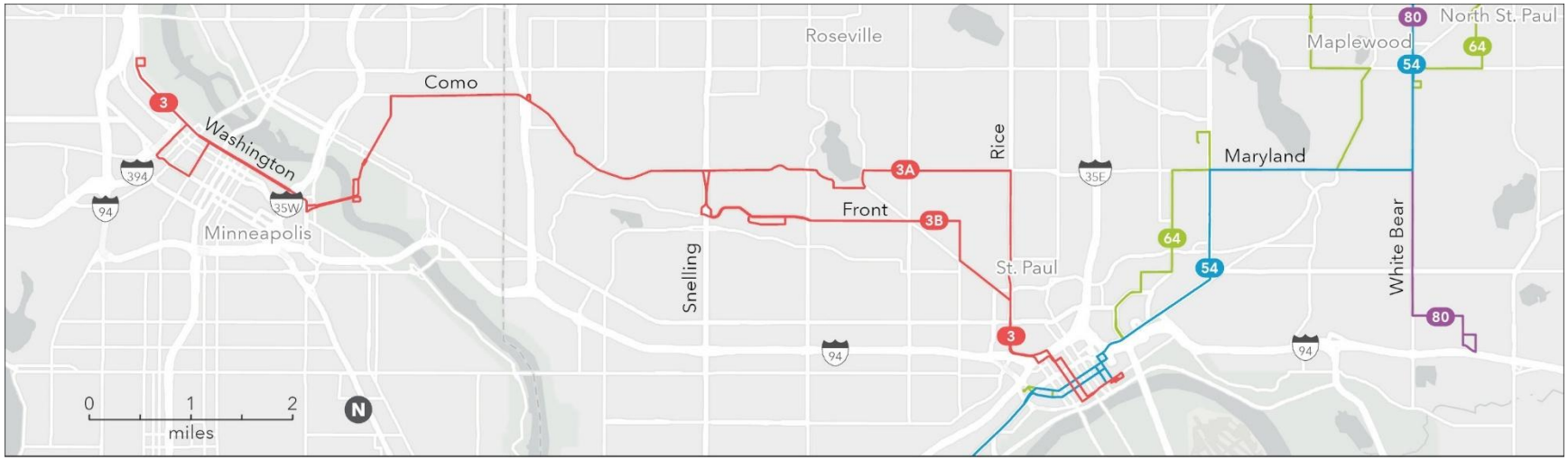
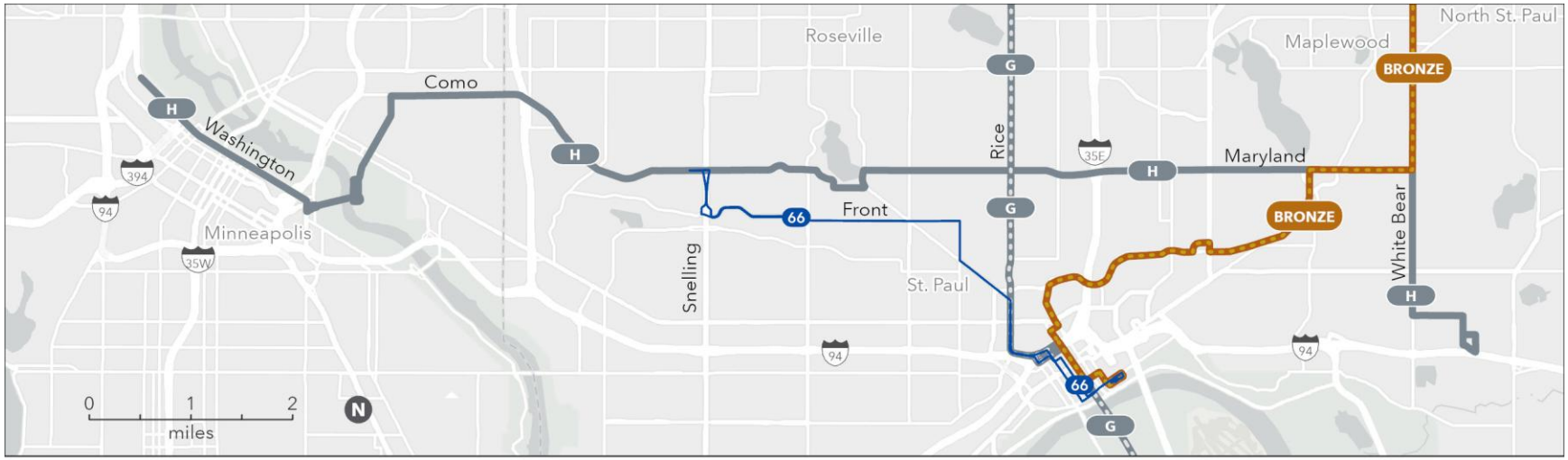


Figure 4. Proposed service



Proposed H Line corridor service

H Line

Arterial BRT lines are designed to provide improved service with fast, frequent, all-day service that connects key destinations. They are normally the main transit service in the corridor. The exact service schedule for the H Line will be developed closer to the opening of the line.

- Buses are planned to arrive up to every 10 minutes
- Arterial BRT lines run seven days a week
- Service is offered during the day, evening, and most of the night

Local and other BRT service

When the H Line opens, transit service in the corridor will look different (**Figure 4**). Some route changes are planned to occur with the opening of the H Line or soon after. Other route changes are planned to occur before the end of 2027.

Changes to Route 3

Route 3 and all of its branches are planned to be discontinued when the H Line opens. The H Line, G Line (BRT), and new local Route 66 are planned to replace Route 3 in the corridor.

Route 3A and G Line

Route 3A is planned to be replaced by the H Line and G Line. The G Line is scheduled to begin service in 2027 (Phase 1), connecting downtown Saint Paul to Little Canada Transit Station along Rice Street. Visit metrotransit.org/g-line-project for more details.

The H Line will continue along Maryland Avenue east of Rice Street towards White Bear Avenue instead of traveling south along Rice Street into downtown Saint Paul as the Route 3A does today. Riders traveling to or from downtown Saint Paul will instead use the G Line along Rice Street. The planned transfer point between the H Line and G Line is at the Maryland & Rice station.

Route 3B and Route 66

Route 3B is planned to be replaced by a new local Route 66. The planned transfer point between H Line and Route 66 is at Como & Snelling.

Bronze Line and changes to Route 54, Route 64, and Route 80

The northern portion of existing Route 54 from downtown Saint Paul to Maplewood Transit Center is planned to be replaced by the METRO Bronze Line BRT. The Bronze Line is planned to begin service in 2032. Visit metrotransit.org/bronze-line-project for more details.

Route 80 is planned to be replaced by the H Line and Bronze Line.

Significant changes to Route 54 and Route 64 are planned to occur before the end of 2027. These changes are recommended in Metro Transit's Network Now framework. Network Now is a plan for transit service improvements through 2027. Visit metrotransit.org/network-now for more details.

Local agency partnership

Arterial BRT lines are planned with support from local agency partners. This section outlines the ways we are working together to deliver a successful line.

Technical Advisory Committee

Staff members from agency partners supported the development of the Corridor Plan. Participating agencies include:

- City of Saint Paul
- City of Minneapolis
- Ramsey County
- Hennepin County
- Minneapolis Park and Recreation Board
- University of Minnesota
- Minnesota Department of Transportation (MnDOT)

Coordinated projects

Several H Line stations will be developed in coordination with other projects throughout the corridor. Details of these projects, including timelines, may change.

The following represent projects needing the most significant coordination with the H Line project. Other coordinated projects may be added as planning and engineering for the H Line continue.

METRO Blue Line Extension

- Lead agency: Metropolitan Council, in partnership with Hennepin County
- H Line stations affected: Washington & 10th Avenue N
- Expected construction timing: Construction expected to begin in 2027
- For more information, visit BlueLineExt.org

Washington Avenue Bikeway Project (5th Avenue S to 11th Avenue S)

- Lead agency: Hennepin County
- H Line stations affected: Washington & 11th Avenue S, Washington & Chicago
- Expected construction timing: 2028

Dinkytown Pedestrian Improvements Project

- Lead agency: City of Minneapolis
- H Line stations affected: 15th Avenue & 8th Street
- Expected construction timing: 2026 (bikeway), 2028 (resurfacing)
- For more information, visit minneapolismn.gov/government/projects/dinkytown-ped-improvements

Como Avenue SE Corridor Improvement Project (10th Avenue SE to 33rd Avenue SE)

- Lead agency: City of Minneapolis
- H Line stations affected: 15th Avenue & Como, Como & 22nd Avenue, Como & 29th Avenue
- Expected construction timing: 2028-2029
- For more information, visit minneapolismn.gov/government/projects/como-av-se-corridor

Maryland Avenue Corridor Study (E Como Blvd to Rice St)

- Lead agency: City of Saint Paul, in partnership with Ramsey County
- H Line stations affected: Maryland & Grotto, Maryland & Dale, Maryland & Western
- Expected construction timing: 2028-2029
- For more information, visit stpaul.gov/marylandavenue

Maryland Avenue Traffic Signal Modernization Project (Dale Street to Johnson Parkway)

- Lead agency: City of Saint Paul
- H Line stations affected: Maryland & Forest
- Expected construction timing: 2027

Rice Street Reconstruction

- Lead agency: Ramsey County
- H Line stations affected: Maryland & Rice. Based on coordination with Metro Transit, the Rice Street project constructed enhanced transit facilities on Maryland Avenue just west of Rice Street. H Line construction will upgrade these transit facilities to be full BRT platforms with standard station amenities.
- Expected construction timing: 2025-2027; construction at the intersection of Maryland Avenue and Rice Street completed 2025-2026
- For more information, visit ramseycountymn.gov/residents/roads-transportation/current-road-projects/rice-street-reconstruction

Jackson Street Reconstruction

- Lead agency: Ramsey County
- H Line stations affected: Maryland & Jackson
- Expected construction timing: 2026
- For more information, visit ramseycountymn.gov/residents/roads-transportation/current-road-projects/jackson-street-reconstruction

METRO Bronze Line

- Lead agencies: Metropolitan Council and Ramsey County
- H Line stations affected: Maryland & Clarence, Maryland & Hazelwood, Maryland & White Bear. H Line will share one or more platforms with the Bronze Line at these stations.
- Expected construction timing: 2030-2032
- For more information, visit metrotransit.org/bronze-line-project

White Bear Avenue Planning Study (Maryland Avenue to Suburban Avenue)

- Lead agency: Ramsey County
- H Line stations affected: Maryland & White Bear, White Bear & Case, White Bear & 7th Street, White Bear & Minnehaha, White Bear & 3rd Street
- Expected construction timing: 2029-2030
- For more information, visit ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study

H Line stations

The H Line has 45 proposed stations spaced 0.4 miles apart (two to three per mile) on average (**Figure 1**).

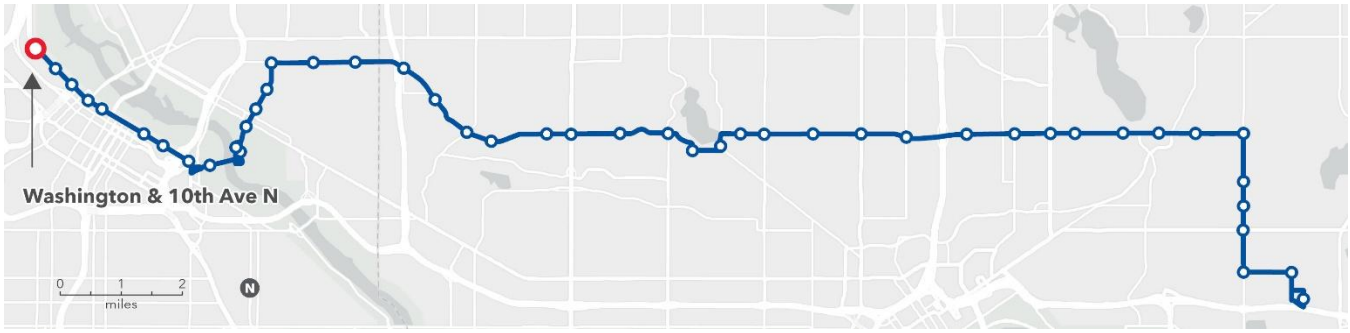
This section includes details about each station and platform location. Most stations in this plan have a concept layout showing the planned platform locations. Station designs will be finalized during the engineering phase of the project.

The previous Project elements section summarizes the primary factors that Metro Transit uses to identify station locations. Maps showing existing ridership in the H Line corridor are included in Appendix A: Corridor ridership. Maps in Appendix B: Corridor pedestrian walk/roll sheds show the approximate area a pedestrian could walk or roll within 5 minutes and 10 minutes from proposed H Line stations.

The following stations are listed in order from west to east beginning in downtown Minneapolis and ending at the Sun Ray Transit Center in Saint Paul.

Washington & 10th Avenue N
Washington & 6th Avenue N
Washington & 3rd Avenue N
Washington & Hennepin
Washington & Marquette-2nd Avenue S
Washington & Chicago
Washington & 11th Avenue S
Washington & Cedar
Washington & West Bank
Pleasant-E River & Appleby Hall
Pleasant & University
15th Avenue & 5th Street
15th Avenue & 8th Street
15th Avenue & Como
Como & 22nd Avenue
Como & 29th Avenue
Como & Eustis
Como & Doswell
Como & Cleveland-Raymond
Como & Fifield
Como & Fairgrounds
Como & Snelling
Como & Hamline
Como & Lexington
Como & Chatsworth
Como & Nagasaki
Maryland & Grotto
Maryland & Dale
Maryland & Western
Maryland & Rice
Maryland & Jackson
Maryland & Arkwright
Maryland & Payne
Maryland & Arcade
Maryland & Forest
Maryland & Duluth
Maryland & Clarence
Maryland & Hazelwood
Maryland & White Bear
White Bear & Case
White Bear & 7th Street
White Bear & Minnehaha
White Bear & 3rd Street
3rd Street & Ruth
Sun Ray Transit Center

Washington & 10th Avenue N



Station concept

View the station concept on the next page. Both the eastbound and westbound platforms are located nearside of the intersection. They are at the same location as the existing Route 3 bus stops.

Station spacing

Distance to next station: 0.33 miles to Washington & 6th Avenue N

Transit connections

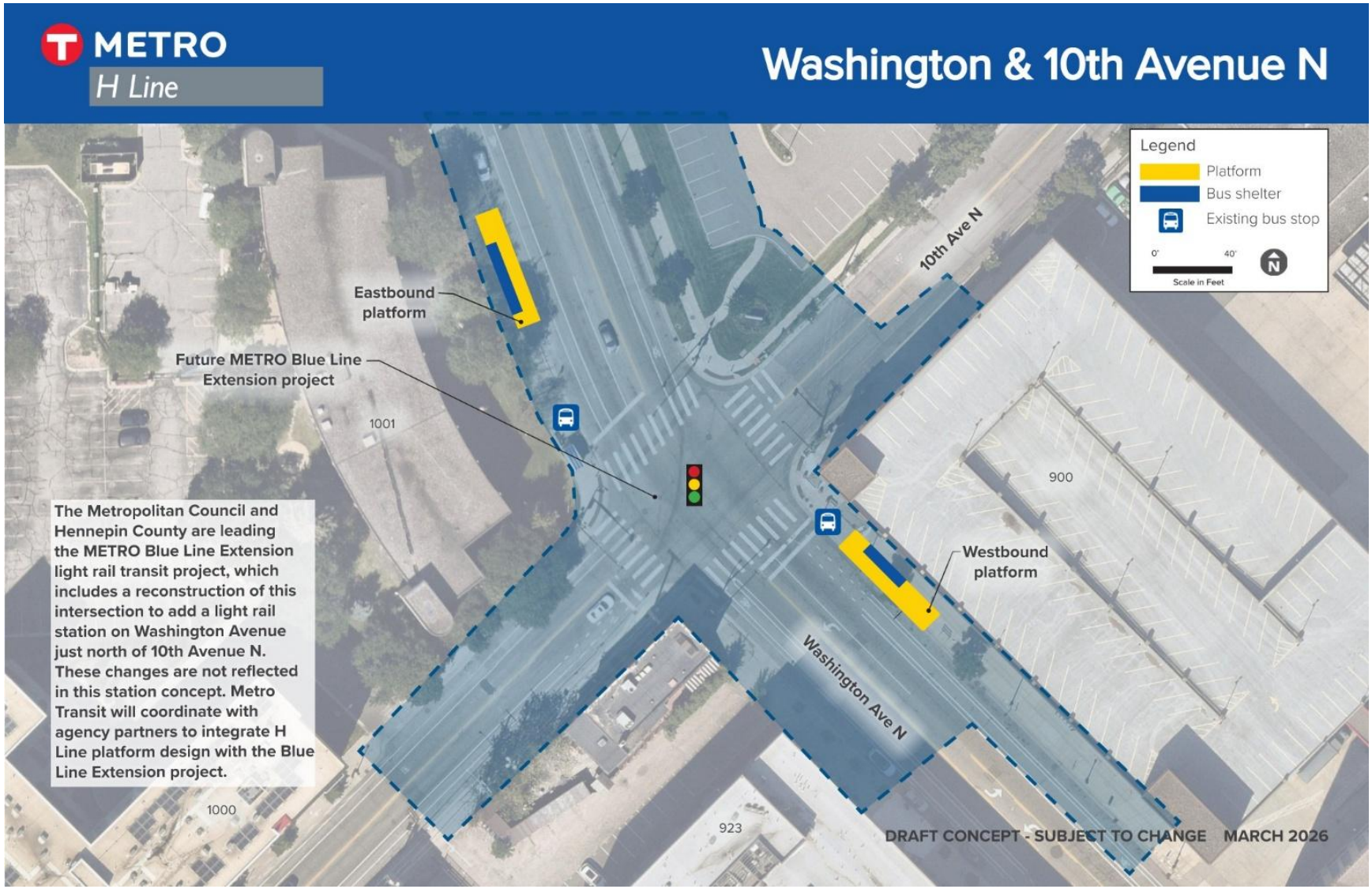
Routes 7 and 14, future METRO Blue Line Extension

Destinations

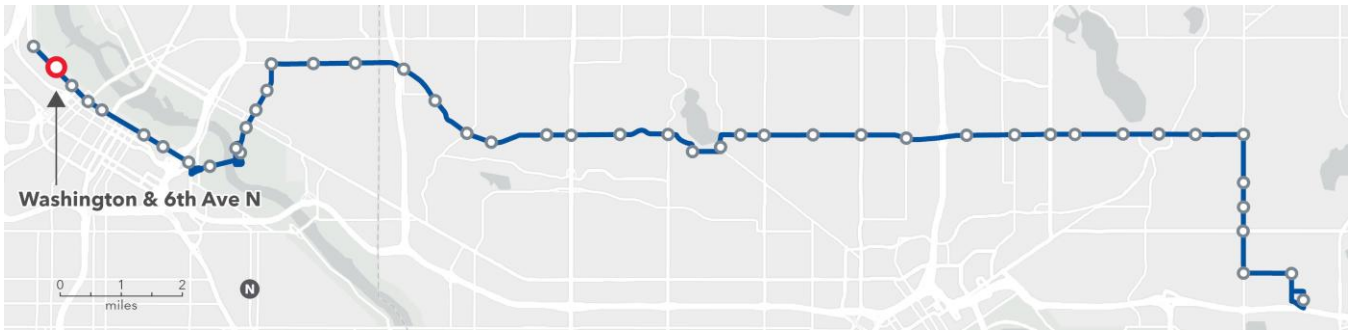
Minneapolis Public Housing Authority headquarters and various commercial destinations in the North Loop district

Coordinated projects

The Metropolitan Council and Hennepin County are leading the METRO Blue Line Extension, which includes a reconstruction of this intersection to add a light rail station on Washington Avenue just north of 10th Avenue N. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners to integrate H Line platform design with the Blue Line Extension project. For more details visit BlueLineExt.org.


METRO
H Line
Washington & 10th Avenue N
Legend
Platform
Bus shelter
Existing bus stop
0'
40'
Scale in Feet
10th Ave N
Eastbound platform
Future METRO Blue Line Extension project
1001
900
Westbound platform
Washington Ave N
The Metropolitan Council and Hennepin County are leading the METRO Blue Line Extension light rail transit project, which includes a reconstruction of this intersection to add a light rail station on Washington Avenue just north of 10th Avenue N. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners to integrate H Line platform design with the Blue Line Extension project.
1000
923
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Washington & 6th Avenue N



Station concept

View the station concept on the next page. The eastbound platform is farside of the intersection at the same location as the existing Route 3 bus stop. The westbound platform is farside of the intersection.

Station spacing

Distance from previous station: 0.33 miles from Washington & 10th Avenue N

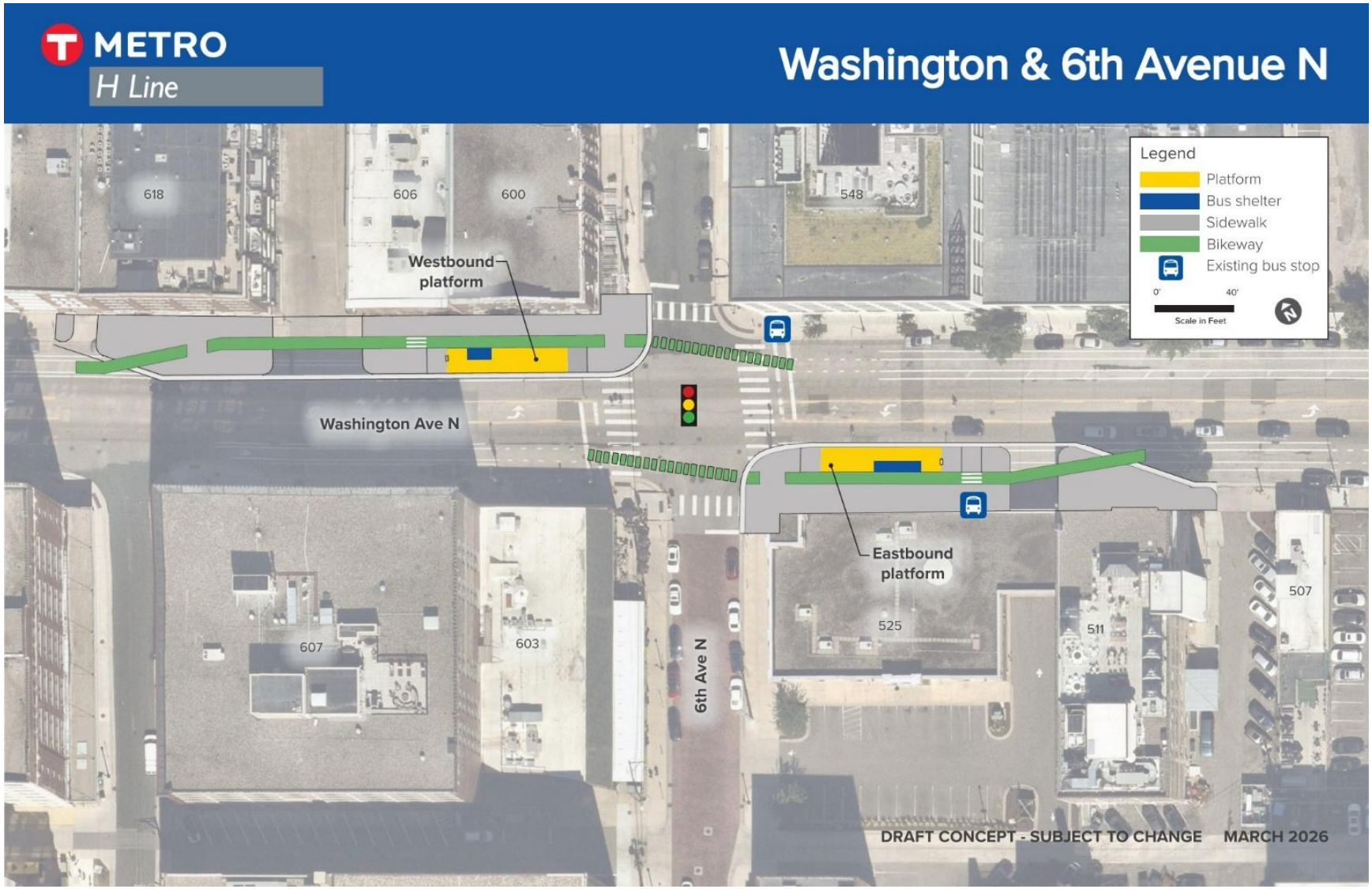
Distance to next station: 0.25 miles to Washington & 3rd Avenue N

Transit connections

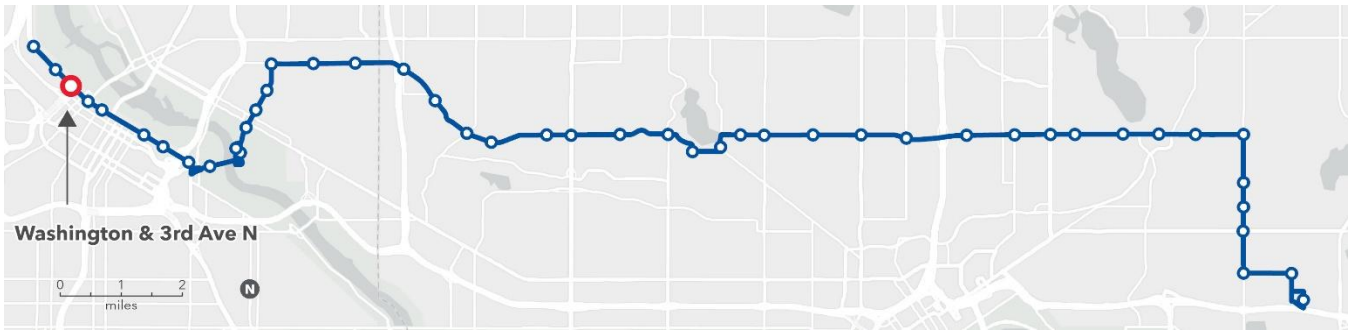
Routes 7 and 14

Destinations

This station provides access to various commercial destinations in the North Loop district


METRO
H Line
Washington & 6th Avenue N
618
606
600
548
Westbound platform
Washington Ave N
607
603
6th Ave N
Eastbound platform
525
511
507
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
40'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE
MARCH 2026

Washington & 3rd Avenue N



Station concept

View the station concept on the next page. The eastbound platform is farside of the intersection. The westbound platform is nearside of the intersection at the same location as the existing Route 3 bus stop.

Station spacing

Distance from previous station: 0.25 miles from Washington & 6th Avenue N

Distance to next station: 0.25 miles to Washington & Hennepin

Transit connections

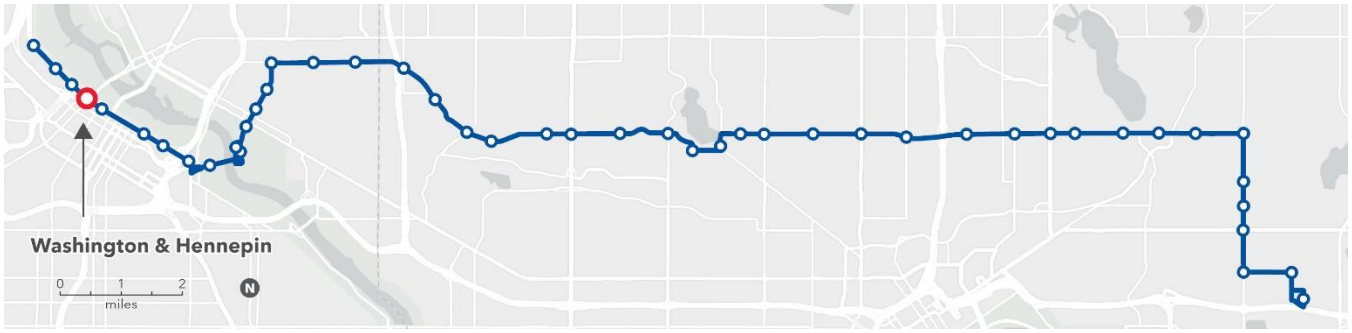
Routes 7 and 14

Destinations

This station provides access to various commercial destinations in the North Loop district


METRO
H Line
Washington & 3rd Avenue N
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
40'
Scale in Feet
N
307
301
218
250
231
Westbound platform
Eastbound platform
3rd Ave N
Washington Ave N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Washington & Hennepin



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection. The westbound platform is farside of the intersection. Both platforms are at the same location as existing Route 3 bus stops.

Station spacing

Distance from previous station: 0.25 miles from Washington & 3rd Avenue N

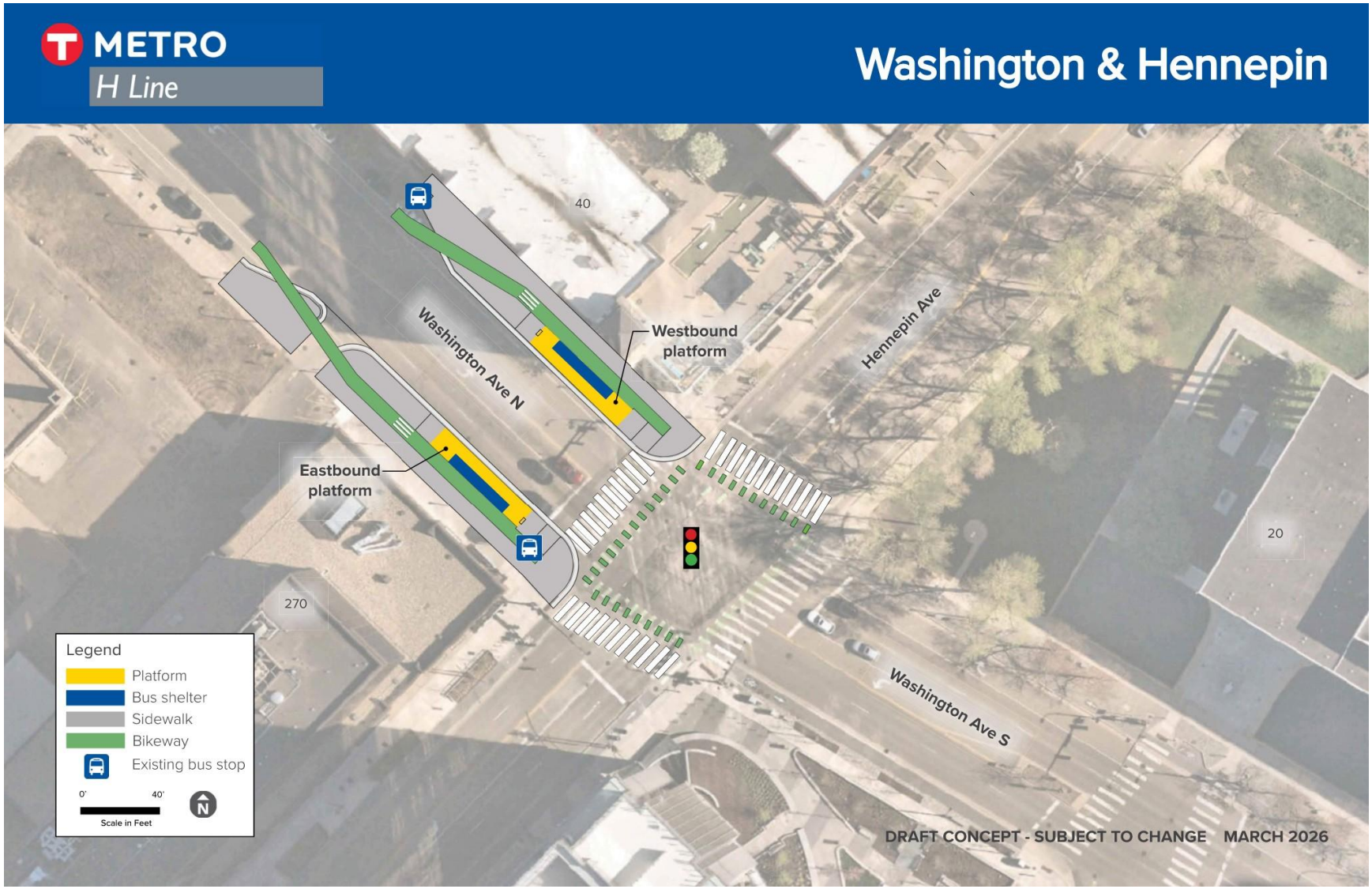
Distance to next station: 0.2 miles to Washington & Marquette-2nd Avenue S

Transit connections

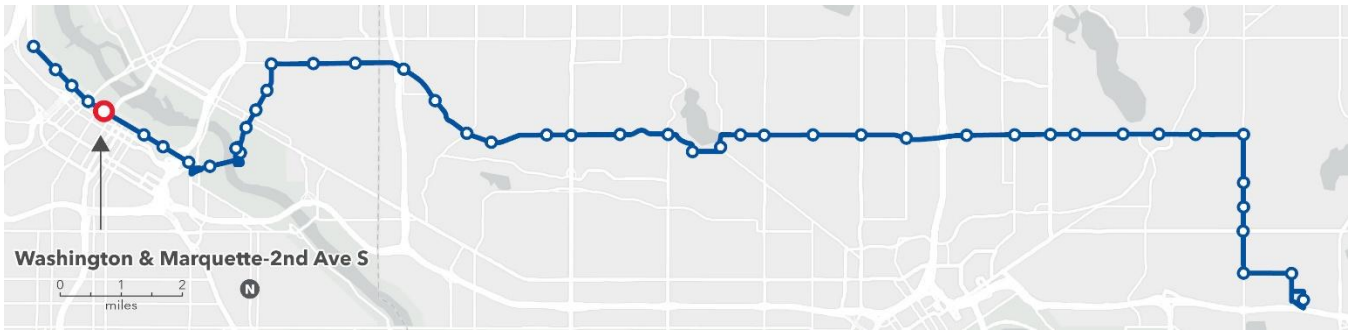
METRO E Line, Routes 4, 7, 14, 61, and 698

Destinations

Whole Foods Market grocery store and various destinations in the Downtown commercial district


METRO
H Line
Washington & Hennepin
40
Washington Ave N
Westbound platform
Hennepin Ave
Eastbound platform
20
270
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
40'
Scale in Feet
Washington Ave S
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Washington & Marquette-2nd Avenue S



Station concept

View the station concept on the next page. The eastbound platform is farside of Marquette Avenue. The westbound platform is farside of 2nd Avenue S.

