METRO H Line

Final Corridor Plan

November 23, 2026

metrotransit.org/h-line-project

Executive summary

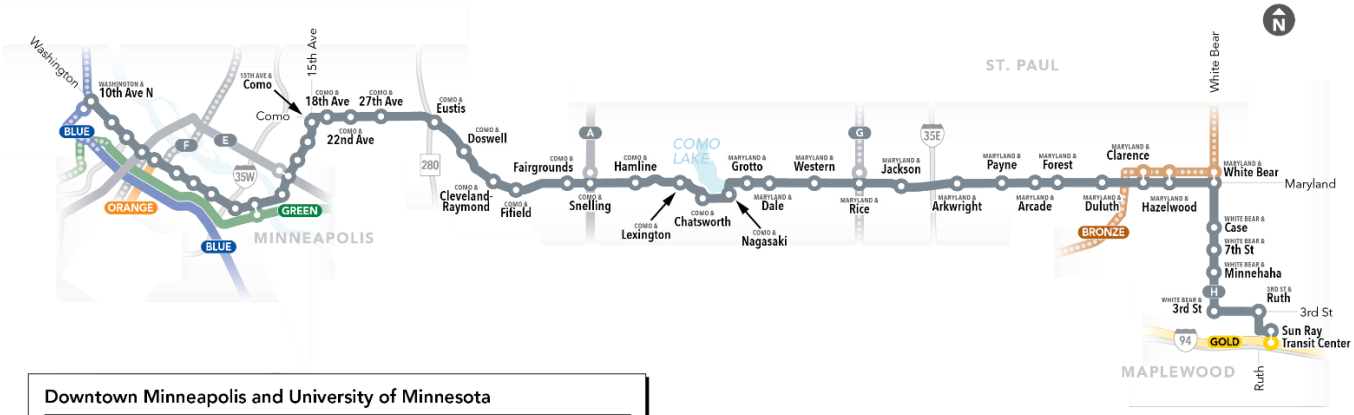
Corridor overview

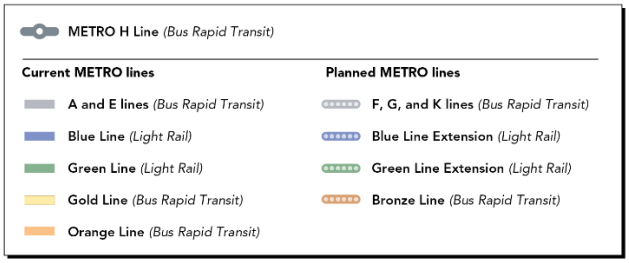
The METRO H Line is a planned arterial bus rapid transit (BRT) line that will provide faster and more reliable transit service in the Como Avenue and Maryland Avenue corridor, which is served today primarily by Route 3 and Route 80.

The 17-mile H Line will run from downtown Minneapolis to the Sun Ray Transit Center on Saint Paul's East Side, providing new 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 will stop at 47 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

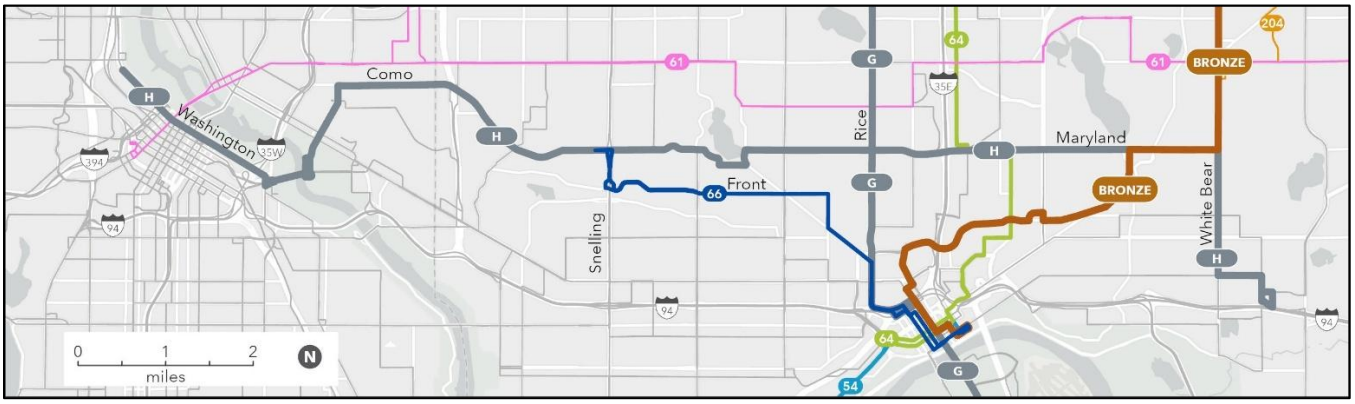
The H Line will increase and improve transit service in the corridor. The exact service schedule for the H Line will be developed closer to the opening of the line. Buses are planned to arrive up to every 10-15 minutes. H Line service will run seven days a week during the day, evening, and most of the 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 a proposed 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.

Existing service

Proposed service



*Terminus and service of the proposed Route 66 will be determined closer to the H Line opening date
**Route 54, Route 64, and other local routes subject to change following implementation of H Line and Bronze Line

Project schedule

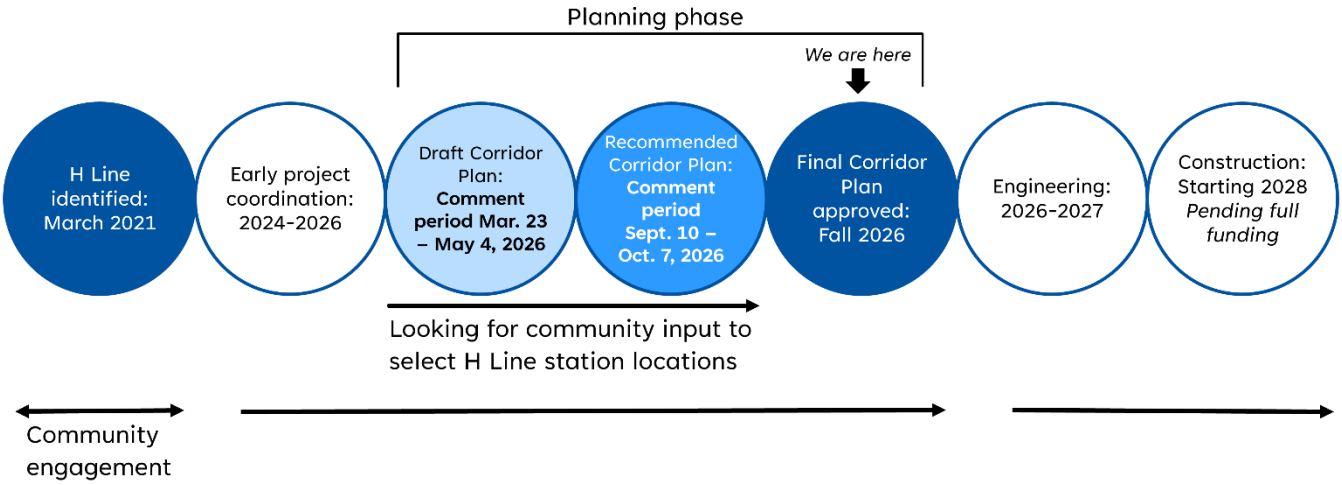
Following the closure of the H Line Recommended Corridor Plan comment period, revisions were made to finalize the plan for Metropolitan Council approval as the METRO H Line Final Corridor Plan. The Final Corridor Plan will be brought to the Metropolitan Council for approval on December 2, 2026. The approved METRO H Line Final Corridor Plan will finalize station and platform locations ahead of the detailed engineering and design phase beginning in late 2026.

Como & Chatsworth Station and Como & Nagasaki Station will not be adopted as part of this plan. These stations will be included in a supplemental analysis that will evaluate changing the H Line alignment between the Como & Lexington Station and Como & Nagasaki Station from using the adopted alignment of Van Slyke Avenue, Chatsworth Street, and Como Avenue to using an alternative alignment via

Nagasaki Road. The outcome of this supplemental analysis may impact the presence or location of these two stations. The analysis will be completed in 2027 and will be brought to the Metropolitan Council as an addendum to the METRO H Line Corridor Plan.

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 will happen in 2026-2027. H Line construction is expected to begin in 2028, pending full funding.

Project schedule (subject to change)



The estimated planning-level cost of the H Line project is $120-150 million. This estimate will continue to be revised as project details are developed and refined through the engineering phase.

Public engagement

Community feedback is key to planning an arterial BRT line. There were 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 from September 10 through October 7, 2026

A summary of public engagement activities and feedback received during the Recommended Corridor Plan engagement phase is included in this METRO H Line Final Corridor Plan, a similar summary for the Draft Corridor Plan was included in the METRO H Line Recommended Corridor Plan.

A summary of engagement completed during the Recommended Corridor Plan is in Appendix A.

Stations with additional analysis in the Final Corridor Plan

Metro Transit project staff considered changes to station and platform locations based on feedback received during the Recommended Corridor Plan comment period. Use the links below to go directly to the full analysis for each station.

Washington & 11th Avenue

Evaluated moving both platforms nearside or moving the station to Washington Avenue and 10th Avenue. No change proposed from the Recommended Corridor Plan.

Washington & Cedar

Evaluated moving the station location closer to Cedar Avenue and Riverside Avenue. No change proposed from the Recommended Corridor Plan.

Como & 18th Avenue

Evaluated adding a new station at Como Avenue and 18th Avenue. Based on additional analysis, a station is proposed at this location.

Como & Doswell

Evaluated moving the Como & Doswell Station to Como Avenue and Carter Avenue or the westbound platform to Como Avenue and Luther Place. No change proposed from the Recommended Corridor Plan.

Como & Chatsworth

Como & Chatsworth Station final decision will be deferred as part of the Final Corridor Plan. This station will be included in a supplemental analysis that will evaluate changing the H Line alignment between Como & Lexington Station and Como & Nagasaki Station to use an alternative alignment via Nagasaki Road. Final decisions about station placement and alignment will be made in 2027 as part of an addendum to the H Line Corridor Plan.

Changing the H Line alignment to Energy Park Drive and Front Avenue was analyzed separately for the Recommended Corridor Plan. The analysis and summary can be found in the Como Park Neighborhood Suggested Alignment Evaluation and Response section of the H Line Recommended Corridor Plan. It is not recommended to change the H Line alignment to Energy Park Drive and Front Avenue.

Como & Nagasaki

Como & Nagasaki Station final decision will be deferred as part of the Final Corridor Plan. This station will be included in a supplemental analysis that will evaluate changing the H Line alignment between Como & Lexington Station and Como & Nagasaki Station to use an alternative alignment via Nagasaki Road. Final decisions about station placement and alignment will be made in 2027 as part of an addendum to the H Line Corridor Plan.

Maryland & Grotto

Evaluated station platform locations. No change proposed from the Recommended Corridor Plan.

3rd Street & Ruth

Evaluated moving the station platforms to the south leg of the intersection on Ruth Street. No change proposed from the Recommended Corridor Plan.

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Introduction

Metro Transit is continuing to expand 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.

Corridor overview

The H Line corridor is about 17 miles long and will have 47 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.

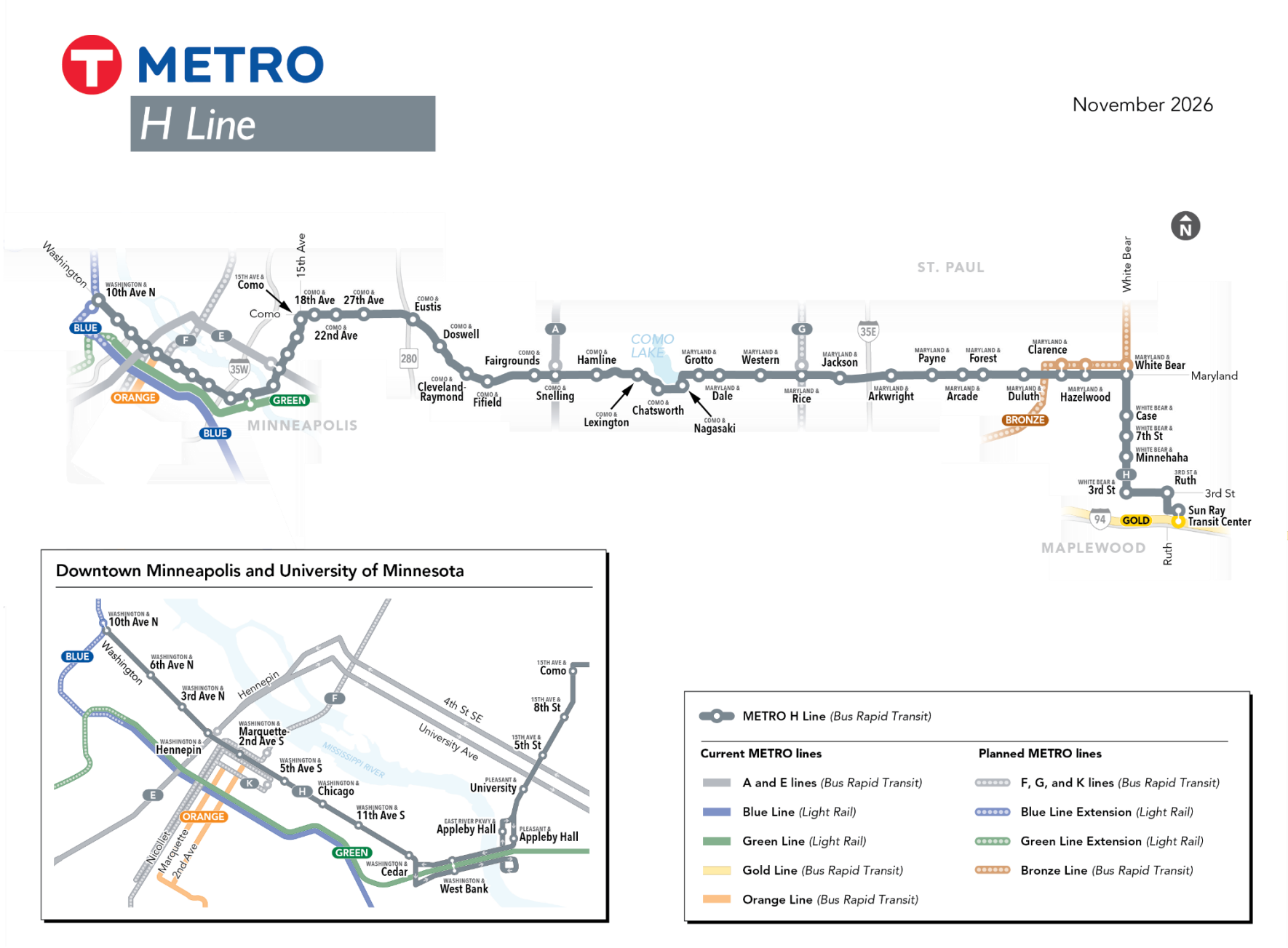
The H Line will run from downtown Minneapolis to the Sun Ray Transit Center on Saint Paul's East Side, providing new east-west service connecting the two cities. The route will travel on

- 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 plan. 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 BRT (Rice Street), and a proposed 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 6,600 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 95% 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.
- The METRO G Line BRT will provide access to downtown Saint Paul with a transfer with the H Line at Rice Street. Phase one of the G Line is anticipated to open in late 2027.

Students boarding and alighting from a Route 3U bus on the University of Minnesota campus at the proposed Pleasant & University Station

Overall project schedule

Planning

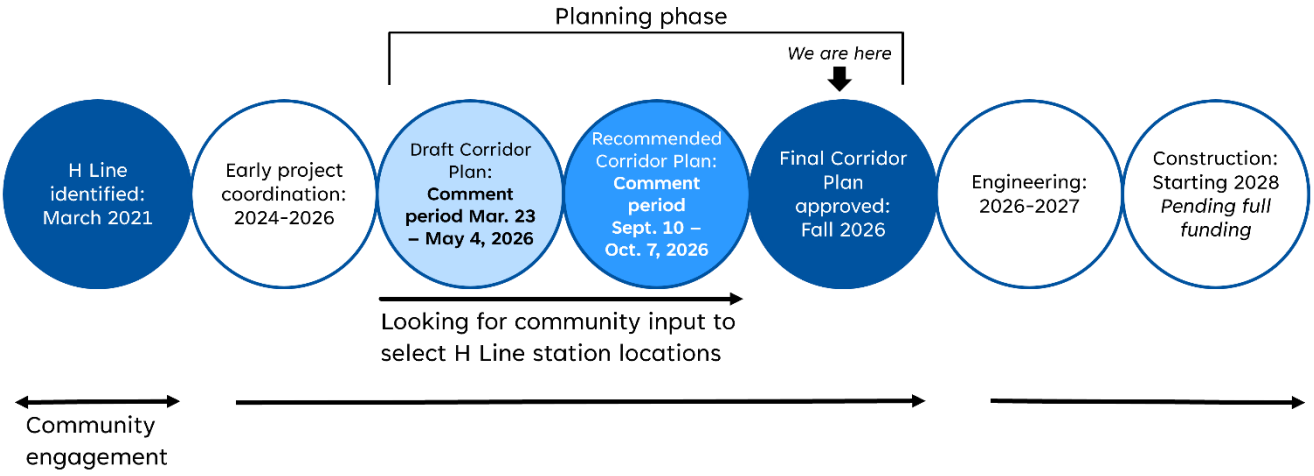
During the planning phase, the project team develops the corridor plan. The corridor plan identifies the location of stations and platforms. Metropolitan Council approval of this plan will set the location of platforms within the intersection. This is an important step before beginning project engineering.

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 will begin in late-2026 through 2027.

Construction

The H Line is expected to begin construction in 2028, pending full funding being identified. The H Line will open for service following completion of construction. The estimated planning-level cost of the H Line project is $120-150 million. This estimate will continue to be revised as project details are developed and refined through the engineering phase. As of late-2026, $60 million in funding for this project has been identified, and Metro Transit continues to seek full funding for the project through local, state, and federal sources.



Planning schedule

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.

Public engagement period #1

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

Recommended Corridor Plan

The Recommended Corridor Plan is the second version of the plan. it includes recommended station locations updated based on feedback received on the Draft Corridor Plan. The H Line Recommended Corridor Plan was released on August 24, 2026.

Public engagement period #2

The second public engagement period of the project started on September 10, 2026, and ended on October 7, 2026.

Final Corridor Plan

The H Line Final Corridor Plan is the third and final version of the plan. It includes additional evaluation and updates to station locations based on feedback received on the Recommended Corridor Plan. The H Line Final Corridor Plan will be brought to the Metropolitan Council for approval on December 2, 2026.

B Line BRT bus serving John Ireland & Marshall station

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 neighbors along the H Line corridor for feedback on the project
- Offer many ways that community members can provide project feedback
- Successfully bridge communication and engagement efforts between other coordinated projects

There were 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 from September 10 through October 7, 2026

A summary of public engagement activities and feedback received during the Recommended Corridor Plan public engagement phase is included in Appendix A.

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 opportunities to provide input as part of separate coordinated projects.

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:

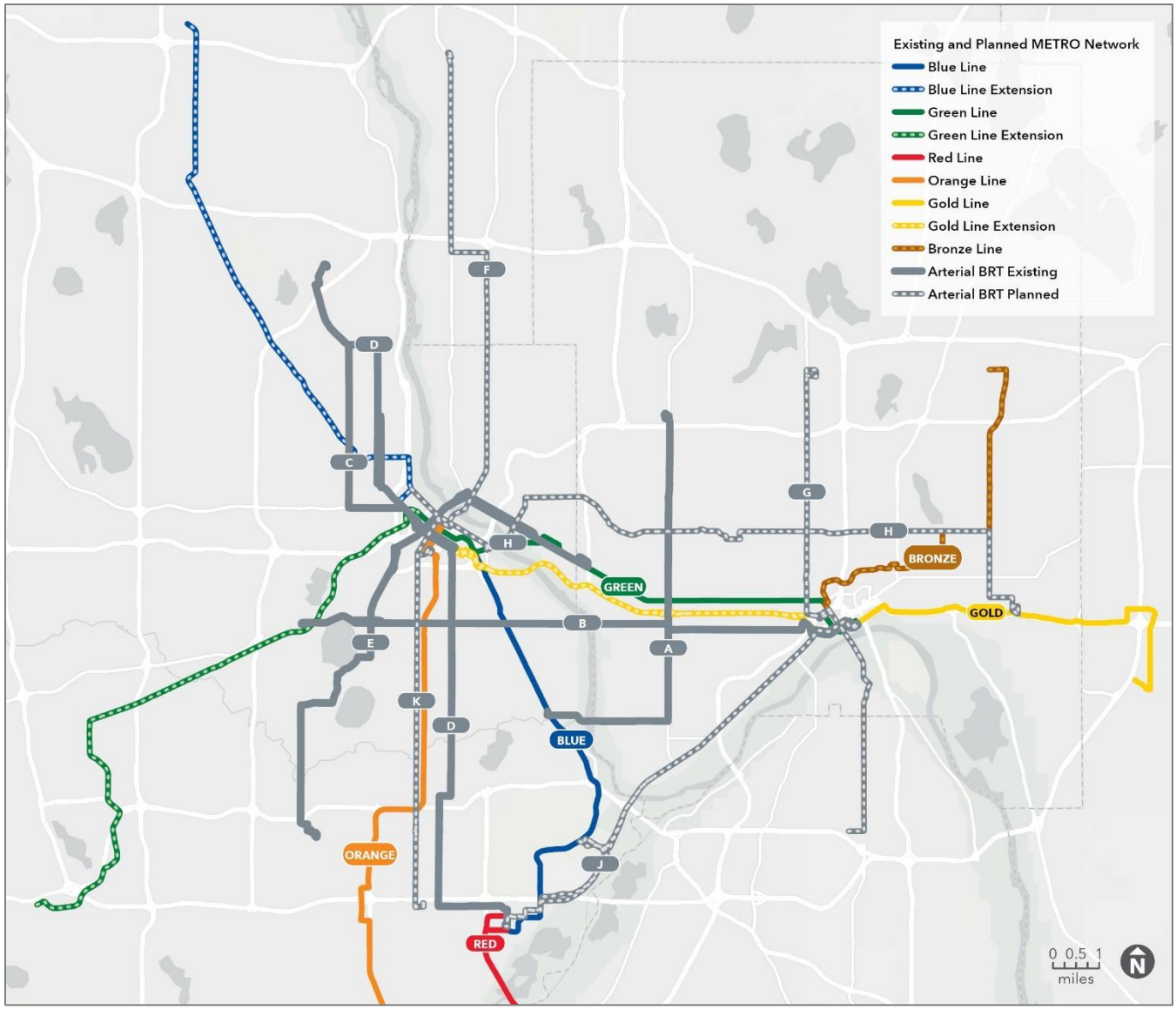
- A Line opened in June 2016 on Snelling Avenue and Ford Parkway
- B Line opened in June 2025 on Lake Street and Marshall and Selby avenues
- C Line opened in June 2019 on Penn Avenue
- D Line opened in December 2022 on Chicago and Fremont avenues
- E Line opened in December 2025 on University Avenue/4th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

Passengers wait to board a C Line BRT bus at 7th Street & 3rd/4th Avenue station in downtown Minneapolis

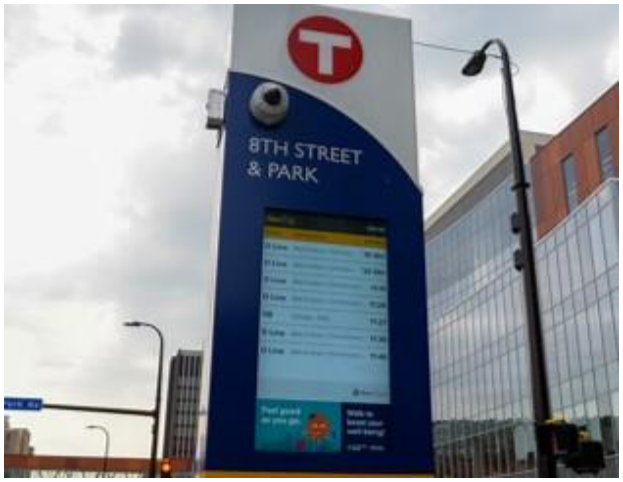
Figure 2. Existing and Planned METRO Network



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: On all METRO lines customers 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 TRIP agents.

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 during 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.

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 signals or stop signs to make it easier for customers to safely cross the street.

Street design & available right-of-way

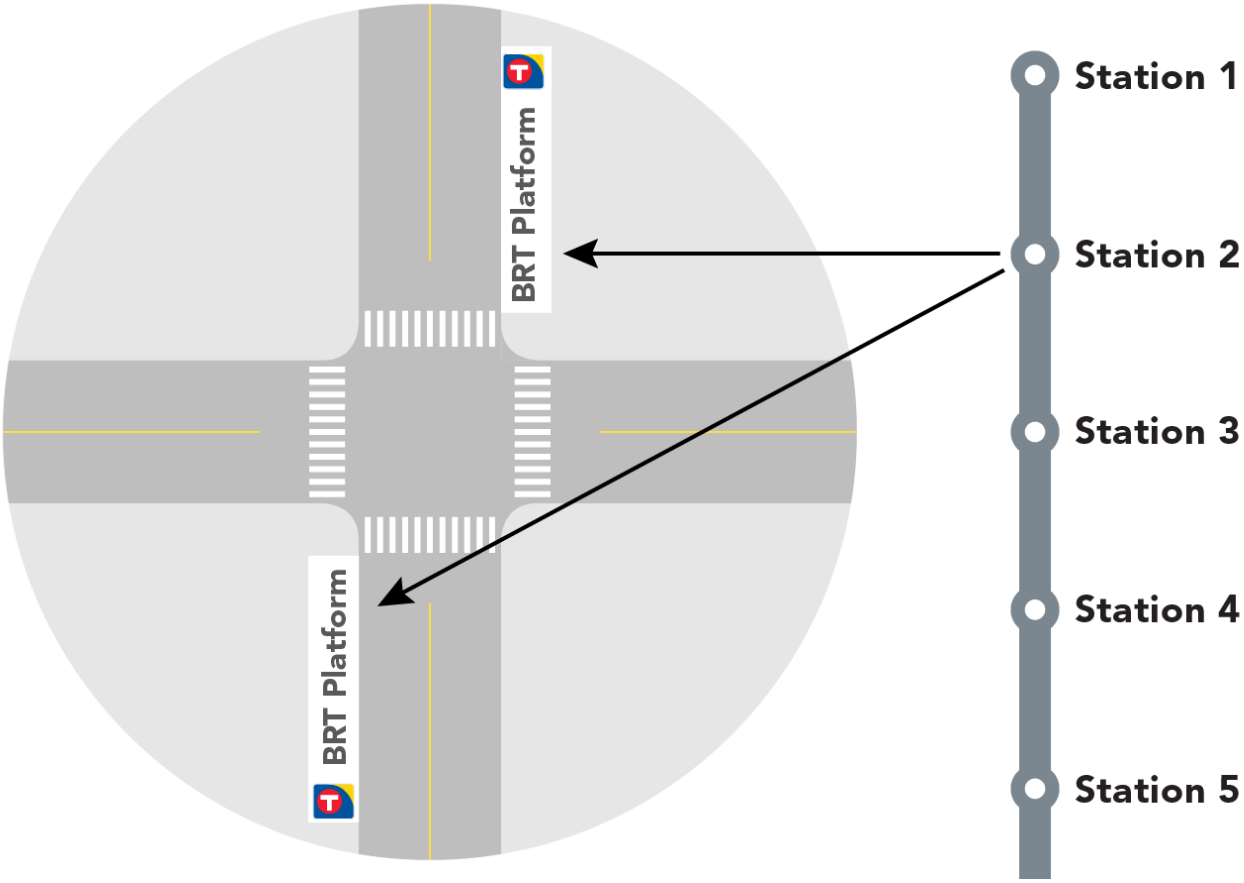
The street design affects where stations can be placed. Driveways, medians, bicycle lanes, sidewalks, and space available are all parts of the street design that are considered when locating stations.

Community feedback

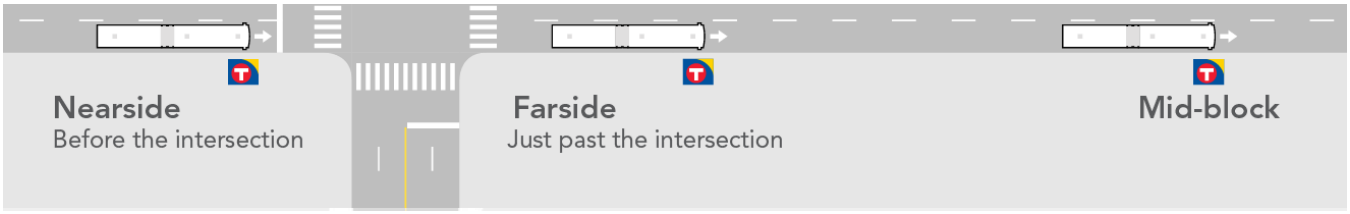
Metro Transit asks customers and the public for their feedback on station locations during the planning process. Responses help to inform the decision about where stations should be located.

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.

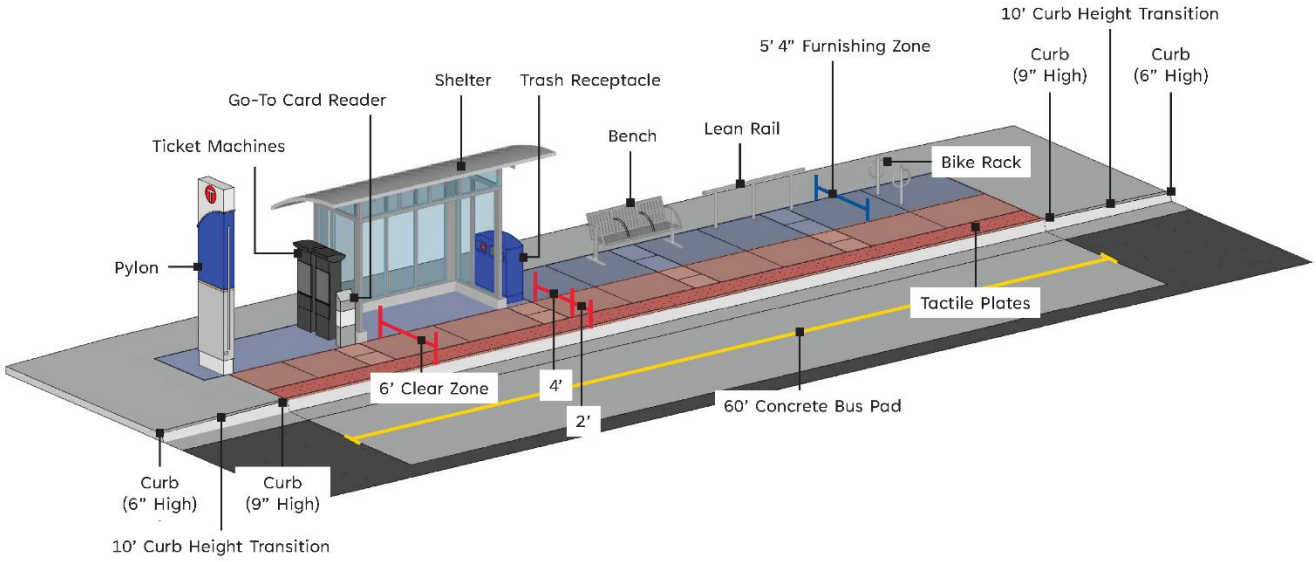
Farside platforms are usually preferred for arterial BRT service because they help the bus move faster. Transit signal priority (TSP) helps buses get through green lights and works best when the platform is farside. Farside platforms help buses to stop only once at an intersection. When a platform is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

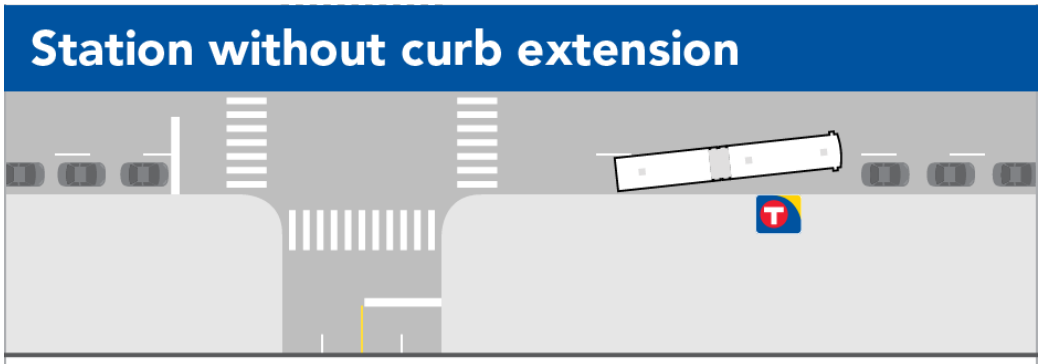
Arterial BRT platforms have higher curbs for nearly-level boarding. Standard arterial BRT platforms have a 9-inch curb height. Normal sidewalk curbs are 6 inches tall. Nearly-level boarding reduces the step up from the platform to the floor of the bus. This makes it easier for customers to get on and 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 engineering and design phase of the project.

In-lane stops

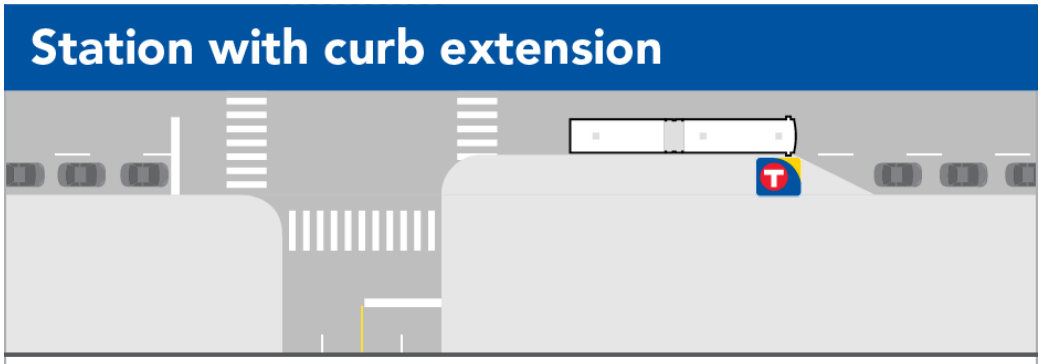
Arterial BRT stations are normally designed for buses to make in-lane stops. At an in-lane stop, the bus stops in the lane of general traffic. Buses do not need to merge in and out of traffic to pick up and drop off customers. In-lane stops save time and help BRT buses run faster.

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.



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



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

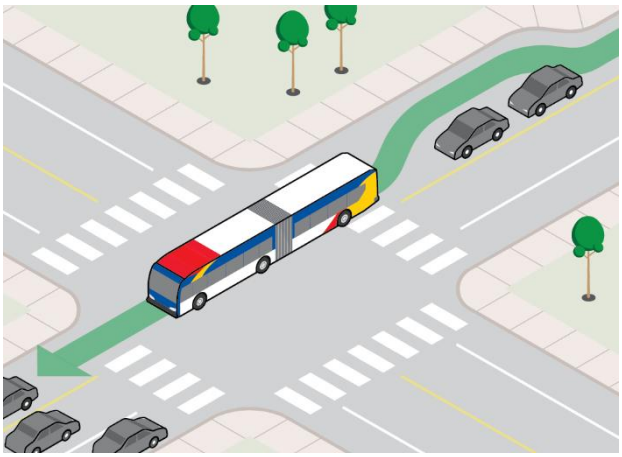
Medium shelter 24 feet long, 5 feet wide, and 9-12 feet high

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

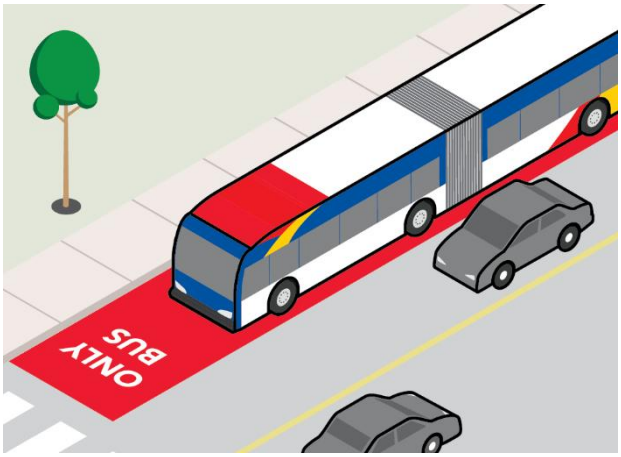
Bus priority treatments

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. Drivers making right turns or accessing driveways and on-street parking are allowed to use the lane only when making their turn. Bus-only lanes are normally painted red or have regularly spaced red markings. 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 downtown Minneapolis via Washington Avenue, the University of Minnesota, 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

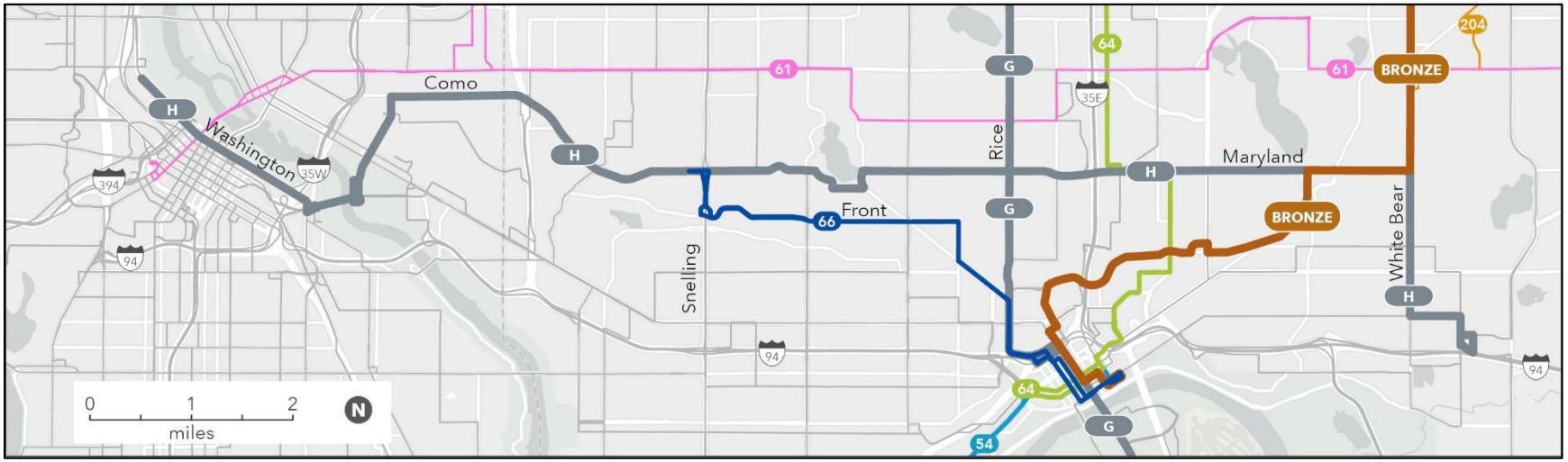
Route 54 travels from Mall of America Transit Station to downtown Saint Paul and continues to Maplewood Mall Transit Center. Route 54 overlaps the H Line corridor along Maryland Avenue between Arcade Street and White Bear Avenue.