Station spacing

Distance from previous station: 0.2 miles from Washington & Hennepin

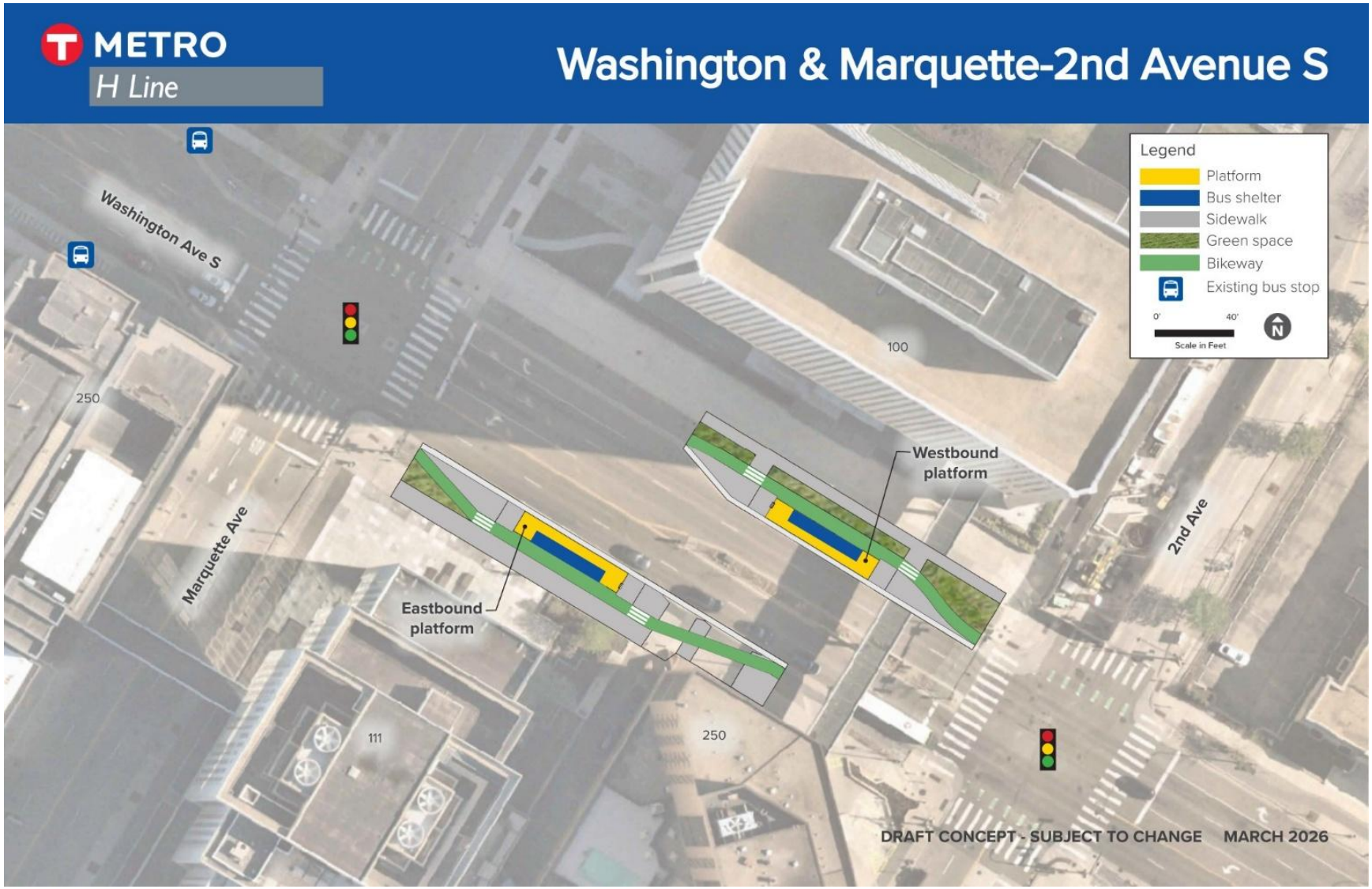
Distance to next station: 0.5 miles to Washington & Chicago

Transit connections

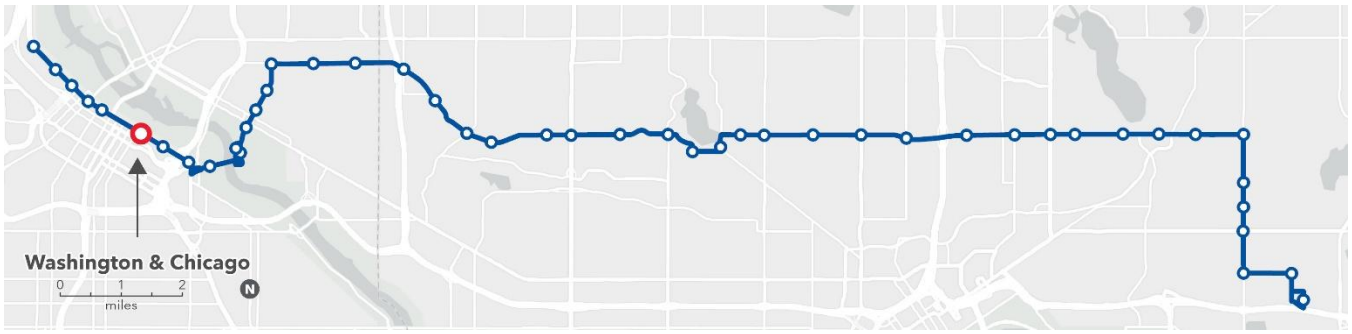
Routes 7, 10, 17, and 25, future METRO F Line. Several express and limited-stop routes serving the Marquette-2nd Avenue corridor.

Destinations

This station provides access to various destinations in the Downtown commercial district


METRO
H Line
Washington & Marquette-2nd Avenue S
Washington Ave S
Marquette Ave
2nd Ave
250
100
111
250
Westbound platform
Eastbound platform
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Washington & Chicago



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both farside of the intersection.

Station spacing

Distance from previous station: 0.5 miles from Washington & Marquette-2nd Avenue S

Distance to next station: 0.25 miles to Washington & 11th Avenue S

Transit connections

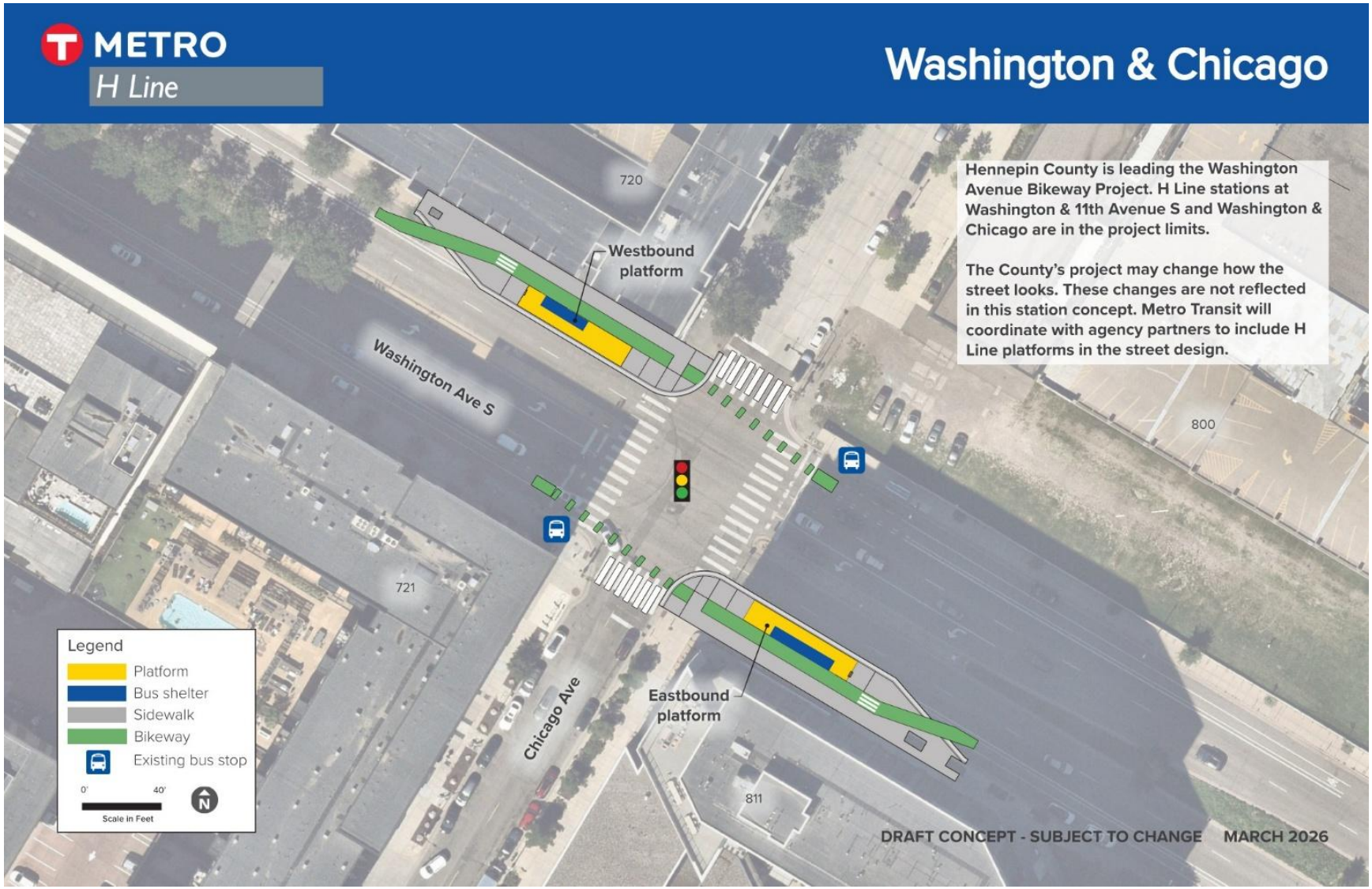
Routes 7 and 22

Destinations

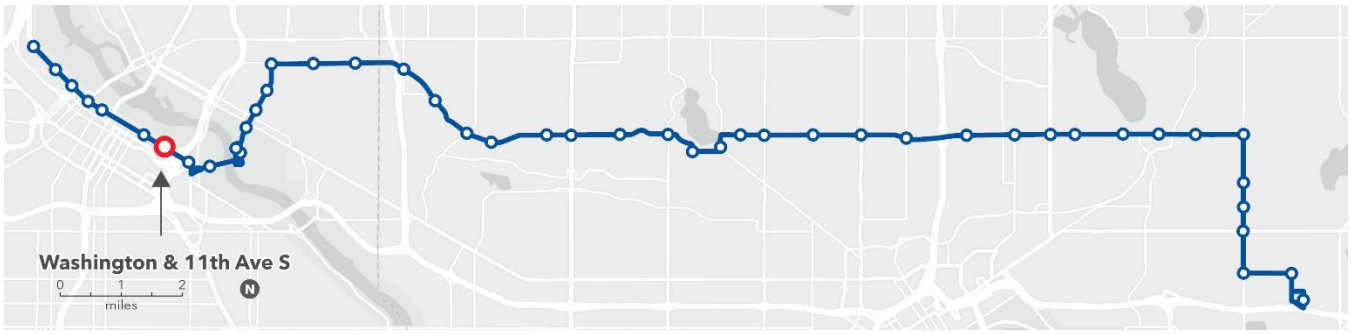
Trader Joe's grocery store and various destinations in the Downtown commercial district

Coordinated projects

This proposed station may be constructed with Hennepin County's Washington Avenue Bikeway Project (5th Avenue S to 11th Avenue S). The project may change how the street looks. These changes are not reflected in the H Line station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.


METRO
H Line
Washington & Chicago
Hennepin County is leading the Washington Avenue Bikeway Project. H Line stations at Washington & 11th Avenue S and Washington & Chicago are in the project limits.
The County's project may change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
720
Westbound platform
Washington Ave S
800
721
Chicago Ave
Eastbound platform
811
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Washington & 11th Avenue S



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both farside of the intersection.

Station spacing

Distance from previous station: 0.25 miles from Washington & Chicago

Distance to next station: 0.33 miles to Washington & Cedar

Transit connections

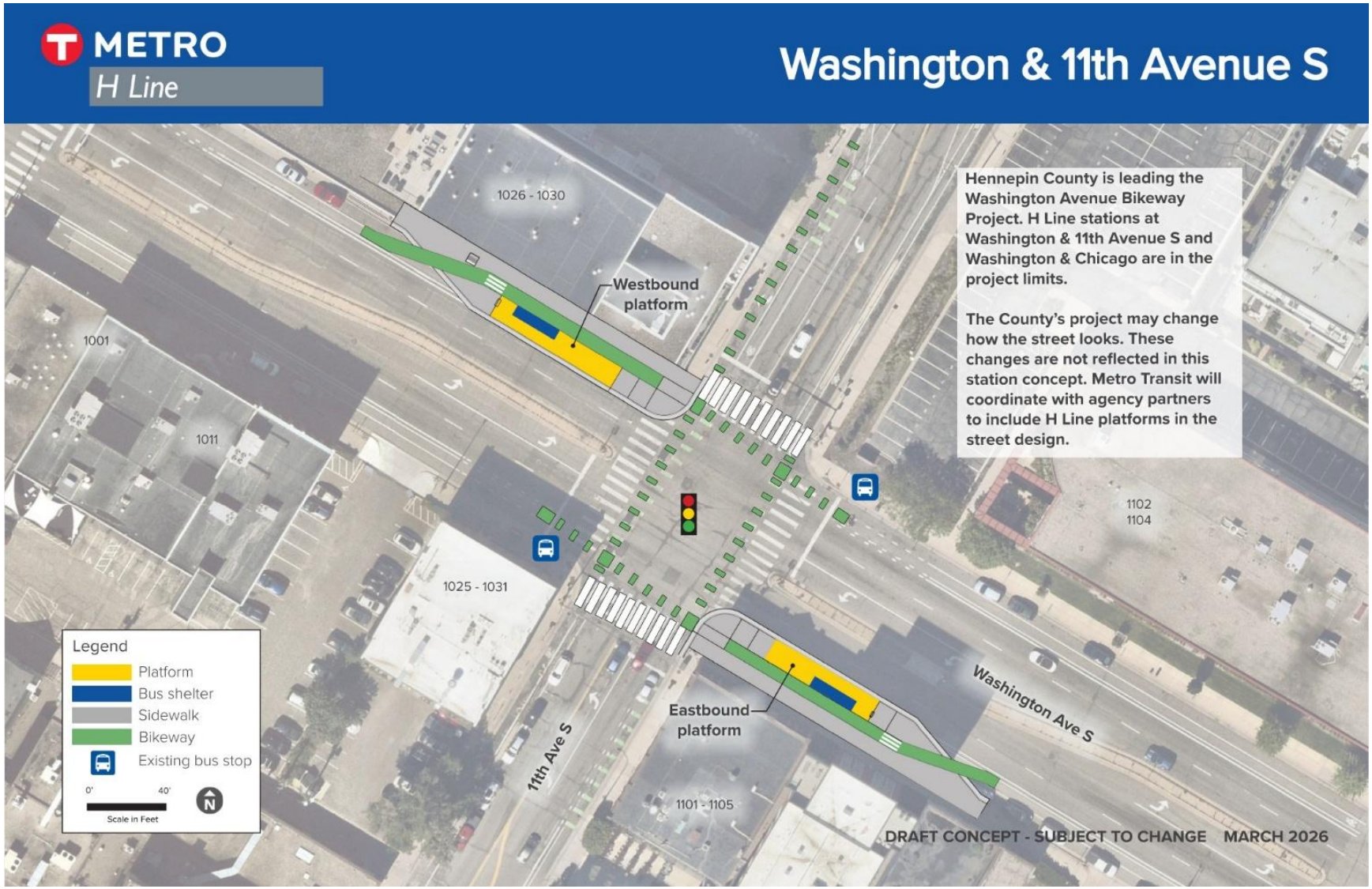
Routes 7 and 22

Destinations

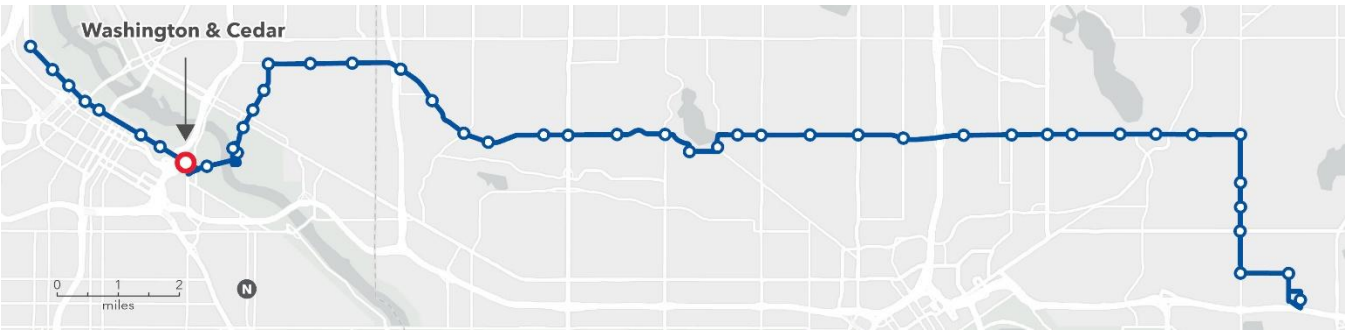
This station provides access to various destinations in the Downtown commercial district

Coordinated projects

This proposed station may be constructed with Hennepin County's Washington Avenue Bikeway Project (5th Avenue S to 11th Avenue S). The project may change how the street looks. These changes are not reflected in the H Line station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.


METRO
H Line
Washington & 11th Avenue S
Hennepin County is leading the Washington Avenue Bikeway Project. H Line stations at Washington & 11th Avenue S and Washington & Chicago are in the project limits.
The County's project may change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
1026 - 1030
Westbound platform
1001
1011
1025 - 1031
1102
1104
Eastbound platform
11th Ave S
Washington Ave S
1101 - 1105
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Washington & Cedar



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection at the same location as the existing Route 3 bus stop. The westbound platform is farside of the intersection.

Station spacing

Distance from previous station: 0.33 miles from Washington & 11th Avenue S

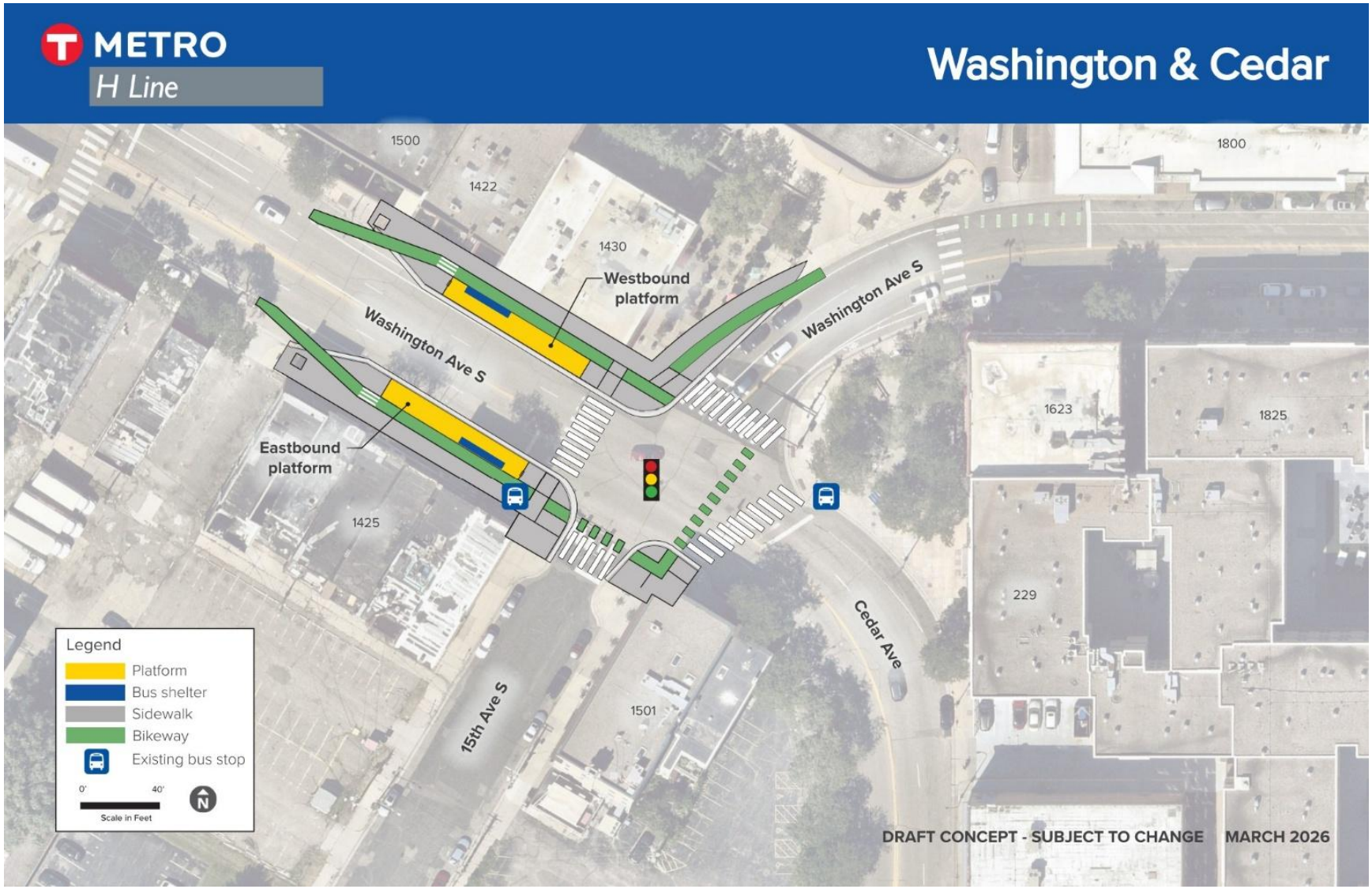
Distance to next station: 0.25 miles to Washington & West Bank

Transit connections

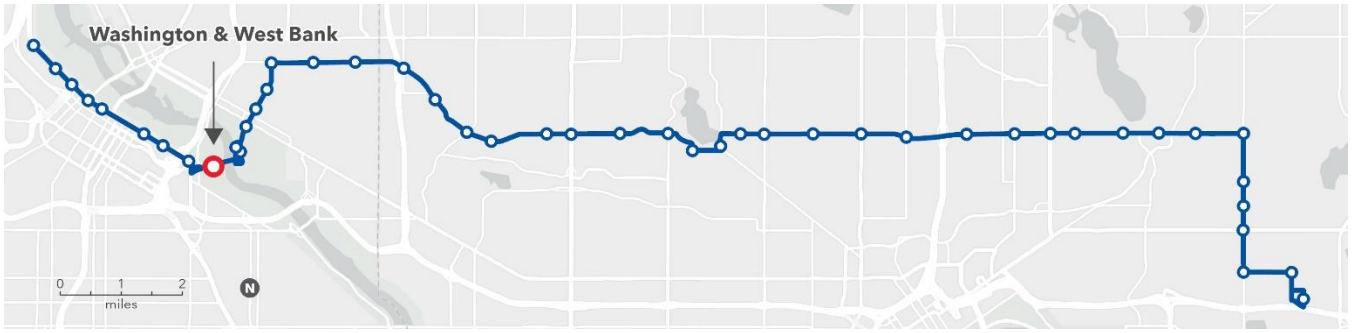
Routes 7, 22, and 252

Destinations

Seven Corners and Cedar Riverside commercial districts and the University of Minnesota – Twin Cities West Bank campus


METRO
H Line
Washington & Cedar
1500
1422
1430
1800
Westbound platform
Washington Ave S
Washington Ave S
1623
1825
Eastbound platform
1425
229
Cedar Ave
15th Ave S
1501
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE
MARCH 2026

Washington & West Bank



Station concept

View the station concept on the next page. The eastbound and westbound platforms are located mid-block**.** They are on Washington Avenue near Willey Hall (westbound) and Blegen and Anderson halls (eastbound) at the same locations as the existing Route 3 bus stops.

Station spacing

Distance from previous station: 0.25 miles from Washington & Cedar

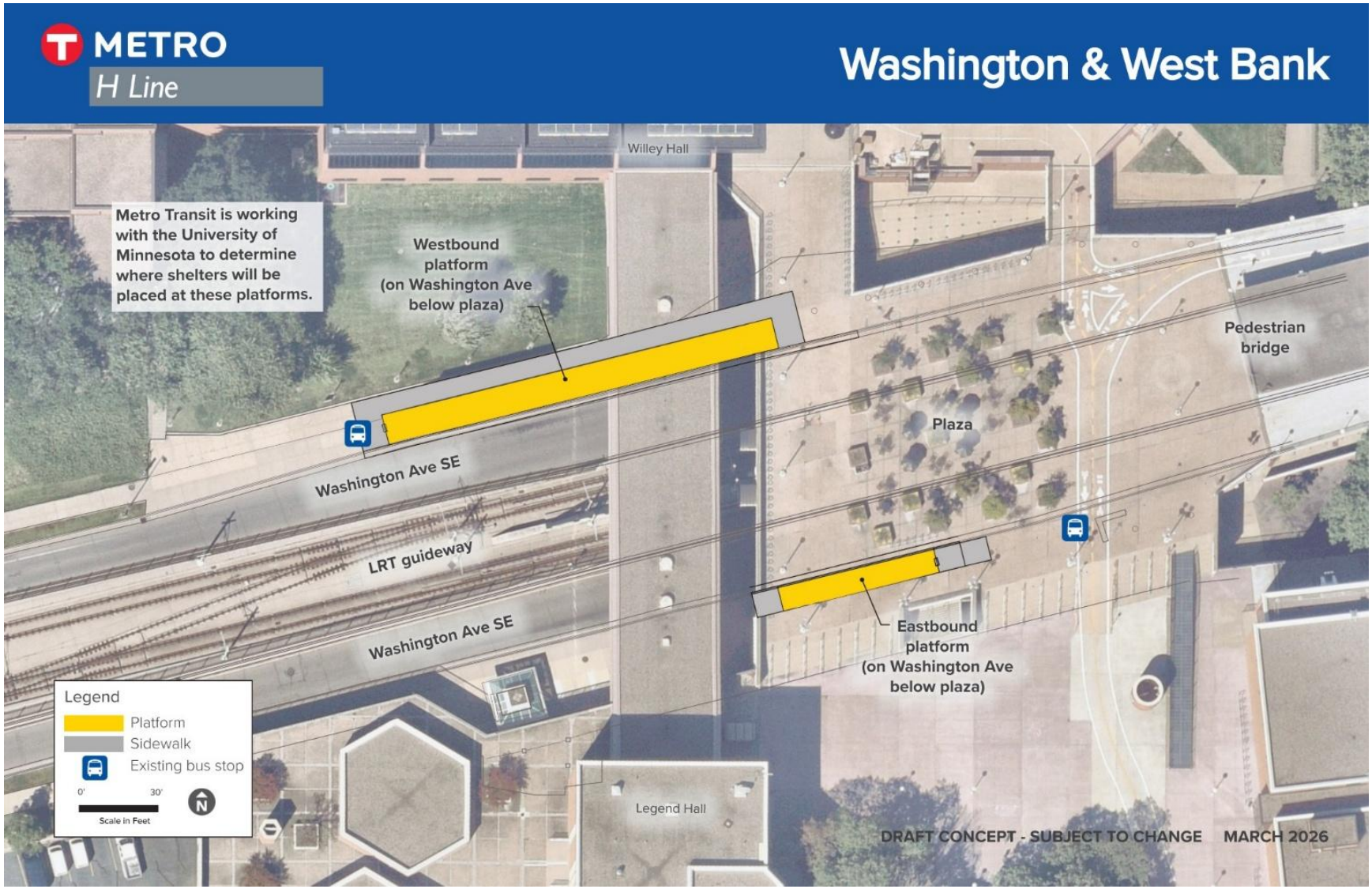
Distance to next station: 0.6 miles to Pleasant-E River & Appleby Hall

Transit connections

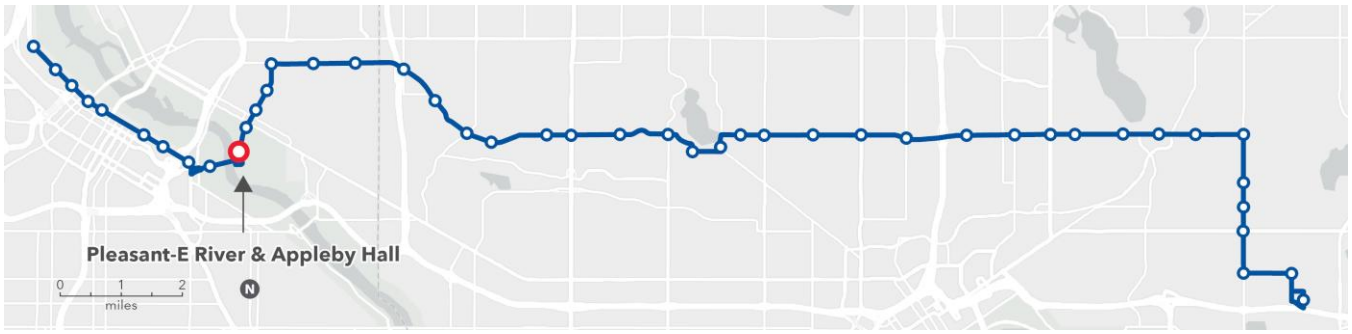
METRO Green Line, Routes 2, 113, 114. Express routes 252, 465, 475, 490, 695, 698, 774, 789, 795. University of Minnesota Campus Connector (Route 121), University Avenue Circulator (Route 122), and 4th Street Circulator (123).

Destinations

Nearby destinations include the University of Minnesota – Twin Cities West Bank campus


METRO
H Line
Washington & West Bank
Willey Hall
Metro Transit is working with the University of Minnesota to determine where shelters will be placed at these platforms.
Westbound platform (on Washington Ave below plaza)
Pedestrian bridge
Plaza
Washington Ave SE
LRT guideway
Washington Ave SE
Eastbound platform (on Washington Ave below plaza)
Legend
Platform
Sidewalk
Existing bus stop
0'
30'
Scale in Feet
N
Legend Hall
DRAFT CONCEPT - SUBJECT TO CHANGE
MARCH 2026

Pleasant-E River & Appleby Hall



Station concept

View the station concept on the next page. The eastbound and westbound platforms are located mid-block. They are at the same locations as the existing Route 3 bus stops.

Station spacing

Distance from previous station: 0.6 miles from Washington & West Bank

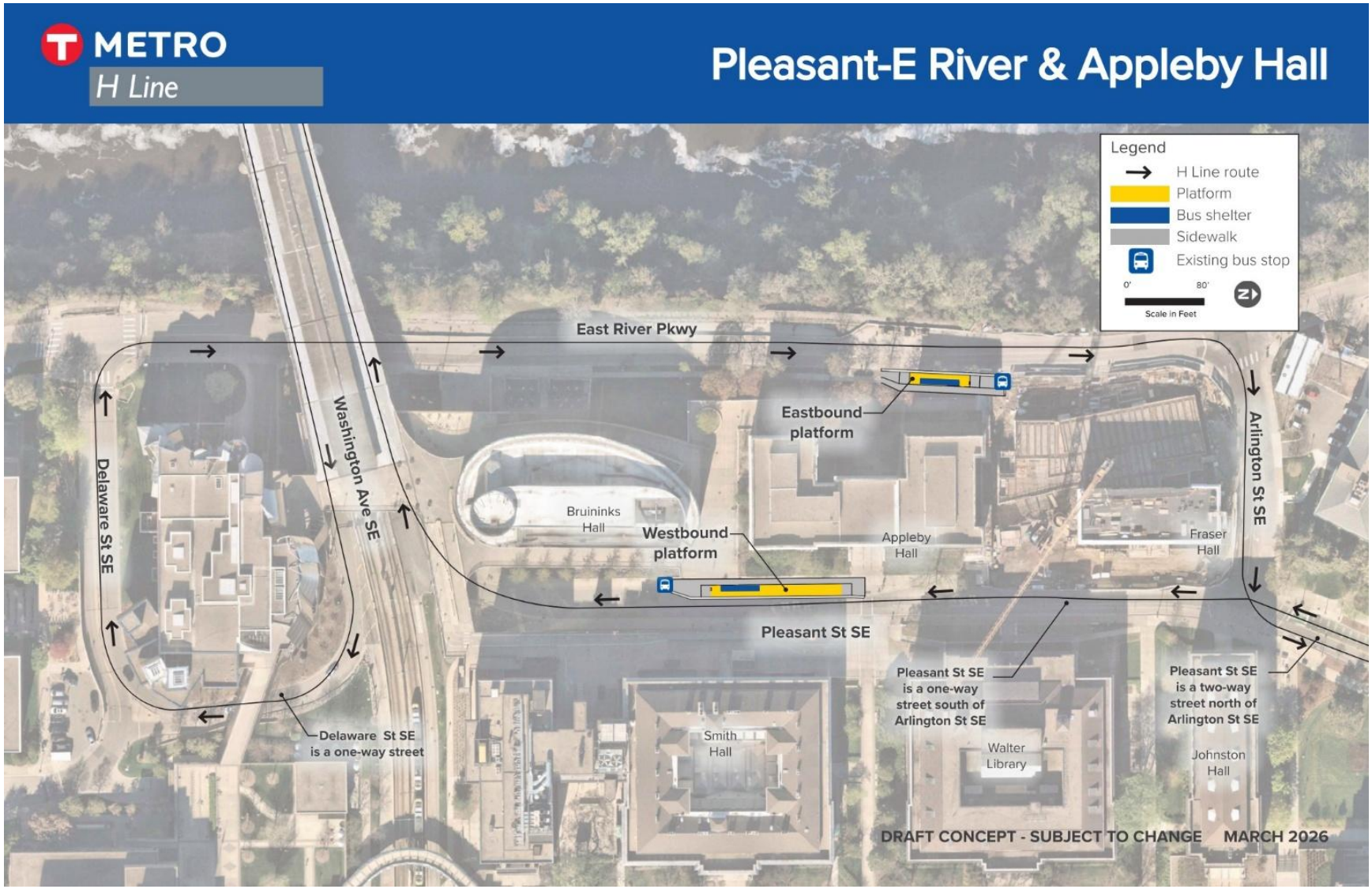
Distance to next station: 0.25 miles to Pleasant & University

Transit connections

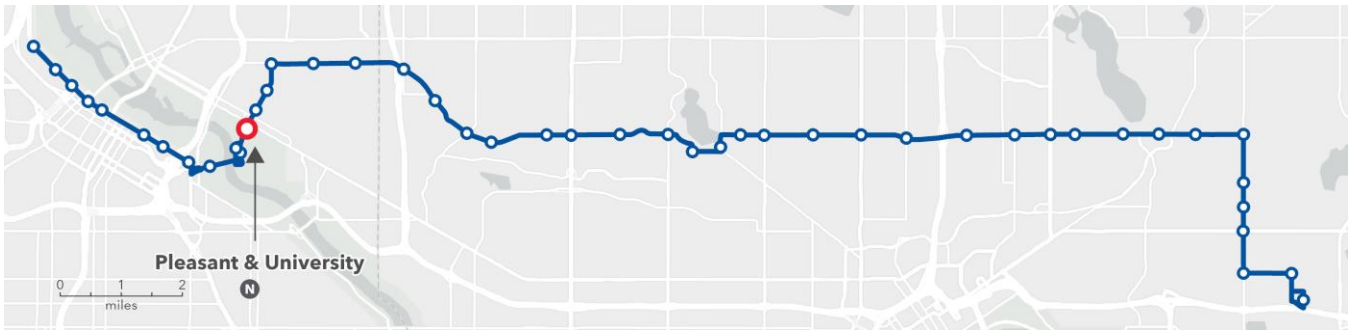
University of Minnesota Campus Connector (Route 121)

Destinations

Nearby destinations include the University of Minnesota – Twin Cities East Bank campus


METRO
H Line
Pleasant-E River & Appleby Hall
Legend
H Line route
Platform
Bus shelter
Sidewalk
Existing bus stop
0'
80'
Scale in Feet
East River Pkwy
Eastbound platform
Arlington St SE
Delaware St SE
Washington Ave SE
Bruininks Hall
Westbound platform
Appleby Hall
Fraser Hall
Pleasant St SE
Pleasant St SE is a one-way street south of Arlington St SE
Pleasant St SE is a two-way street north of Arlington St SE
Delaware St SE is a one-way street
Smith Hall
Walter Library
Johnston Hall
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Pleasant & University



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both located mid-block at the same locations as the existing Route 3 bus stops.