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



*Terminus and service of the proposed Route 66 will be determined closer to the H Line opening date

**Route 54, Route 64, and other local routes subject to change following implementation of H Line and Bronze Line

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 10-15 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 proposed new local Route 66 are planned to replace Route 3 in the corridor.

Route 3A and METRO G Line

Route 3A is planned to be replaced by the H Line and G Line (BRT). 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 service between downtown Saint Paul and Como Avenue & Snelling Avenue is planned to be replaced by a proposed new local Route 66. Transit service will remain on the Energy Park Drive and Front Avenue corridor via the proposed Route 66. The planned transfer point with the H Line is at Como & Snelling Station.

The western terminus of proposed Route 66 is at the H Line Como & Snelling Station. In response to public feedback received during the Draft and Recommended Corridor Plan engagement periods, Metro Transit is evaluating extending proposed Route 66 service to the west along Como Avenue to Eustis Avenue. Final decisions about proposed Route 66 will not be available in time for inclusion in the H Line Final Corridor Plan. The final Route 66 alignment will be determined in advance of the start of H Line service, and Route 66 service will begin before or with the H Line.

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.

Changes to Route 54, Route 64, and Route 61 are planned to occur when the Bronze Line opens (**Figure 4**). 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.

Five passengers board a METRO D Line BRT bus at the middle and back doors.

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 Final 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 station affected: Washington & 10th Avenue N
- Expected construction timing: multi-year beginning in 2027
- For more information, visit BlueLineExt.org

Washington Avenue Safety Improvements (5th Avenue S to 11th Avenue S)

- Lead agency: Hennepin County
- H Line stations affected: Washington & Chicago, Washington & 11th Avenue S
- Expected construction timing: 2028
- For more information, visit https://beheardhennepin.org/washington-avenue

Dinkytown Pedestrian Improvements Project

- Lead agency: City of Minneapolis
- H Line station 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 & 18th Avenue, Como & 22nd Avenue, Como & 27th Avenue
- Expected construction timing: 2029
- For more information, visit minneapolismn.gov/government/projects/como-av-se-corridor

Grand Rounds Missing Link

- Lead agency: Minneapolis Park and Recreation Board
- H Line station affected: Como & 27th Avenue
- Expected construction timing: not yet identified
- For more information, visit https://www.minneapolisparks.org/park-care-improvements/park-projects/current_projects/grand_rounds_missing_link/

Maryland Avenue Improvements (E Como Boulevard to Rice Street)

- 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 station affected: Maryland & Forest
- Expected construction timing: 2027

Rice Street Reconstruction

- Lead agency: Ramsey County
- H Line station 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 is planned to upgrade these transit facilities to be full BRT platforms with standard station amenities.
- Construction at the intersection of Maryland Avenue and Rice Street was completed in 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 station affected: Maryland & Jackson
- Construction at the intersection of Maryland Avenue and Jackson Street was completed in 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 Corridor 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 47 proposed stations spaced 0.4 miles apart (two to three per mile) on average.

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 C. Maps in Appendix D 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 & 5th 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 & 18th Avenue
Como & 22nd Avenue
Como & 27th 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

Stations with additional analysis in the Final Corridor Plan

Metro Transit project staff considered changes to station and platform locations based on feedback received during the Recommended Corridor Plan comment period. Use the links below to go directly to the full analysis for each station.

Washington & 11th Avenue

Evaluated moving both platforms nearside or moving the station to Washington Avenue and 10th Avenue. No change proposed from the Recommended Corridor Plan.

Washington & Cedar

Evaluated moving the station location closer to Cedar Avenue and Riverside Avenue. No change proposed from the Recommended Corridor Plan.

Como & 18th Avenue

Evaluated adding a new station at Como Avenue and 18th Avenue. Based on additional analysis, a station is proposed at this location.

Como & Doswell

Evaluated moving the Como & Doswell Station to Como Avenue and Carter Avenue or the westbound platform to Como Avenue and Luther Place. No change proposed from the Recommended Corridor Plan.

Como & Chatsworth

Como & Chatsworth Station final decision will be deferred as part of the Final Corridor Plan. This station will be included in a supplemental analysis that will evaluate changing the H Line alignment between Como & Lexington Station and Como & Nagasaki Station to use an alternative alignment via Nagasaki Road. Final decisions about station placement and alignment will be made in 2027 as part of an addendum to the H Line Corridor Plan.

Changing the H Line alignment to Energy Park Drive and Front Avenue was analyzed separately for the Recommended Corridor Plan. The analysis and summary can be found in the Como Park Neighborhood Suggested Alignment Evaluation and Response section of the H Line Recommended Corridor Plan. It is not recommended to change the H Line alignment to Energy Park Drive and Front Avenue.

Como & Nagasaki

Como & Nagasaki Station final decision will be deferred as part of the Final Corridor Plan. This station will be included in a supplemental analysis that will evaluate changing the H Line alignment between Como & Lexington Station and Como & Nagasaki Station to use an alternative alignment via Nagasaki Road. Final decisions about station placement and alignment will be made in 2027 as part of an addendum to the H Line Corridor Plan.

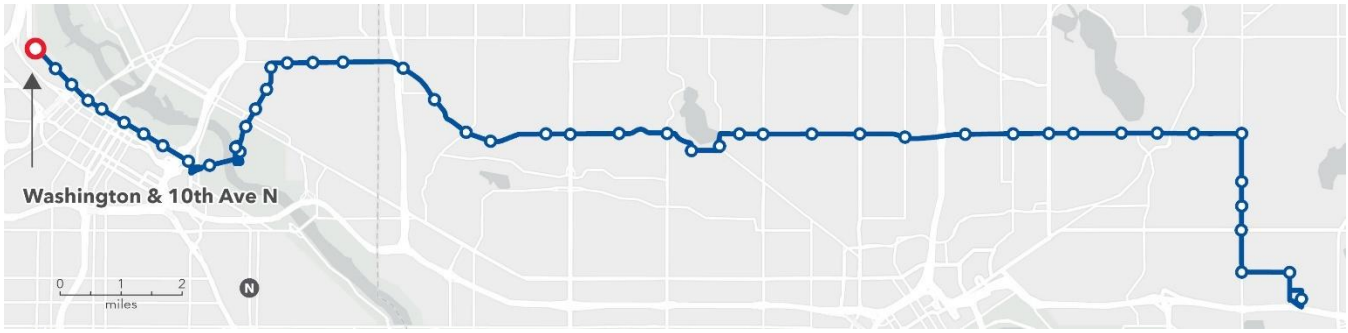
Maryland & Grotto

Evaluated station platform locations. No change proposed from the Recommended Corridor Plan.

3rd Street & Ruth

Evaluated moving the station platforms to the south leg of the intersection on Ruth Street. No change proposed from the Recommended Corridor Plan.

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

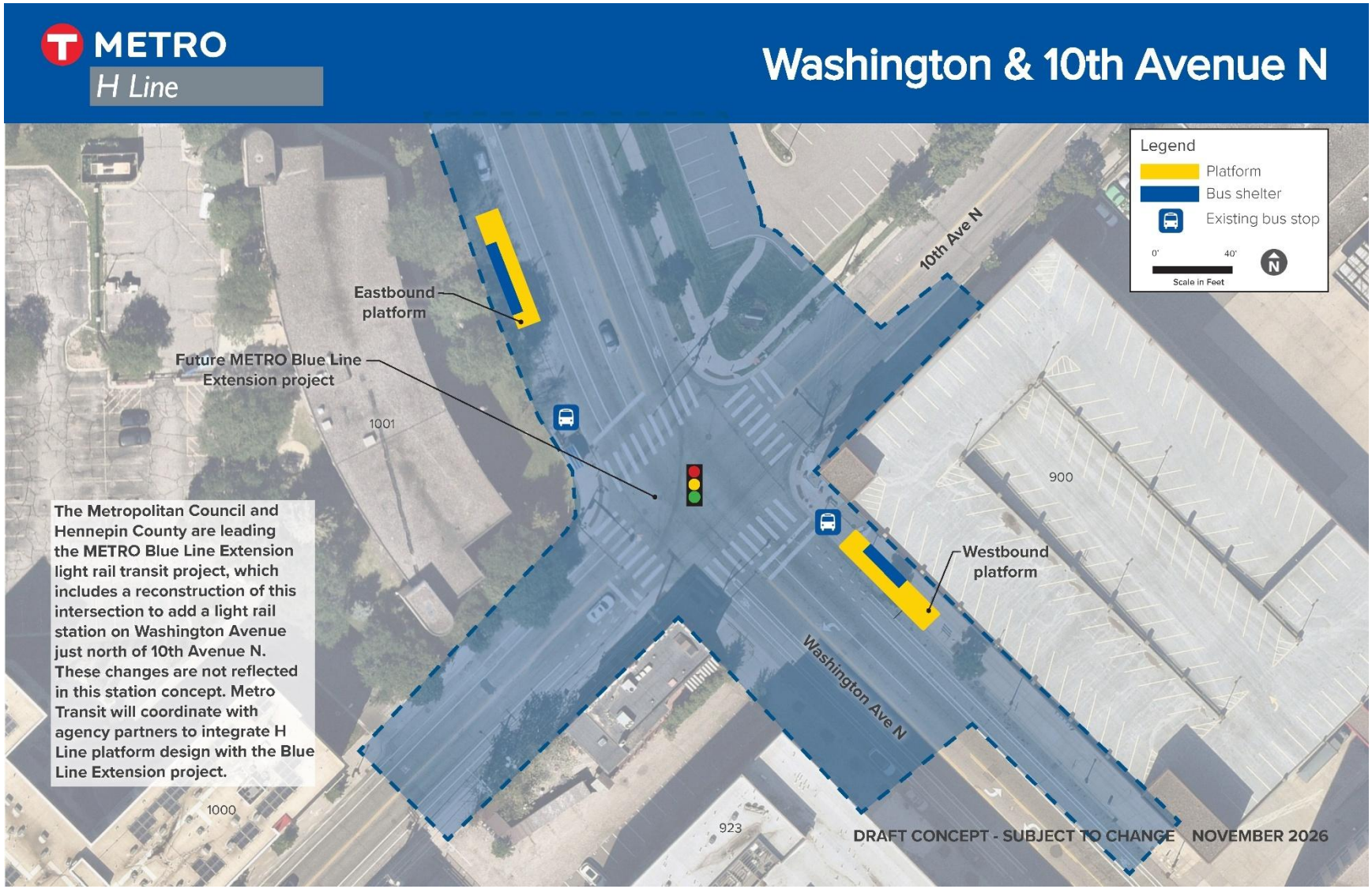
Routes 7 and 14, future METRO Blue Line Extension

Destinations

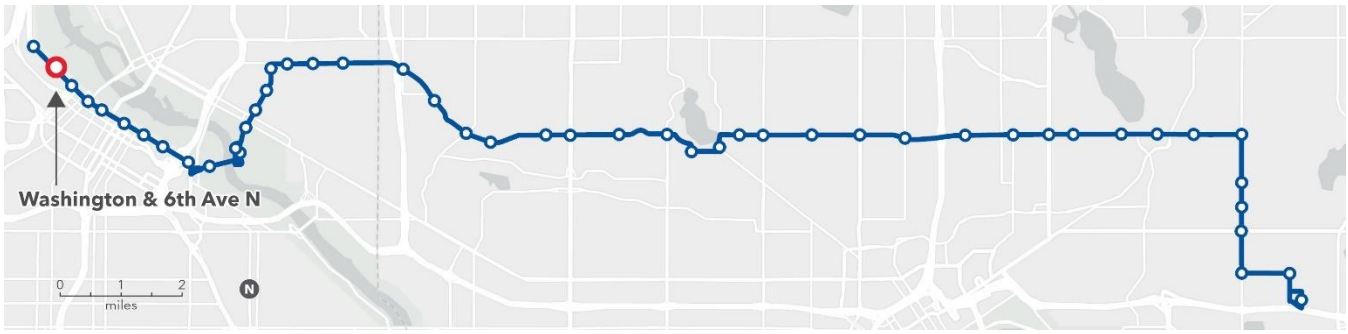
Minneapolis Public Housing Authority headquarters, residential buildings, and various commercial destinations in the North Loop district

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 NOVEMBER 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

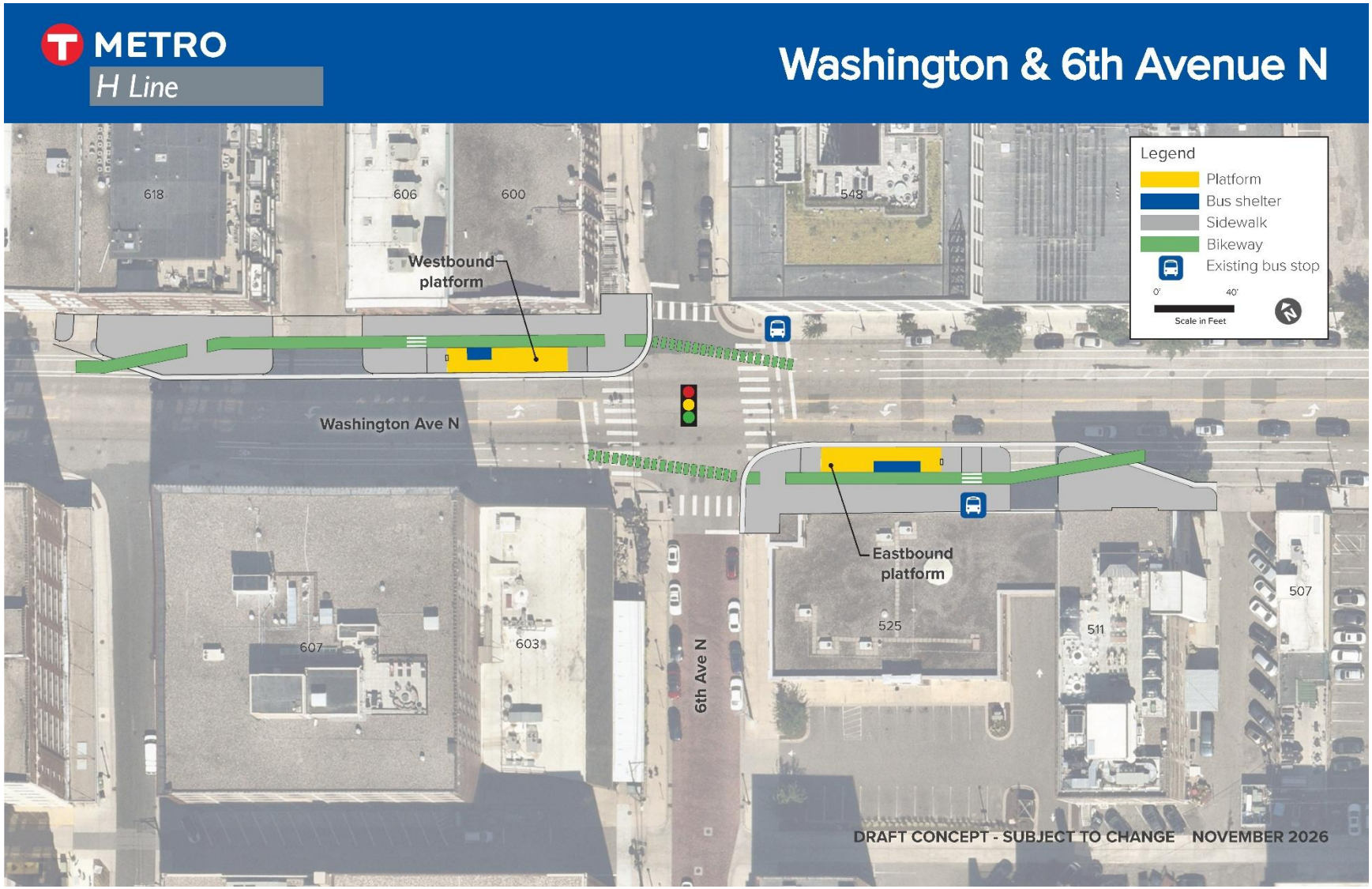
Distance to next station: 0.25 miles to Washington & 3rd Avenue N

Transit connections

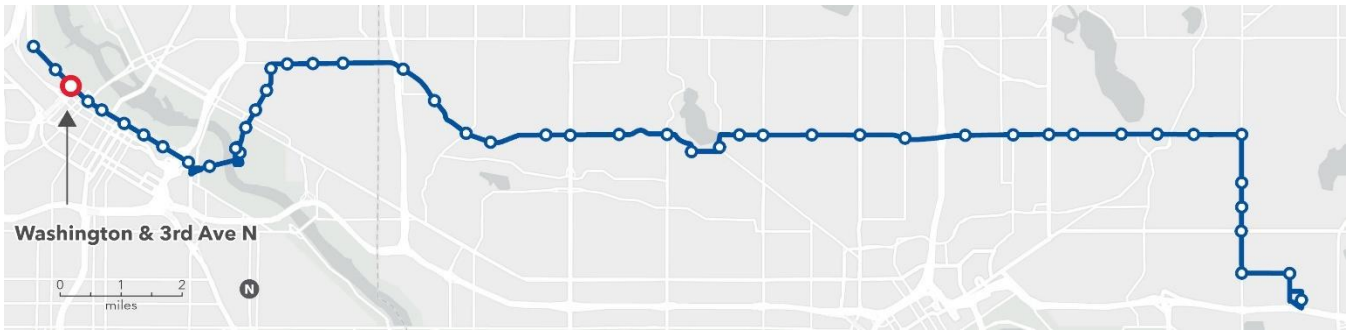
Routes 7 and 14

Destinations

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


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

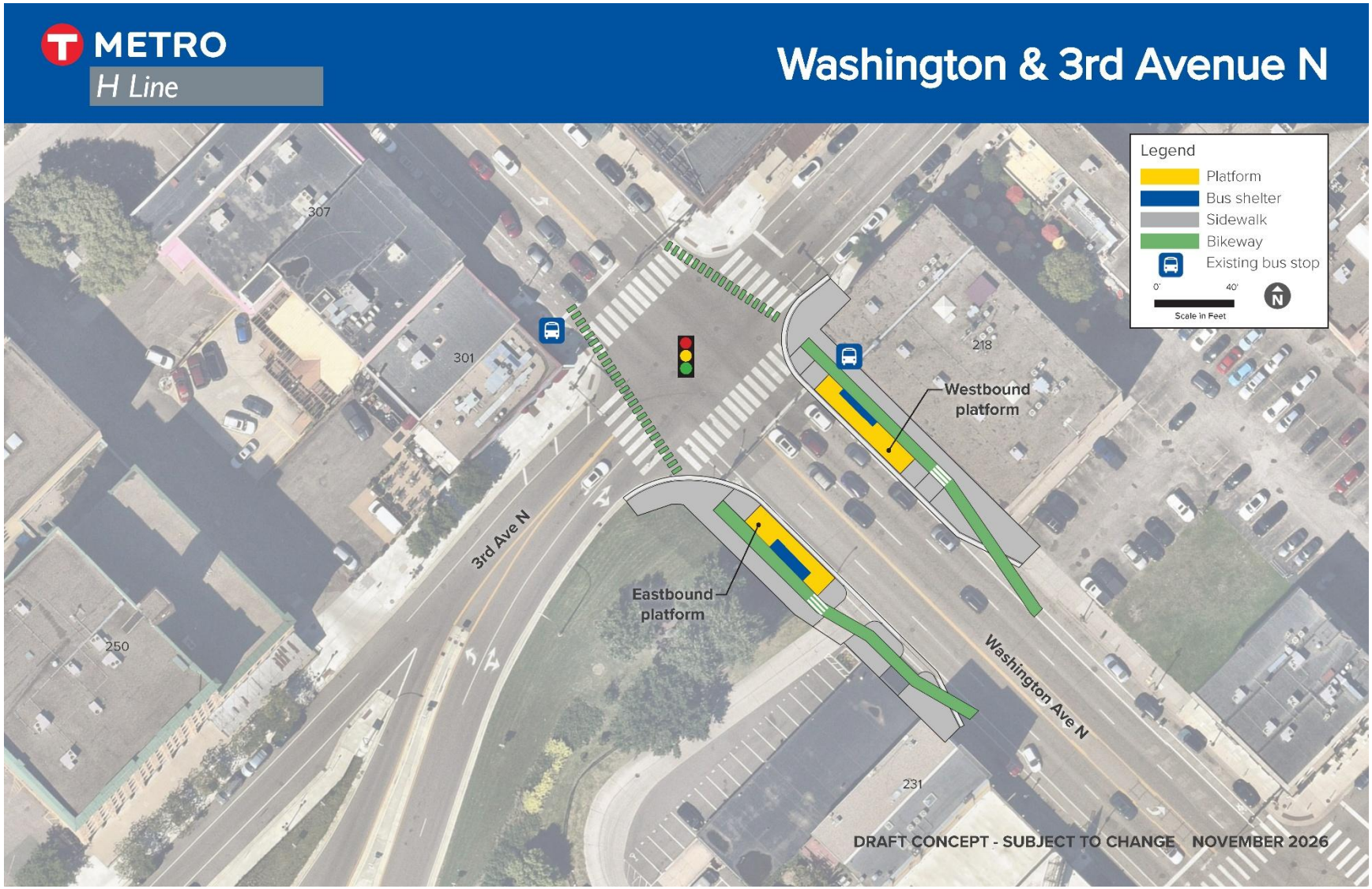
Distance to next station: 0.25 miles to Washington & Hennepin

Transit connections

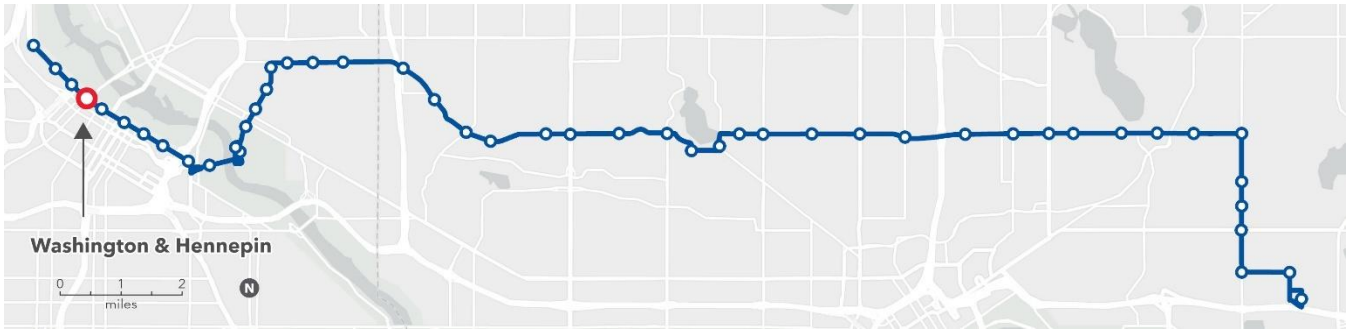
Routes 7 and 14

Destinations

This station provides access to various commercial destinations and residential housing 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 NOVEMBER 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

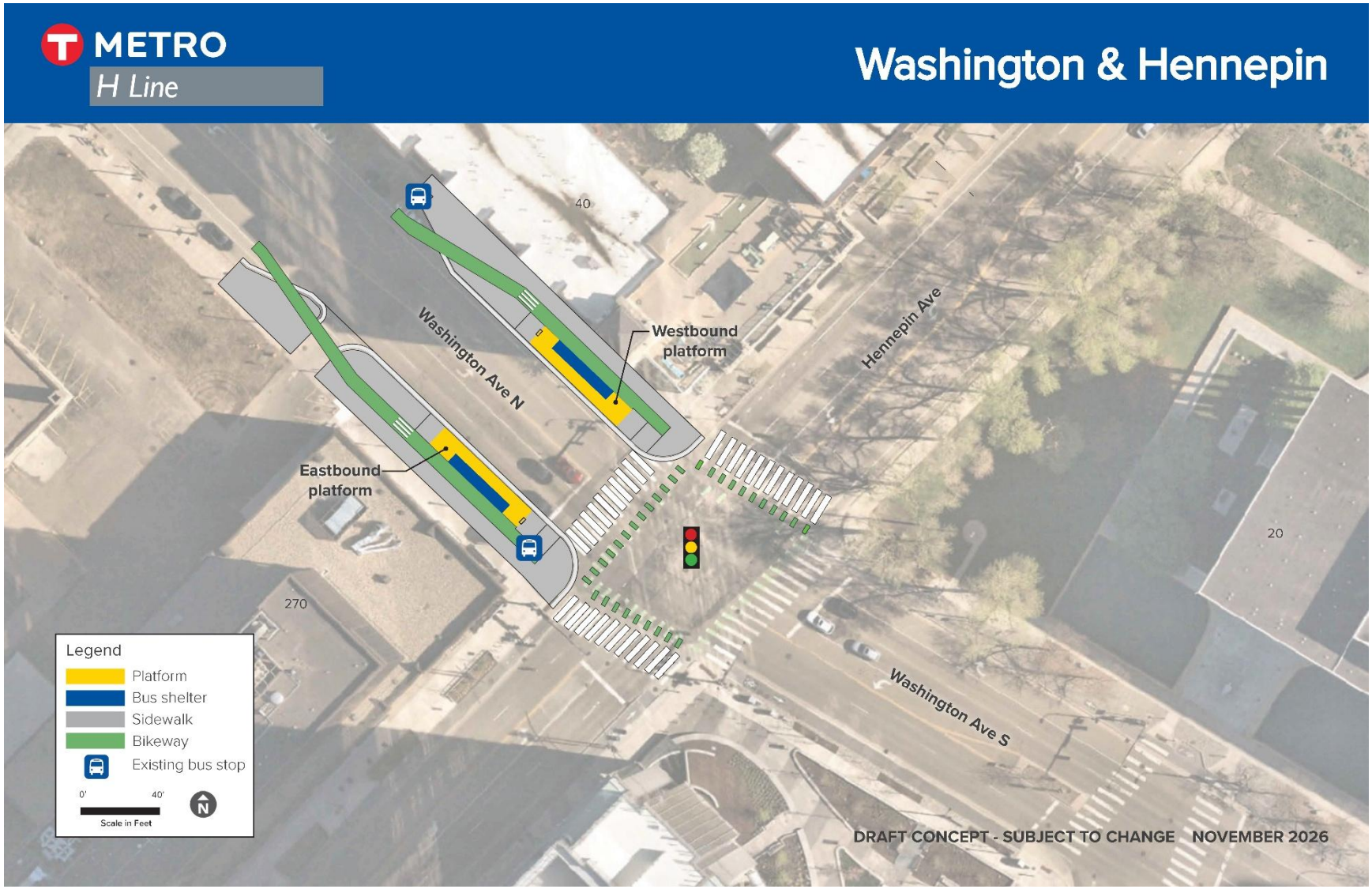
Distance to next station: 0.2 miles to Washington & Marquette-2nd Avenue S

Transit connections

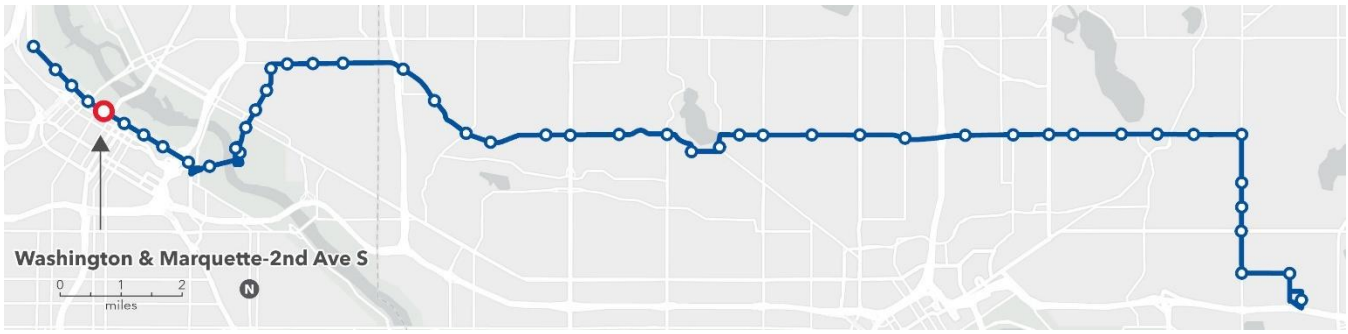
METRO E Line, Routes 4, 7, 14, 61, 667, 673, and 698

Destinations

Whole Foods Market grocery store, residential housing, 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
N
Washington Ave S
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

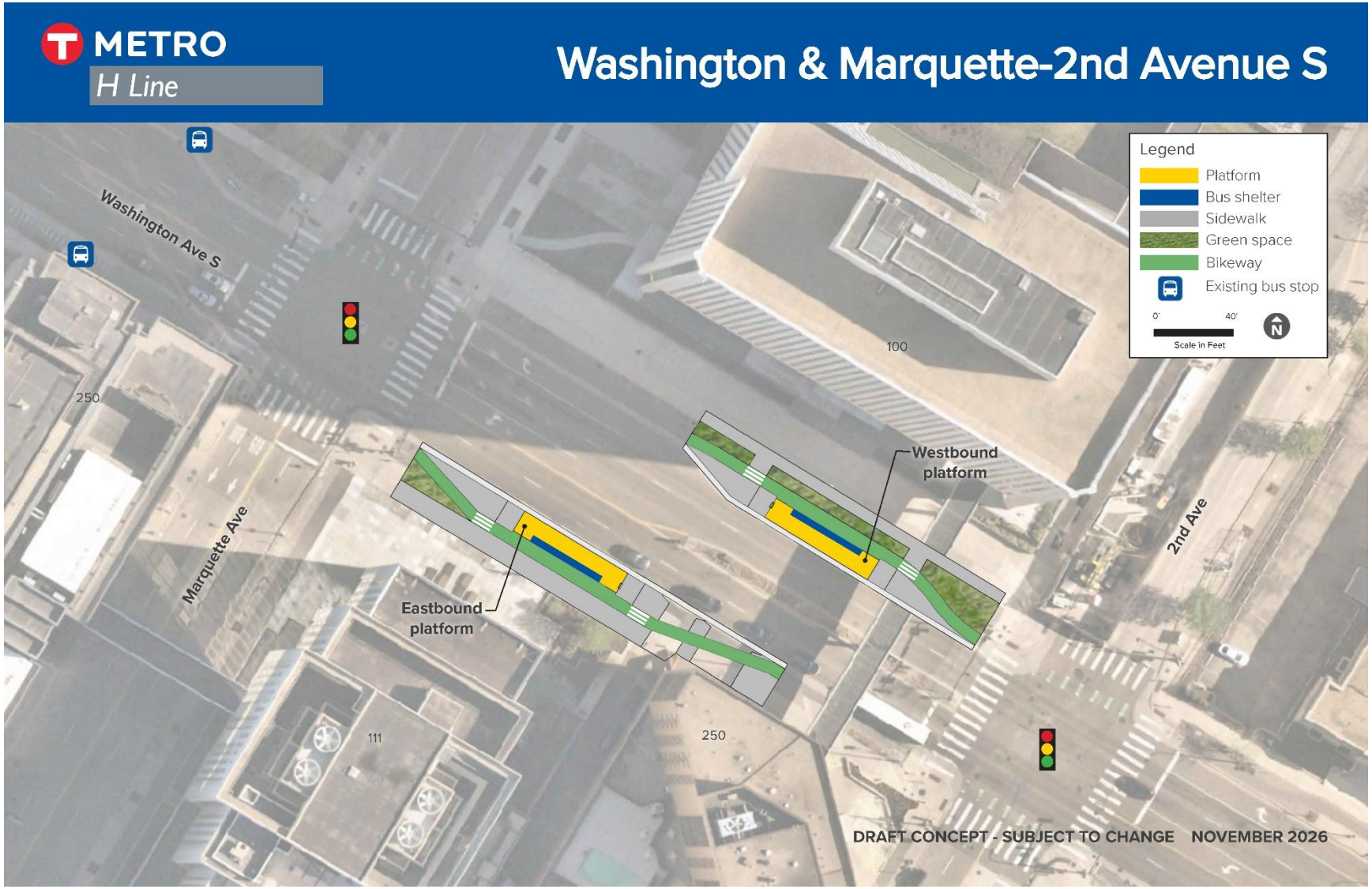
Distance to next station: 0.25 miles to Washington & 5th Avenue S

Transit connections

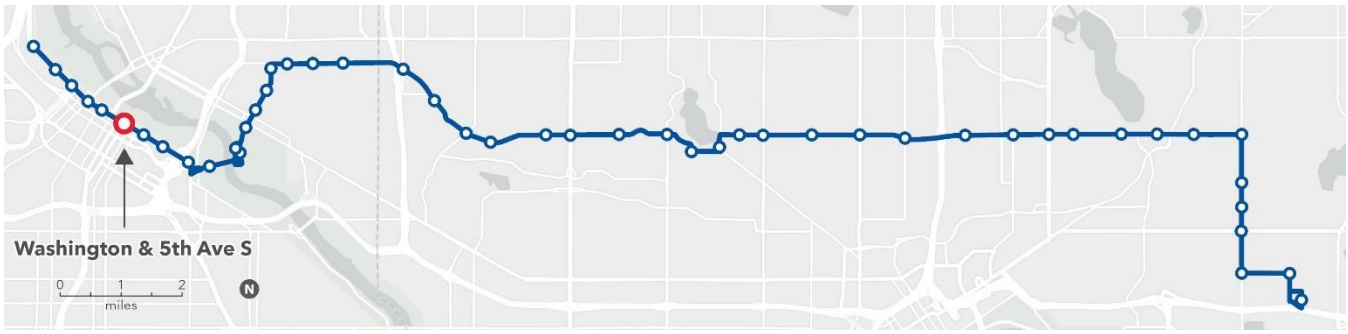
Many. Several local routes serve Nicollet Mall. Several express and limited-stop routes, along with the METRO Orange Line, serve the Marquette-2nd Avenue corridor.