Station spacing

Distance from previous station: 0.25 miles from Pleasant-E River & Appleby Hall

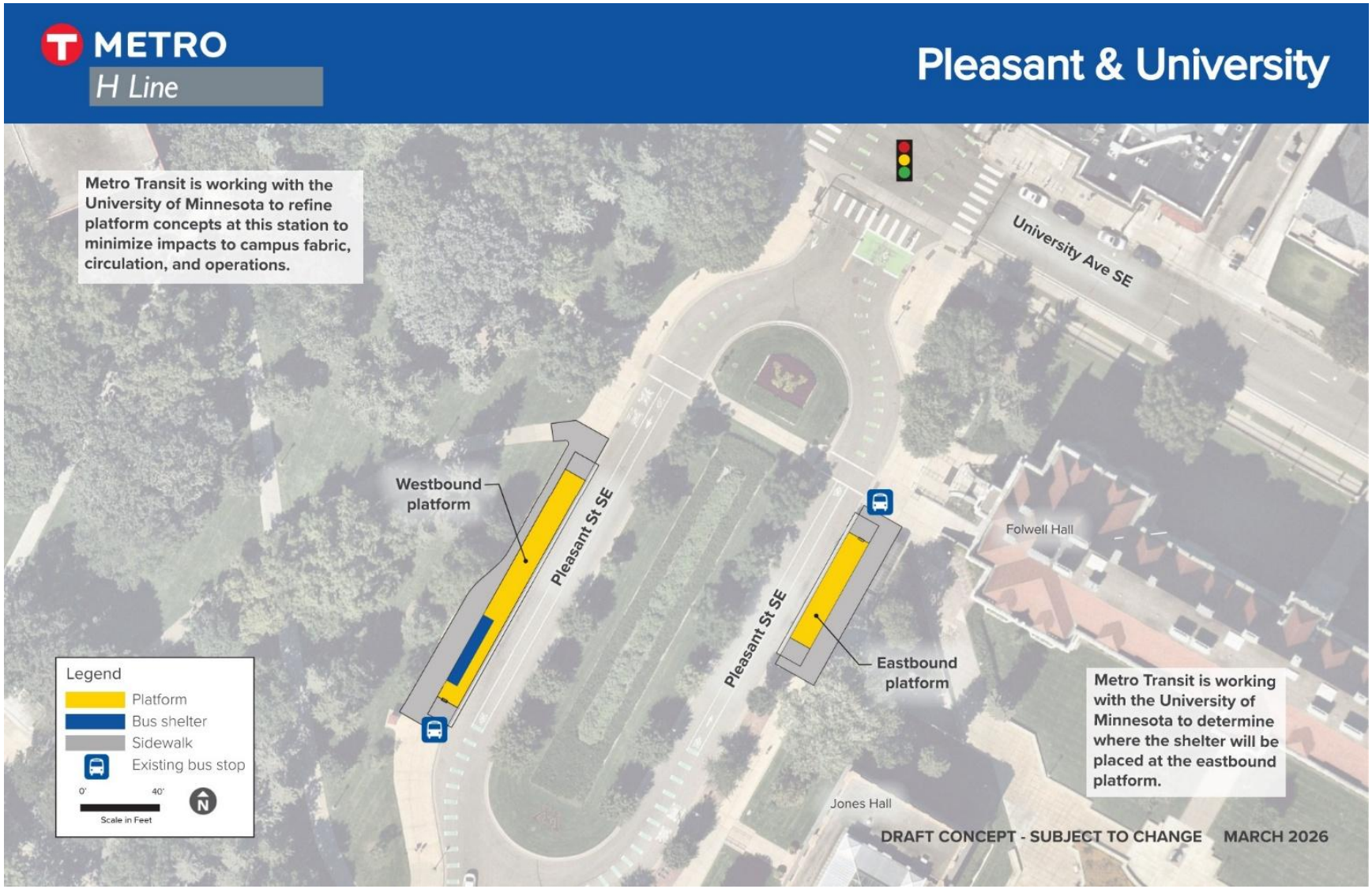
Distance to next station: 0.2 miles to 15th Avenue & 5th Street

Transit connections

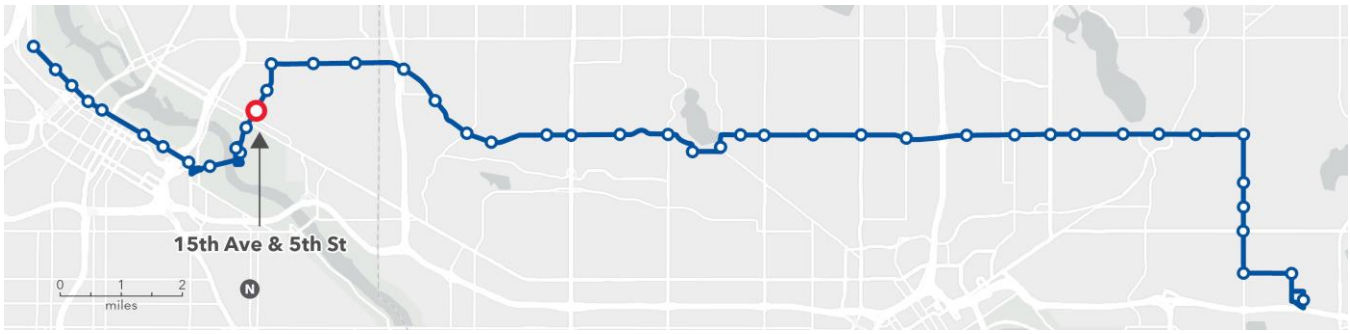
METRO E Line and Route 2 (on University Avenue), and University of Minnesota University Avenue Circulator (Route 122)

Destinations

University of Minnesota – Twin Cities East Bank campus and Dinkytown commercial district


METRO
H Line
Pleasant & University
Metro Transit is working with the University of Minnesota to refine platform concepts at this station to minimize impacts to campus fabric, circulation, and operations.
University Ave SE
Westbound platform
Pleasant St SE
Pleasant St SE
Eastbound platform
Folwell Hall
Jones Hall
Legend
Platform
Bus shelter
Sidewalk
Existing bus stop
0'
40'
Scale in Feet
N
Metro Transit is working with the University of Minnesota to determine where the shelter will be placed at the eastbound platform.
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

15th Avenue & 5th Street



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection. The westbound platform is farside of the intersection.

Station spacing

Distance from previous station: 0.2 miles from Pleasant & University

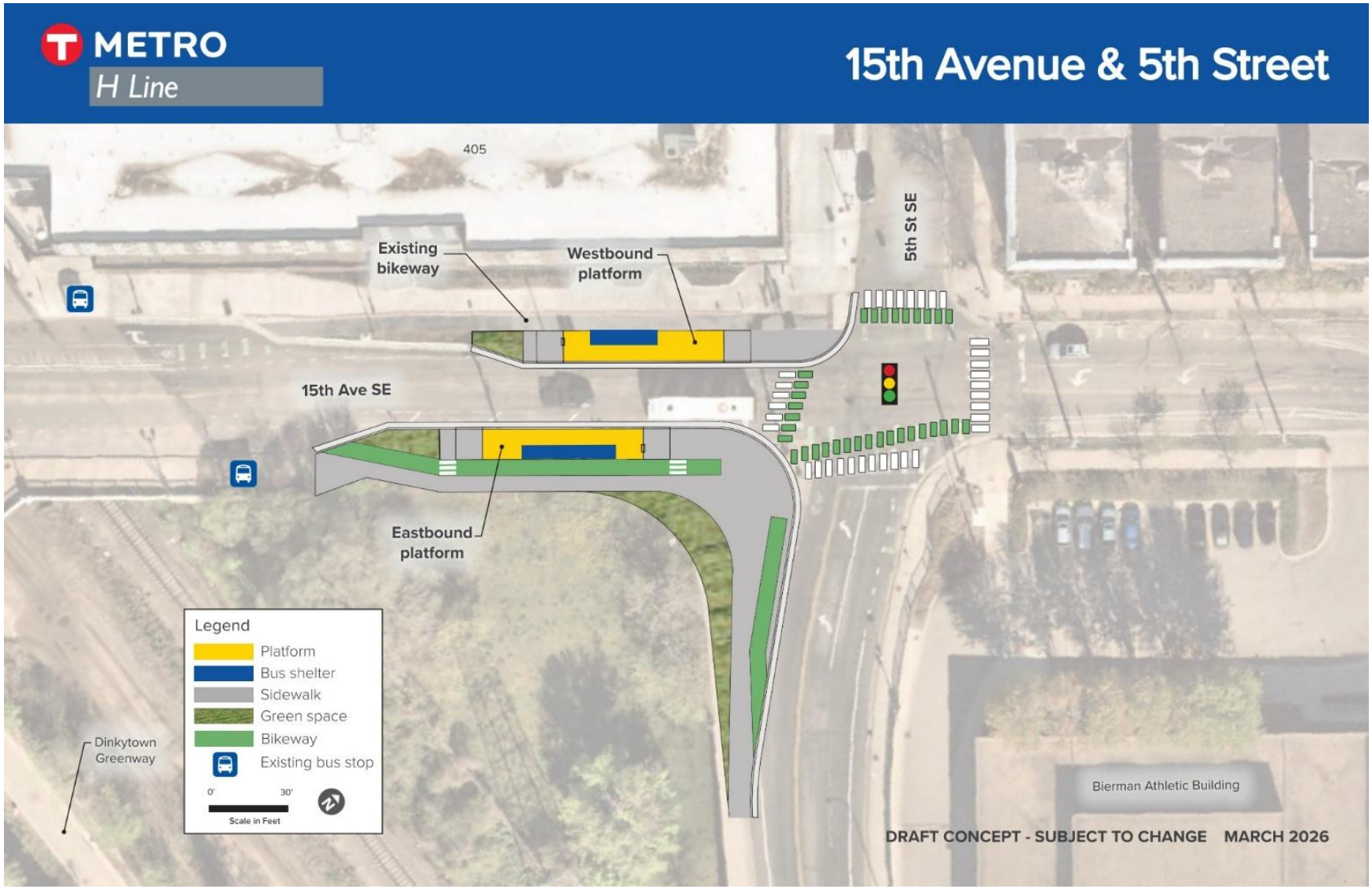
Distance to next station: 0.25 miles to 15th Avenue & 8th Street

Transit connections

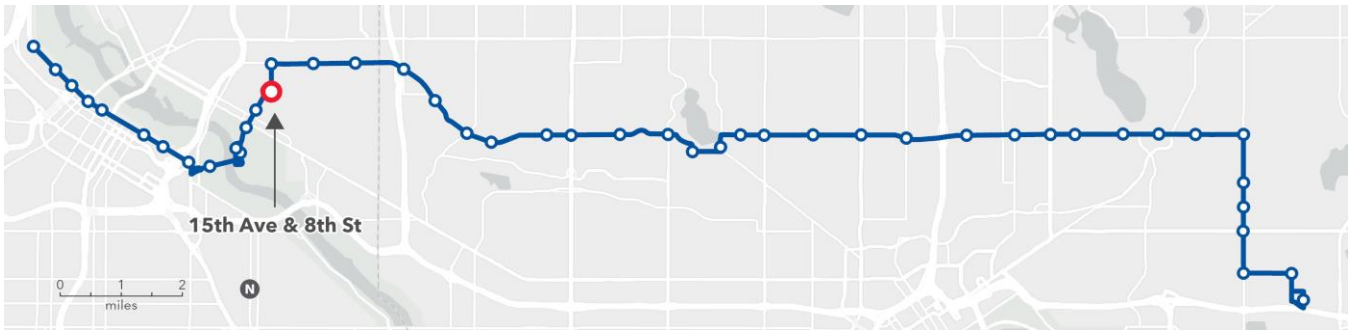
METRO E Line and Route 33. University of Minnesota 4th Street Circulator (123) and Dinkytown Connector (125).

Destinations

Dinkytown commercial district and neighborhood including several multifamily housing buildings


METRO
H Line
15th Avenue & 5th Street
405
Existing bikeway
Westbound platform
5th St SE
15th Ave SE
Eastbound platform
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
Dinkytown Greenway
Bierman Athletic Building
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

15th Avenue & 8th Street



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection. The westbound platform is farside of the intersection.

Station spacing

Distance from previous station: 0.25 miles from 15th Avenue & 5th Street

Distance to next station: 0.25 miles to 15th Avenue & Como

Transit connections

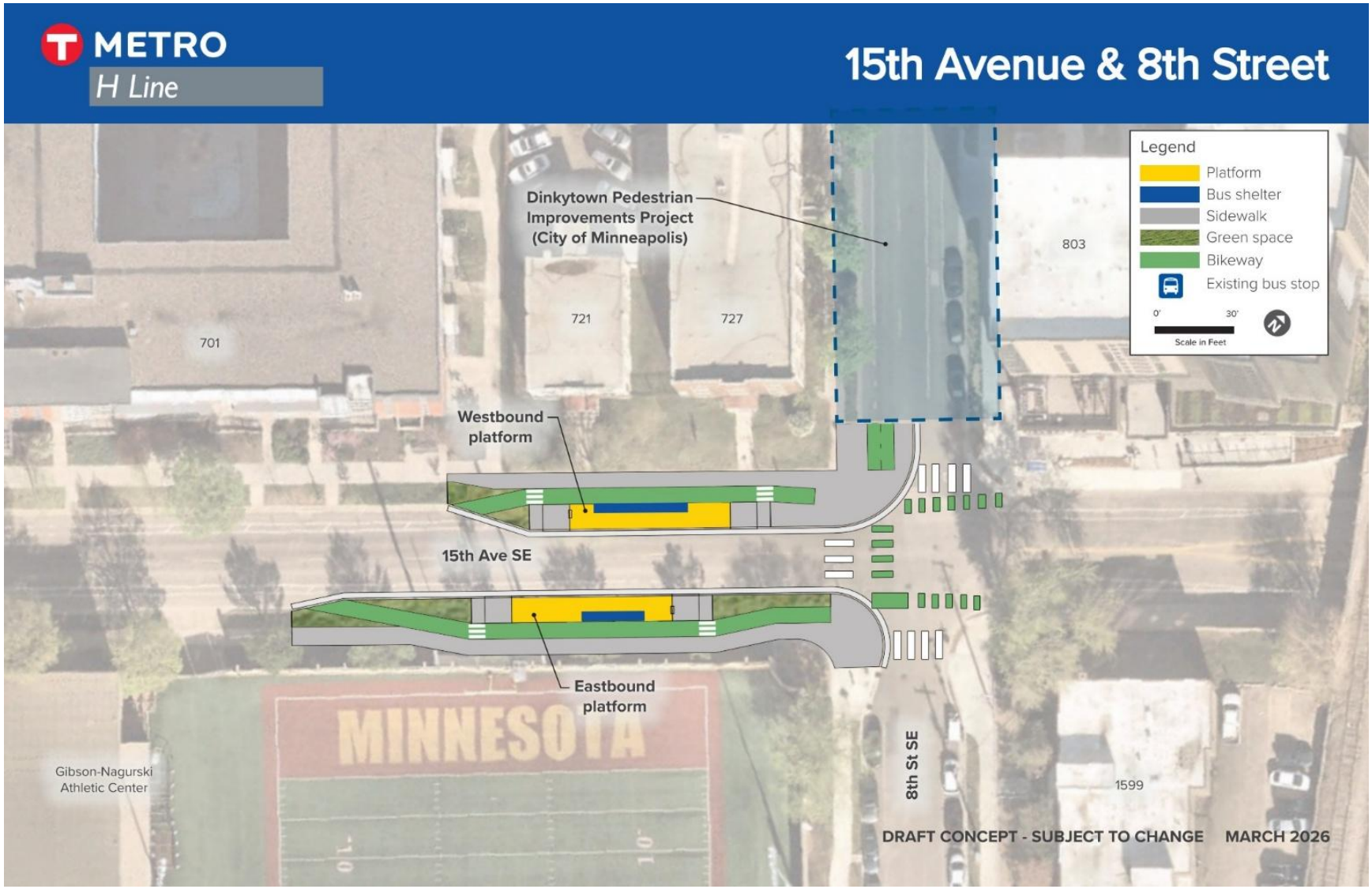
Route 33 and University of Minnesota 4th Street Circulator (123) and Dinkytown Connector (125)

Destinations

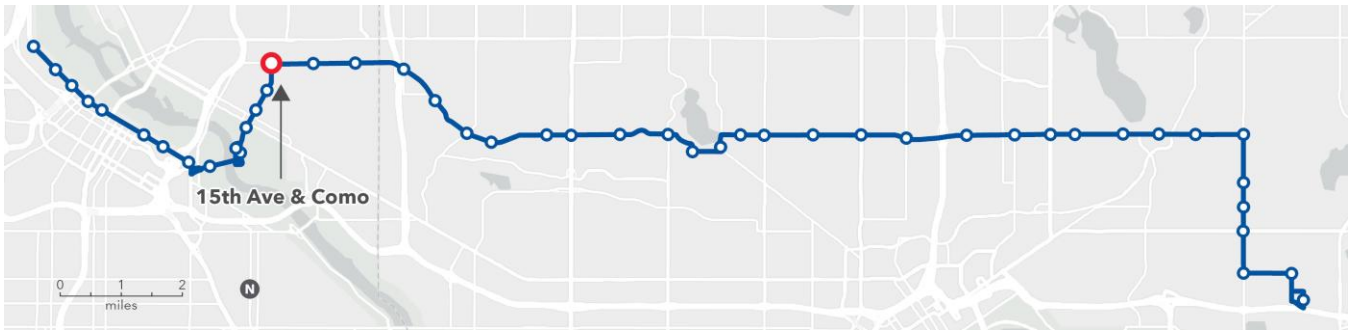
Dinkytown neighborhood including several multifamily housing buildings

Coordinated projects

The City of Minneapolis's Dinkytown Pedestrian Improvements Project will construct a bikeway and replace curb ramps on 8th Street SE in 2026 and resurface 8th Street SE in 2028. For more details visit minneapolismn.gov/government/projects/dinkytown-ped-improvements.


METRO
H Line
15th Avenue & 8th Street
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
Dinkytown Pedestrian Improvements Project (City of Minneapolis)
701
721
727
803
Westbound platform
15th Ave SE
Eastbound platform
MINNESOTA
Gibson-Nagurski Athletic Center
8th St SE
1599
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

15th Avenue & Como



Station concept

View the station concept on the next page. The westbound platform is farside of the intersection at the same location as the existing Route 3 bus stop. The eastbound platform is mid-block between 15th Avenue and Brook Avenue.

Station spacing

Distance from previous station: 0.25 miles from 15th Avenue & 8th Street

Distance to next station: 0.5 miles to Como & 22nd Avenue

Transit connections

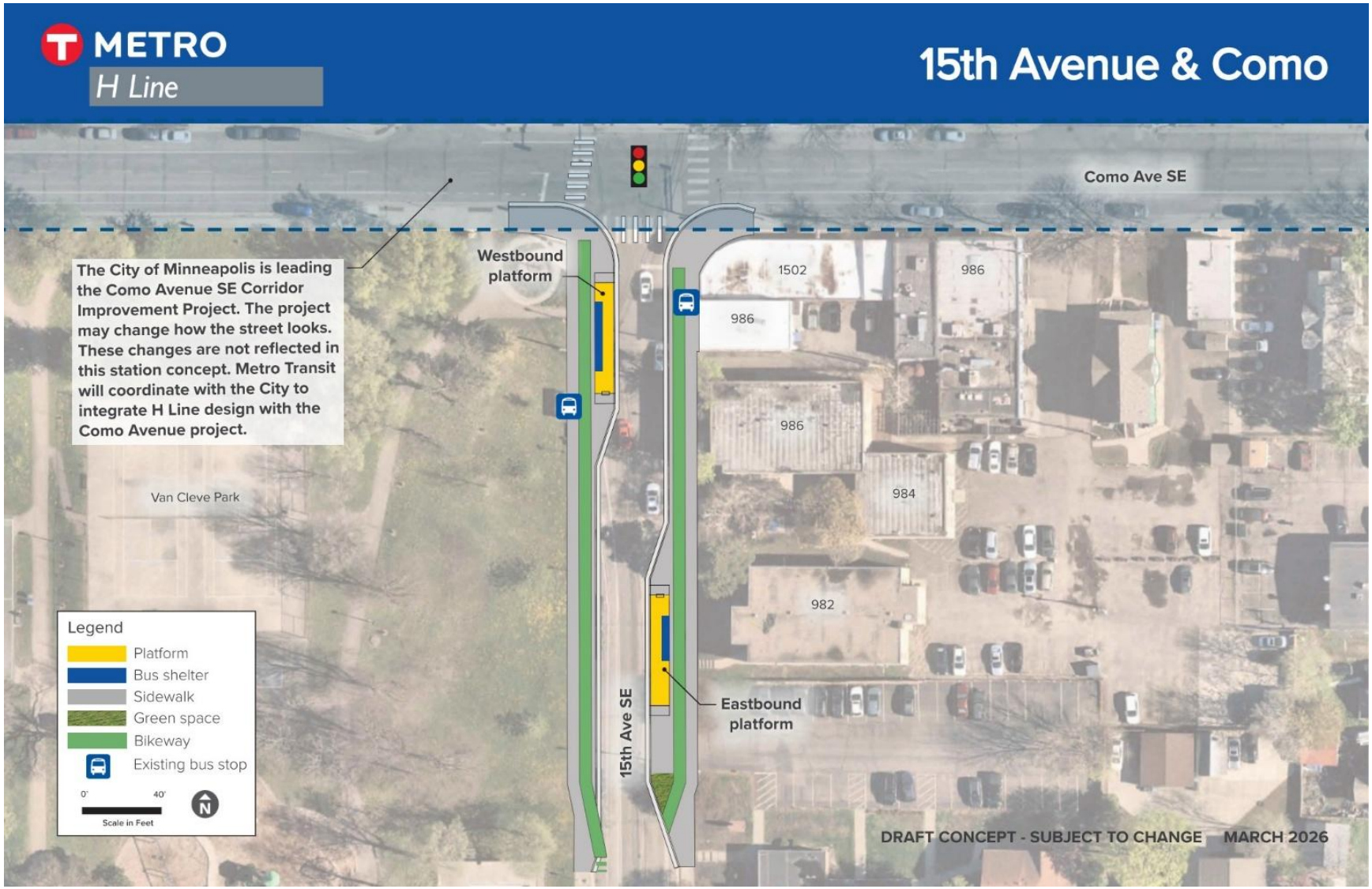
There are no other transit routes near this location

Destinations

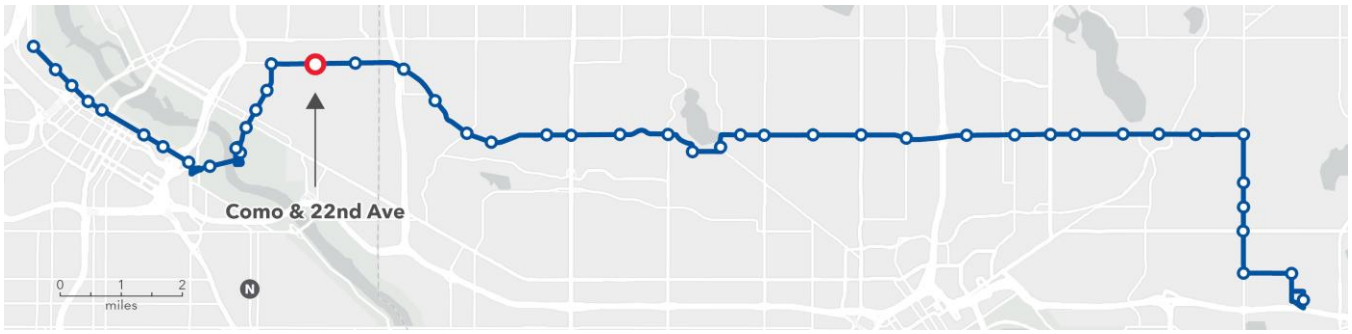
Dinkytown and Como neighborhoods, nearby businesses, and Van Cleve Park

Coordinated projects

The City of Minneapolis's Como Avenue SE Corridor Improvement Project (10th Avenue SE to 33rd Avenue SE) is planned for 2028-2029. These changes are not fully reflected in the H Line station concept. Metro Transit will coordinate with the City to include H Line platforms in the street design. For more details visit minneapolismn.gov/government/projects/como-av-se-corridor.


METRO
H Line
15th Avenue & Como
Como Ave SE
The City of Minneapolis is leading the Como Avenue SE Corridor Improvement Project. The project may change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with the City to integrate H Line design with the Como Avenue project.
Westbound platform
Eastbound platform
15th Ave SE
Van Cleve Park
1502
986
986
986
984
982
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Como & 22nd Avenue



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both nearside of the intersection. They are at the same location as the existing Route 3 bus stops.

Station spacing

Distance from previous station: 0.5 miles from 15th Avenue & Como

Distance to next station: 0.4 miles to Como & 29th Avenue

Transit connections

There are no other transit routes near this location

Destinations

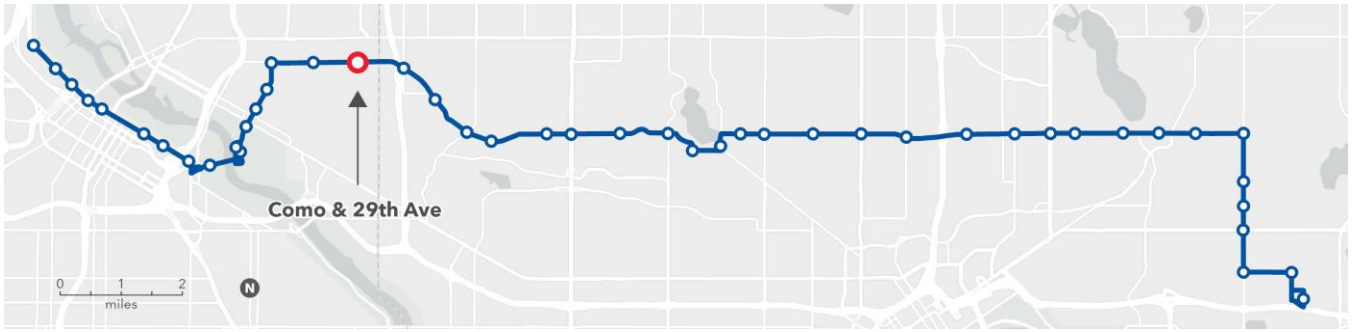
Como neighborhood and nearby businesses

Coordinated projects

The City of Minneapolis's Como Avenue SE Corridor Improvement Project (10th Avenue SE to 33rd Avenue SE) is planned for 2028-2029. These changes are not fully reflected in the H Line station concept. Metro Transit will coordinate with the City to include H Line platforms in the street design. For more details visit minneapolismn.gov/government/projects/como-av-se-corridor.


METRO
H Line
Como & 22nd Avenue
The City of Minneapolis is leading the Como Avenue SE Corridor Improvement Project. This H Line station is within the project limits. The City project may change how the street looks. These changes are not fully reflected in this station concept. Metro Transit will coordinate with the City to integrate H Line design with the Como Avenue project.
2107
2115
Como Corner Community Garden
Westbound platform
Como Ave SE
STOP
Eastbound platform
2122
931
2204
2116
2118
22nd Ave SE
Future Como Avenue SE Corridor Improvement Project (City of Minneapolis)
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Como & 29th Avenue



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both farside of the intersection.

Station spacing

Distance from previous station: 0.4 miles from Como & 22nd Avenue

Distance to next station: 0.5 miles to Como & Eustis

Transit connections

There are no other transit routes near this location

Destinations

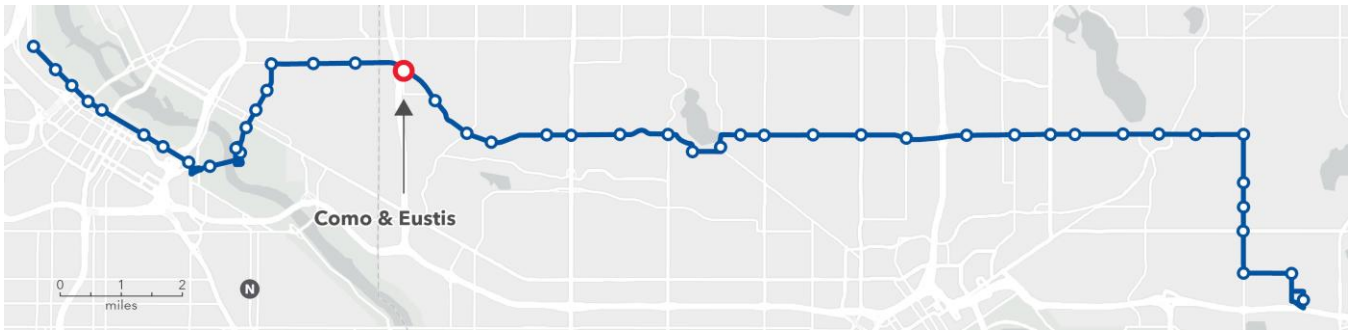
University of Minnesota's Como Student Community Cooperative and support facilities, and nearby businesses

Coordinated projects

The City of Minneapolis's Como Avenue SE Corridor Improvement Project (10th Avenue SE to 33rd Avenue SE) is planned for 2028-2029. The project may change how the street looks. These changes are not fully reflected in the H Line station concept. Metro Transit will coordinate with the City to include H Line platforms in the street design. For more details visit minneapolismn.gov/government/projects/como-av-se-corridor.


METRO
H Line
Como & 29th Avenue
1003
University of Minnesota
Como Student Housing
2911
1001
Future Como Avenue SE
Corridor Improvement Project
(City of Minneapolis)
Westbound
platform
Como Ave SE
Eastbound
platform
The City of Minneapolis is leading the Como Avenue SE Corridor Improvement Project. This H Line station is within the project limits. The City project may change how the street looks. These changes are not fully reflected in this station concept. Metro Transit will coordinate with the City to integrate H Line design with the Como Avenue project.
29th Ave SE
Legend
Platform
Bus shelter
Sidewalk
Bikeway
0'
30'
Scale in Feet
N
2978
2818
DRAFT CONCEPT - SUBJECT TO CHANGE
MARCH 2026

Como & Eustis



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection at the same location as the existing Route 3 bus stop. The westbound platform is farside of the intersection at the same location as the existing Route 3 bus stop.

Station spacing

Distance from previous station: 0.5 miles from Como & 29th Avenue

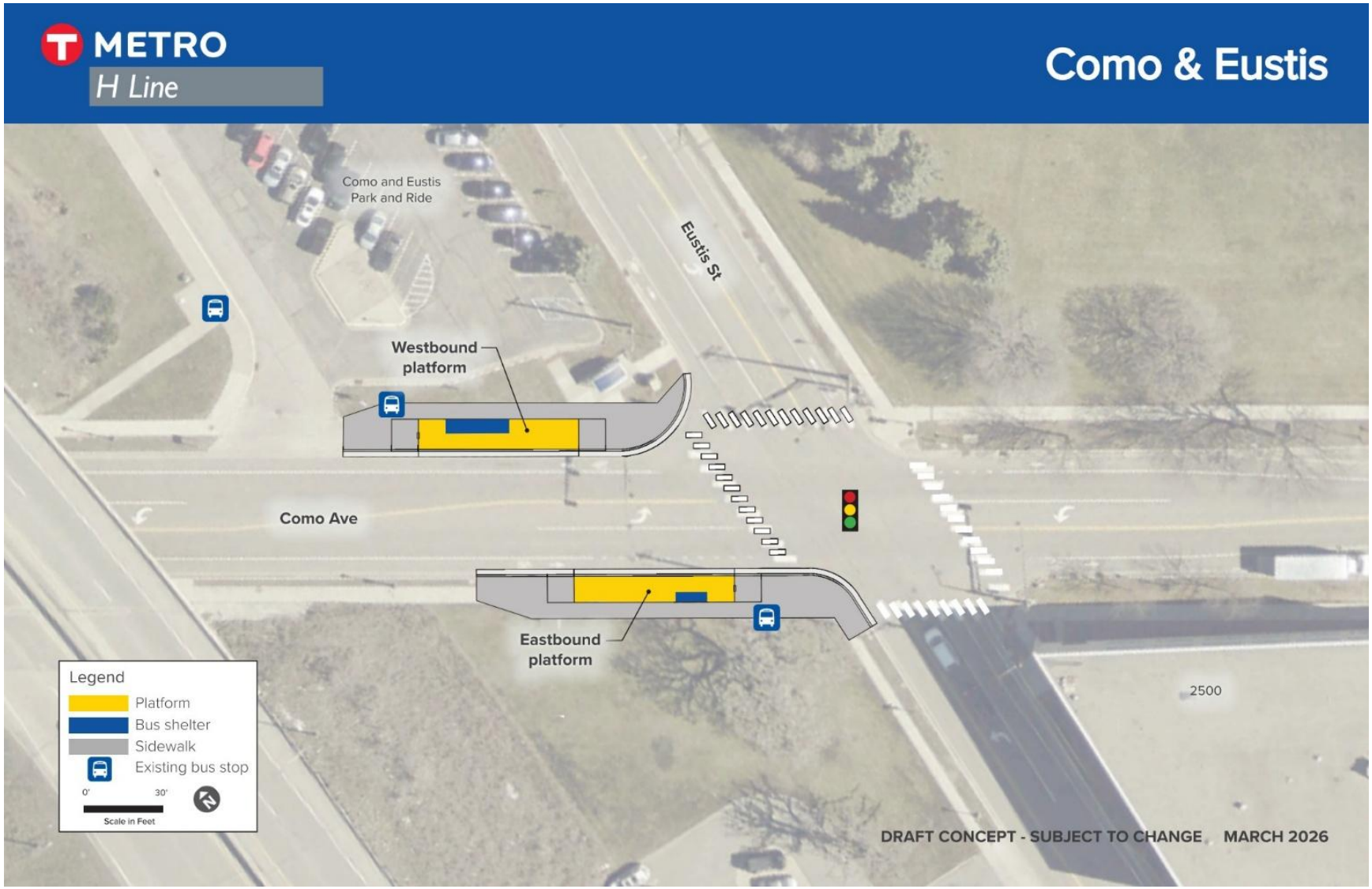
Distance to next station: 0.5 miles to Como & Doswell

Transit connections

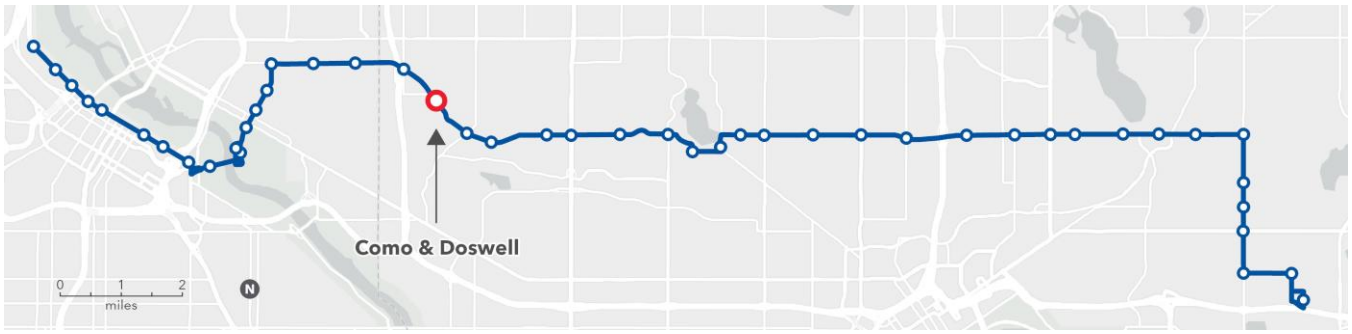
Route 30

Destinations

HealthPartners clinic, Luther Social Service of Minnesota, a day care center, and several multifamily housing buildings


METRO
H Line
Como & Eustis
Como and Eustis
Park and Ride
Eustis St
Westbound
platform
Como Ave
Eastbound
platform
2500
Legend
Platform
Bus shelter
Sidewalk
Existing bus stop
0'
30'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE
MARCH 2026

Como & Doswell



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection at the same location as the existing Route 3 bus stop. The westbound platform is nearside of the intersection.

Station spacing

Distance from previous station: 0.5 miles from Como & Eustis

Distance to next station: 0.5 miles to Como & Cleveland-Raymond

Transit connections

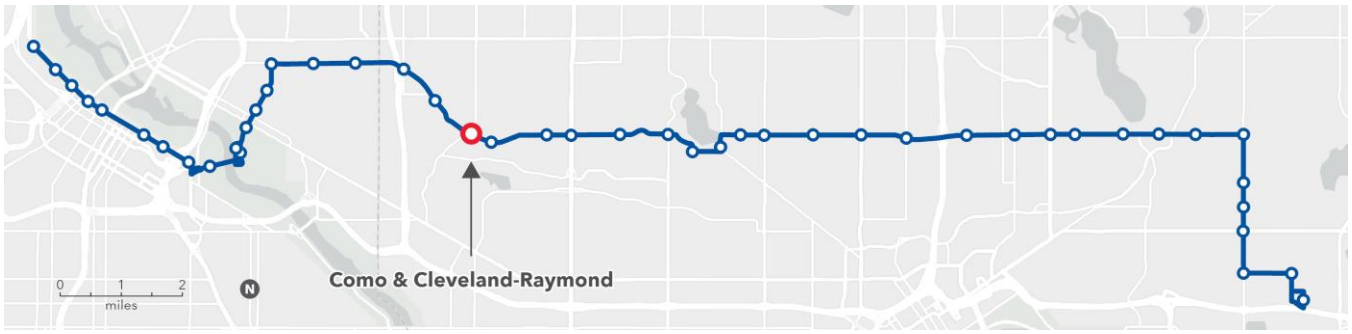
There are no other transit routes near this location

Destinations

Saint Anthony Park commercial district and public library, Luther Seminary, Murray Middle School, and the University of Minnesota Twin Cities – Saint Paul campus


METRO
H Line
Como & Doswell
W Luther Pl
2305
2305
2301
2295
Westbound platform
Como Ave
Eastbound platform
2304
2310
Doswell Ave
Legend
Platform
Bus shelter
Sidewalk
Existing bus stop
0'
30'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE
MARCH 2026

Como & Cleveland-Raymond



Station concept

View the station concept on the next page. The eastbound platform is farside of the intersection. The westbound platform is nearside of the intersection at the same location as the existing Route 3 bus stop.

Station spacing

Distance from previous station: 0.5 miles from Como & Doswell

Distance to next station: 0.25 miles to Como & Fifield

Transit connections

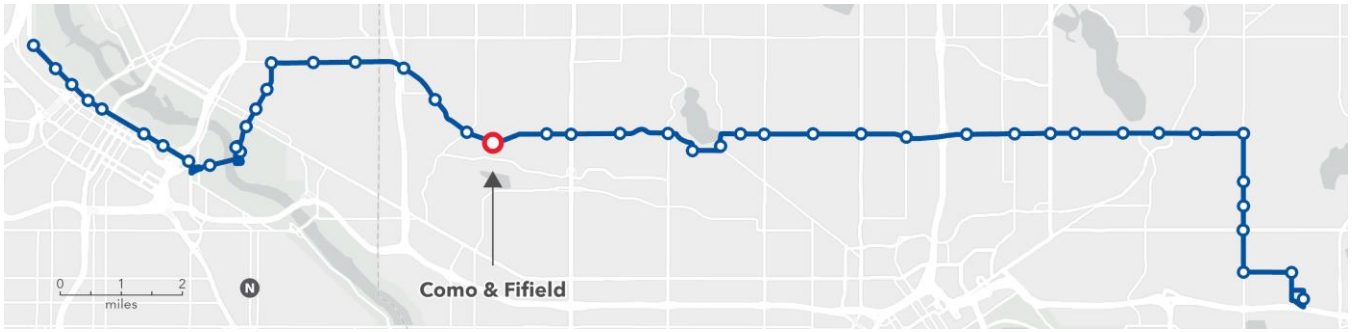
Route 87, University of Minnesota Saint Paul Circulator (124)

Destinations

University of Minnesota Twin Cities – Saint Paul campus, University of Minnesota Commonwealth Terrace Cooperative Student Housing, Saint Anthony Park Elementary, and Langford Park Recreation Center


METRO
H Line
Como & Cleveland-Raymond
2113
2105
2095
Cleveland Ave N
Westbound platform
Como Ave
Eastbound platform
2098
2100
2102
1212
Raymond Ave
1208
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Como & Fifield



Station concept

View the station concept on the next page. The eastbound platform is farside of the intersection. The westbound platform is farside of the intersection at the same location as the existing Route 3 bus stop.

Station spacing

Distance from previous station: 0.25 miles from Como & Cleveland-Raymond

Distance to next station: 0.6 miles to Como & Fairgrounds

Transit connections

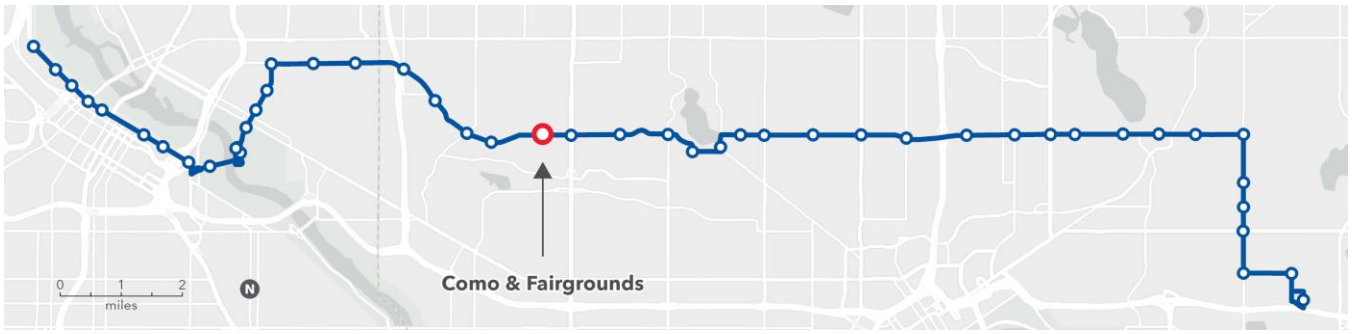
University of Minnesota Saint Paul Circulator (124)

Destinations

University of Minnesota Commonwealth Terrace Cooperative Student Housing and Saint Paul Public Schools Education and Operations Services Center


METRO
H Line
Como & Fifield
University of Minnesota
Commonwealth Terrace
Student Housing
1159
1157
1158
1160
Westbound
platform
Como Ave
Eastbound
platform
Fifield Ave
1990
1984
1978
Saint Paul Schools Office
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Como & Fairgrounds



Station concept

View the station concept on the next page. Platform locations for this station are being considered on Como Avenue near the Aldine Street entrance to the Minnesota State Fairgrounds.

Station spacing

Distance from previous station: 0.6 miles from Como & Fifield

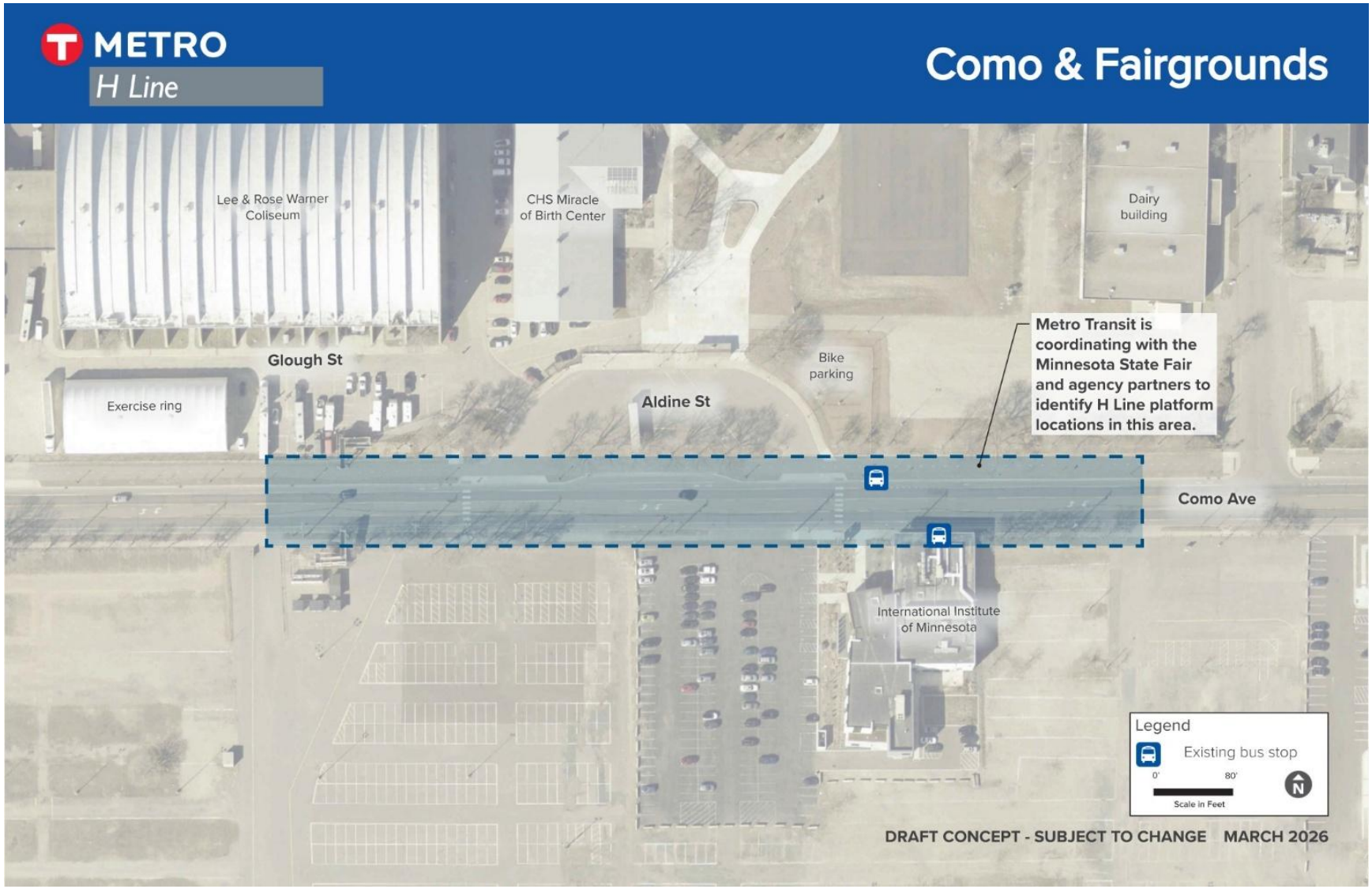
Distance to next station: 0.25 miles to Como & Snelling

Transit connections

There are no other transit routes near this location

Destinations

Minnesota State Fairgrounds and International Institute of Minnesota


METRO
H Line
Como & Fairgrounds
Lee & Rose Warner Coliseum
CHS Miracle of Birth Center
Dairy building
Glough St
Exercise ring
Aldine St
Bike parking
Metro Transit is coordinating with the Minnesota State Fair and agency partners to identify H Line platform locations in this area.
Como Ave
International Institute of Minnesota
Legend
Existing bus stop
0'
80'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Como & Snelling

Station concept

View the station concept on the next page. The eastbound and westbound platforms are both nearside of the intersection.

Station spacing

Distance from previous station: 0.25 miles from Como & Fairgrounds

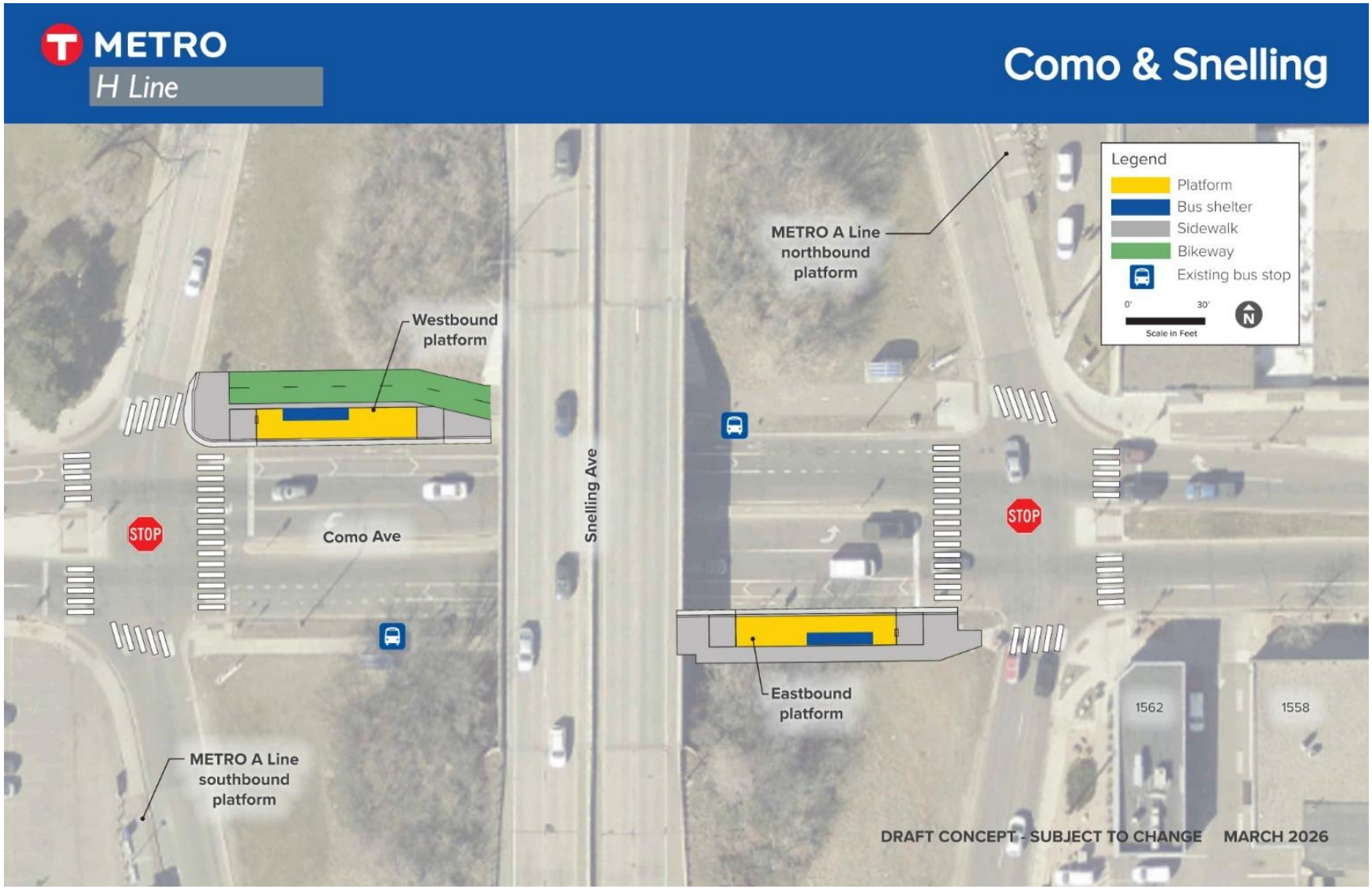
Distance to next station: 0.5 miles to Como & Hamline

Transit connections

METRO A Line, future Route 66

Destinations

Minnesota State Fairgrounds, Hmong College Prep Academy, Salvation Army – Booth Brown House, and several businesses


METRO
H Line
Como & Snelling
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
METRO A Line
northbound
platform
Westbound
platform
Snelling Ave
STOP
Como Ave
STOP
Eastbound
platform
1562
1558
METRO A Line
southbound
platform
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Como & Hamline

Station concept

View the station concept on the next page. The eastbound platform is farside of the intersection. The westbound platform is nearside of the intersection at the same location as the existing Route 3 bus stop.

Station spacing

Distance from previous station: 0.25 miles from Como & Snelling

Distance to next station: 0.5 miles to Como & Lexington

Transit connections

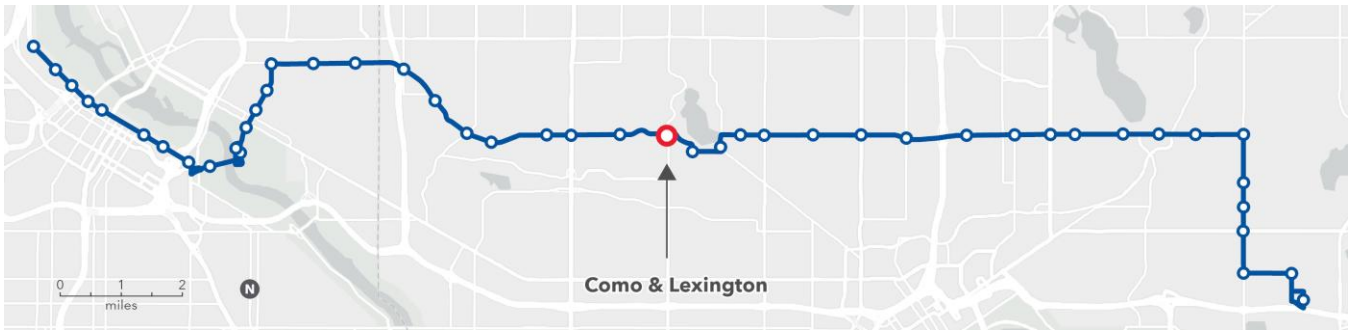
Route 83

Destinations

Como Regional Park, Como Park Zoo & Conservatory, Saint Paul Parks and Recreation offices, and several multifamily housing buildings south of Wynne Avenue


METRO
H Line
Como & Hamline
1355
1207
1345
Como Regional Park
Westbound platform
Como Ave
STOP
Eastbound platform
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
N
1340
1342
1346
Hamline Ave N
Como Regional Park -
Como Woodland Outdoor Classroom
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Como & Lexington



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection. The westbound platform is farside of the intersection.

Station spacing

Distance from previous station: 0.5 miles from Como & Hamline

Distance to next station: 0.4 miles to Como & Chatsworth

Transit connections

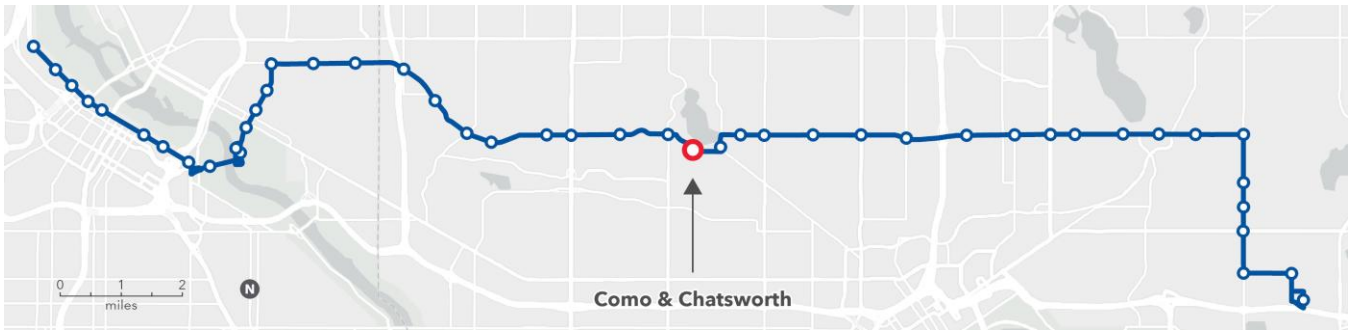
Route 83

Destinations

Como Regional Park, Como Park Pool, Como Lake and Lakeside Pavilion, and Como Park Zoo & Conservatory


METRO
H Line
Como & Lexington
Como Regional Park
Lexington Pkwy N
Westbound platform
Como Regional Park
Como Ave
Horton Ave
Eastbound platform
Legend
Platform
Bus shelter
Sidewalk
Green space
0'
30'
Scale in Feet
Como Regional Park
1200
1194
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Como & Chatsworth



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection. The westbound platform is nearside of the intersection at the same location as the existing Route 3 bus stop.

Station spacing

Distance from previous station: 0.4 miles from Como & Lexington

Distance to next station: 0.33 miles to Como & Nagasaki

Transit connections

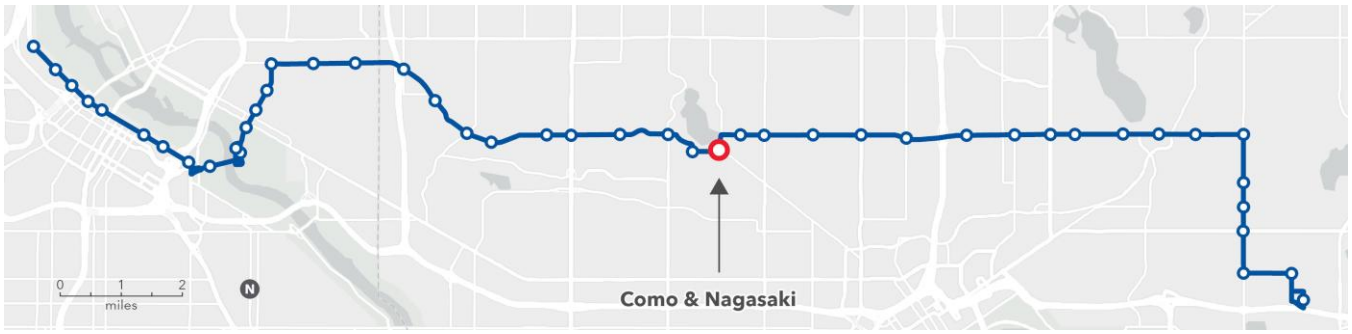
There are no other transit routes near this location

Destinations

Como Regional Park, Como Lake, Twin Cities German Immersion School, and Orchard Park


METRO
H Line
Como & Chatsworth
1133
1129
1123
1119
Eastbound platform
Chatsworth St N
Como Regional Park
Westbound platform
Como Ave
976
972
966
962
958
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Como & Nagasaki



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection. The westbound platform is farside of the intersection.

Station spacing

Distance from previous station: 0.33 miles from Como & Chatsworth

Distance to next station: 0.33 miles to Maryland & Grotto

Transit connections

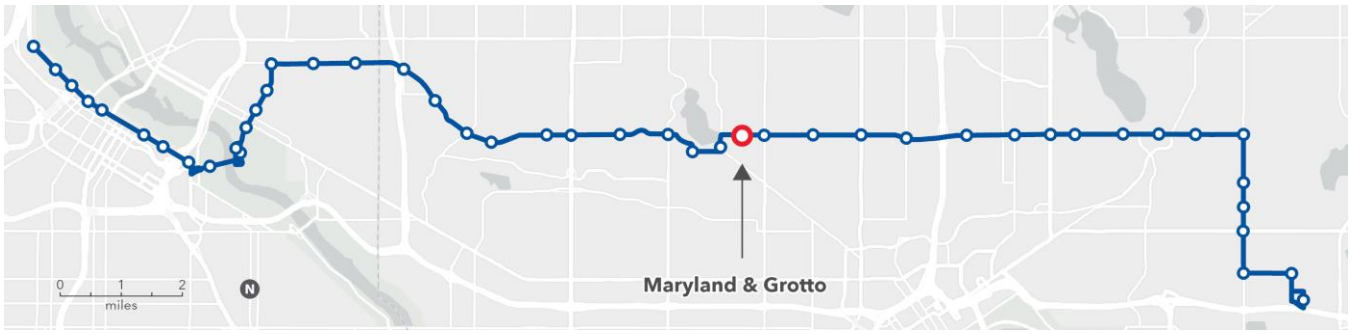
There are no other transit routes near this location

Destinations

Como Regional Park, Como Lake, and Como by the Lake Senior Apartments


METRO
H Line
Como & Nagasaki
Como Regional Park
E Como Blvd
951
Nagasaki Rd
Eastbound platform
Westbound platform
Como Regional Park
901
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
40'
Scale in Feet
N
Como Ave
Como Ave
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Grotto



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both nearside of the intersection.

Station spacing

Distance from previous station: 0.33 miles from Como & Nagasaki

Distance to next station: 0.25 miles to Maryland & Dale

Transit connections

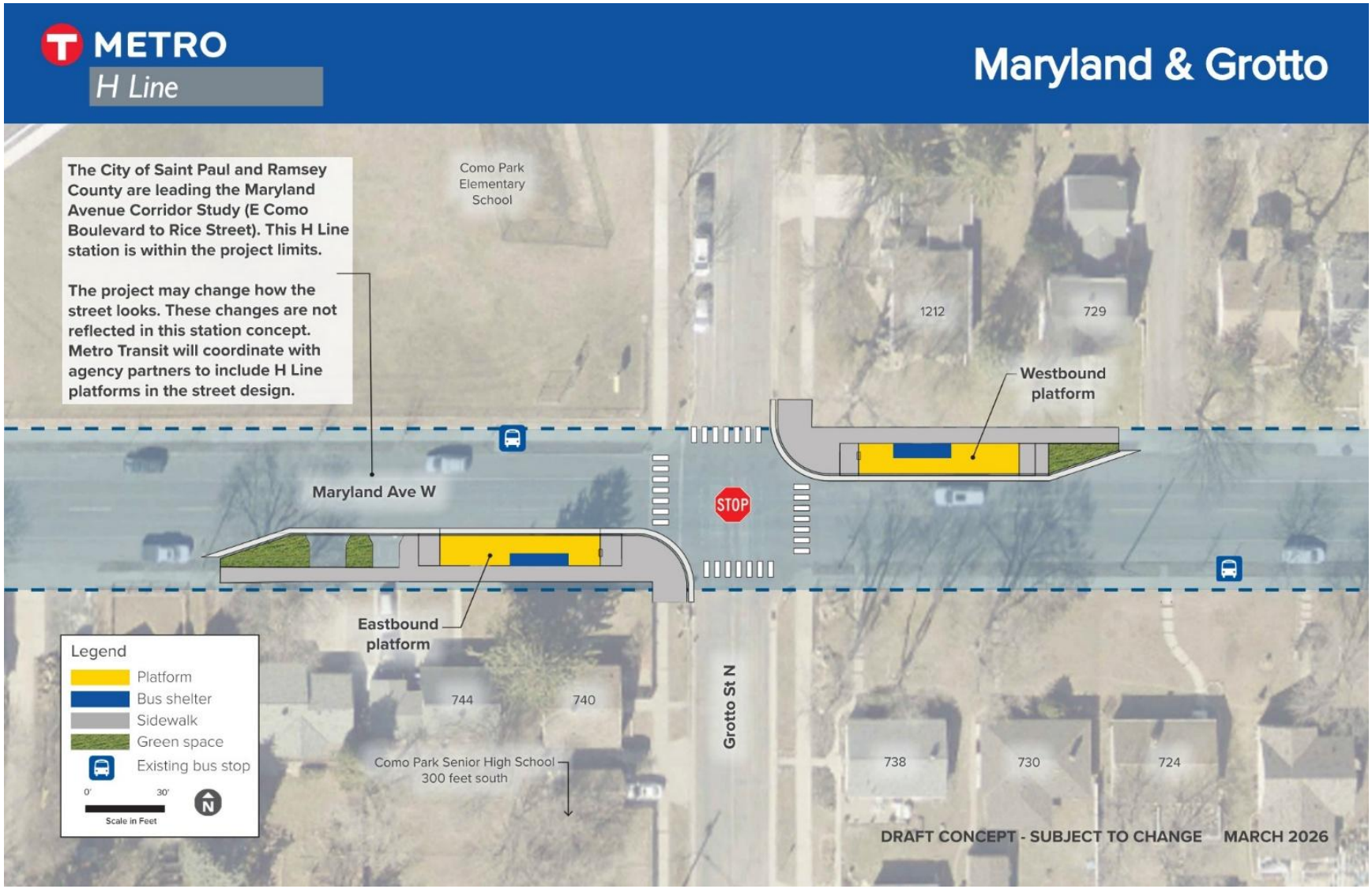
There are no other transit routes near this location

Destinations

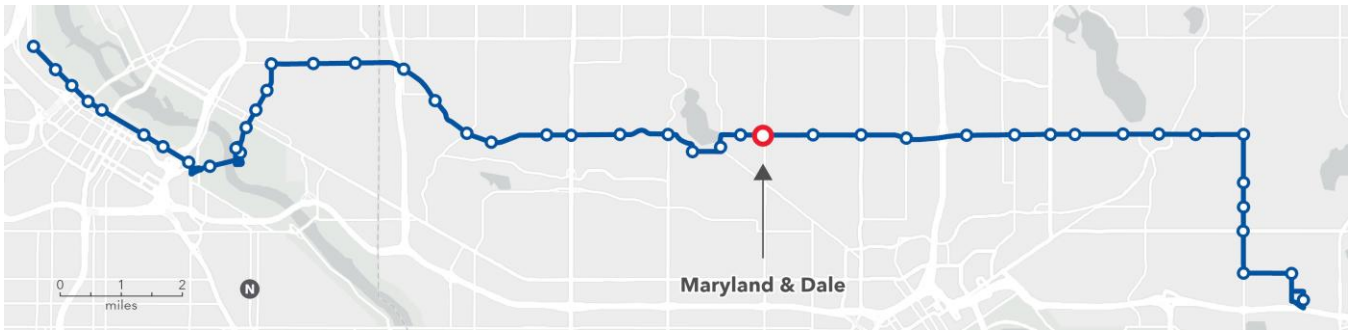
Como Regional Park, Como Lake, Como Park Senior High School, and Como Park Elementary school

Coordinated projects

The City of Saint Paul, in partnership with Ramsey County, is completing a Maryland Avenue Corridor Study (E Como Blvd to Rice St). Changes to Maryland Avenue are planned for 2028-2029. The project may change how the street looks. These changes are not reflected in the H Line station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design. For more details visit stpaul.gov/marylandavenue.


METRO
H Line
Maryland & Grotto
The City of Saint Paul and Ramsey County are leading the Maryland Avenue Corridor Study (E Como Boulevard to Rice Street). This H Line station is within the project limits.
The project may change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
Como Park Elementary School
1212
729
Westbound platform
Maryland Ave W
STOP
Eastbound platform
744
740
Grotto St N
738
730
724
Como Park Senior High School 300 feet south
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Dale



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both farside of the intersection.

Station spacing

Distance from previous station: 0.25 miles from Maryland & Grotto

Distance to next station: 0.5 miles to Maryland & Western

Transit connections

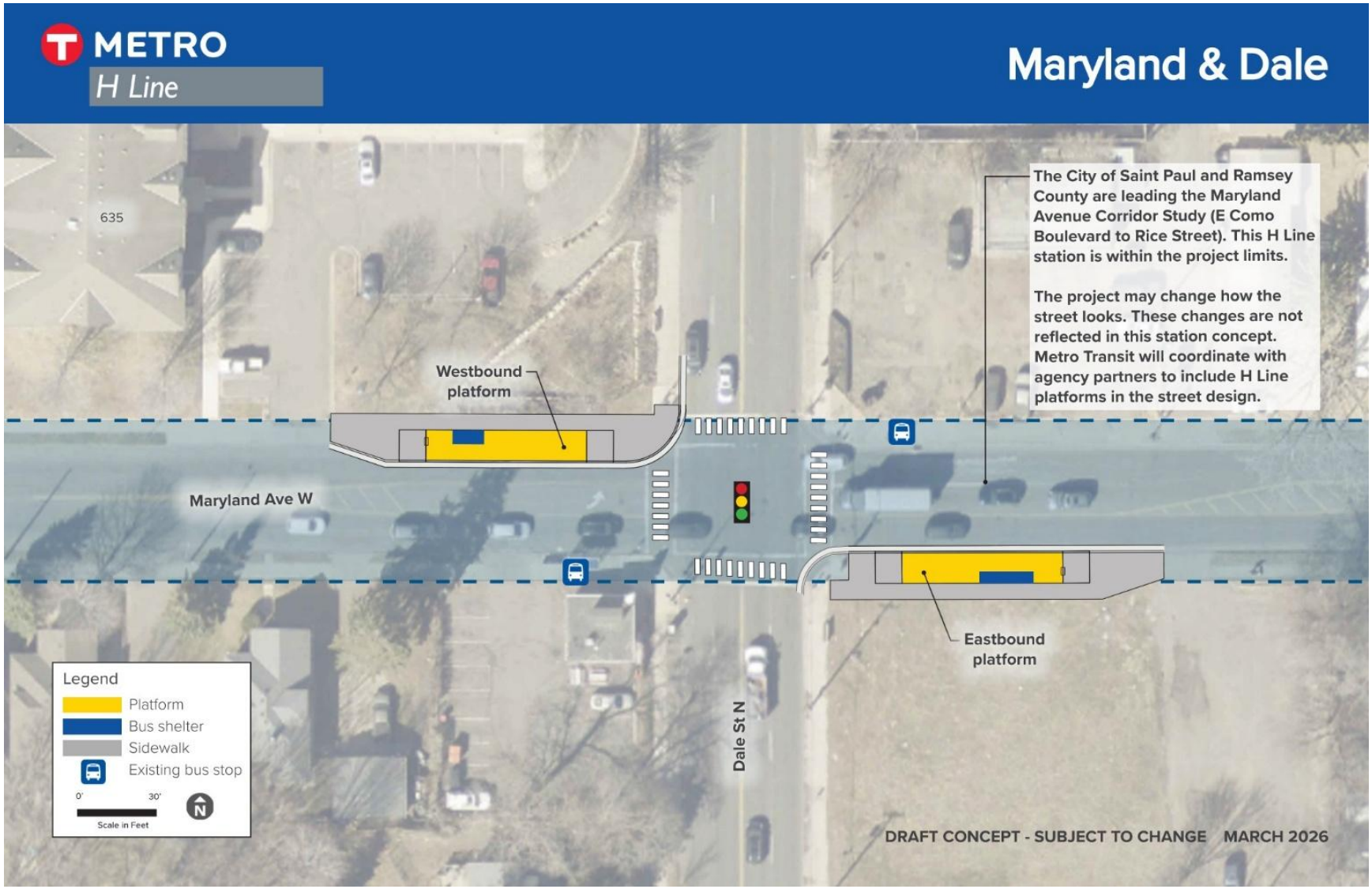
Route 65

Destinations

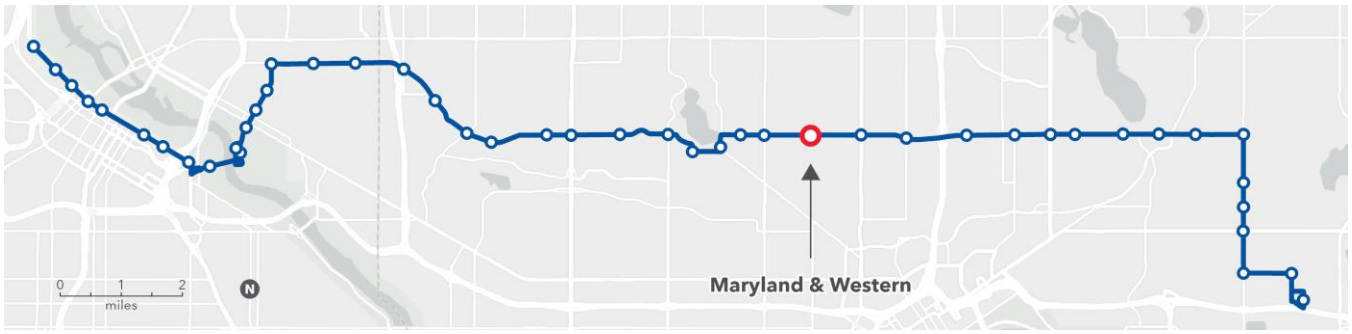
Small businesses, Marydale Park, and Arbor Pointe Senior Apartments

Coordinated projects

The City of Saint Paul, in partnership with Ramsey County, is completing a Maryland Avenue Corridor Study (E Como Blvd to Rice St). Changes to Maryland Avenue are planned for 2028-2029. The project may change how the street looks. These changes are not reflected in the H Line station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design. For more details visit stpaul.gov/marylandavenue.