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 NOVEMBER 2026

Washington & 5th Avenue S



Station concept

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

Station spacing

Distance from previous station: 0.25 miles from Washington & Marquette-2nd Avenue S

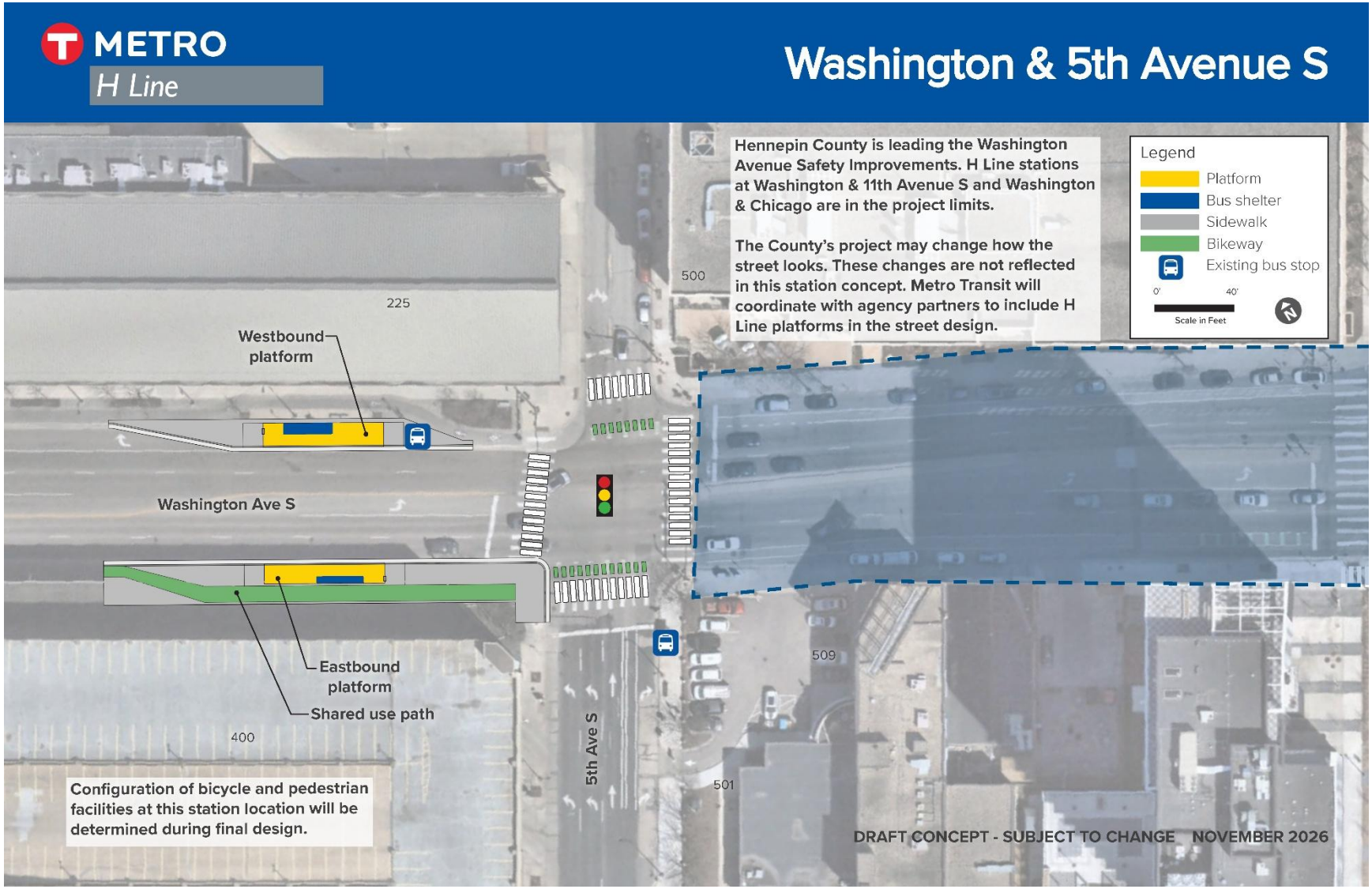
Distance to next station: 0.25 miles to Washington & Chicago Avenue S

Transit connections

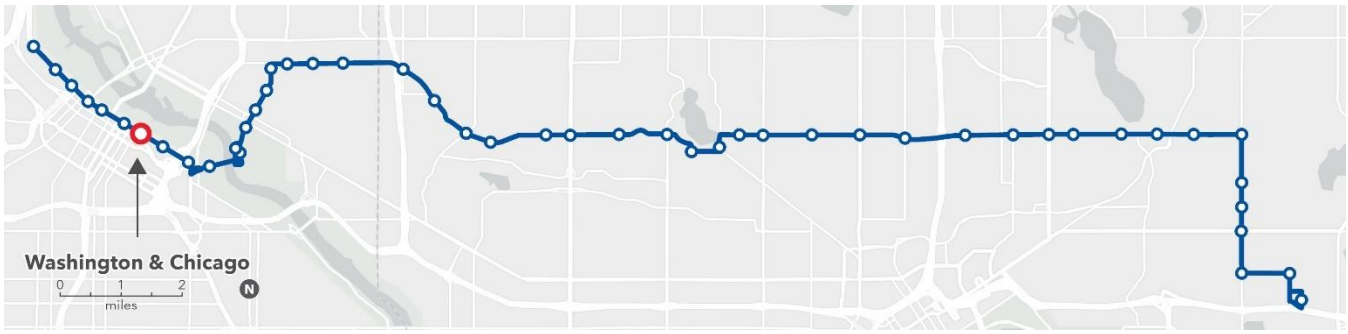
Routes 7, 22, and 698

Destinations

The Depot event center, Hennepin County Government Center, Minneapolis City Hall, Federal Courthouse, other government office buildings, The Armory.


METRO
H Line
Washington & 5th Avenue S
Hennepin County is leading the Washington Avenue Safety Improvements. 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.
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
40'
Scale in Feet
225
500
Westbound platform
Washington Ave S
Eastbound platform
Shared use path
400
5th Ave S
501
509
Configuration of bicycle and pedestrian facilities at this station location will be determined during final design.
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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: 0.25 miles from Washington & 5th Avenue S

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

Transit connections

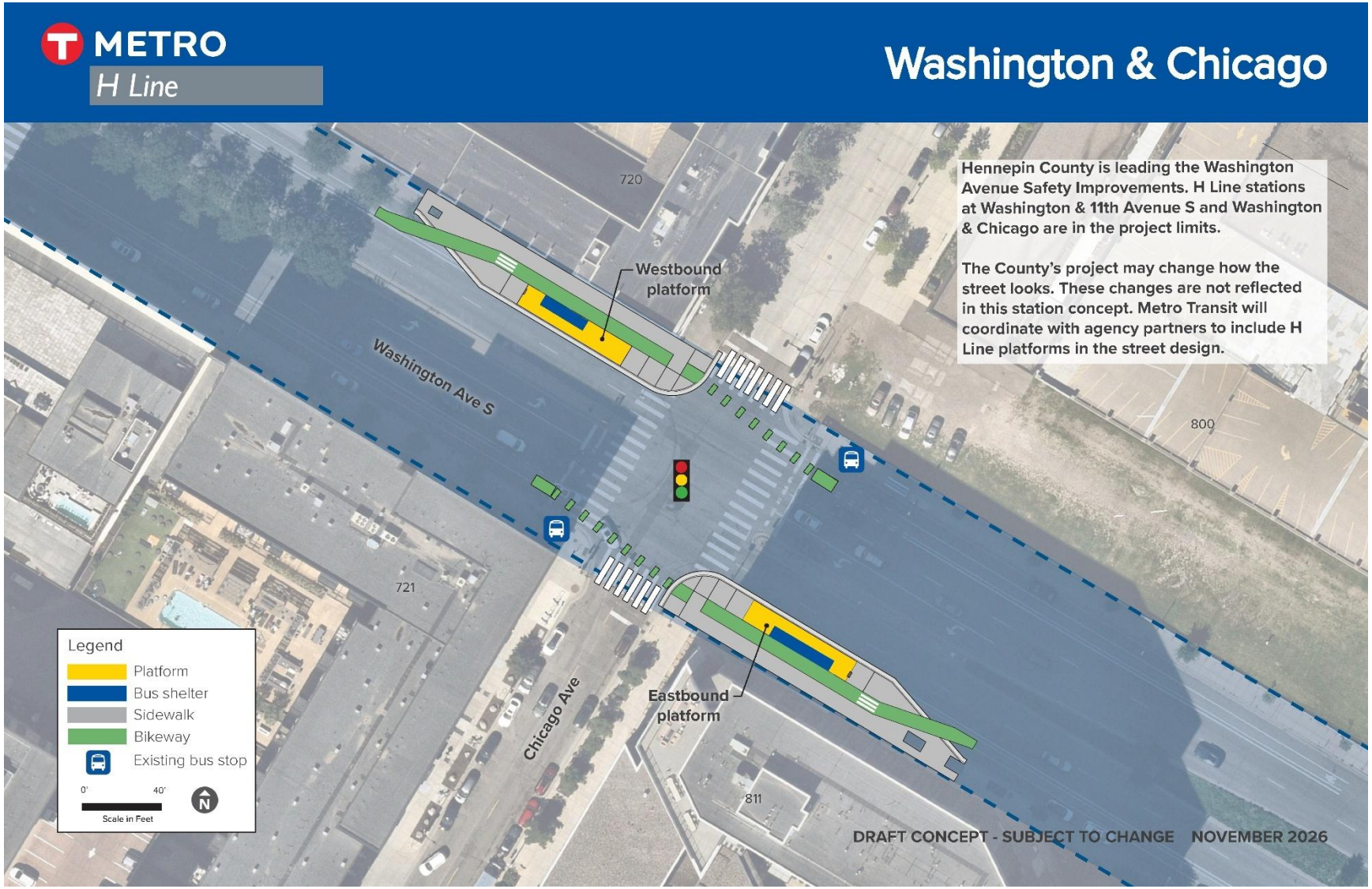
Routes 7 and 22

Destinations

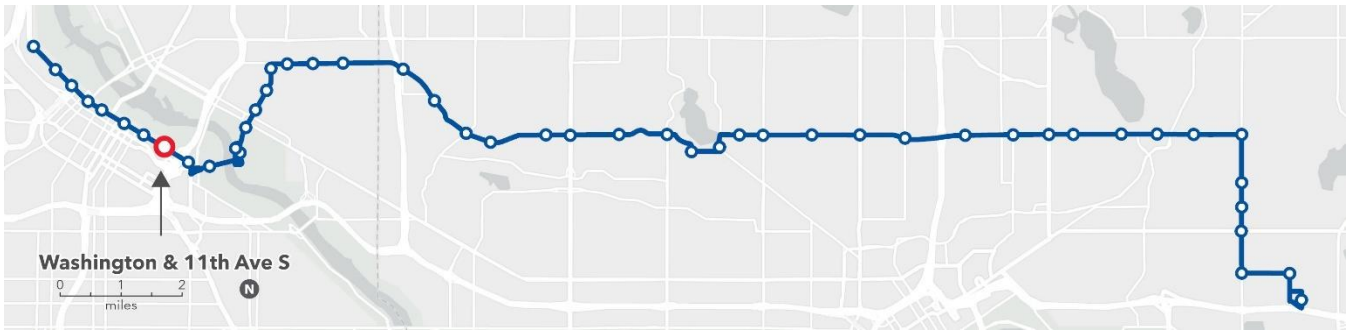
Trader Joe's grocery store, US Bank Stadium, Mill City Farmers Market, residential housing, and various destinations in the downtown commercial district

Coordinated projects

This proposed station may be constructed with Hennepin County's Washington Avenue Safety Improvements (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 Safety Improvements. 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.
Westbound platform
Eastbound platform
Washington Ave S
Chicago Ave
720
800
721
811
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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 US Bank Stadium, Gold Medal Park, residential housing, and various destinations in the downtown commercial district

Coordinated projects

This proposed station may be constructed with Hennepin County's Washington Avenue Safety Improvements (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.

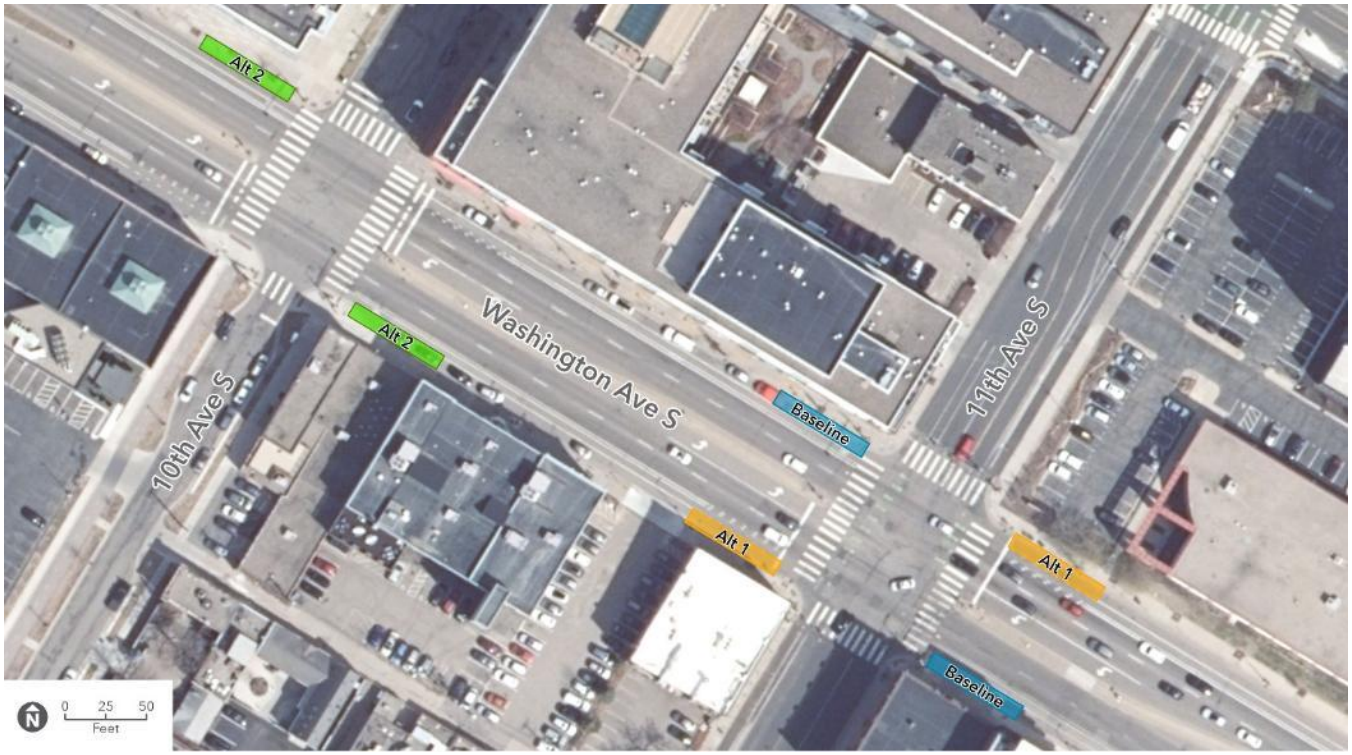
Additional analysis based on recommended plan input

Public feedback received on the Recommended Corridor Plan included concerns about Washington & 11th Avenue S Station. This included letters from the Downtown Minneapolis Neighborhood Association and Bridgewater Lofts residents and business owners (co-signed by 182 residents and five businesses); these and all letters received are included in Appendix B. Feedback themes include concerns about traffic safety due to double parking and farside bus stops, the need for commercial deliveries, and curbside access for building residents and businesses. Commenters asked that station platforms be relocated to nearside stop locations at 11th Avenue or that the station be relocated to the intersection of Washington Avenue and 10th Avenue S.

The following alternatives were evaluated in response to this feedback:

- Baseline Alternative: Washington & 11th Avenue S Station with farside platforms
- Alternative 1: Washington & 11th Avenue S Station with nearside platforms
- Alternative 2: Washington & 11th Avenue S Station moves to Washington Avenue and 10th Avenue S intersection

Figure 5. Washington & 11th Avenue Station area alternatives



Recommendation

Upon completion of additional analysis and review, no change is proposed from the Recommended Corridor Plan.

Farside bus stops are important for transit speed and reliability. When paired with transit signal priority they allow the bus to keep the signal green and pass through the intersection to stop only once to load and unload passengers. When the bus stops nearside (as illustrated in Alternative 1, **Figure 5**) there is a greater likelihood that a bus will need to stop multiple times to pass through the intersection. If there is a queue of cars at a red light the bus may need to stop and wait for traffic to proceed before being able to access the platform, then stop a second time to load and unload passengers at the platform and potentially wait additional time for a red light to turn green before it can proceed down the road.

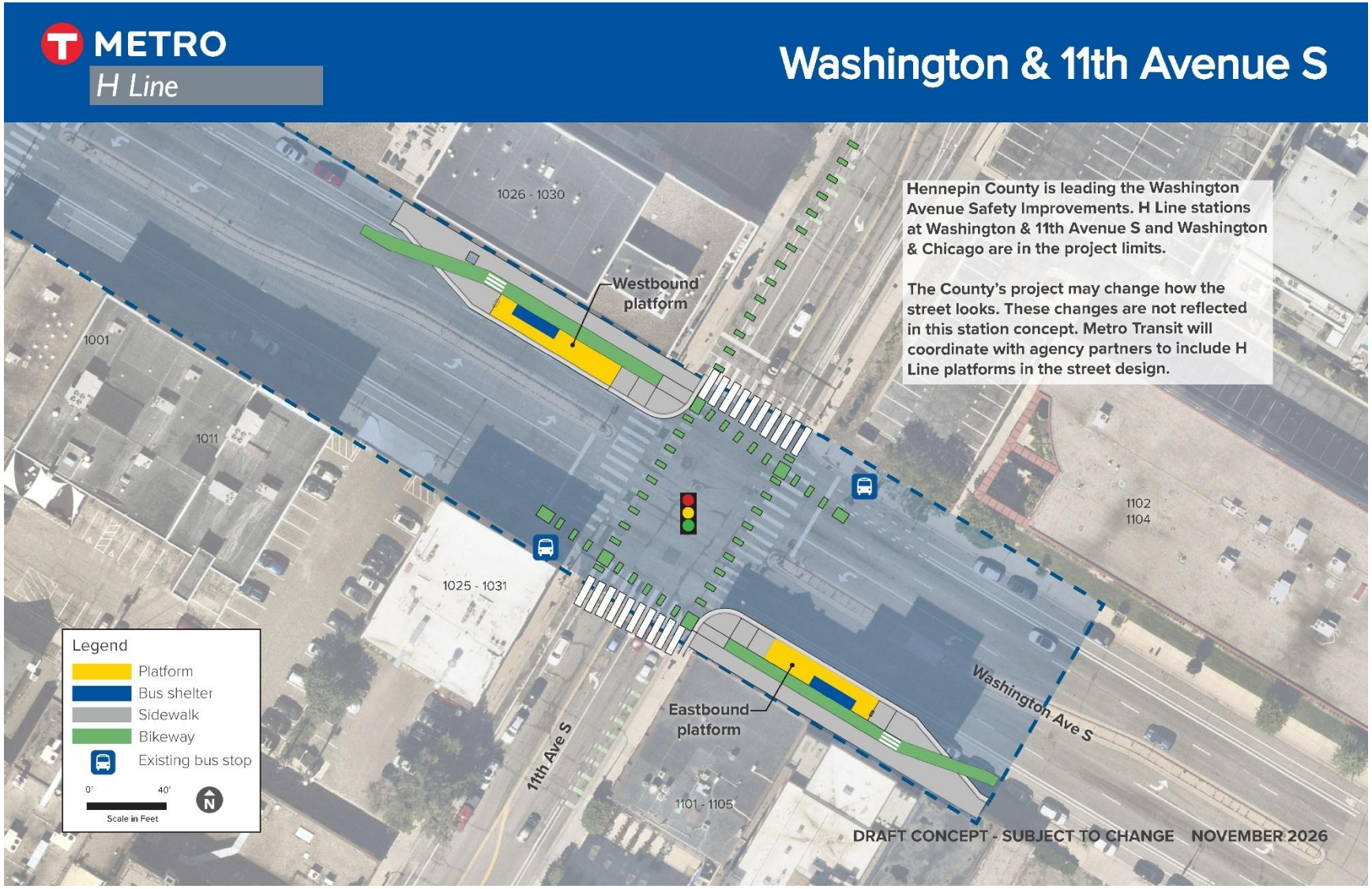
Farside stops support roadway safety at and near the station platform. At Washington & 11th Station the H Line platforms will be built as curb extensions, filling in the existing on-street parking lane. The curb extension shortens the intersection crossing distance for pedestrians and improves pedestrian visibility at the corner. The curb extension allows the bus to stop in-lane. This supports less bus dwell time at the platform because the bus does not need to merge back into traffic after make a stop and it reduces potential collisions with other vehicles. Shorter dwell times improve overall traffic congestion and delay by reducing the amount of time a driver might wait behind the bus while it serves the platform. On a multilane road like Washington Avenue a farside stop removes the bus as a visual barrier that can lead to

drivers in the second lane not seeing a pedestrian crossing in front of the bus. In a farside stop pedestrians cross behind the bus and remain fully visible to oncoming drivers and right and left tuners instead of potentially being screened by the bus.