METRO
H Line
Maryland & Dale
635
Westbound platform
Maryland Ave W
The City of Saint Paul and Ramsey County are leading the Maryland Avenue Corridor Study (E Como Boulevard to Rice Street). This H Line station is within the project limits.
The project may change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
Eastbound platform
Dale St N
Legend
Platform
Bus shelter
Sidewalk
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Western



Station concept

View the station concept on the next page. The eastbound platform is farside of the intersection. The westbound platform is nearside of the intersection at the same location as the existing Route 3 bus stop.

Station spacing

Distance from previous station: 0.5 miles from Maryland & Dale

Distance to next station: 0.5 miles to Maryland & Rice

Transit connections

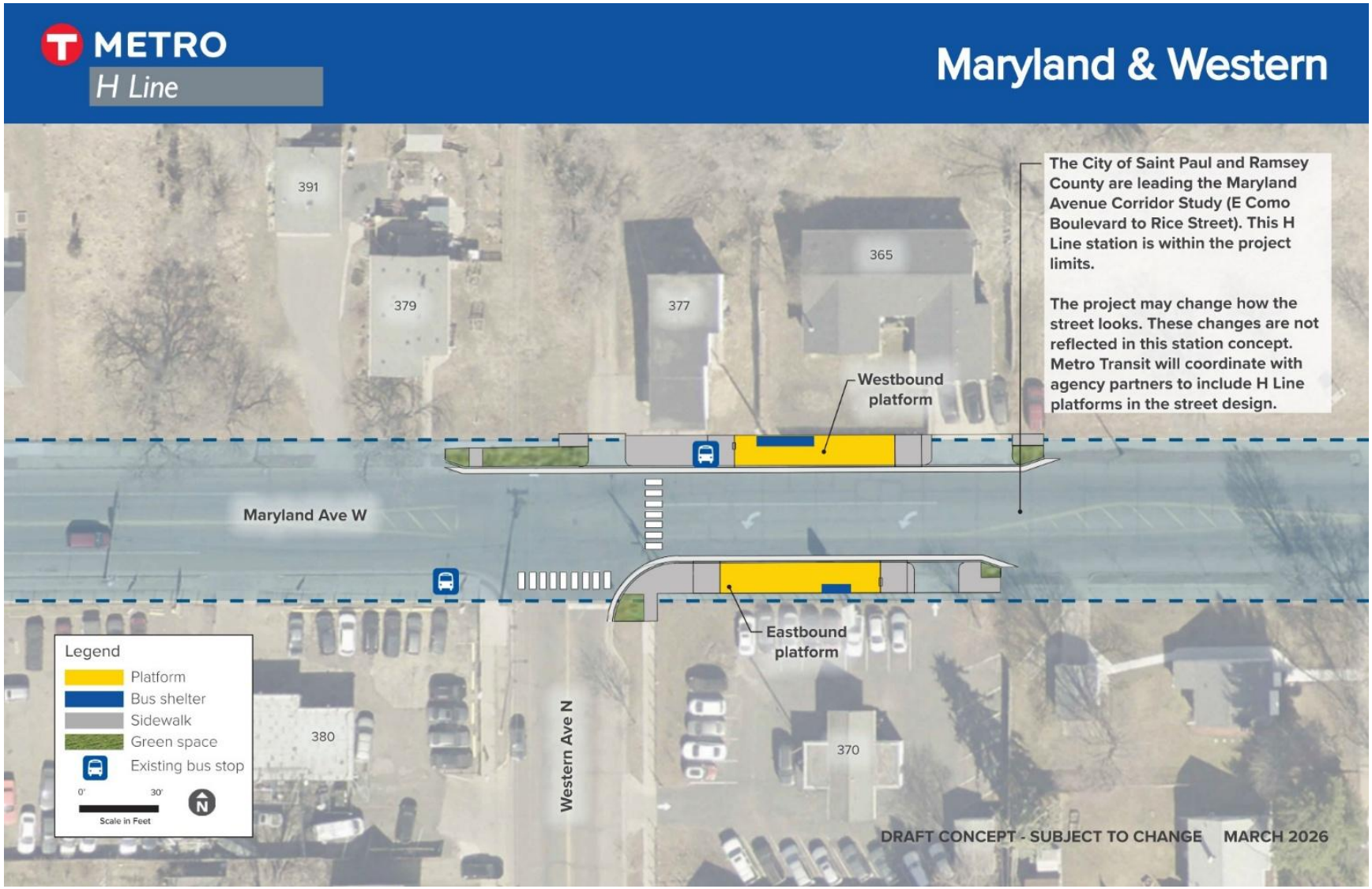
There are no other transit routes near this location

Destinations

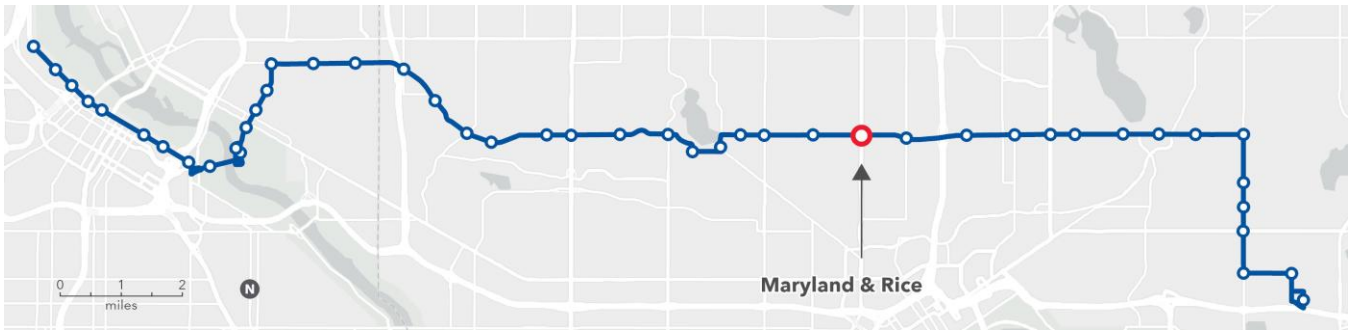
This section of the H Line corridor has a few businesses nearby but is largely residential in nature

Coordinated projects

The City of Saint Paul, in partnership with Ramsey County, is completing a Maryland Avenue Corridor Study (E Como Blvd to Rice St). Changes to Maryland Avenue are planned for 2028-2029. The project may change how the street looks. These changes are not reflected in the H Line station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design. For more details visit stpaul.gov/marylandavenue.


METRO
H Line
Maryland & Western
The City of Saint Paul and Ramsey County are leading the Maryland Avenue Corridor Study (E Como Boulevard to Rice Street). This H Line station is within the project limits.
The project may change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
Westbound platform
Eastbound platform
Maryland Ave W
Western Ave N
391
379
377
365
380
370
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE
MARCH 2026

Maryland & Rice



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection. The westbound platform is farside of the intersection. They are at the same location as the existing Route 3 bus stops.

Station spacing

Distance from previous station: 0.5 miles from Maryland & Western

Distance to next station: 0.6 miles to Maryland & Jackson

Transit connections

Route 62 (replaced by future METRO G Line)

Destinations

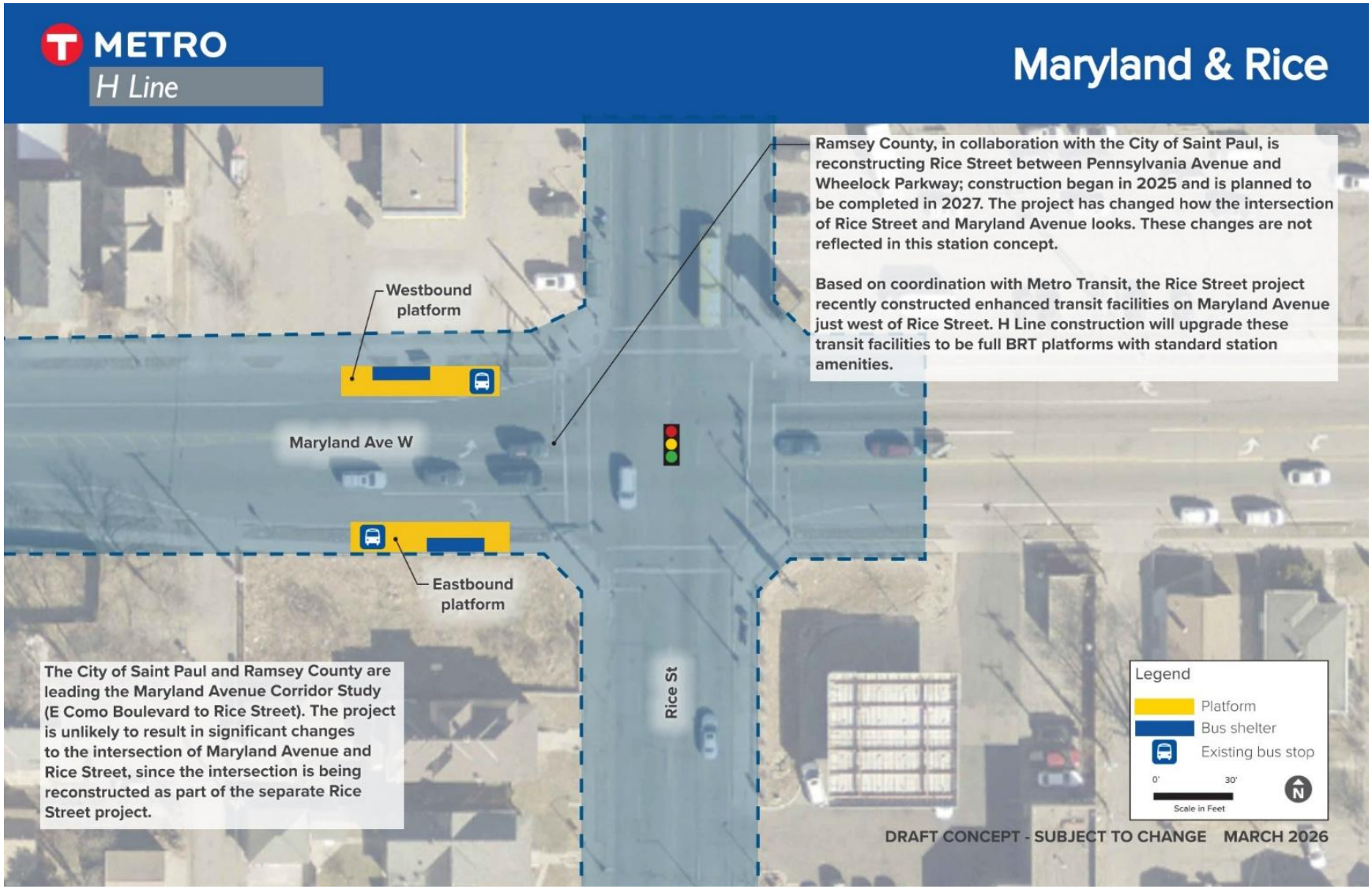
Rice Street commercial corridor, Double Dragon Foods grocery store, MEK Latin & Asian Grocery Store, Prodeo Academy – Saint Paul primary school, and other businesses near the intersection, as well as Sylvan Park

Coordinated projects

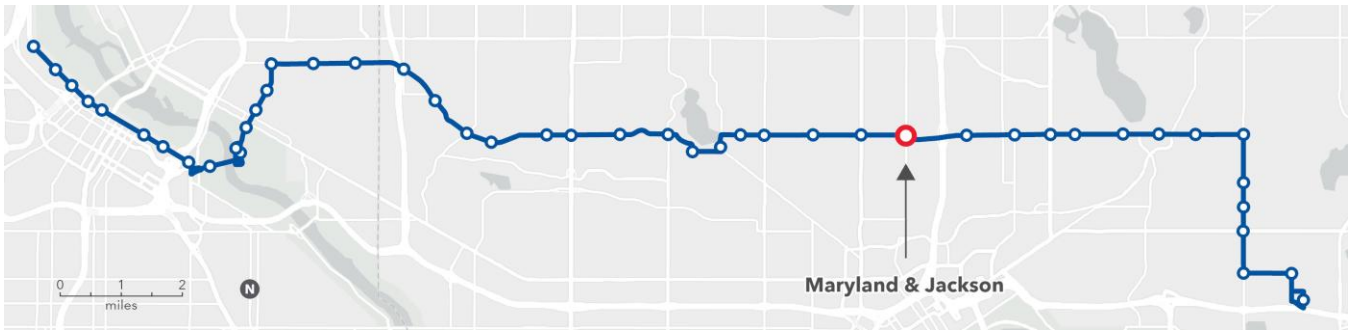
Ramsey County, in collaboration with the City of Saint Paul, is Rice Street Reconstruction, including the intersection with Maryland Avenue in 2025-2026. The project will change how the intersection of Rice Street and Maryland Avenue looks. These changes are not reflected in the H Line station concept. For more information, visit ramseycountymn.gov/residents/roads-transportation/current-road-projects/rice-street-reconstruction.

Based on coordination with Metro Transit, the Rice Street project constructed enhanced transit facilities on Maryland Avenue just west of Rice Street. H Line construction will upgrade these transit facilities to be full BRT platforms with standard station amenities.

Separately, the City of Saint Paul, in partnership with Ramsey County, is completing a Maryland Avenue Corridor Study (E Como Blvd to Rice St). Changes to Maryland Avenue are planned for 2028-2029. The project may change how the street looks. These changes are not reflected in the H Line station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design. For more details visit stpaul.gov/marylandavenue.


METRO
H Line
Maryland & Rice
Ramsey County, in collaboration with the City of Saint Paul, is reconstructing Rice Street between Pennsylvania Avenue and Wheelock Parkway; construction began in 2025 and is planned to be completed in 2027. The project has changed how the intersection of Rice Street and Maryland Avenue looks. These changes are not reflected in this station concept.
Based on coordination with Metro Transit, the Rice Street project recently constructed enhanced transit facilities on Maryland Avenue just west of Rice Street. H Line construction will upgrade these transit facilities to be full BRT platforms with standard station amenities.
Westbound platform
Maryland Ave W
Eastbound platform
Rice St
The City of Saint Paul and Ramsey County are leading the Maryland Avenue Corridor Study (E Como Boulevard to Rice Street). The project is unlikely to result in significant changes to the intersection of Maryland Avenue and Rice Street, since the intersection is being reconstructed as part of the separate Rice Street project.
Legend
Platform
Bus shelter
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Jackson



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection. The westbound platform is farside of the intersection.

Station spacing

Distance from previous station: 0.5 miles from Maryland & Rice

Distance to next station: 0.6 miles to Maryland & Arkwright

Transit connections

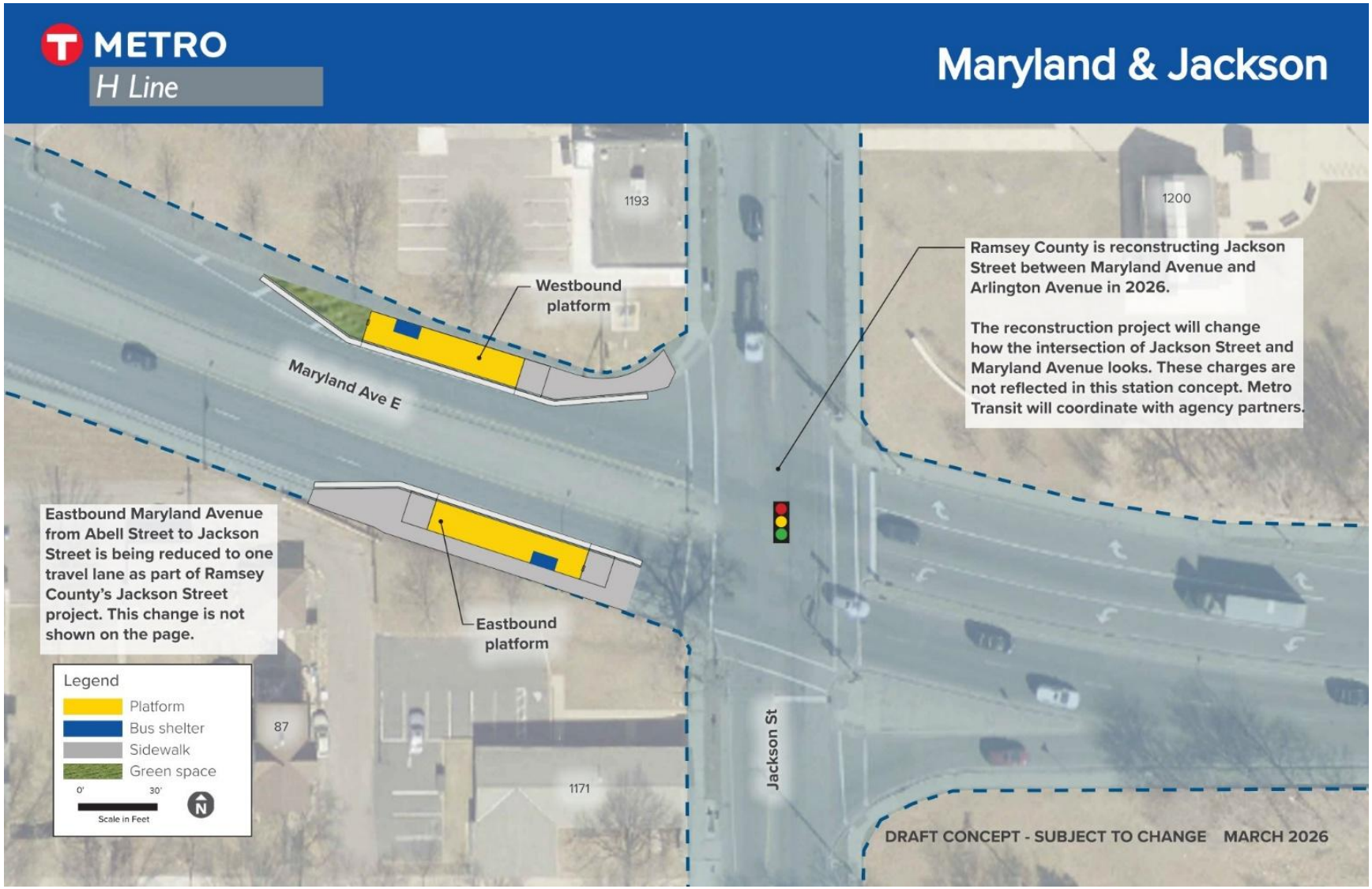
Route 68

Destinations

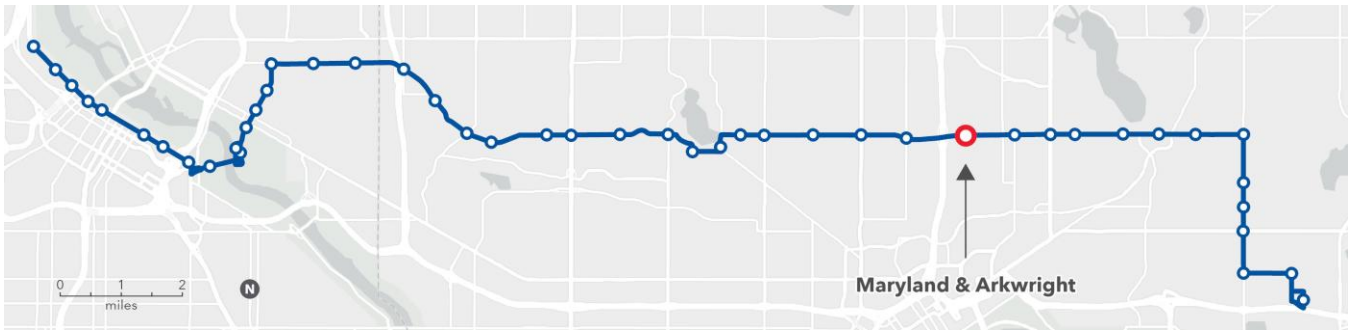
Trout Brook Nature Sanctuary, Saint Paul Music Academy, and small businesses

Coordinated projects

Ramsey County is Jackson Street Reconstruction in 2026. For more details visit ramseycountymn.gov/residents/roads-transportation/current-road-projects/jackson-street-reconstruction.


METRO
H Line
Maryland & Jackson
1193
1200
Westbound platform
Maryland Ave E
Ramsey County is reconstructing Jackson Street between Maryland Avenue and Arlington Avenue in 2026.
The reconstruction project will change how the intersection of Jackson Street and Maryland Avenue looks. These charges are not reflected in this station concept. Metro Transit will coordinate with agency partners.
Eastbound Maryland Avenue from Abell Street to Jackson Street is being reduced to one travel lane as part of Ramsey County's Jackson Street project. This change is not shown on the page.
Eastbound platform
Legend
Platform
Bus shelter
Sidewalk
Green space
0'
30'
Scale in Feet
N
87
1171
Jackson St
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Arkwright



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both farside of the intersection.

Station spacing

Distance from previous station: 0.6 miles from Maryland & Jackson

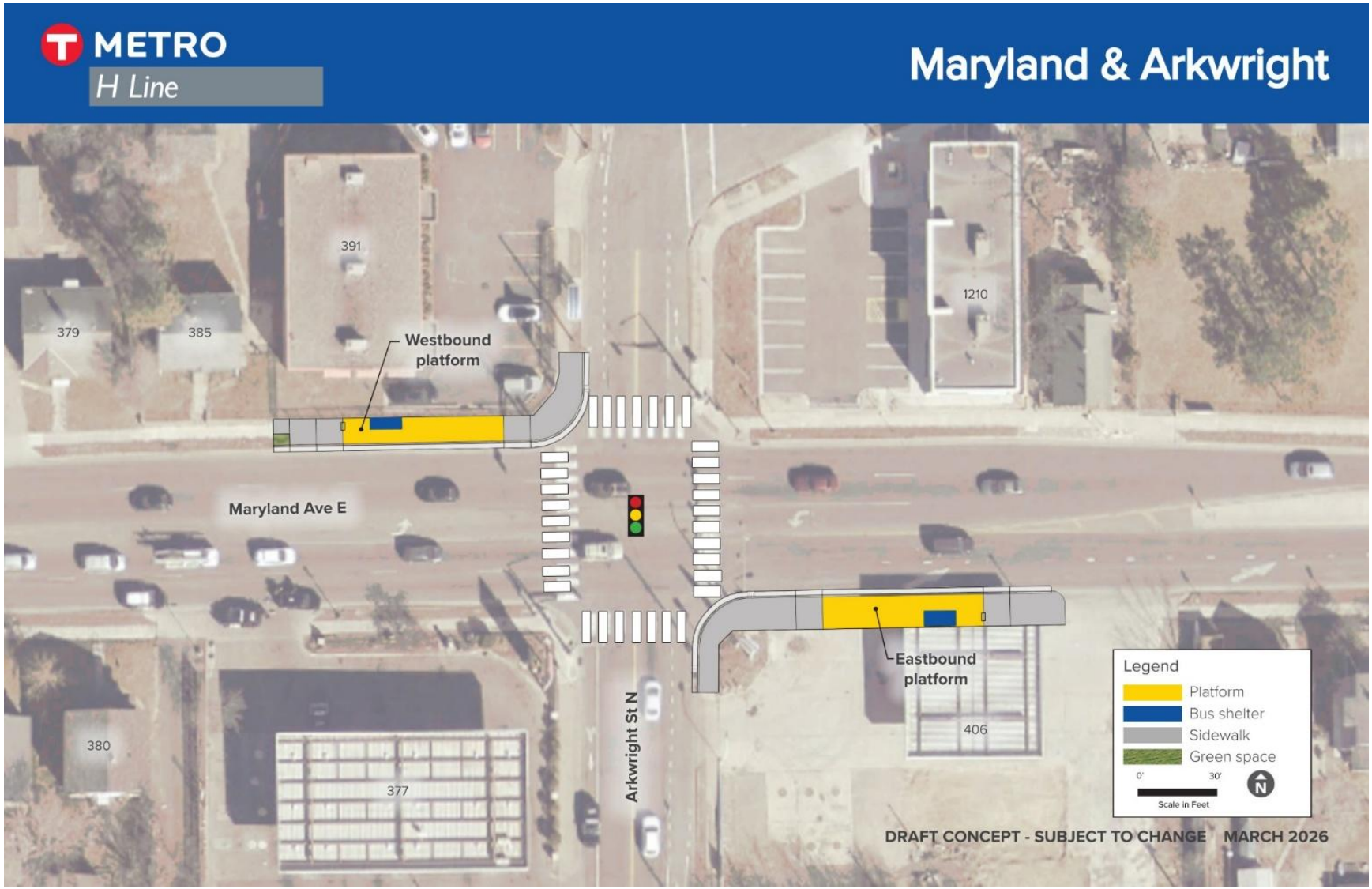
Distance to next station: 0.5 miles to Maryland & Payne

Transit connections

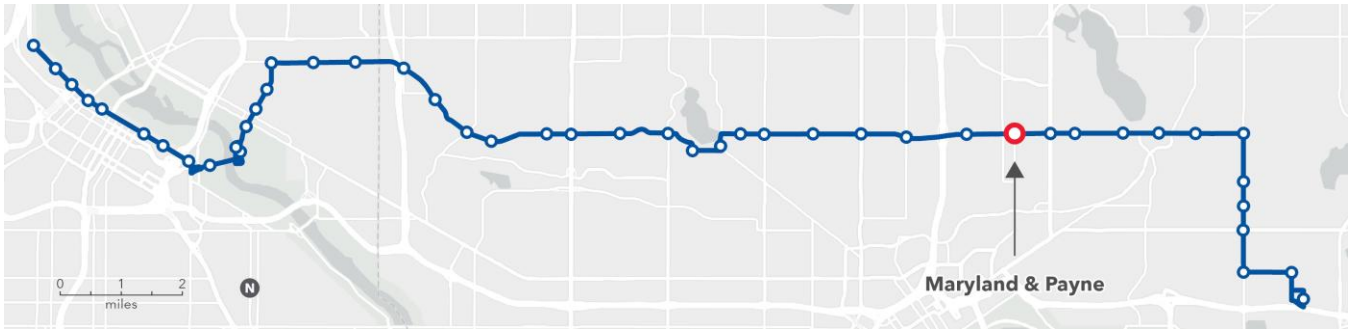
Route 71, planned Route 64

Destinations

Several businesses including a convenience store, staffing agency, day care center, and multiple affordable housing buildings


METRO
H Line
Maryland & Arkwright
391
379
385
1210
Westbound platform
Maryland Ave E
Eastbound platform
Arkwright St N
406
380
377
Legend
Platform
Bus shelter
Sidewalk
Green space
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Payne



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection. The westbound platform is farside of the intersection.

Station spacing

Distance from previous station: 0.5 miles from Maryland & Arkwright

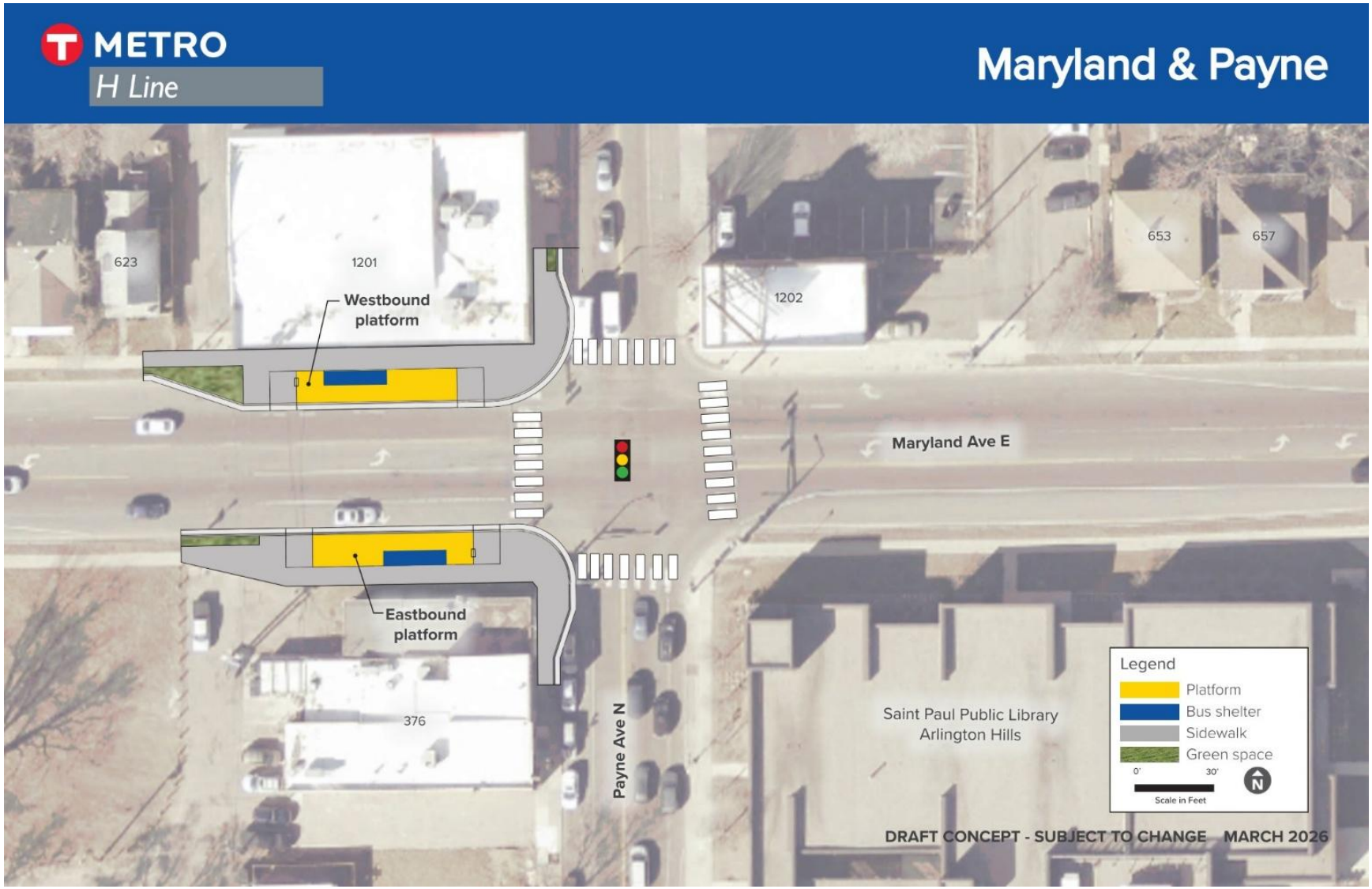
Distance to next station: 0.4 miles to Maryland & Arcade

Transit connections

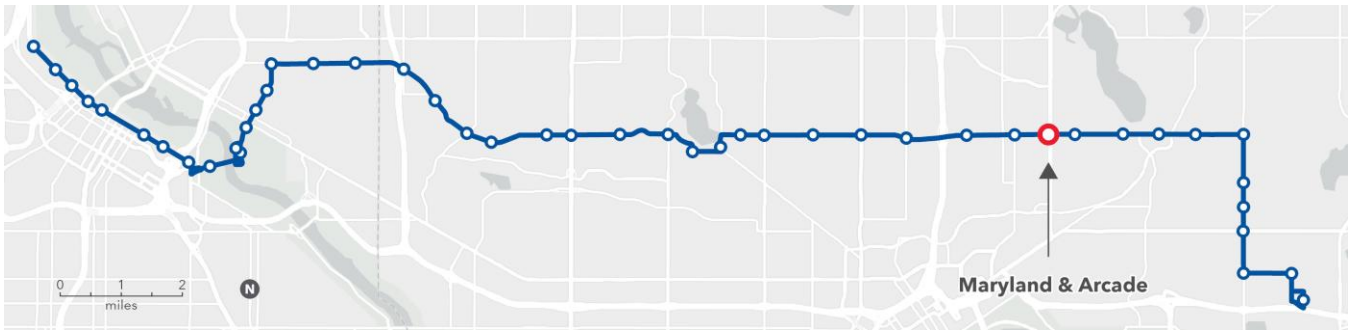
Route 64

Destinations

Payne Avenue commercial corridor, Saint Paul Public Library – Arlington Hills, Saint Paul Family Medical Center, May Asian Market, and several other businesses


METRO
H Line
Maryland & Payne
623
1201
1202
653
657
Westbound platform
Eastbound platform
Maryland Ave E
Payne Ave N
376
Saint Paul Public Library
Arlington Hills
Legend
Platform
Bus shelter
Sidewalk
Green space
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Arcade



Station concept

View the station concept on the next page. The eastbound platform is farside of the intersection. The westbound platform is nearside of the intersection at the same location as the existing Route 64 bus stop.