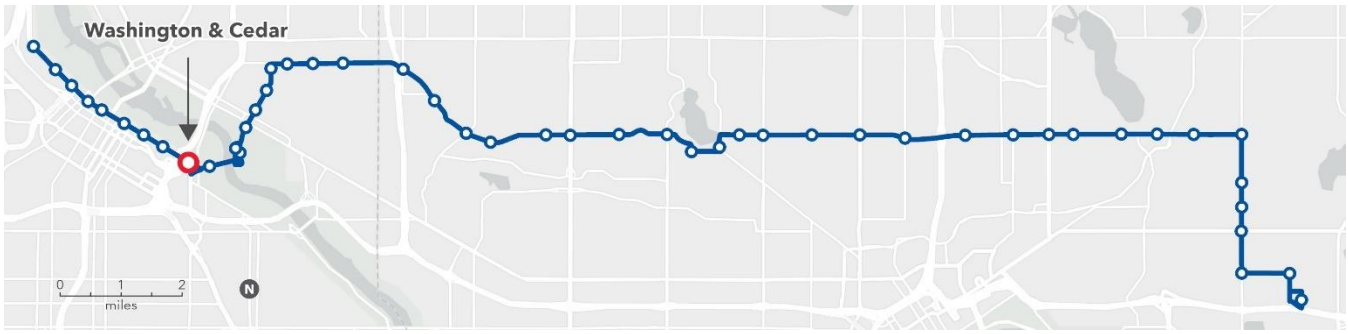
In commercial and retail areas arterial BRT station shelters are often located near businesses to facilitate convenient access to jobs, destinations, and housing. There are mitigation measures that will be evaluated in the engineering and design phase of the project to increase the separation between platform elements and entrances to businesses.

Relocating Washington & 11th Avenue S Station to the intersection of Washington Avenue and 10th Avenue (Alternative 2, **Figure 5**) would move the station too close to Washington & Chicago Station to the west. Station spacing between Washington & 11th Avenue and Washington & Chicago Station is 1/4 mile whereas if the Washington & 11th Station was to move to 10th Avenue the distance to Washington & Chicago Station would be 1/8 mile. In the downtown core METRO bus rapid transit and light rail transit stations preferably are spaced 1/4 to 1/3 mile apart.

The Washington & 11th Avenue S Station will be designed and constructed in coordination with Hennepin County's Washington Avenue Safety Improvements (5th Avenue S to 11th Avenue S). Metro Transit project staff will continue to coordinate with Hennepin County throughout the engineering and design phase and work with station neighbors to address and mitigate community concerns wherever possible.


METRO
H Line
Washington & 11th Avenue S
Hennepin County is leading the Washington Avenue Safety Improvements. 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.
Westbound platform
Eastbound platform
1026 - 1030
1001
1011
1025 - 1031
1102
1104
1101 - 1105
11th Ave S
Washington Ave S
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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: 0.35 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

Additional analysis based on recommended plan input

West Bank Business Association, in partnership with many other Cedar Riverside neighborhood institutions and organizations, and members of the public cited concerns about Washington & Cedar Station and Washington & West Bank Station in their feedback on the Recommended Corridor Plan. Feedback themes include that the Washington & Cedar Station location is not accessible for Cedar Riverside residents due to the need to cross the bridge over the Washington Avenue trench, and safety and security concerns due to vacant buildings at the eastbound platform; that many residents do not feel welcome entering the UMN campus to access Washington & West Bank Station; and that the H Line alignment bypasses the main business corridor.

Recommendation

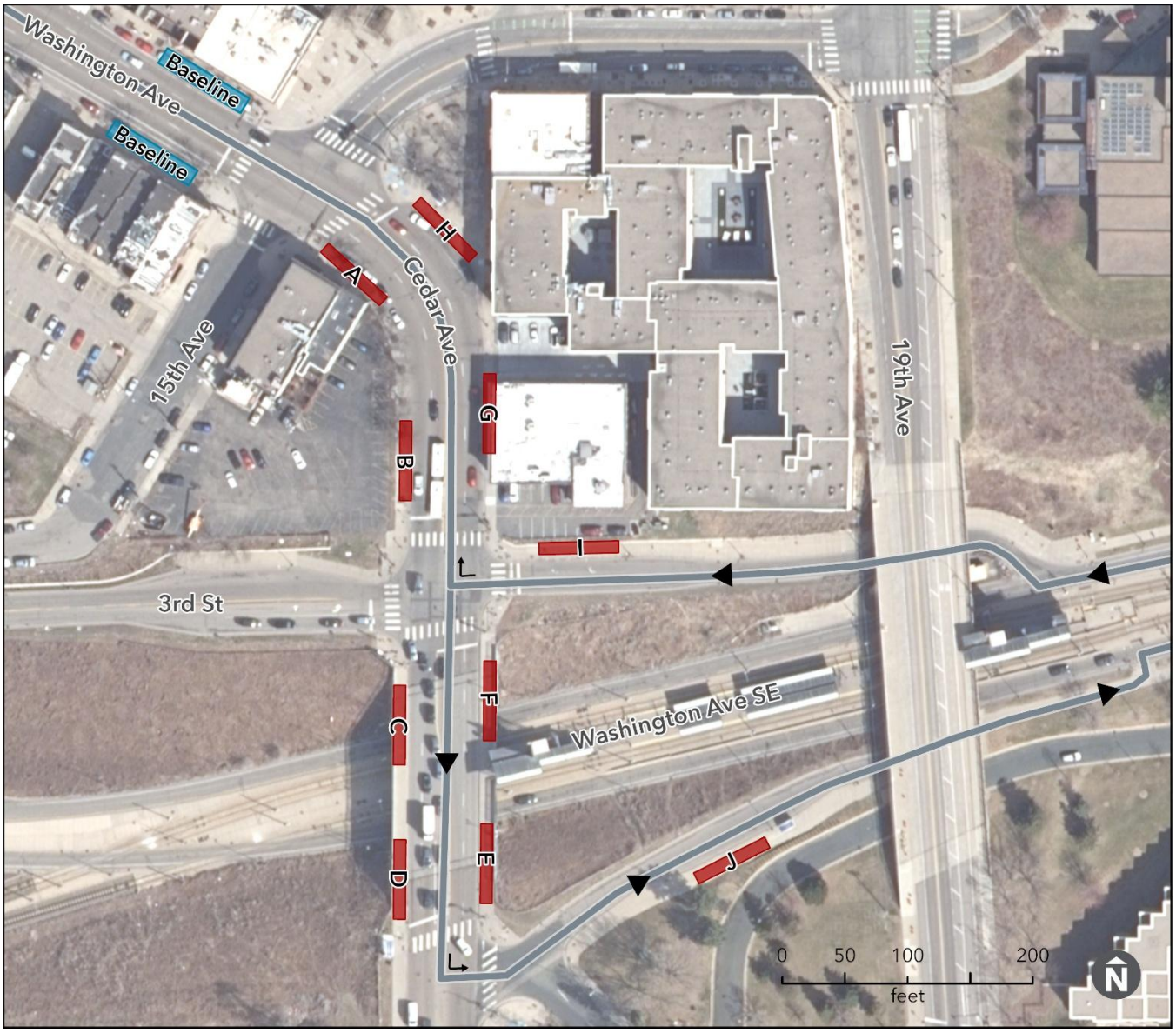
Upon completion of additional analysis and review, no change is proposed from the Recommended Corridor Plan.

The recommended station location provides access to hundreds of housing unit and several active businesses in the Seven Corners district, while maintaining access to those along Cedar and Riverside avenues to the south. Under this recommendation, one existing bus stop currently served by Route 3 –

eastbound Washington Avenue trench on ramp (Location J, **Figure 6**) – would not be served by the H Line; this stop would continue to be served by Routes 2 and 252.

Metro Transit project staff reexamined several station platform locations based on feedback received from community (**Figure 6**). There are significant physical and operational challenges that limit the ability to relocate the Washington & Cedar Station further east along the H Line alignment and closer to heart of the Cedar Riverside business corridor. The design of the street network in this area presents few options to site station platforms while maintaining efficient travel along Washington Avenue.

Figure 6. Washington & Cedar Station area alternatives



Directly east of the Washington & Cedar Station the roadway curves to the south. Siting a station platform on the curve (Locations A and H, **Figure 6**) is technically challenging because H Line buses require 60 feet of straight curb for platform space to allow passengers to board and alight the bus through any of three doors without navigating a gap between the bus and the platform curb; this is especially important for people using mobility devices. Siting a station on or directly after the curve in the

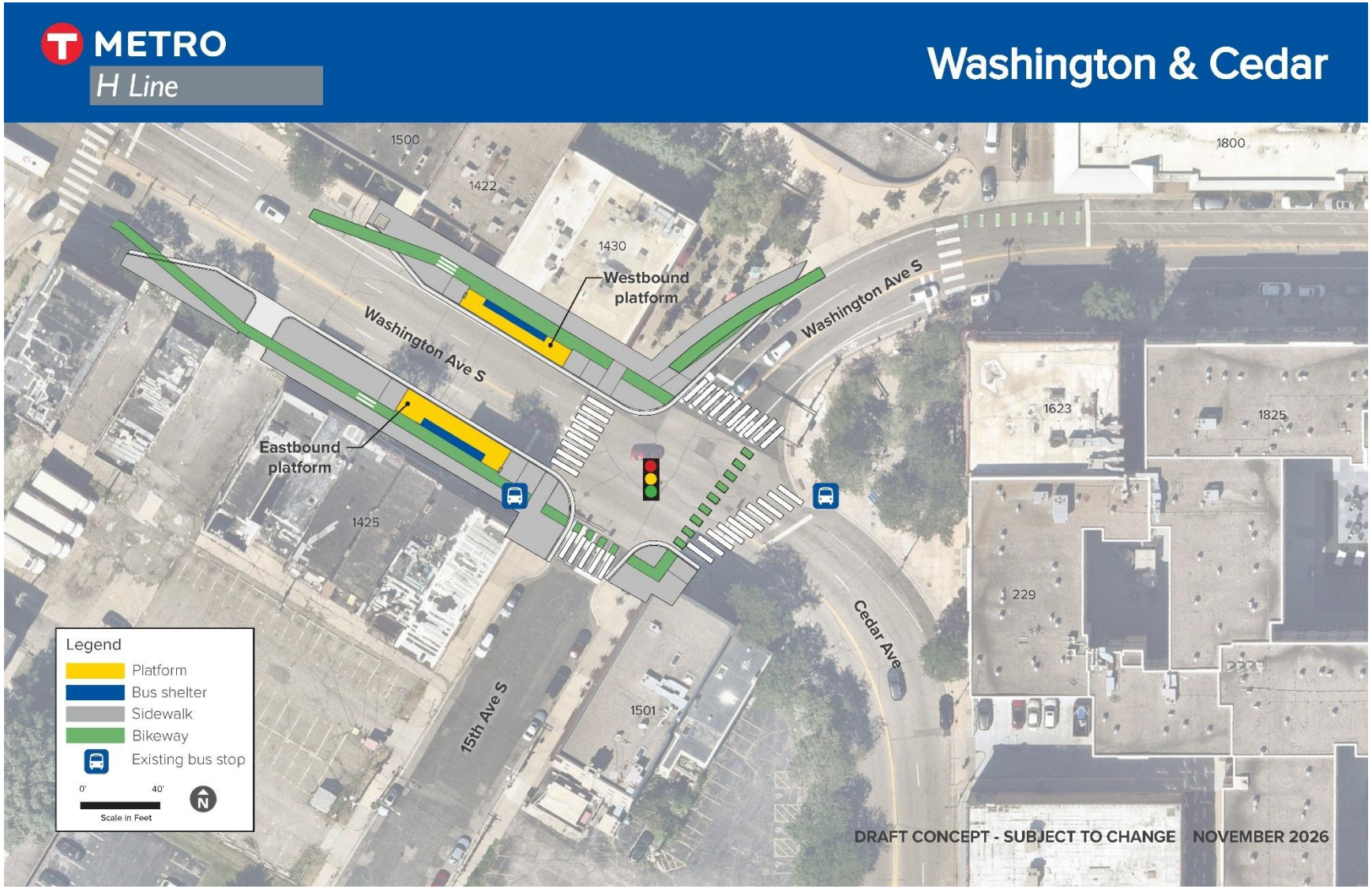
roadway is also a safety concern in the eastbound direction due to limited sightlines that could lead to rear-end crashes between vehicles and a stopped bus (Locations A and B).

Station siting locations immediately north of or on the Cedar Avenue bridge over the Washington Avenue trench (Locations B, C, D, E, F, G, **Figure 6**) are not feasible or recommended. Soon after leaving the eastbound Washington & Cedar Station platform buses must move from the rightmost lane to the center lane of the roadway in order to make a left turn onto the on ramp to the Washington Avenue trench, near 3rd Street. This bus operation becomes more difficult and introduces greater opportunity for delay as the eastbound platform moves closer to the on ramp intersection (Locations B and C), and not feasible near 3rd Street and the Washington Avenue trench on ramp (Location D).

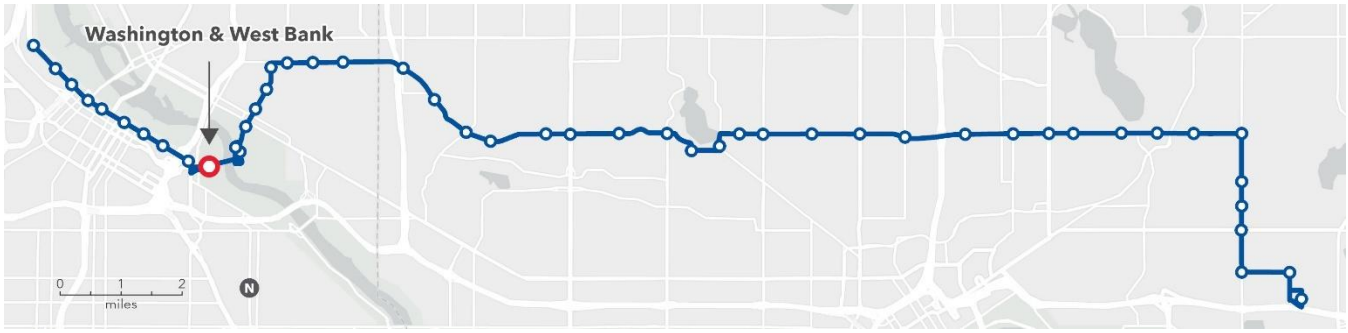
A westbound station platform cannot be located on the Cedar Avenue bridge (Locations E and F, **Figure 6**) due to the one-way operation of the Washington Avenue off ramp, which H Line buses must use to turn right onto Cedar Avenue to continue north and west. The location on Cedar Avenue just north of the Washington Avenue off ramp (Location G) is not recommended as the space needed for buses to make the right turn and serve the station platform would require the platform to shift further north; this would place passenger boarding and alighting activity near the curve in the road, which presents safety concerns for pedestrians crossing over Cedar Avenue due to vehicle speeds and sightlines. Additionally, it is not feasible to locate a standard arterial BRT station at this location due to the limited right-of-way.

A westbound platform on Cedar Avenue nearside of the intersection with 15th Avenue and Washington Avenue (Location H, **Figure 6**) is an existing bus stop but not preferred due to the curve in the road (and the associated platform needs and safety concerns, described above), the volume of right turning vehicles, which adds delay for buses unable to access the stop, and reduced speed and reliability benefit compared to the recommended farside location.

Siting the station platforms on the Washington Avenue trench on and off ramps (Locations I and J, **Figure 6**) is not a preferred location for a BRT station. This location is very close to the Washington & West Bank Station. Station spacing between Washington & West Bank and Washington & Cedar Station is 1/3 mile whereas if the Washington & Cedar Station was to move to the Washington Avenue on and off ramps the distance to Washington & West Bank Station would be 1/8 mile. Metro Transit's BRT standard is stations spaced 1/3 to 1/2 mile apart to balance speed and access to stations. The platform locations would create a split station configuration where the station platforms are not located at the same intersection. Whenever possible BRT station platforms are sited at the same intersection across from one another to make finding and accessing platforms in both directions intuitive and easy to use, since most riders access both platforms of a single station as part of their round trip. Locating platforms on the on and off ramps would be physically and visually disconnected from one another with the two located on opposite sides of the Washington Avenue trench separated by approximately 700 feet of walk/roll distance via the Cedar Avenue bridge.