Station spacing

Distance from previous station: 0.4 miles from Maryland & Payne

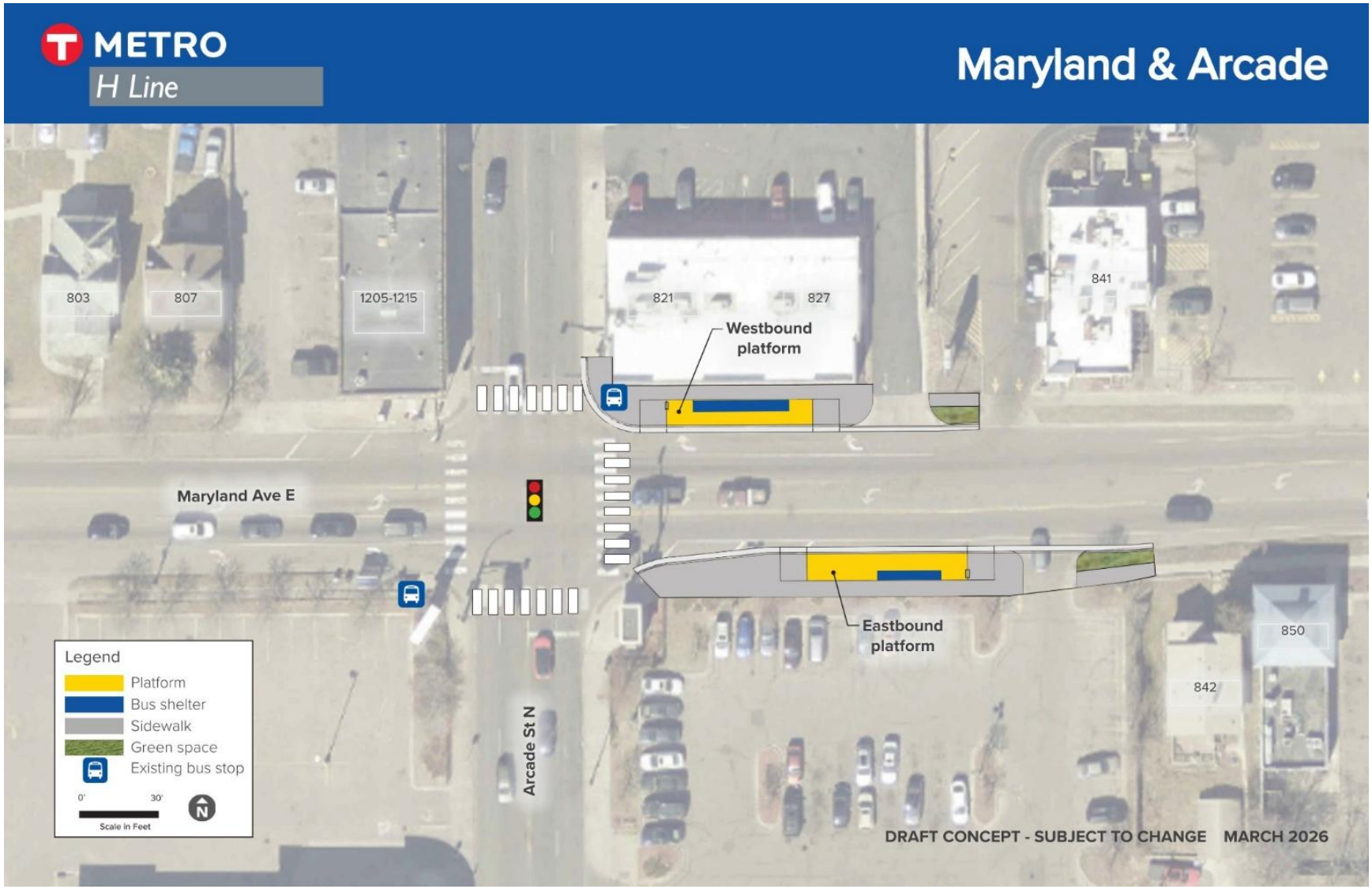
Distance to next station: 0.25 miles to Maryland & Forest

Transit connections

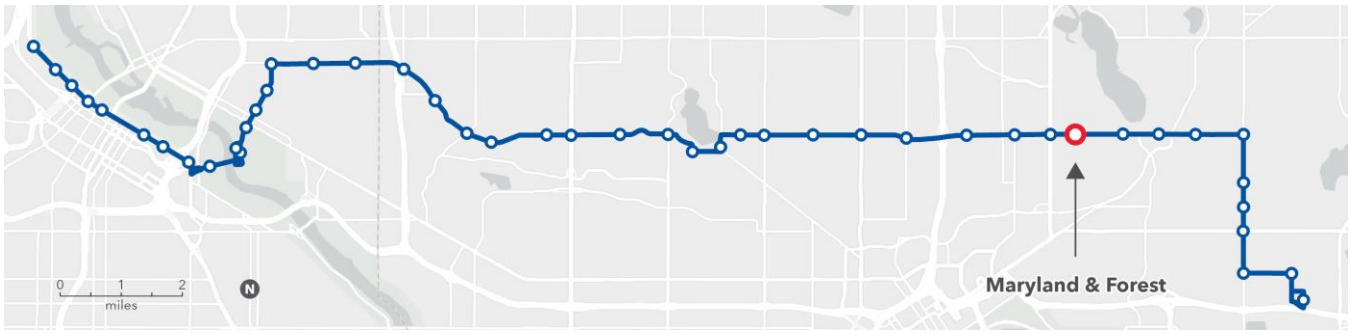
Routes 54 and 61

Destinations

Arcade Street commercial corridor, Walgreens pharmacy, medical clinic, multiple grocery stores, and other small businesses


METRO
H Line
Maryland & Arcade
803
807
1205-1215
821
827
841
Westbound platform
Maryland Ave E
Eastbound platform
850
842
Arcade St N
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Forest



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both nearside of the intersection. They are at the same location as the existing Route 3 bus stops.

Station spacing

Distance from previous station: 0.25 miles from Maryland & Arcade

Distance to next station: 0.5 miles to Maryland & Duluth

Transit connections

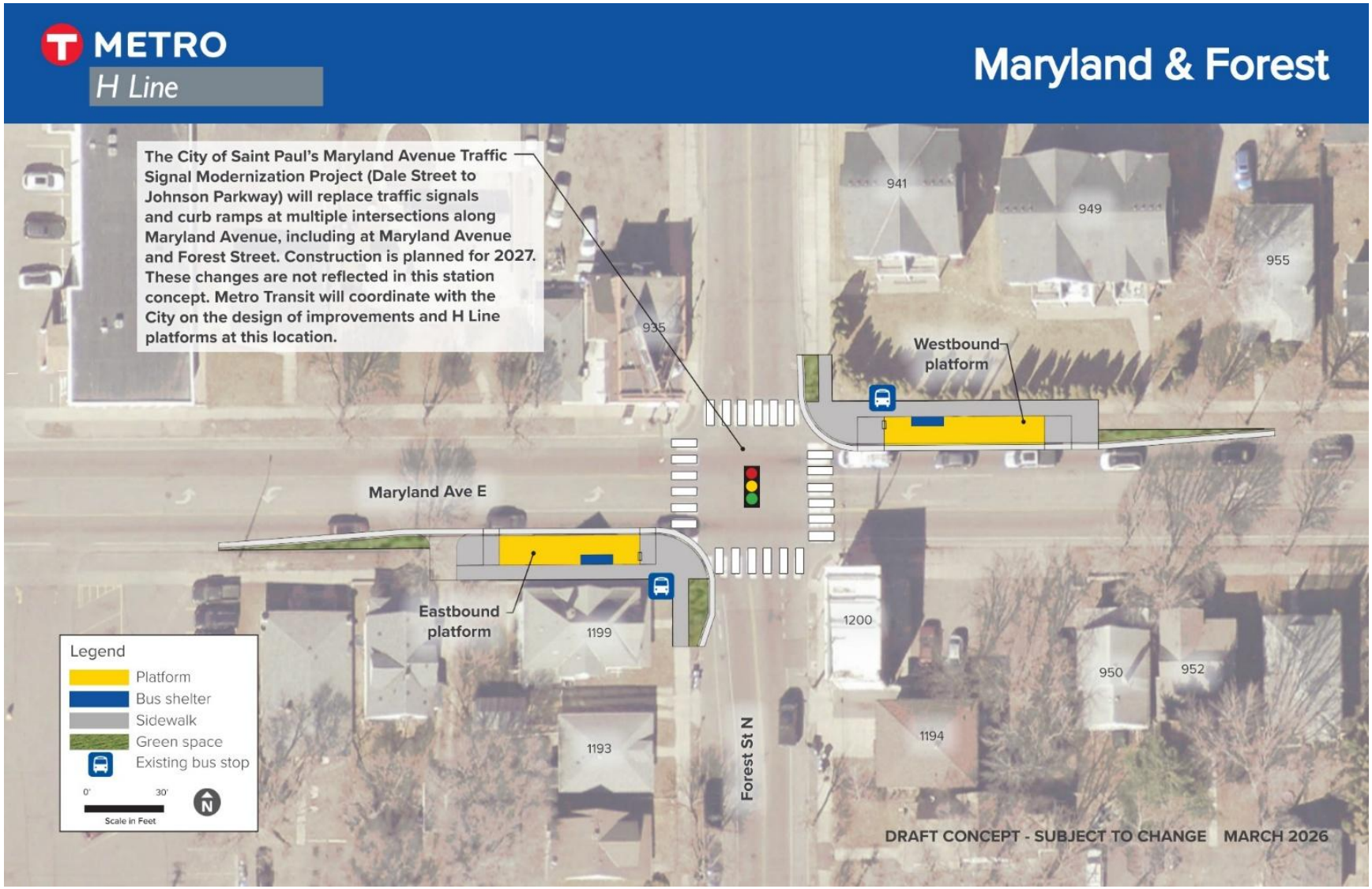
Route 64

Destinations

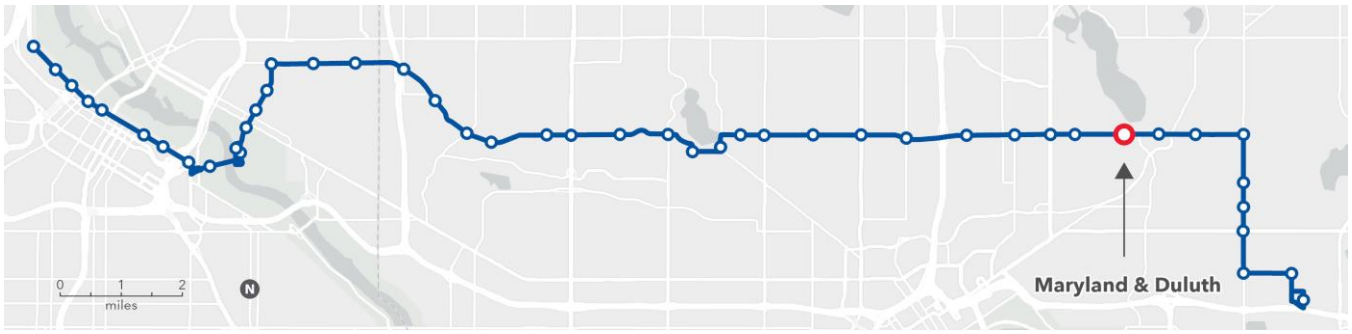
Golden Harvest Foods grocery store, LIFE Prep School, and small businesses

Coordinated projects

The City of Saint Paul's Maryland Avenue Traffic Signal Modernization Project (Dale Street to Johnson Parkway) will replace traffic signals and curb ramps at multiple intersections along a Maryland Avenue, including at Maryland Avenue and Forest Street. Construction is planned for 2027.


METRO
H Line
Maryland & Forest
The City of Saint Paul's Maryland Avenue Traffic Signal Modernization Project (Dale Street to Johnson Parkway) will replace traffic signals and curb ramps at multiple intersections along Maryland Avenue, including at Maryland Avenue and Forest Street. Construction is planned for 2027. These changes are not reflected in this station concept. Metro Transit will coordinate with the City on the design of improvements and H Line platforms at this location.
941
949
955
935
Westbound platform
Maryland Ave E
Eastbound platform
1199
1200
950
952
1193
1194
Forest St N
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Duluth



Station concept

View the station concept on the next page. The eastbound platform is farside of the intersection. The westbound platform is nearside of the intersection at the same location as the existing Route 64 bus stop.

Station spacing

Distance from previous station: 0.5 miles from Maryland & Forest

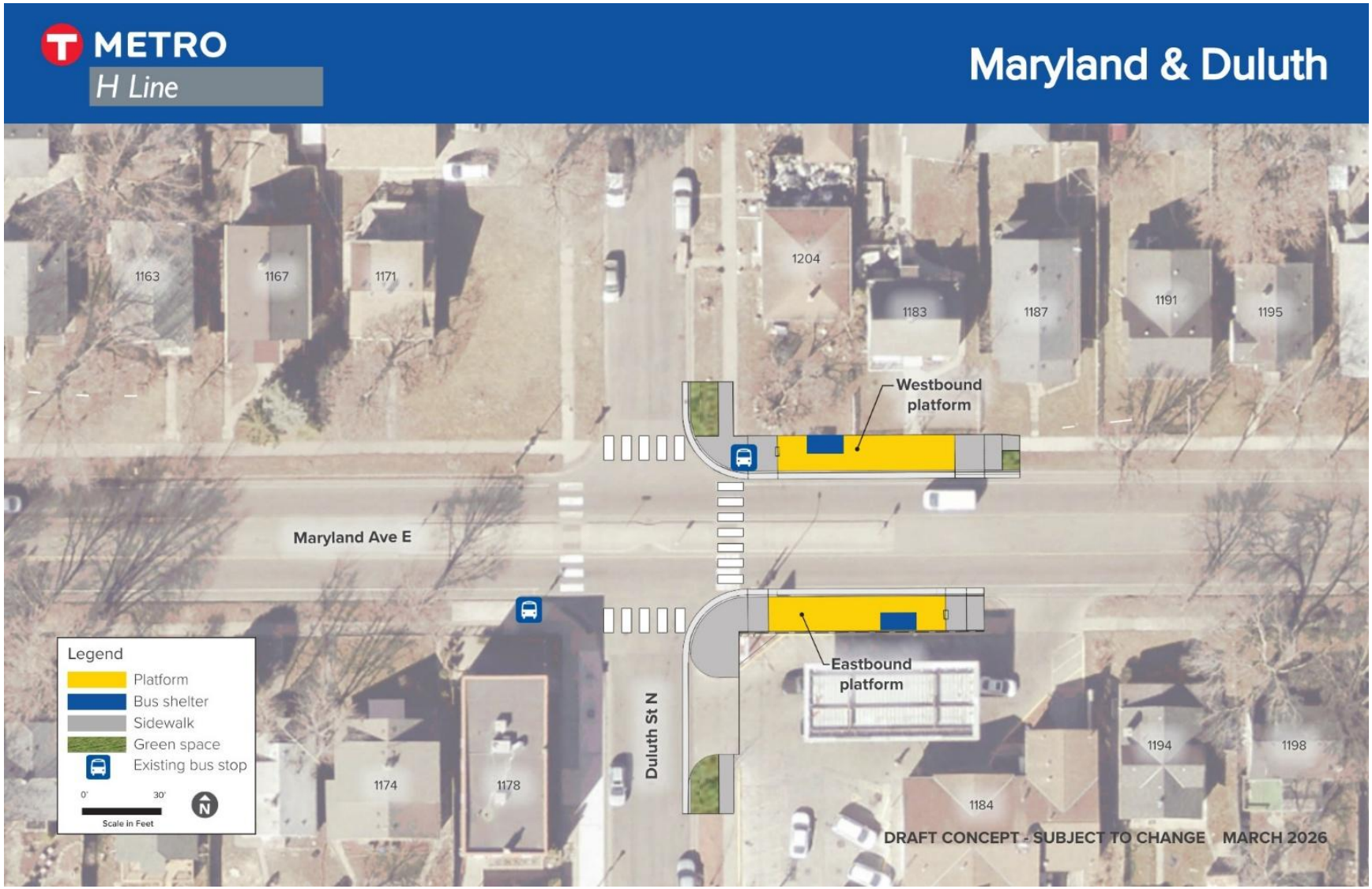
Distance to next station: 0.4 miles to Maryland & Clarence

Transit connections

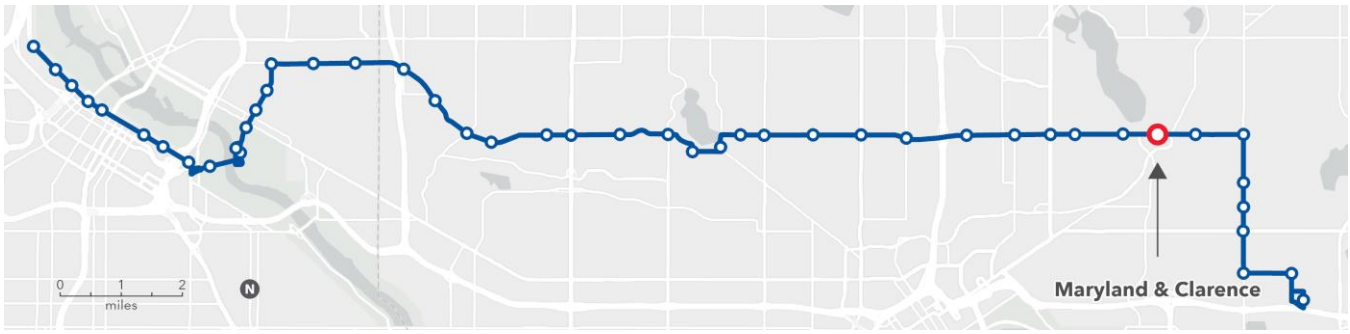
Route 64

Destinations

Convenience store, dentist office, Phalen Regional Park


METRO
H Line
Maryland & Duluth
1163
1167
1171
1204
1183
1187
1191
1195
Westbound platform
Maryland Ave E
Eastbound platform
Duluth St N
1174
1178
1184
1194
1198
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Clarence



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both farside of the intersection.

Station spacing

Distance from previous station: 0.4 miles from Maryland & Duluth

Distance to next station: 0.4 miles to Maryland & Hazelwood

Transit connections

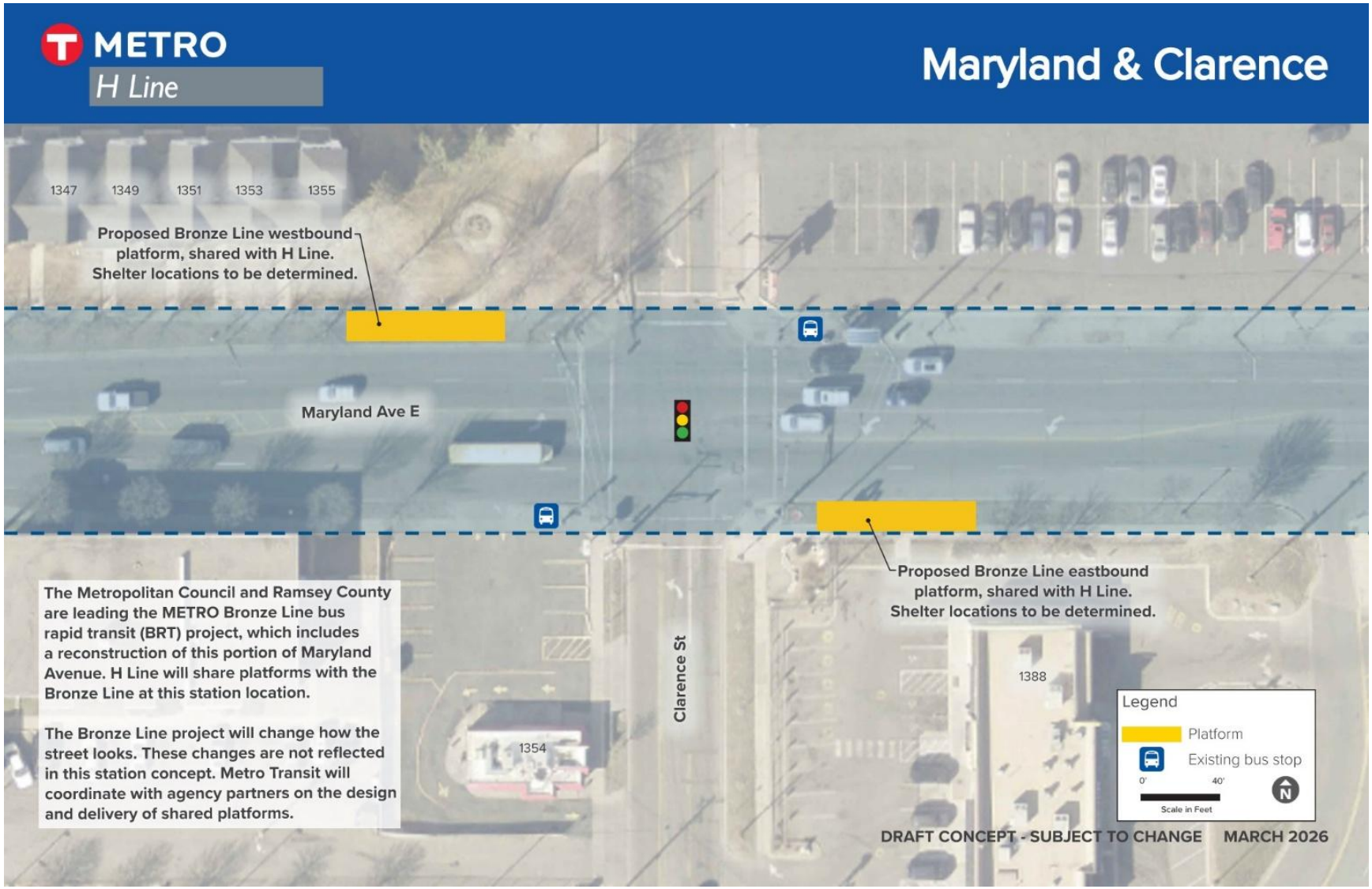
Routes 54 (replaced by future METRO Bronze Line) and 64

Destinations

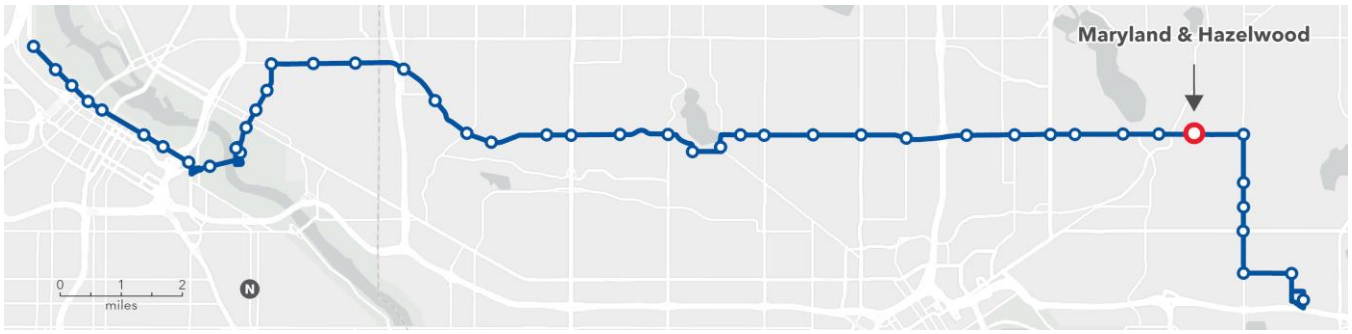
Cub Foods grocery and pharmacy, ALDI grocery store, Reyes Market grocery store, M Health Fairview Clinic, and several other businesses

Coordinated projects

This proposed station may be constructed with the METRO Bronze Line. H Line and Bronze Line will both serve this station. For more details visit metrotransit.org/Bronze-line-project.


METRO
H Line
Maryland & Clarence
1347
1349
1351
1353
1355
Proposed Bronze Line westbound platform, shared with H Line. Shelter locations to be determined.
Maryland Ave E
Clarence St
1354
1388
Proposed Bronze Line eastbound platform, shared with H Line. Shelter locations to be determined.
The Metropolitan Council and Ramsey County are leading the METRO Bronze Line bus rapid transit (BRT) project, which includes a reconstruction of this portion of Maryland Avenue. H Line will share platforms with the Bronze Line at this station location.
The Bronze Line project will change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners on the design and delivery of shared platforms.
Legend
Platform
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & Hazelwood



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both farside of the intersection.

Station spacing

Distance from previous station: 0.4 miles from Maryland & Clarence

Distance to next station: 0.5 miles to Maryland & White Bear

Transit connections

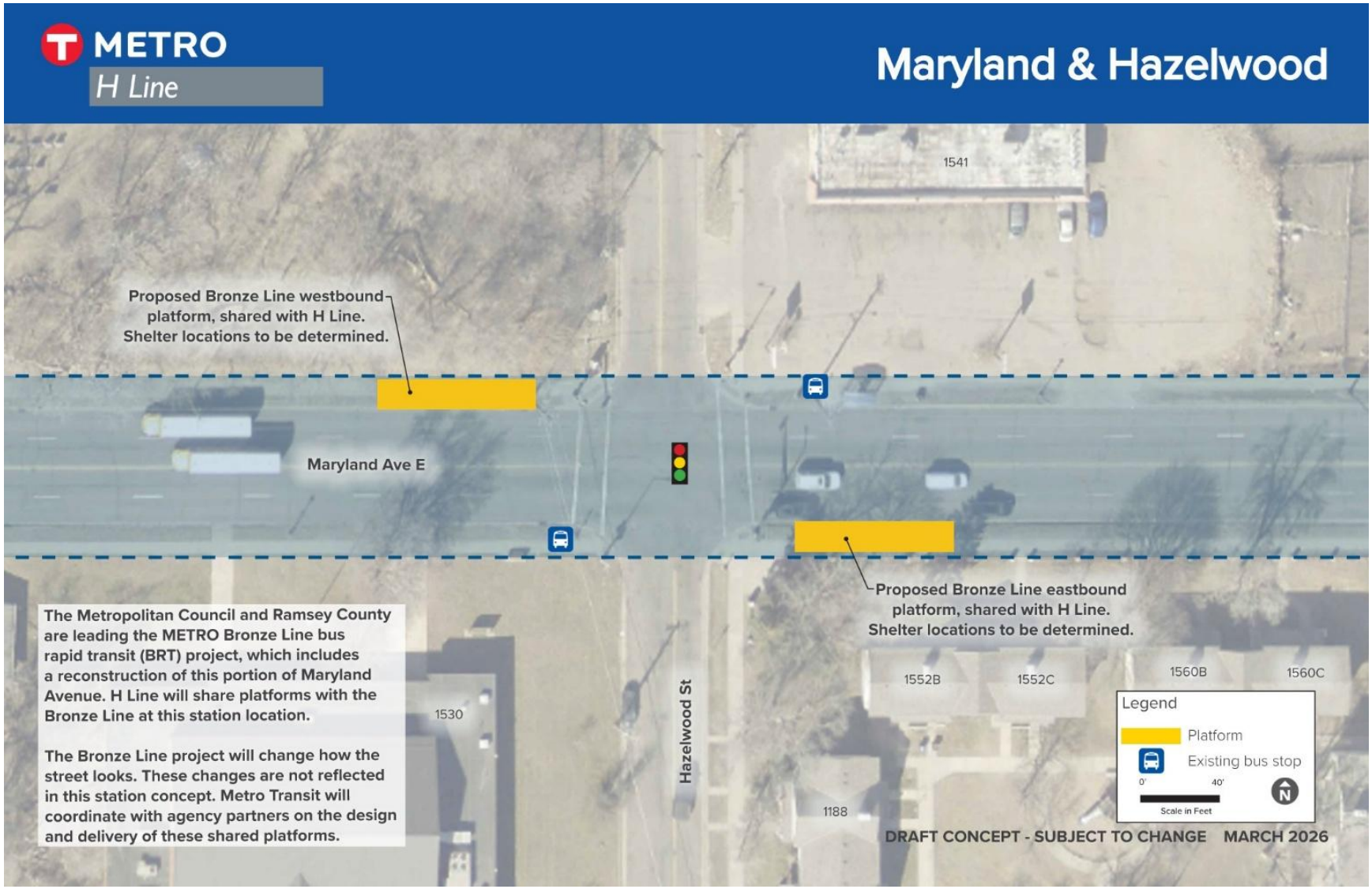
Routes 54 (replaced by future METRO Bronze Line) and 64

Destinations

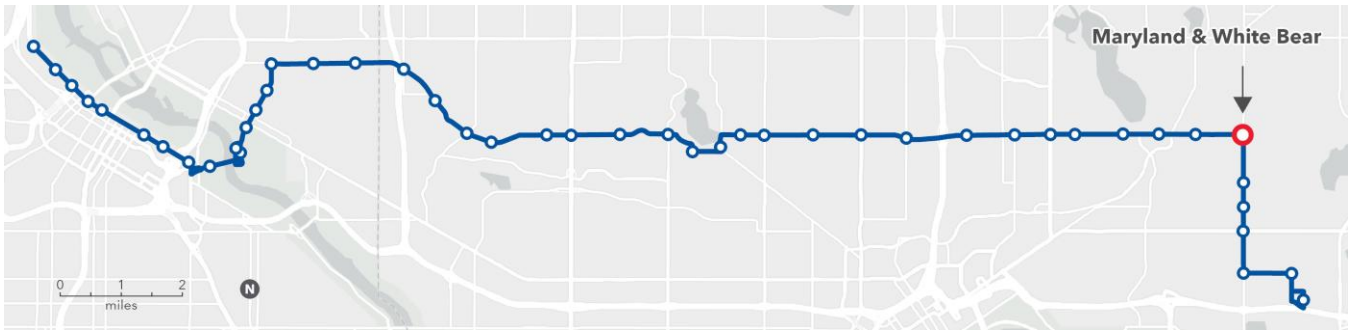
Roosevelt Homes and Community Center, East Side Boys & Girls Club, Montessori Center of Minnesota, Sackett Park, and several multifamily housing buildings

Coordinated projects

This proposed station may be constructed with the METRO Bronze Line. H Line and Bronze Line will both serve this station. For more details visit metrotransit.org/Bronze-line-project.


METRO
H Line
Maryland & Hazelwood
1541
Proposed Bronze Line westbound platform, shared with H Line. Shelter locations to be determined.
Maryland Ave E
Proposed Bronze Line eastbound platform, shared with H Line. Shelter locations to be determined.
The Metropolitan Council and Ramsey County are leading the METRO Bronze Line bus rapid transit (BRT) project, which includes a reconstruction of this portion of Maryland Avenue. H Line will share platforms with the Bronze Line at this station location.
The Bronze Line project will change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners on the design and delivery of these shared platforms.
1530
Hazelwood St
1188
1552B
1552C
1560B
1560C
Legend
Platform
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Maryland & White Bear



Station concept

View the station concept on the next page. The eastbound platform is on White Bear Avenue farside of the intersection with Maryland Avenue. The westbound platform is on Maryland Avenue farside of the intersection with White Bear Avenue.

Station spacing

Distance from previous station: 0.5 miles from Maryland & Hazelwood

Distance to next station: 0.5 miles to White Bear & Case

Transit connections

Routes 54 (replaced by future METRO Bronze Line), 64, and 80

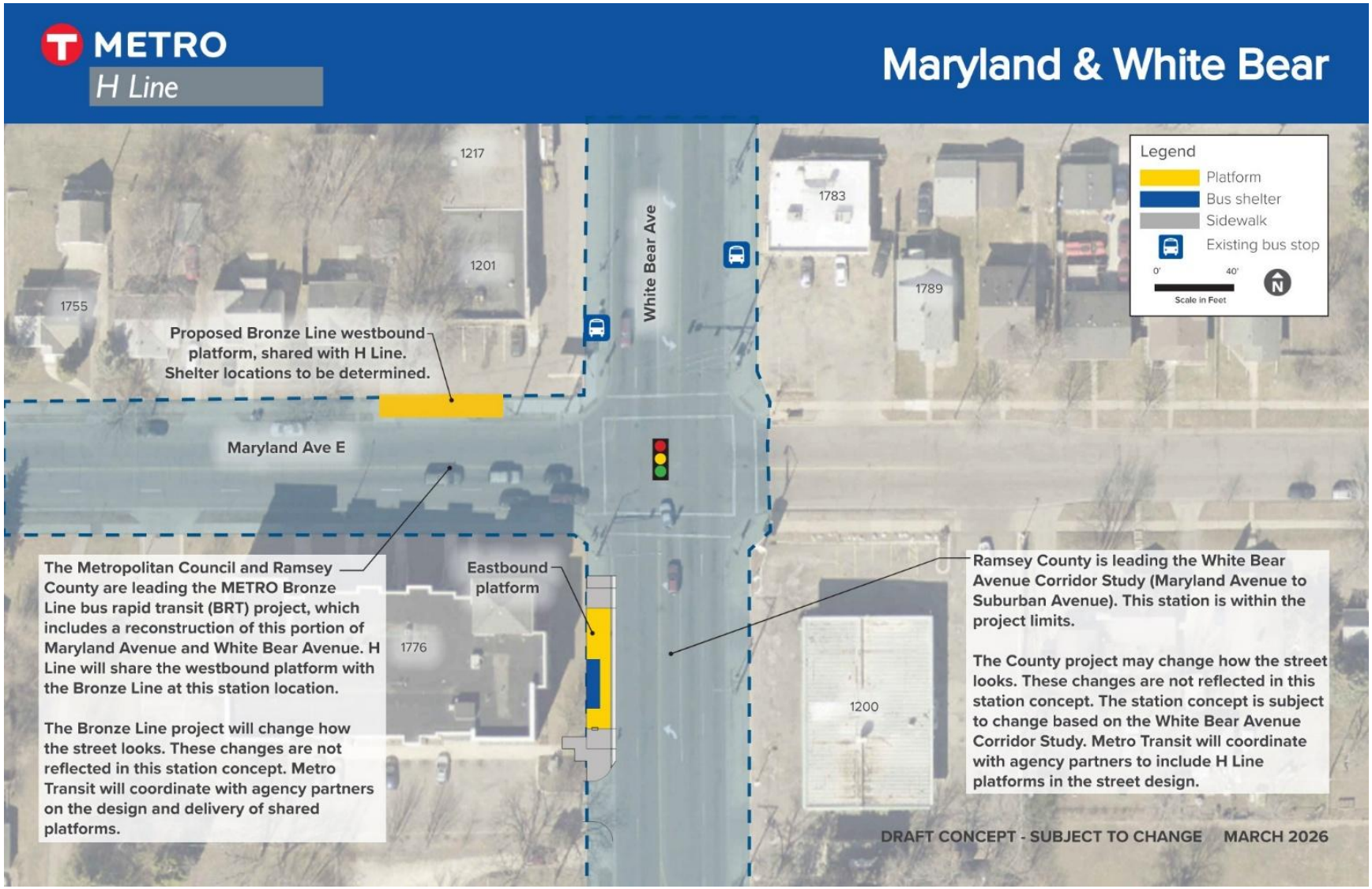
Destinations

Hazel Park Preparatory Academy, Hazel Park Heights Condominiums, and several businesses

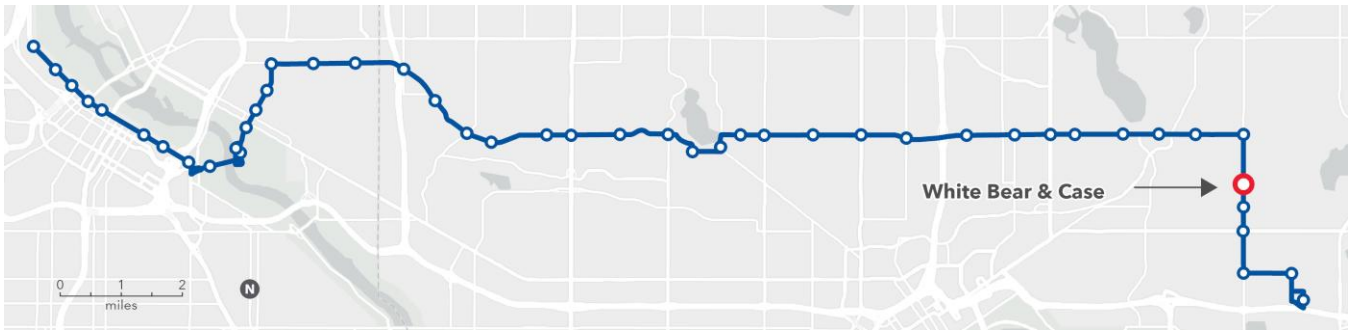
Coordinated projects

This proposed station may be constructed with the METRO Bronze Line. H Line and Bronze Line will both serve the westbound platform. For more details visit metrotransit.org/Bronze-line-project.