METRO
H Line
Washington & Cedar
1500
1422
1430
1800
Westbound platform
Washington Ave S
Washington Ave S
Eastbound platform
1623
1825
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 NOVEMBER 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: 0.35 miles from Washington & Cedar

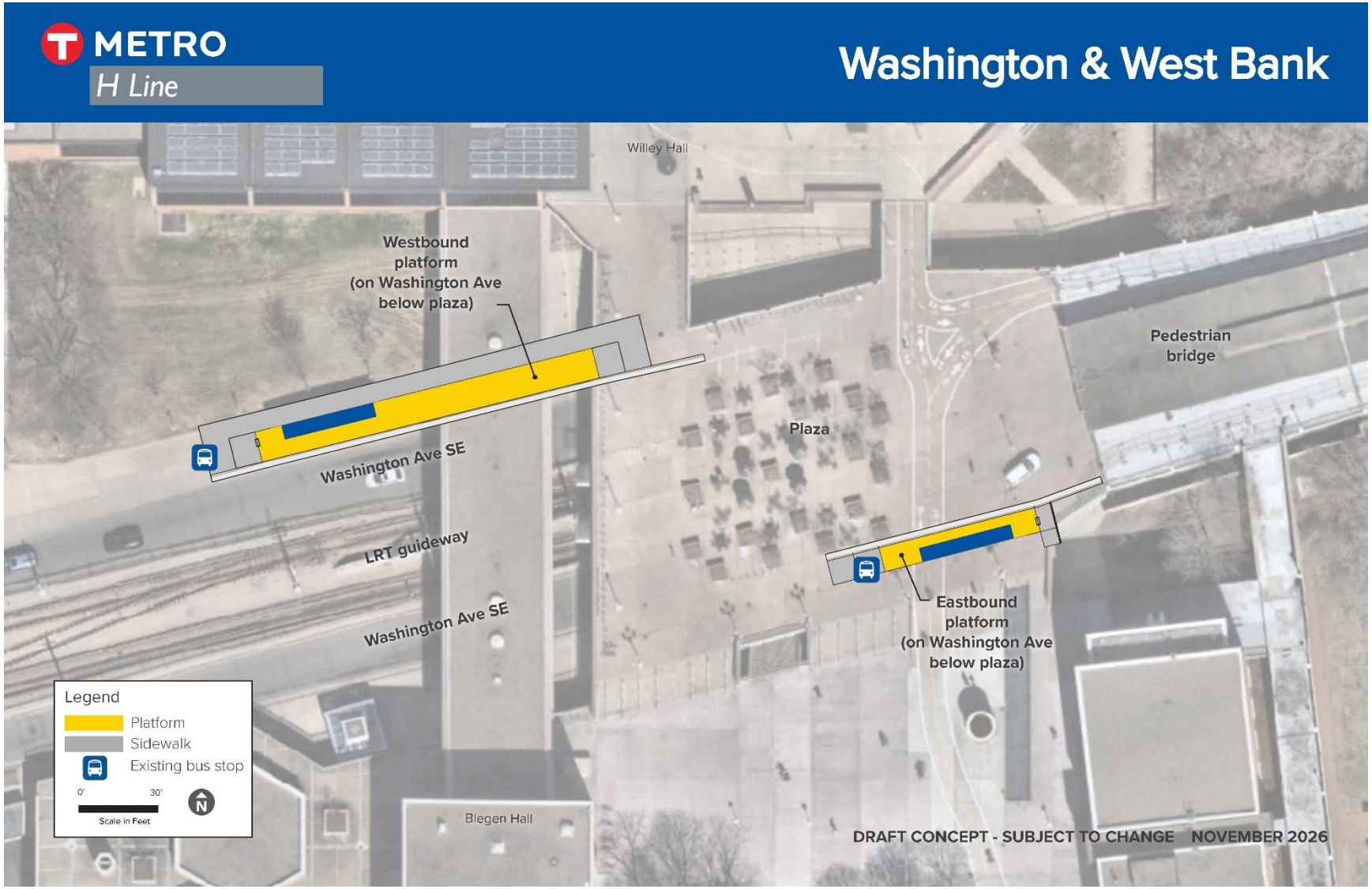
Distance to next station: 0.6 miles to Pleasant-E River & Appleby Hall

Transit connections

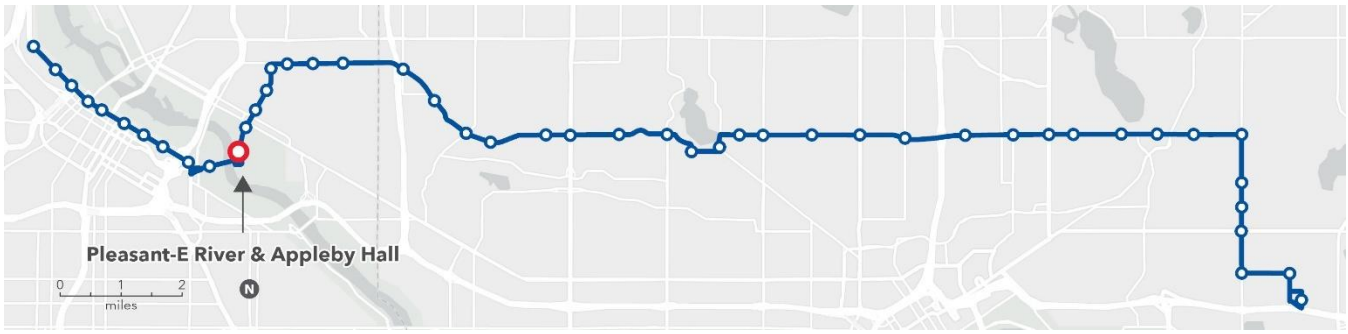
METRO Green Line, Routes 2, 113, 114. Express routes 252, 465, 475, 490, 695, 698, 774, 789, 795. University of Minnesota Campus Connector (Route 121), University Avenue Circulator (Route 122), and 4th Street Circulator (123)

Destinations

Nearby destinations include the University of Minnesota – Twin Cities West Bank campus and Cedar Riverside commercial districts


METRO
H Line
Washington & West Bank
Willey Hall
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
Blegen Hall
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

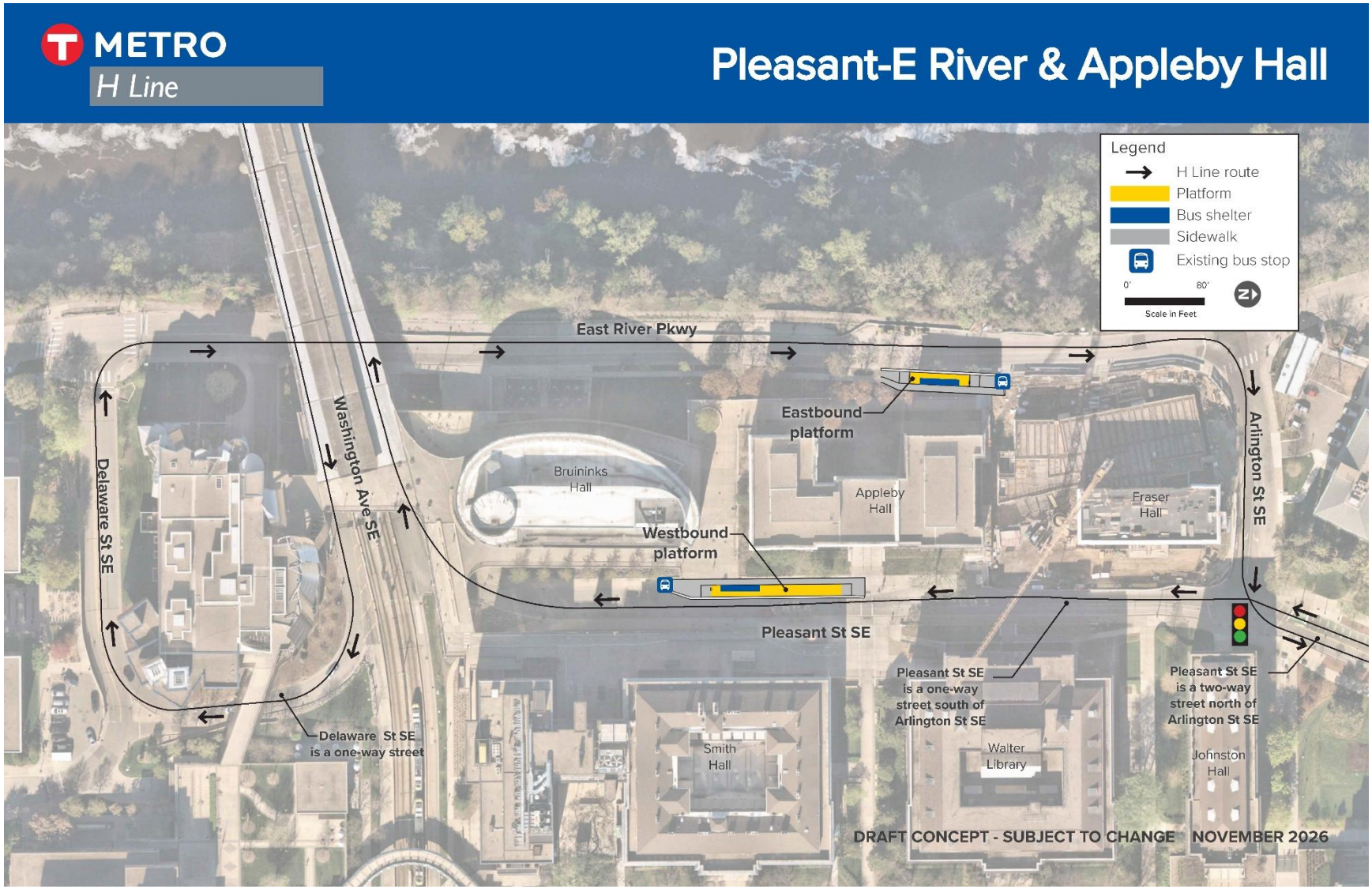
Distance to next station: 0.25 miles to Pleasant & University

Transit connections

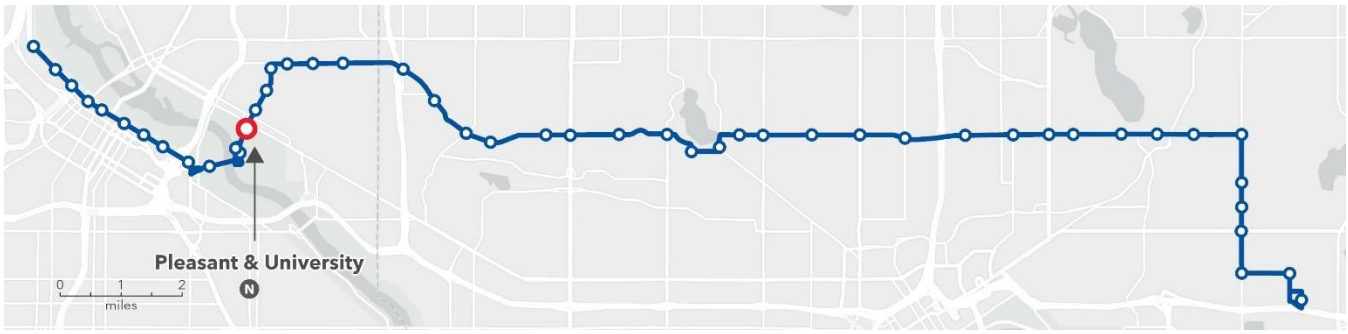
University of Minnesota Campus Connector (Route 121)

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
Westbound platform
Pleasant St SE
Washington Ave SE
Delaware St SE
Arlington St SE
Bruininks Hall
Appleby Hall
Fraser Hall
Smith Hall
Walter Library
Johnston Hall
Delaware St SE is a one-way street
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
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

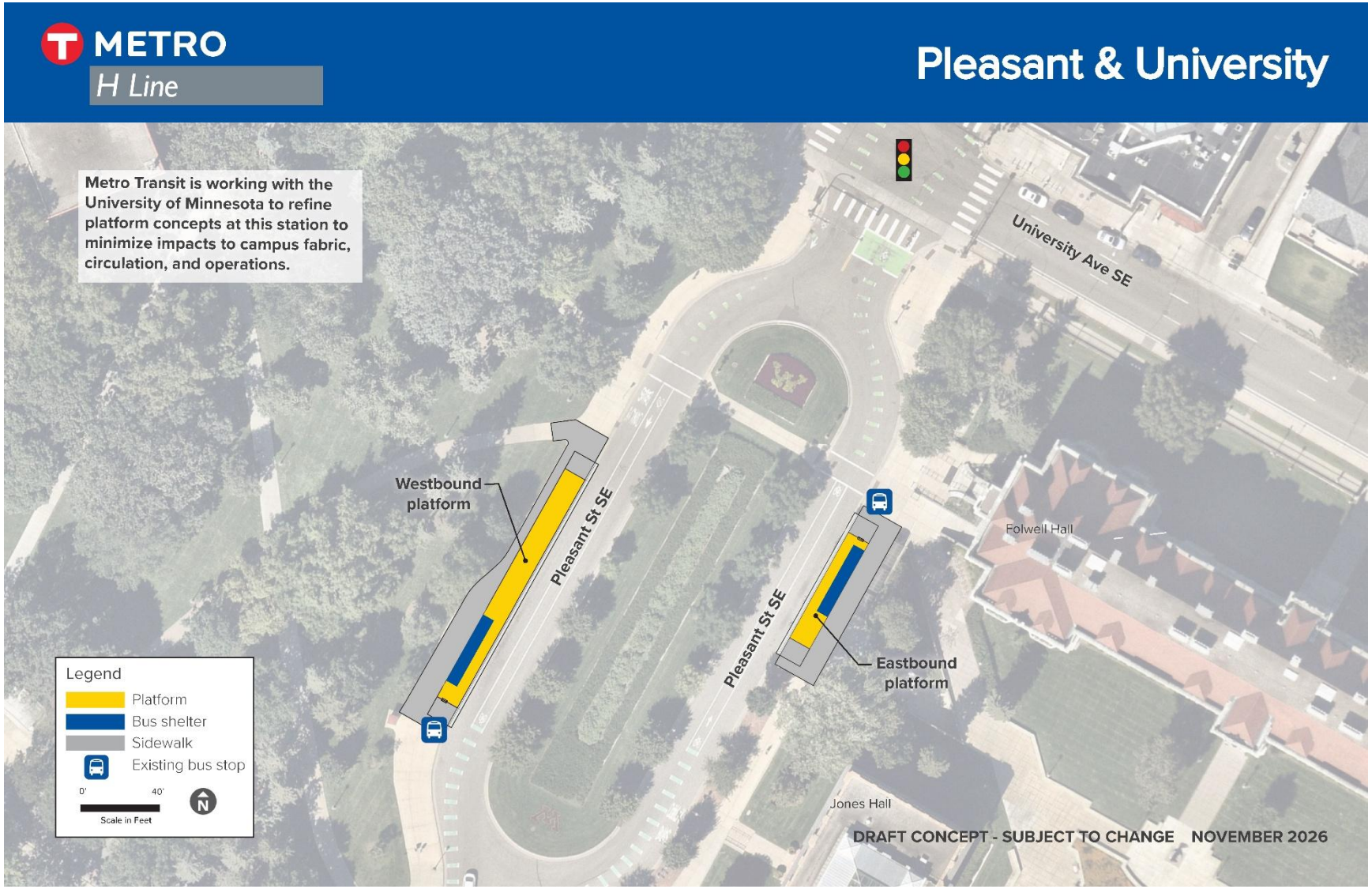
Distance to next station: 0.2 miles to 15th Avenue & 5th Street

Transit connections

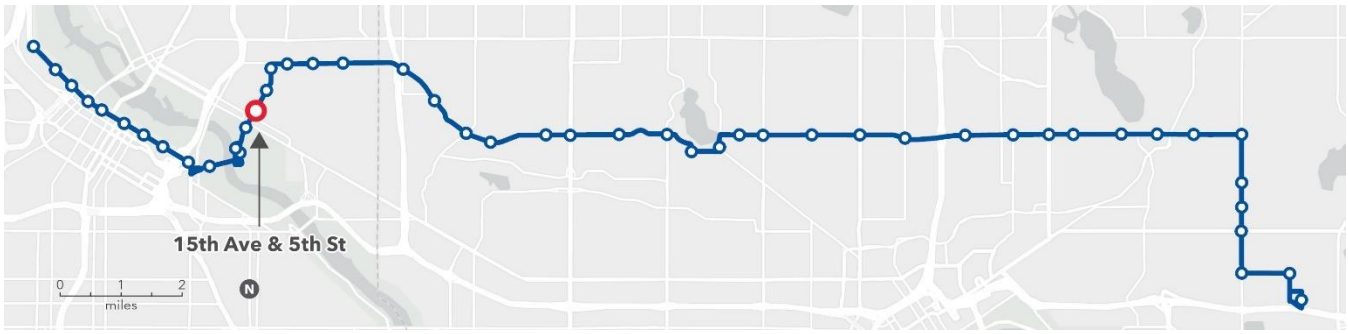
METRO E Line, Route 2, and the University of Minnesota's Campus Connector (121), University Avenue Circulator (122), and Campus Express (126)

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
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

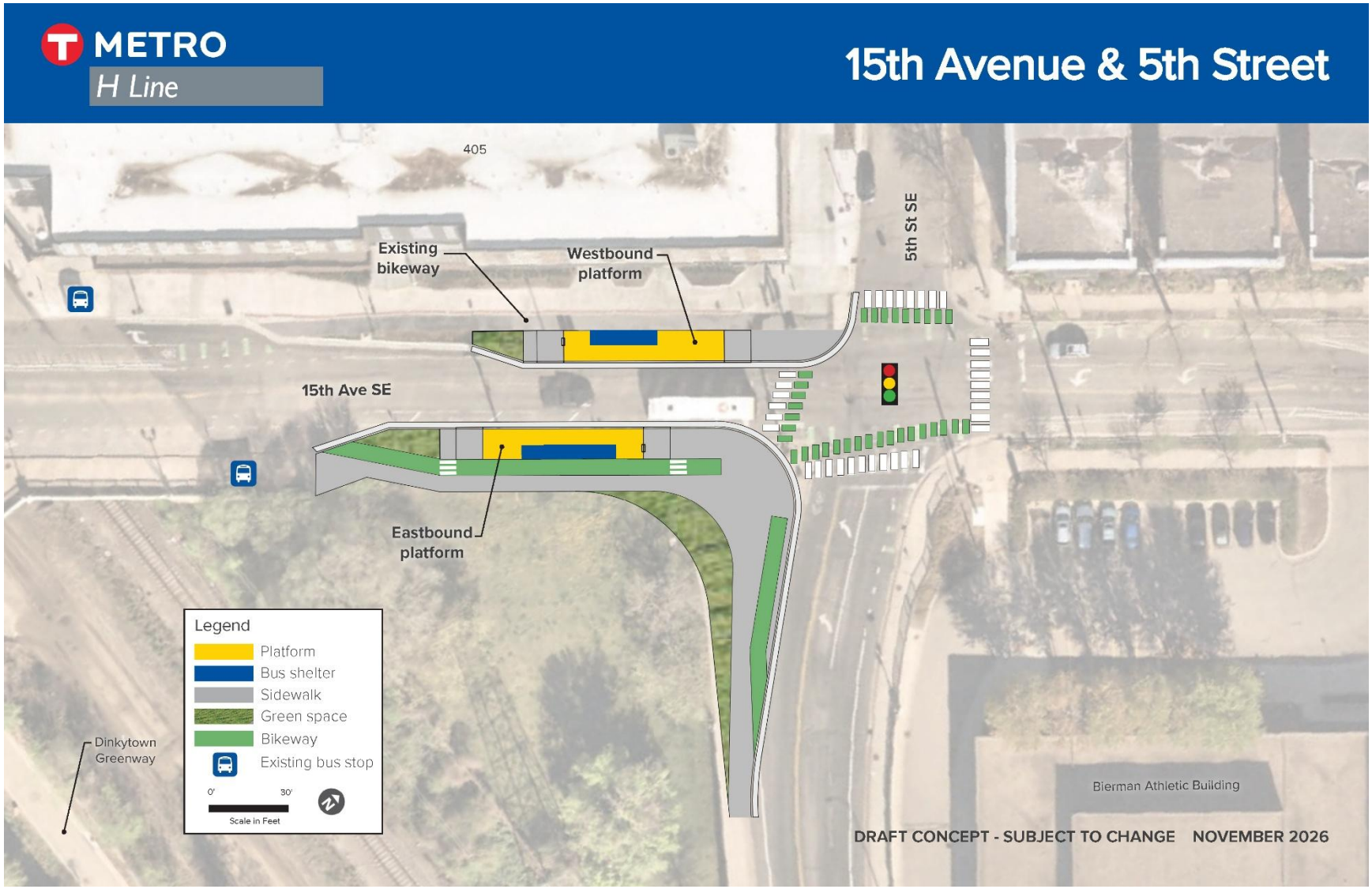
Distance to next station: 0.25 miles to 15th Avenue & 8th Street