Ramsey County's White Bear Avenue Planning Study (Maryland Avenue to Suburban Avenue) is exploring changes to White Bear Avenue. Construction is planned for 2029-2030. For more details visit ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study.


METRO
H Line
Maryland & White Bear
Legend
Platform
Bus shelter
Sidewalk
Existing bus stop
0'
40'
Scale in Feet
N
1217
1201
1755
1783
1789
1776
1200
White Bear Ave
Maryland Ave E
Proposed Bronze Line westbound platform, shared with H Line. Shelter locations to be determined.
Eastbound platform
The Metropolitan Council and Ramsey County are leading the METRO Bronze Line bus rapid transit (BRT) project, which includes a reconstruction of this portion of Maryland Avenue and White Bear Avenue. H Line will share the westbound platform with the Bronze Line at this station location.
The Bronze Line project will change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners on the design and delivery of shared platforms.
Ramsey County is leading the White Bear Avenue Corridor Study (Maryland Avenue to Suburban Avenue). This station is within the project limits.
The County project may change how the street looks. These changes are not reflected in this station concept. The station concept is subject to change based on the White Bear Avenue Corridor Study. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

White Bear & Case



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both farside of the intersection.

Station spacing

Distance from previous station: 0.5 miles from Maryland & White Bear

Distance to next station: 0.25 miles to White Bear & 7th Street

Transit connections

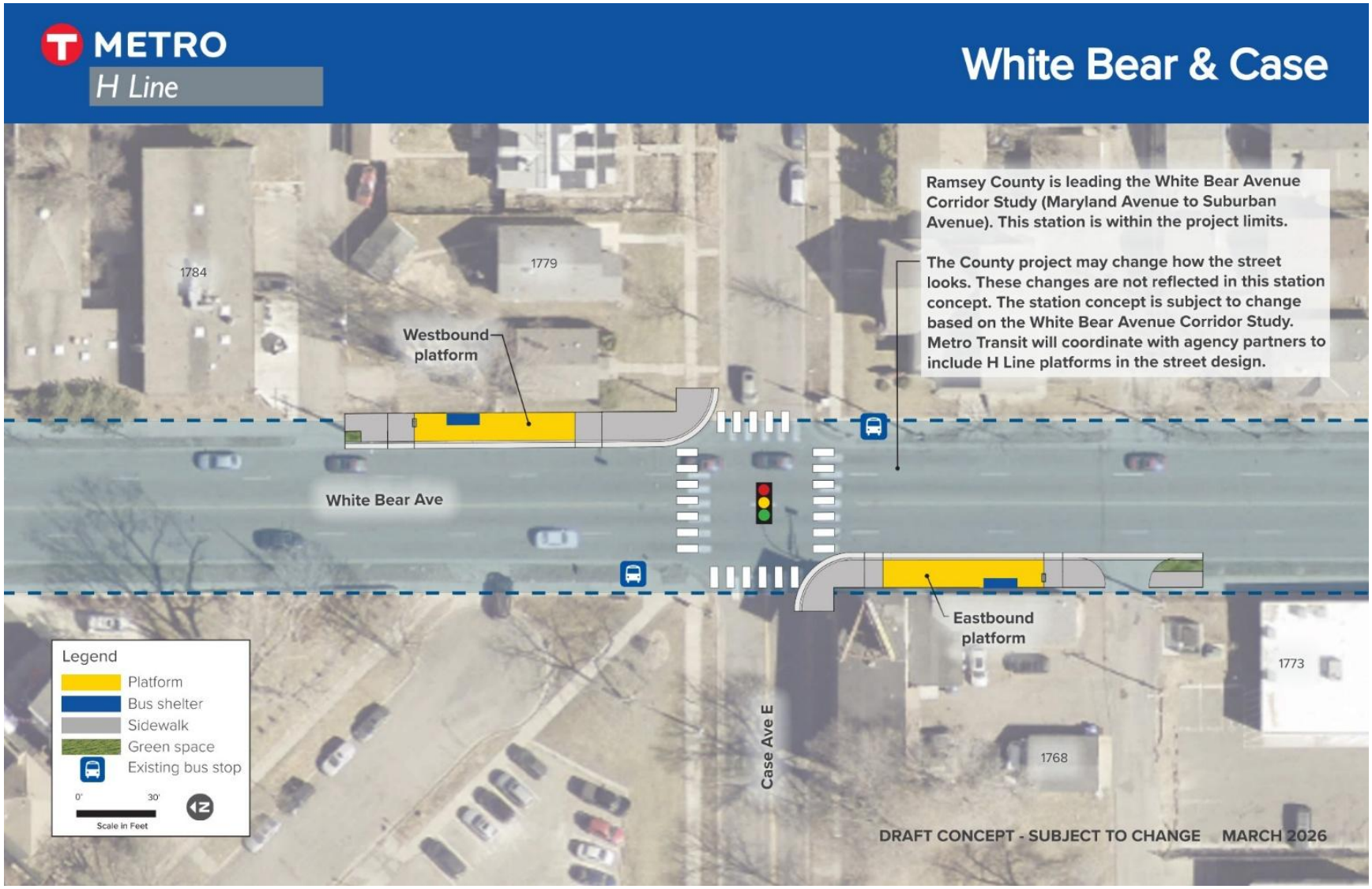
Route 80

Destinations

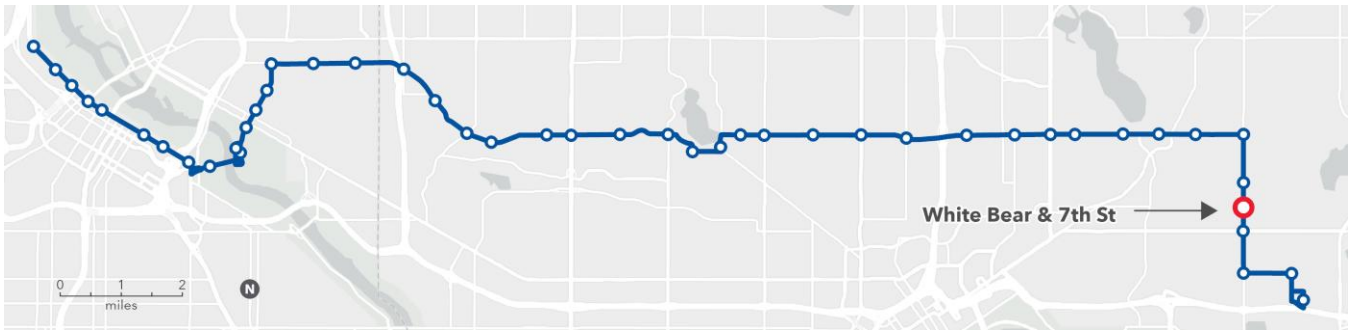
L'Etoile du Nord French Immersion School, Academia Cesar Chavez, Hazel Park Recreation Center, NL Oriental Food & Deli, 3M Distribution Center, small businesses, and several multifamily housing buildings

Coordinated projects

Ramsey County's White Bear Avenue Planning Study (Maryland Avenue to Suburban Avenue) is exploring changes to White Bear Avenue. Construction is planned for 2029-2030. For more details visit ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study.


METRO
H Line
White Bear & Case
Ramsey County is leading the White Bear Avenue Corridor Study (Maryland Avenue to Suburban Avenue). This station is within the project limits.
The County project may change how the street looks. These changes are not reflected in this station concept. The station concept is subject to change based on the White Bear Avenue Corridor Study. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
1784
1779
Westbound platform
White Bear Ave
Eastbound platform
1773
1768
Case Ave E
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

White Bear & 7th Street



Station concept

View the station concept on the next page. The eastbound platform is farside of the intersection. The westbound platform is nearside of the intersection at the same location as the existing Route 80 bus stop.

Station spacing

Distance from previous station: 0.25 miles from White Bear & Case

Distance to next station: 0.25 miles to White Bear & Minnehaha

Transit connections

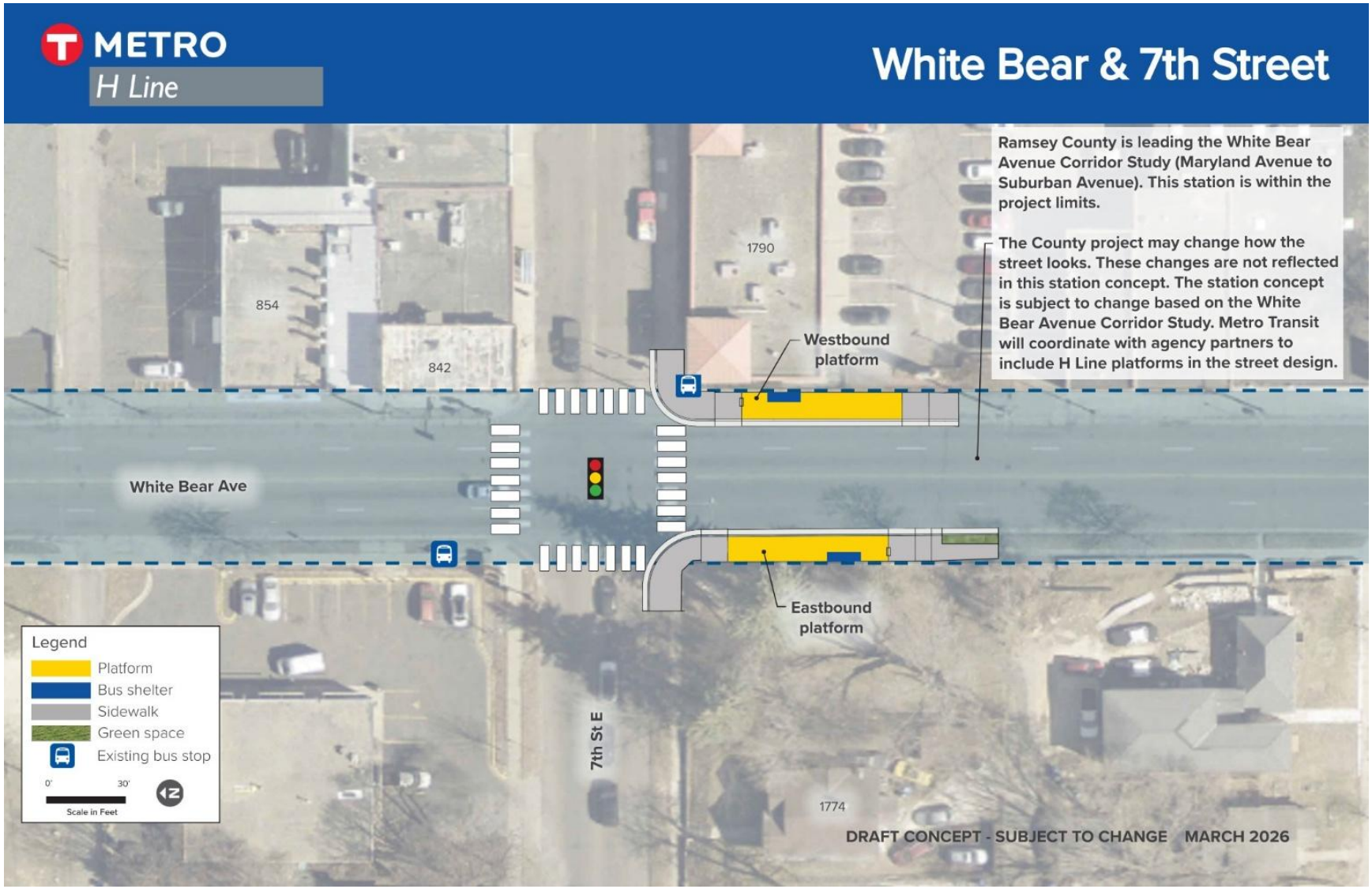
Routes 74 and 80

Destinations

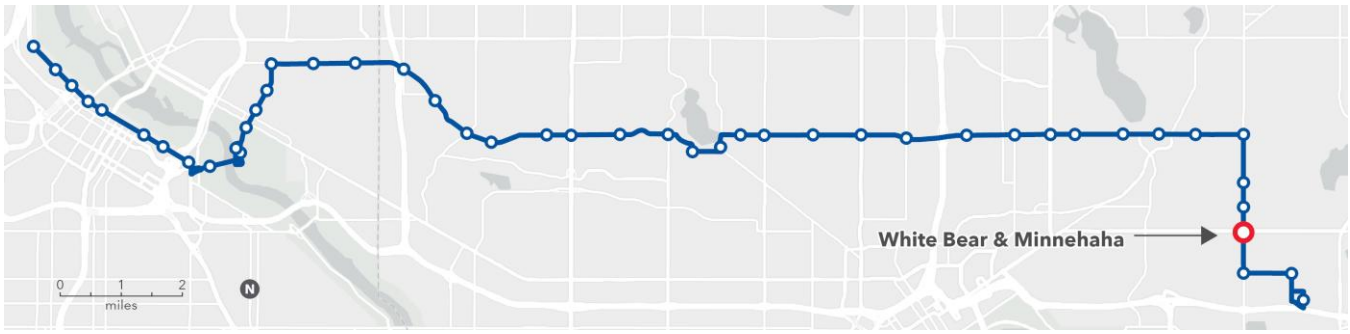
Dentist office, multiple small grocery stores, and other small businesses

Coordinated projects

Ramsey County's White Bear Avenue Planning Study (Maryland Avenue to Suburban Avenue) is exploring changes to White Bear Avenue. Construction is planned for 2029-2030. For more details visit ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study.


METRO
H Line
White Bear & 7th Street
Ramsey County is leading the White Bear Avenue Corridor Study (Maryland Avenue to Suburban Avenue). This station is within the project limits.
The County project may change how the street looks. These changes are not reflected in this station concept. The station concept is subject to change based on the White Bear Avenue Corridor Study. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
1790
854
842
Westbound platform
White Bear Ave
Eastbound platform
7th St E
1774
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

White Bear & Minnehaha



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection at the same location as the existing Route 80 bus stop. The westbound platform is farside of the intersection.

Station spacing

Distance from previous station: 0.25 miles from White Bear & 7th Street

Distance to next station: 0.4 miles to White Bear & 3rd Street

Transit connections

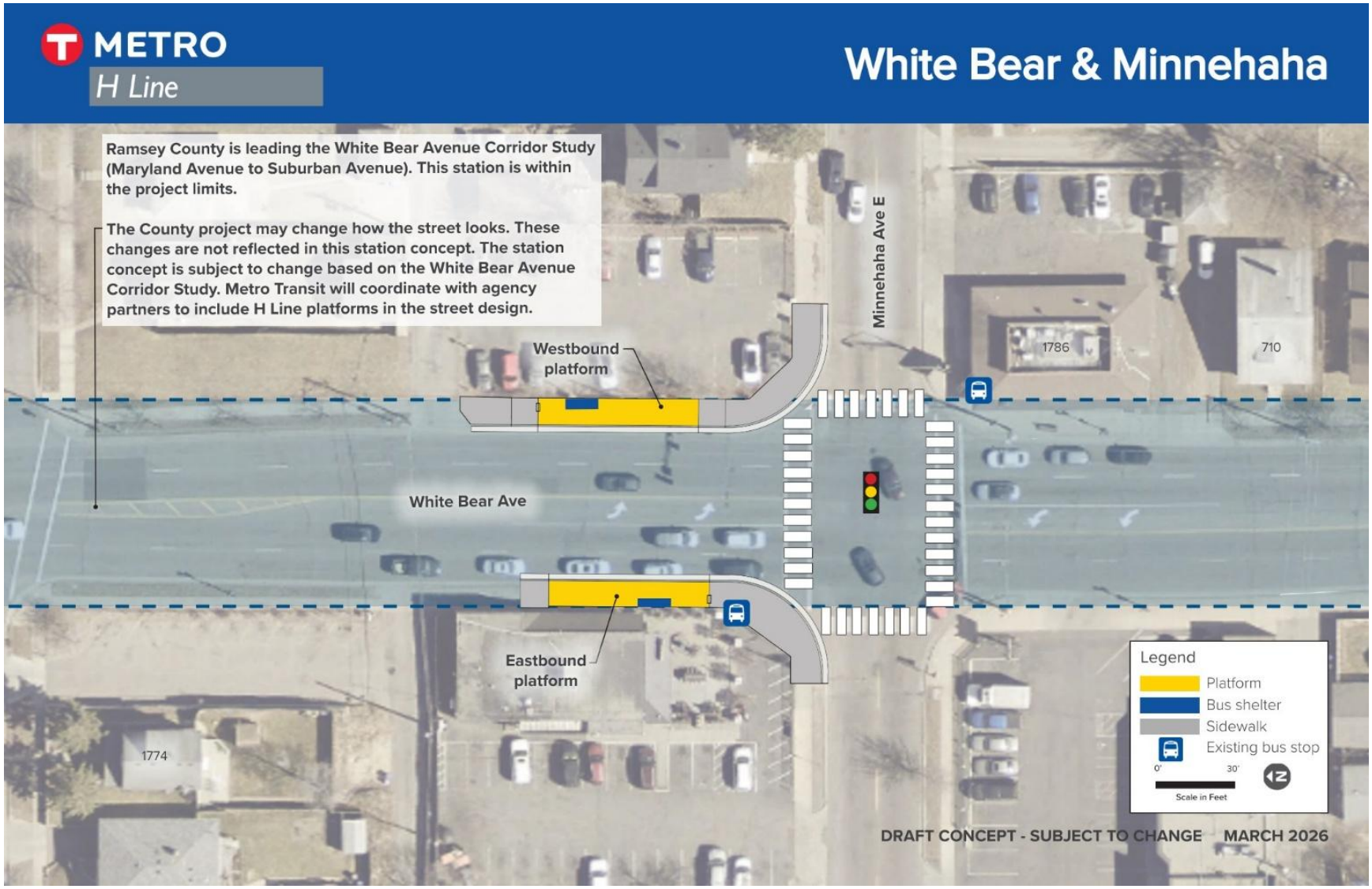
Route 80

Destinations

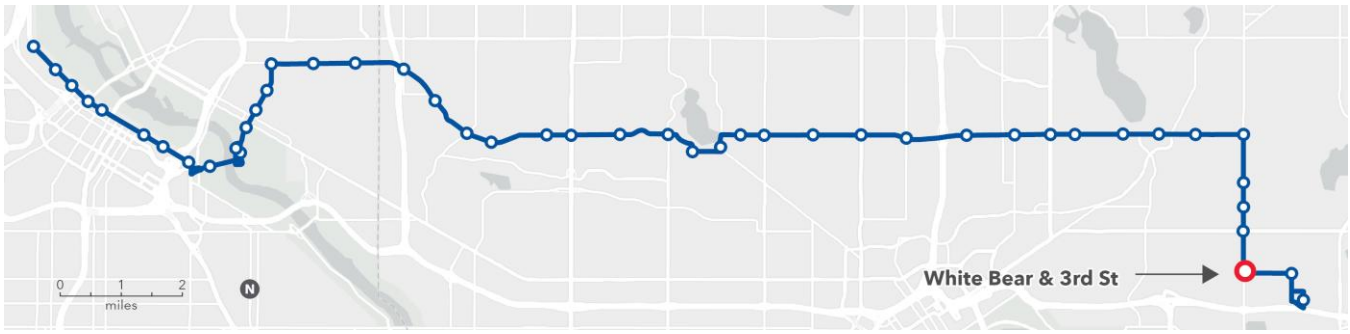
Restaurants, butcher shop, and other small businesses

Coordinated projects

Ramsey County's White Bear Avenue Planning Study (Maryland Avenue to Suburban Avenue) is exploring changes to White Bear Avenue. Construction is planned for 2029-2030. For more details visit ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study.


METRO
H Line
White Bear & Minnehaha
Ramsey County is leading the White Bear Avenue Corridor Study (Maryland Avenue to Suburban Avenue). This station is within the project limits.
The County project may change how the street looks. These changes are not reflected in this station concept. The station concept is subject to change based on the White Bear Avenue Corridor Study. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
Minnehaha Ave E
Westbound platform
1786
710
White Bear Ave
Eastbound platform
1774
Legend
Platform
Bus shelter
Sidewalk
Existing bus stop
0'
30'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

White Bear & 3rd Street



Station concept

View the station concept on the next page. The eastbound platform is on 3rd Street farside of the intersection with White Bear Avenue at the same location as the existing Route 80 bus stop. The westbound platform is on White Bear Avenue farside of the intersection with 3rd Street.

Station spacing

Distance from previous station: 0.4 miles from White Bear & Minnehaha

Distance to next station: 0.5 miles to 3rd St & Ruth

Transit connections

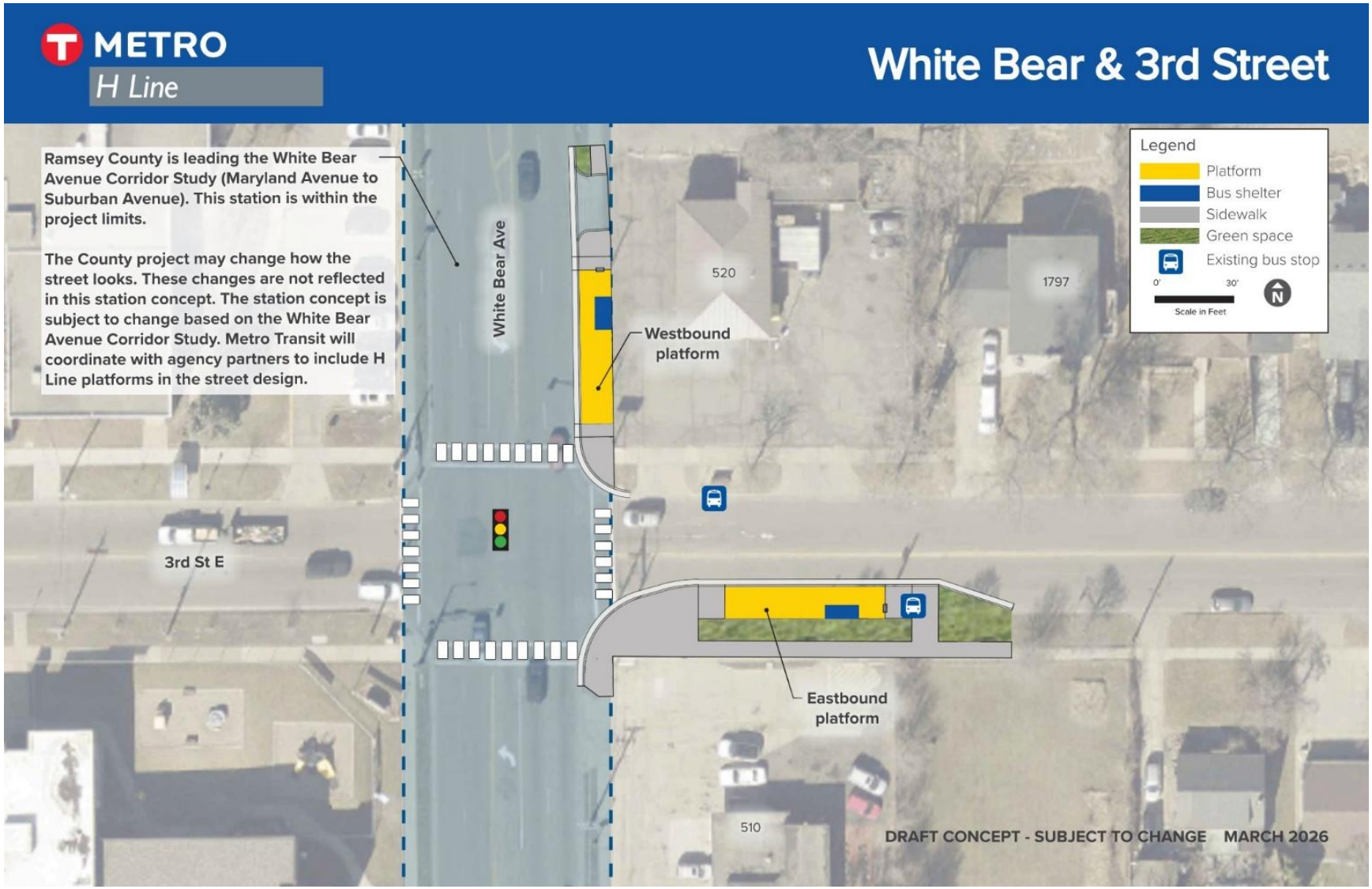
Routes 63 and 80

Destinations

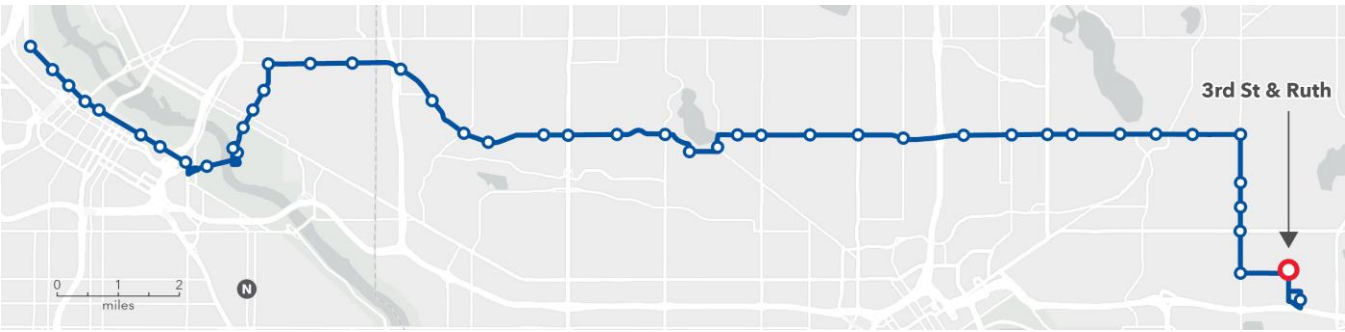
Nokomis Montessori South Campus, St. Pascal Regional Catholic School, Harding High School, a convenience store, restaurants, and other small businesses, and several multifamily housing buildings along Hazel Street and Wilson Avenue

Coordinated projects

Ramsey County's White Bear Avenue Planning Study (Maryland Avenue to Suburban Avenue) is exploring changes to White Bear Avenue. Construction is planned for 2029-2030. For more details visit ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study.


METRO
H Line
White Bear & 3rd Street
Ramsey County is leading the White Bear Avenue Corridor Study (Maryland Avenue to Suburban Avenue). This station is within the project limits.
The County project may change how the street looks. These changes are not reflected in this station concept. The station concept is subject to change based on the White Bear Avenue Corridor Study. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
White Bear Ave
Westbound platform
Eastbound platform
3rd St E
520
1797
510
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

3rd Street & Ruth



Station concept

View the station concept on the next page. The eastbound platform is nearside of the intersection at the same location as the existing Route 80 bus stop. The westbound platform is farside of the intersection.

Station spacing

Distance from previous station: 0.5 miles from White Bear & 3rd Street

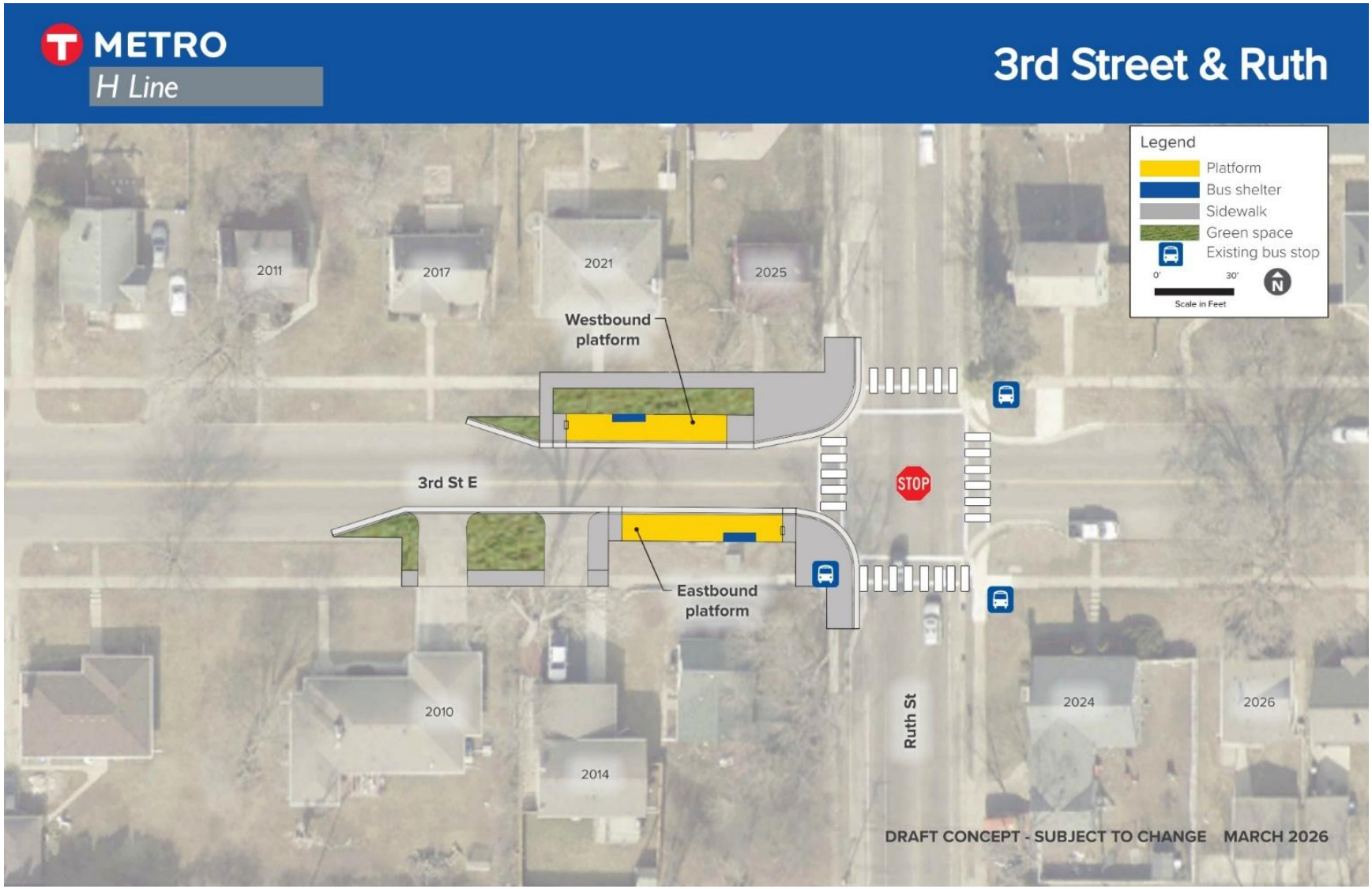
Distance to next station: 0.5 miles to Sun Ray Transit Center

Transit connections

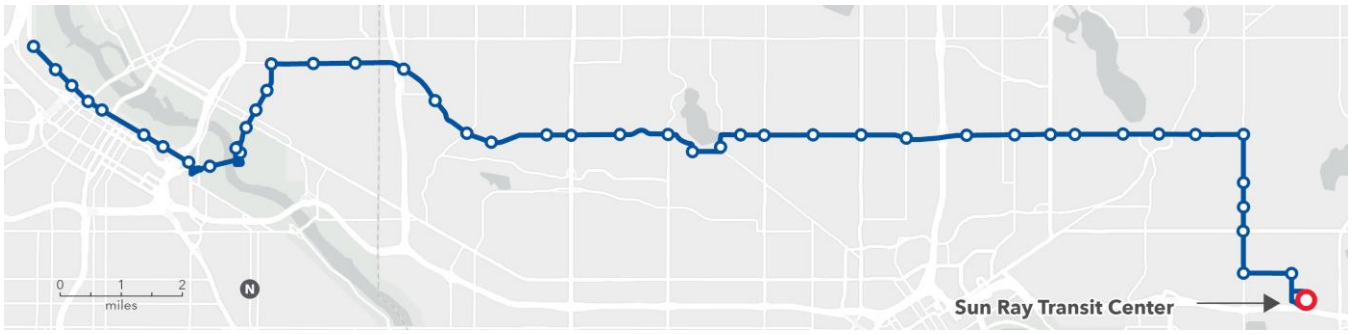
Routes 74, 80, and 219

Destinations

Conway Recreation Center, Sanneh Fields, and several multifamily housing buildings along Hazel Street and Wilson Avenue


METRO
H Line
3rd Street & Ruth
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
N
2011
2017
2021
2025
Westbound platform
3rd St E
STOP
Eastbound platform
2010
2014
Ruth St
2024
2026
DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

Sun Ray Transit Center



Station concept

View the station concept on the next page. The H Line will terminate at Sun Ray Transit Center. The platform is mid-block and will be the final eastbound stop and first westbound stop.

Station spacing

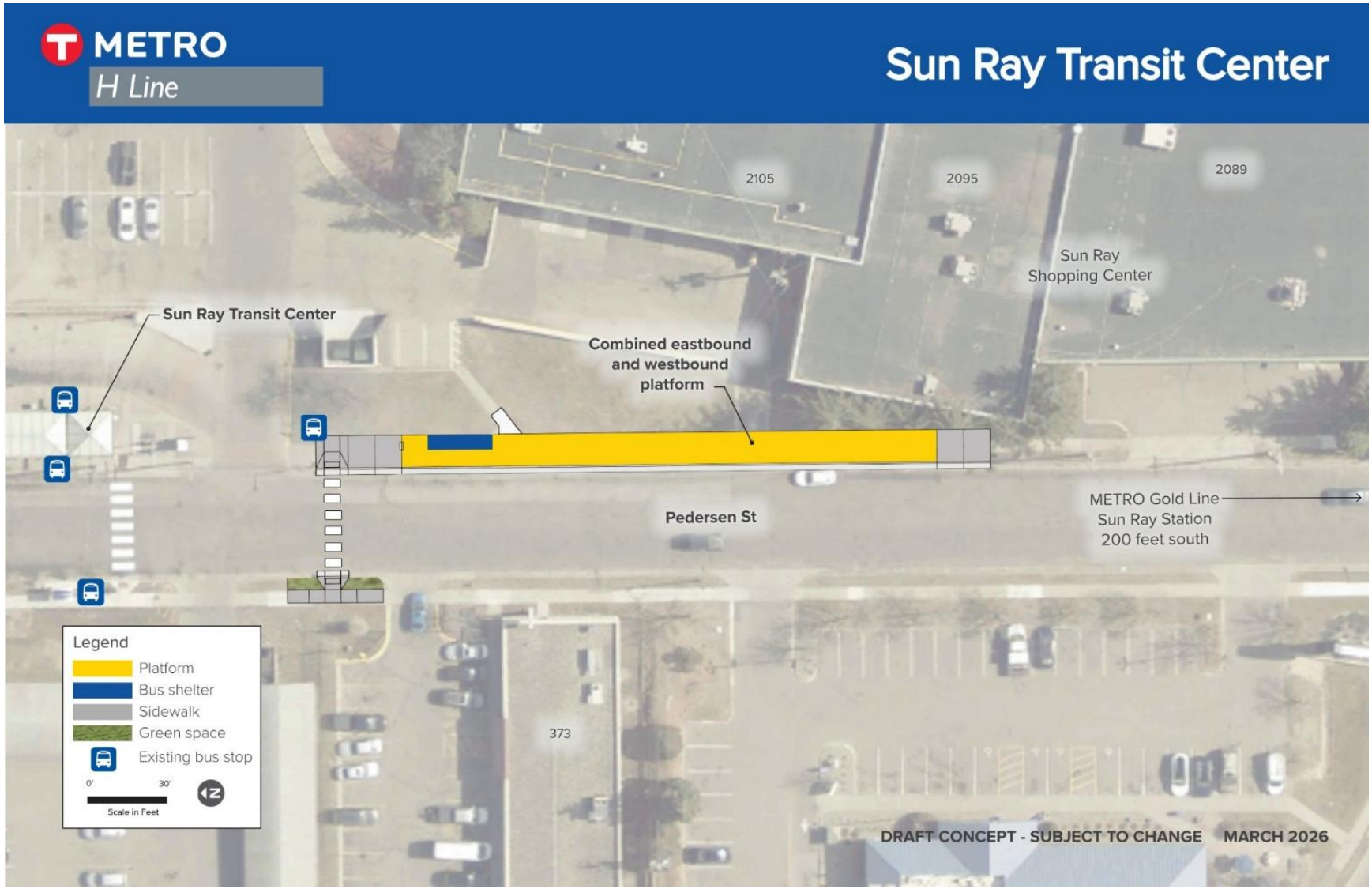
Distance from previous station: 0.5 miles from 3rd St & Ruth

Transit connections

METRO Gold Line, Routes 63, 72, 74, 80, 219, 323, and planned Route 215

Destinations

Saint Paul Public Library – Sun Ray, Sun Ray Shopping Center, Conway Recreation Center, Sanneh Fields, Saint Paul Youth Services, a food market, and several multifamily housing buildings


METRO
H Line
Sun Ray Transit Center
2105
2095
2089
Sun Ray
Shopping Center
Sun Ray Transit Center
Combined eastbound
and westbound
platform
Pedersen St
METRO Gold Line
Sun Ray Station
200 feet south
373
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE
MARCH 2026

Appendix A: Corridor ridership

Maps in this section show average weekday boardings from Routes 3, 54, 64, and 80 at existing bus stops located along the H Line route alignment. Data are from fall 2025 (August 16 – December 5).

Figure 5. Existing corridor ridership – segment 1

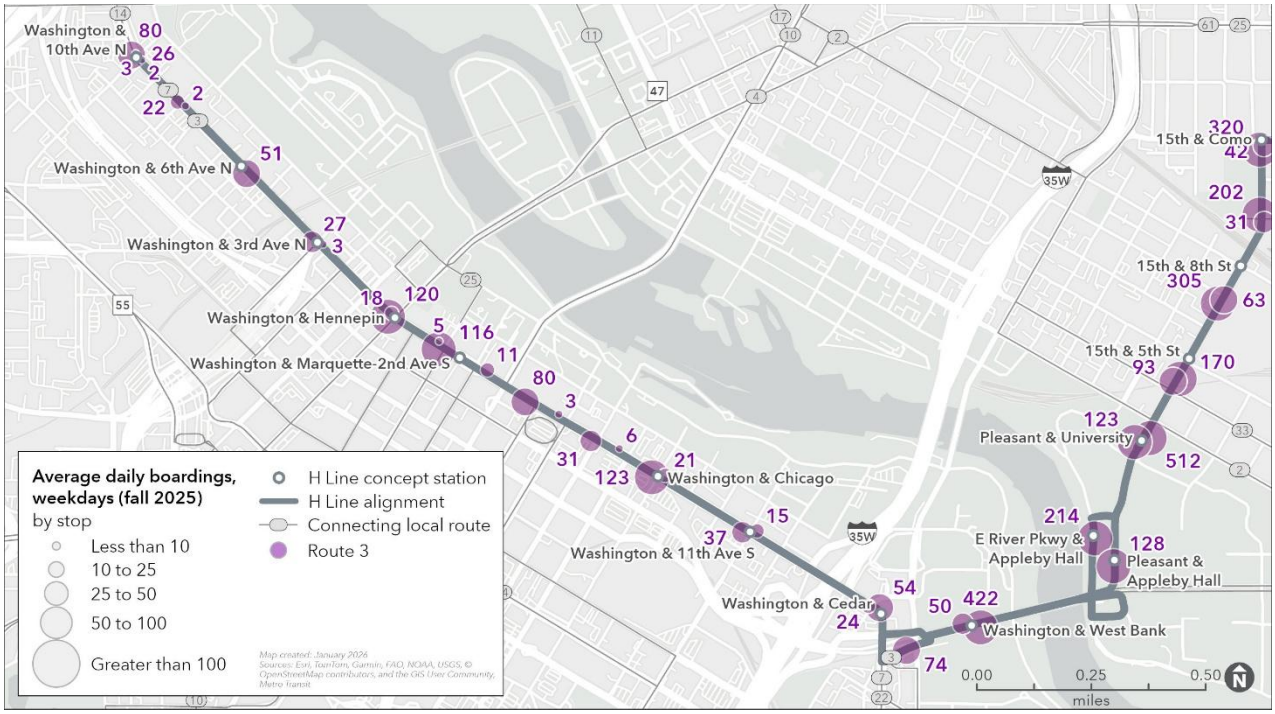


Figure 6. Existing corridor ridership – segment 2

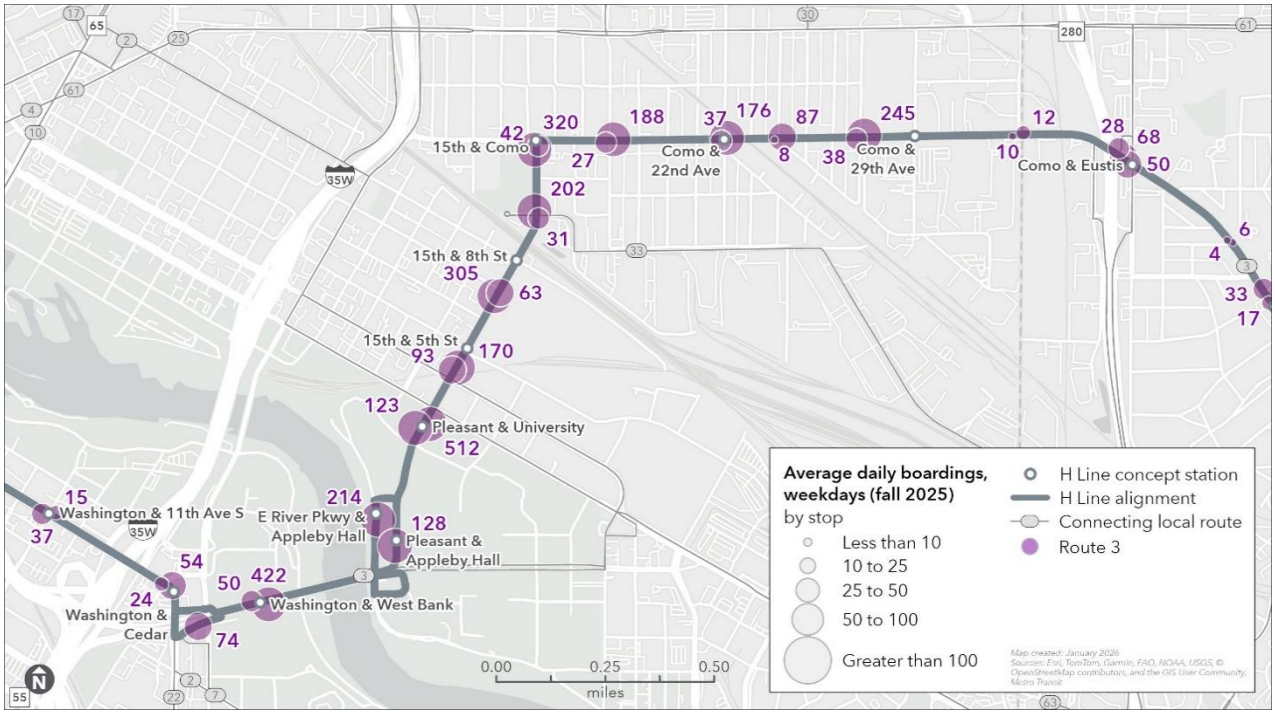


Figure 7. Existing corridor ridership – segment 3

Figure 8. Existing corridor ridership – segment 4

Figure 9. Existing corridor ridership – segment 5

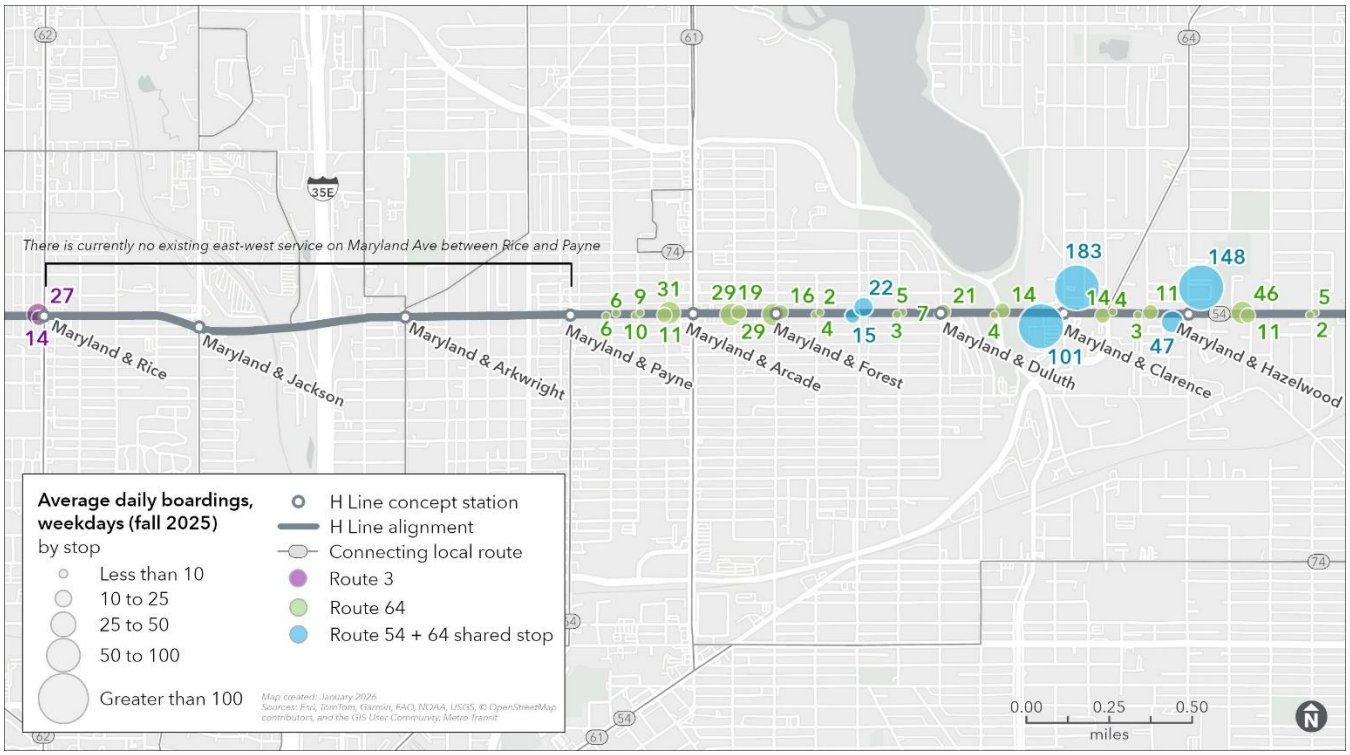
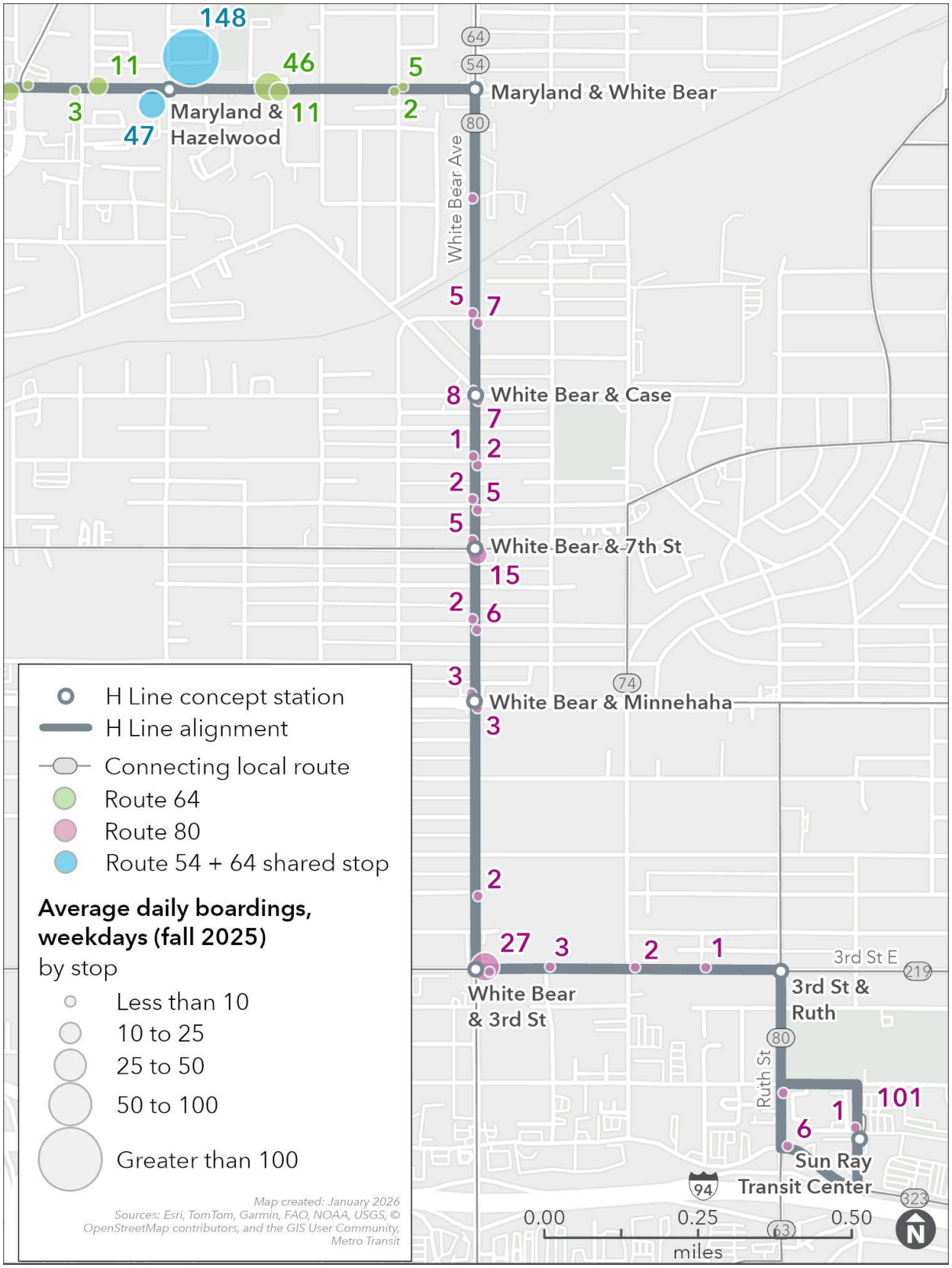


Figure 10. Existing corridor ridership – segment 6



Appendix B: Corridor pedestrian walk/roll sheds

Maps in this section show the approximate area someone could walk or roll within 5 minutes and 10 minutes from proposed H Line stations.

Figure 11. H Line station walksheds – segment 1

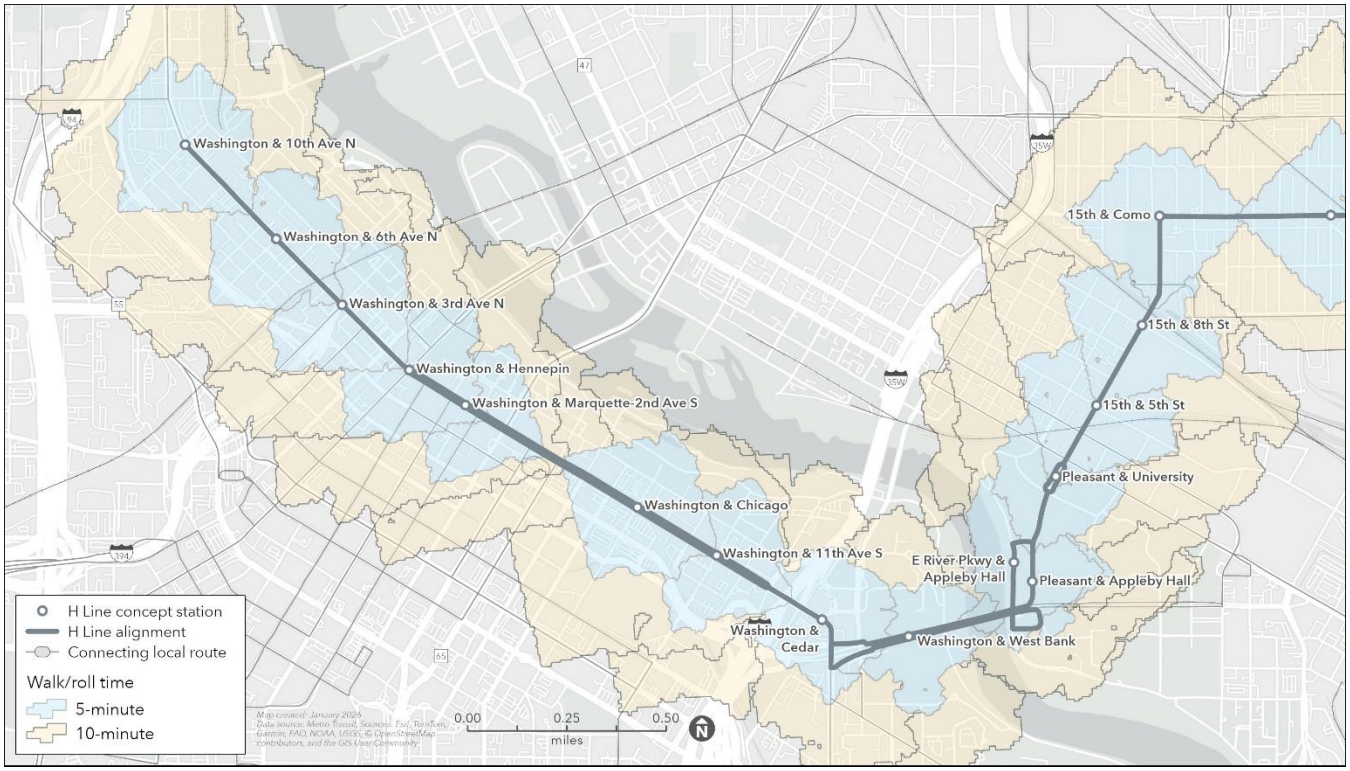


Figure 12. H Line station walksheds – segment 2

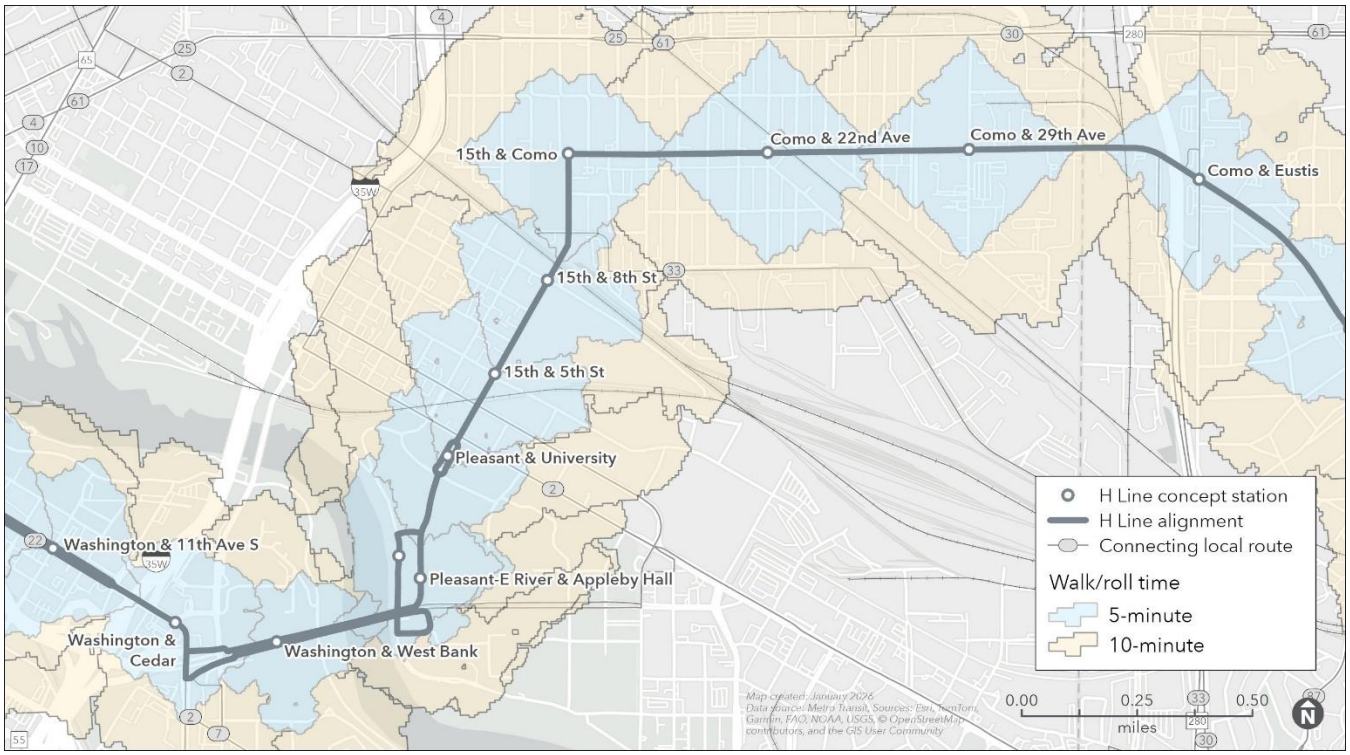


Figure 13. H Line station walksheds – segment 3

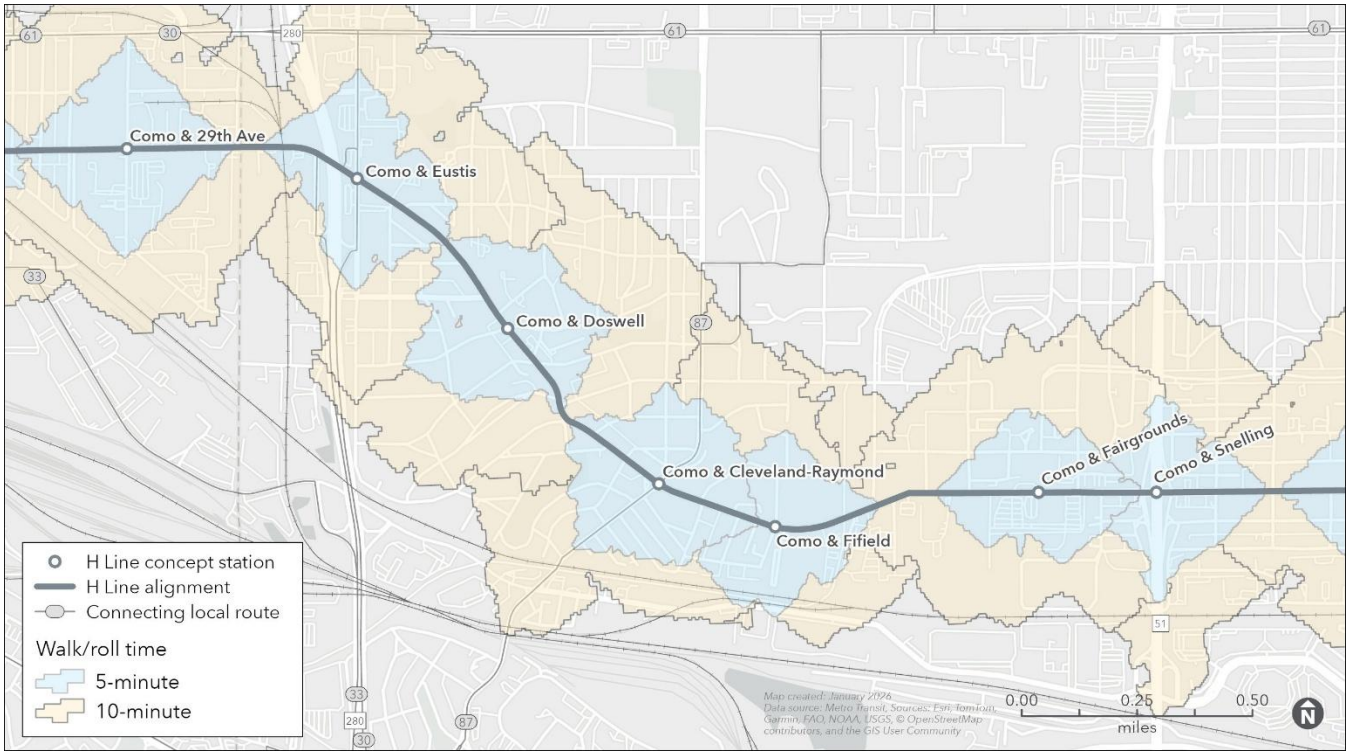


Figure 14. H Line station walksheds – segment 4

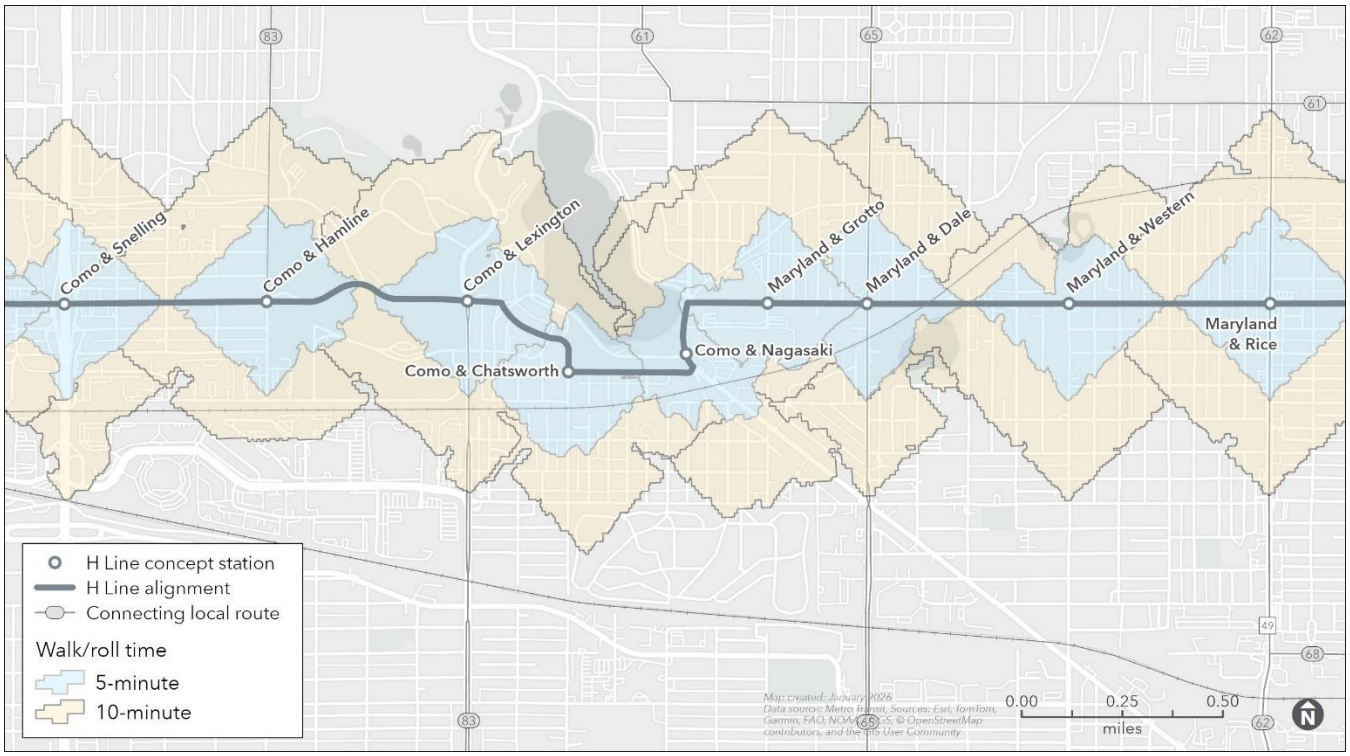


Figure 15. H Line station walksheds – segment 5

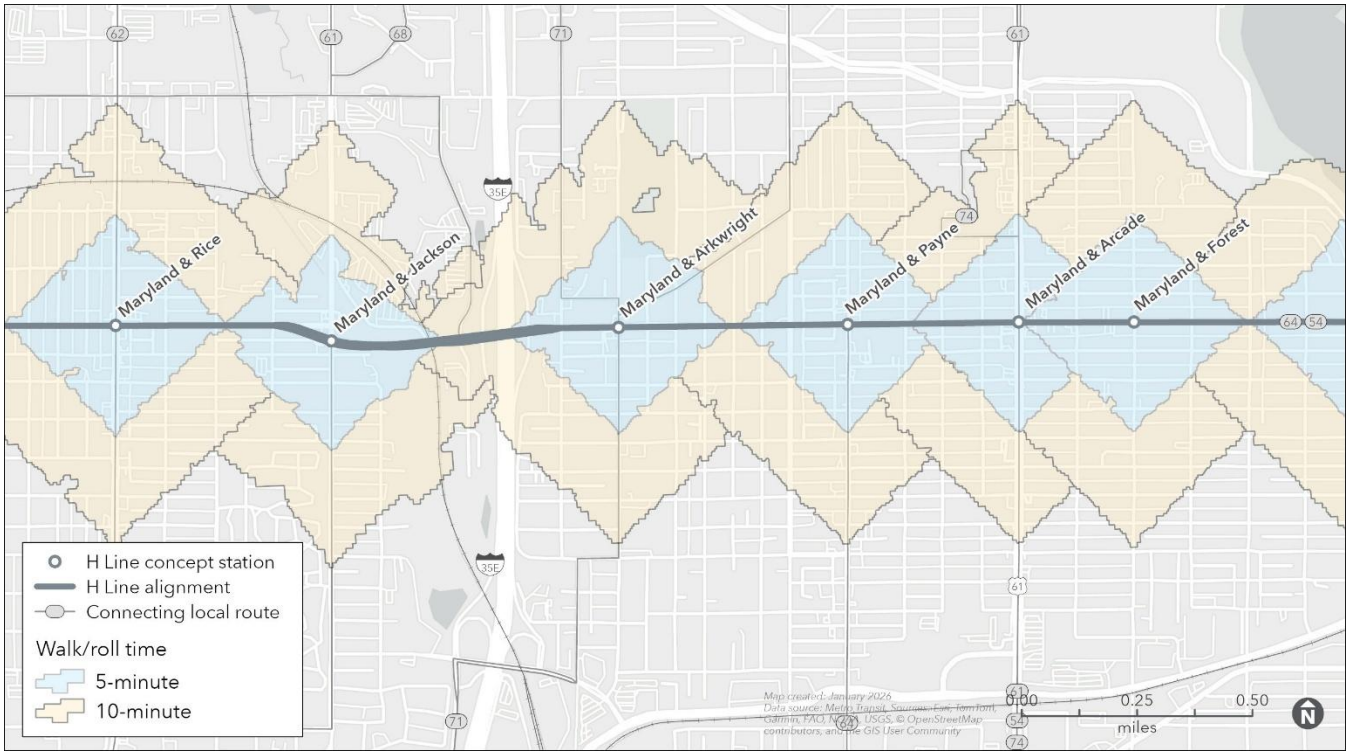


Figure 16. H Line station walksheds – segment 6

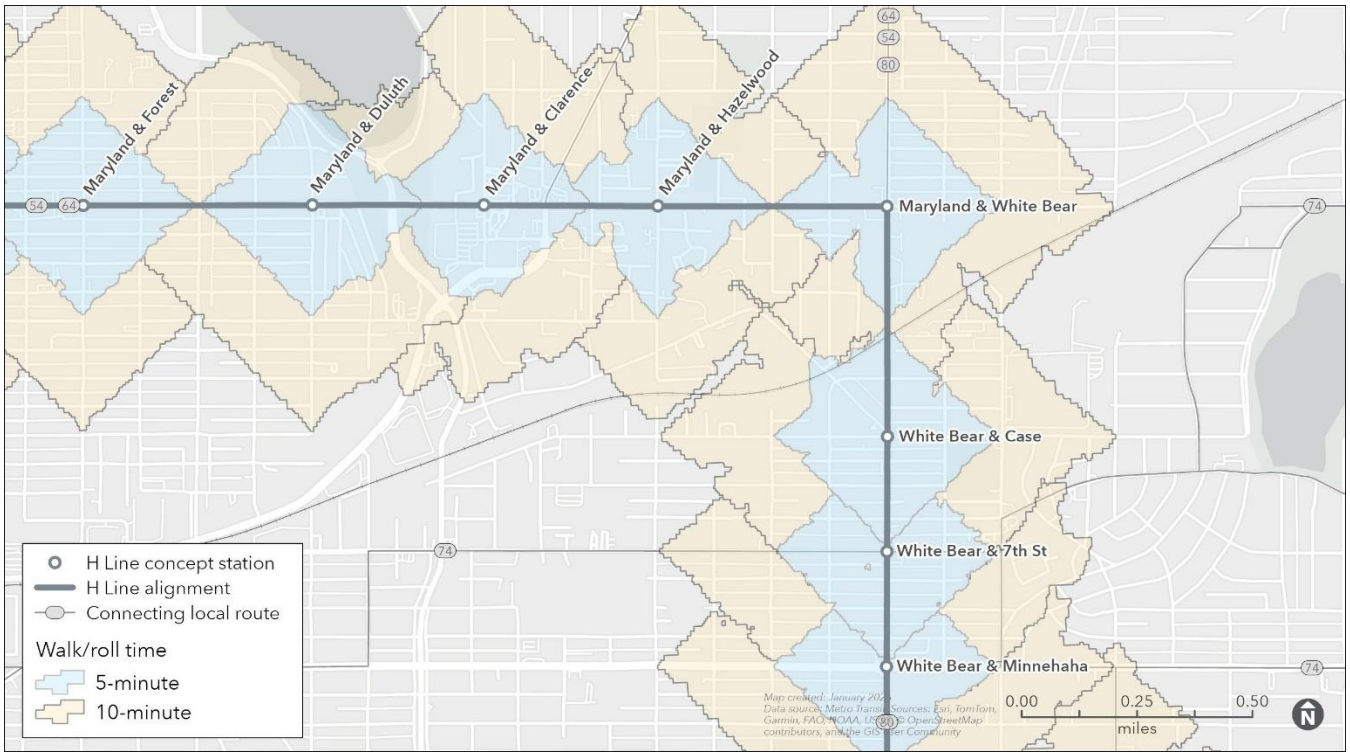


Figure 17. H Line station walksheds – segment 7