Transit connections

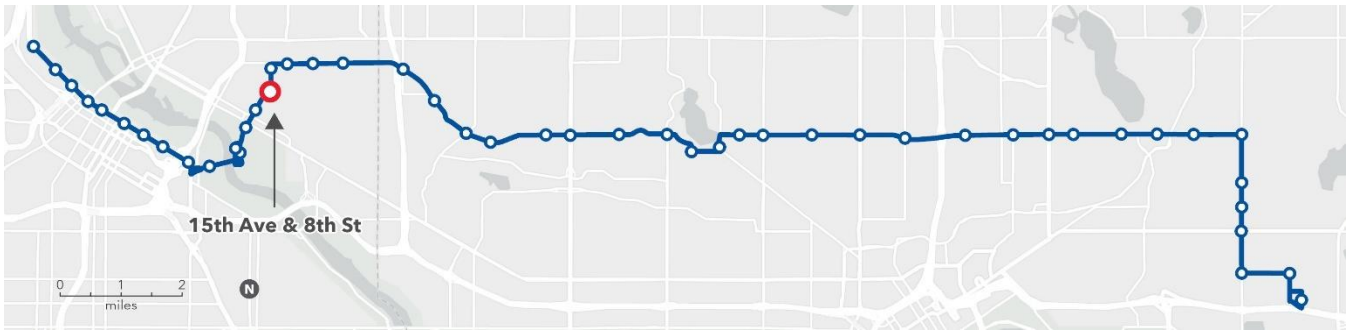
METRO E Line, Routes 2, 33, 113, 114, 252, and the University of Minnesota's 4th Street Circulator (123) and Dinkytown Connector (125)

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 NOVEMBER 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

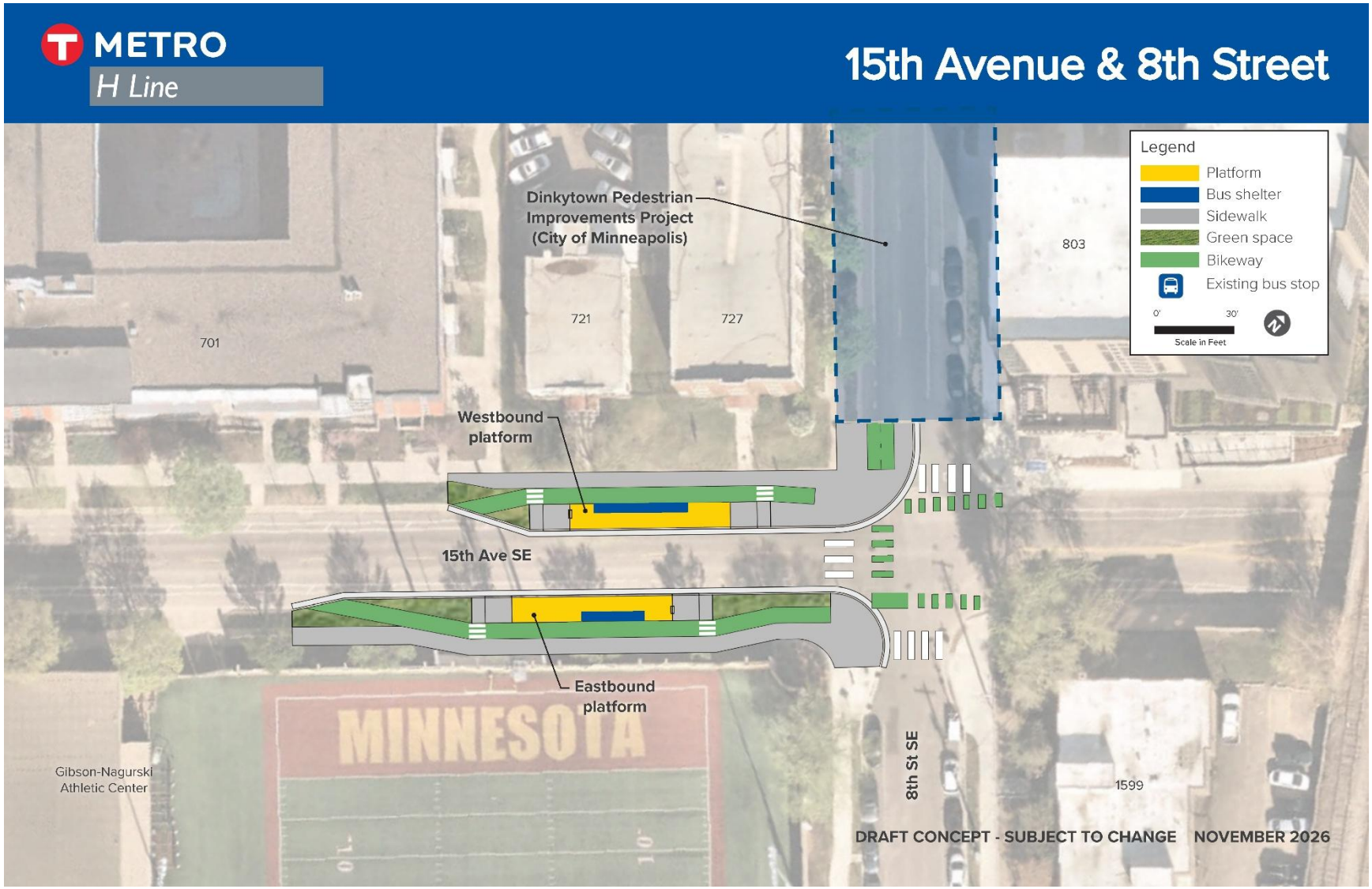
Route 33, University of Minnesota 4th Street Circulator (123), and Dinkytown Connector (125)

Destinations

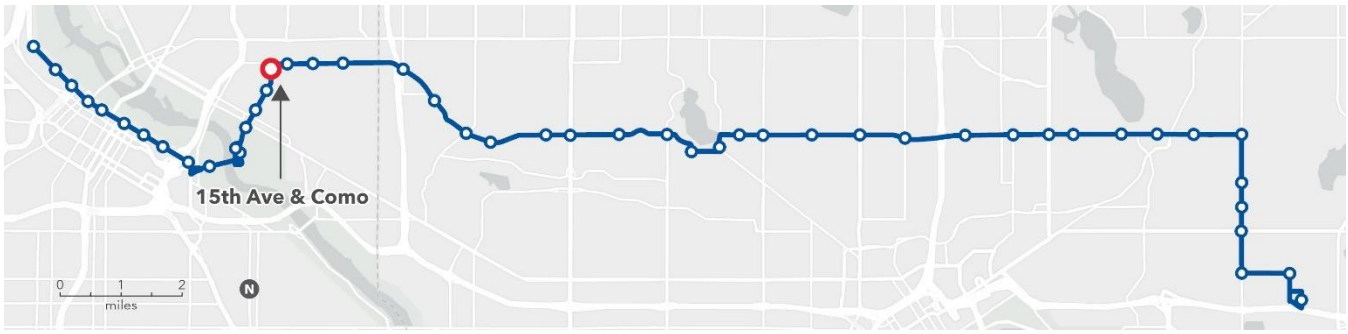
Dinkytown neighborhood including several multifamily housing buildings

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)
803
721
727
701
Westbound platform
15th Ave SE
Eastbound platform
MINNESOTA
Gibson-Nagurski Athletic Center
8th St SE
1599
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 2026

15th Avenue & Como



Station concept

View the station concept on the next page. The eastbound and westbound platforms are both mid-block between Como and Brook avenues.

Station spacing

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

Distance to next station: 0.2 miles to Como & 18th Avenue

Transit connections

There are no other transit routes near this location

Destinations

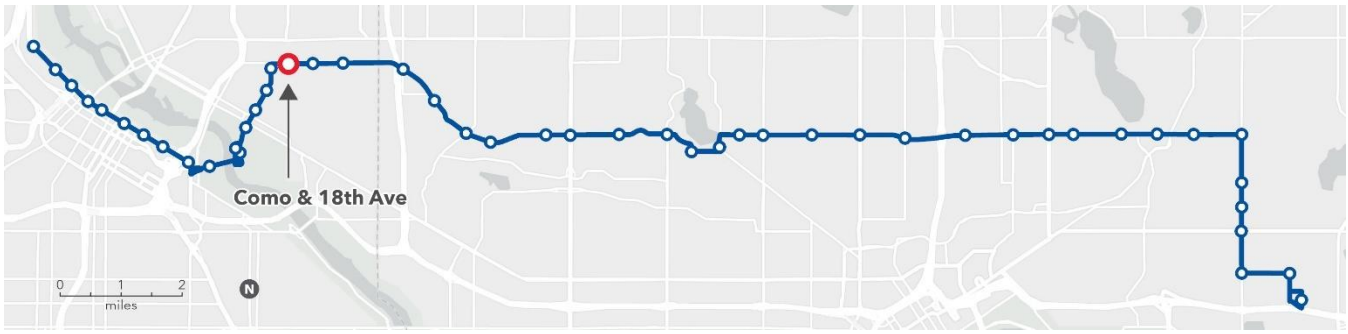
Dinkytown and Como neighborhoods, nearby businesses, religious institutions, and Van Cleve Park

Coordinated projects

Separated bike lanes on 15th Avenue and improvements to Brook Avenue will be coordinated with the City of Minneapolis. The City of Minneapolis's Como Avenue SE Corridor Improvement Project (10th Avenue SE to 33rd Avenue SE) is planned for 2029. These changes are not fully reflected in the H Line station concept. Metro Transit will coordinate with the City project at the 15th Avenue & Como Avenue intersection improvements. For more details visit minneapolismn.gov/government/projects/como-av-se-corridor.

METRO
H Line
15th Avenue & Como
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.
Van Cleve Park
Como Ave SE
Westbound platform
15th Ave SE
Eastbound platform
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
40'
Scale in Feet
SE Brook Ave
958
960
982
990
982
1504
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 2026

Como & 18th 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: 0.2 miles from 15th Avenue & Como

Distance to next station: 0.25 miles to Como & 22nd Avenue

Transit connections

There are no other transit routes near this location

Destinations

Como neighborhood, Joe's Market, 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 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.

Additional analysis based on recommended plan input

Minneapolis City Council approved City of Minneapolis comments on the H Line Recommended Corridor Plan and directed submittal of the City comments to Metro Transit. The City's letter asked for Metro Transit to add a new H Line station at the intersection of Como Avenue and 18th Avenue. The Minneapolis Pedestrian Advisory Committee passed Resolution No. 2026-032 asking Metro Transit staff to evaluate stop location spacing with particular interest at the Como Avenue and 18th Avenue intersection. These and all letters received are included in Appendix B.

During the H Line Draft Corridor Plan engagement phase a letter from the East Bank Neighborhoods Partnership asked for a station at Como Avenue and 18th Avenue due to high ridership in the area and station spacing being too wide along the Como Avenue SE corridor. Comments received from members of the public through the H Line corridor plan surveys raised concerns related to high ridership in the area,

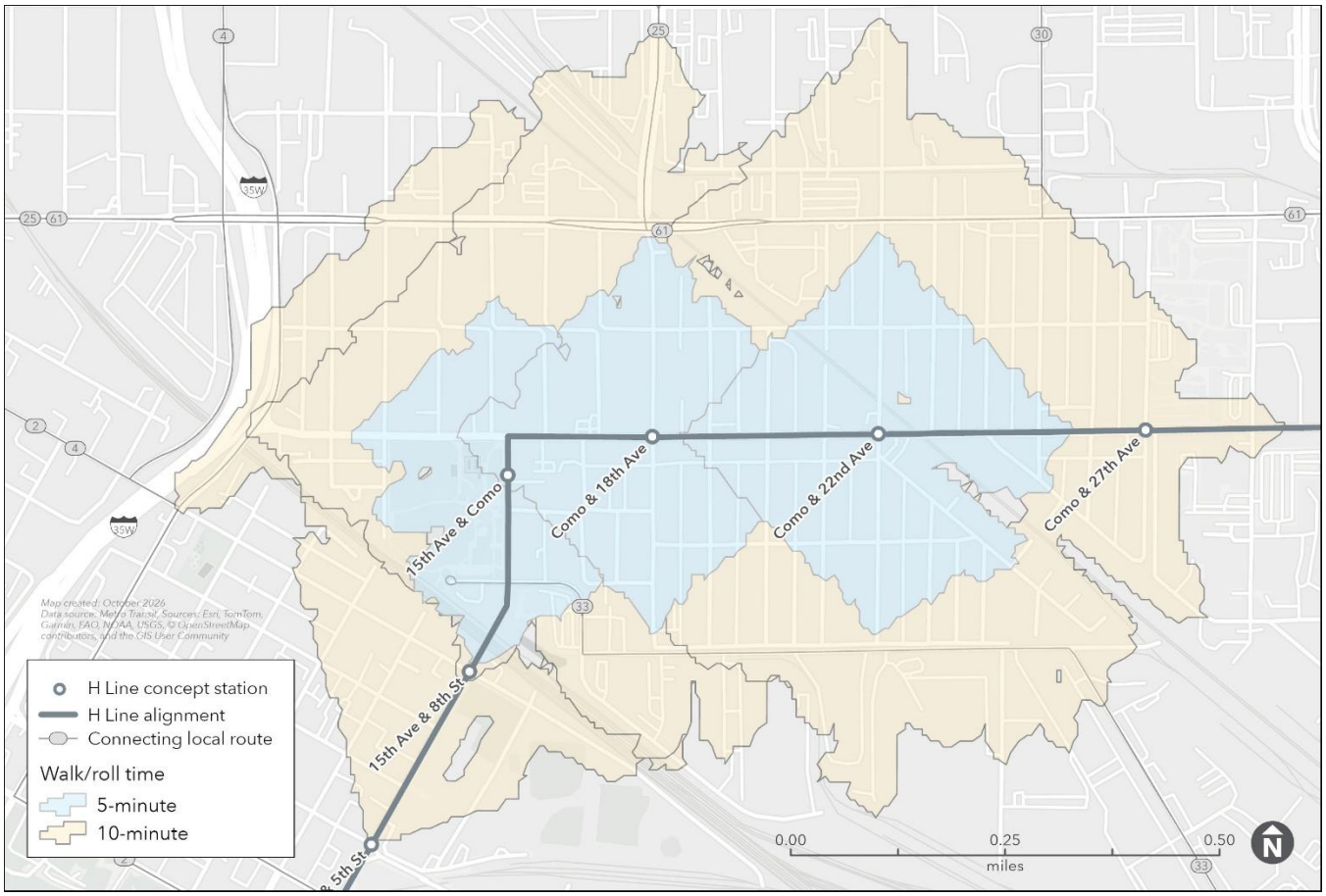
station spacing being too wide along the Como Avenue SE corridor and the need for an additional station at Como Avenue and 18th Avenue.

Recommendation

Upon completion of additional analysis and review, Metro Transit project staff recommend adding a new Como & 18th Avenue Station. Adding a new Como & 18th Avenue H Line Station results in approximately 1/4 mile station spacing in this segment. While below the targeted average spacing of 1/3 to 1/2 miles between stations, this spacing is consistent with higher ridership and higher density areas in other parts of the METRO network, especially when considering the travel patterns in this area driven by the University of Minnesota.

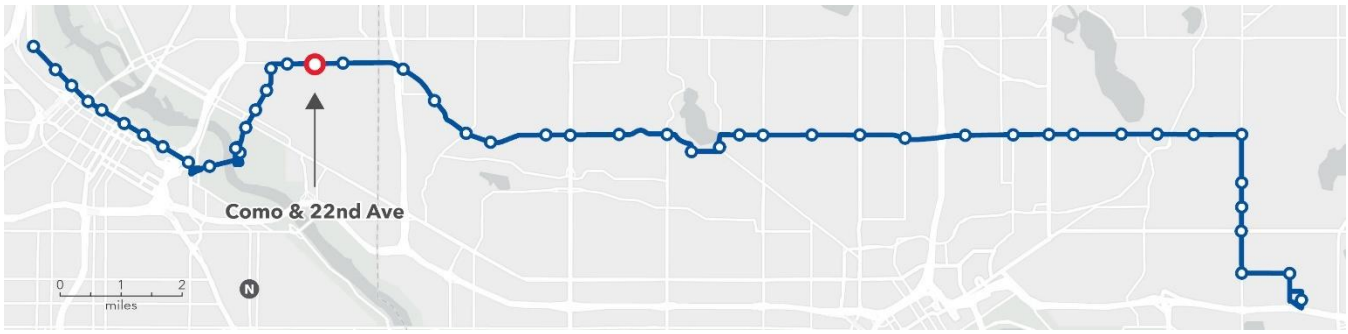
The existing bus stops served by Route 3 at Como & 18th Avenue are very well used. Many riders use this stop to travel to and from the University of Minnesota East Bank and West Bank campuses, resulting in relatively short transit trips. Without this additional station, the increase in walk/roll travel time necessary to access alternative stations at 15th Street & Como or Como & 22nd Avenue would be relatively high compared to the overall transit trip travel time.

Figure 7. 5- and 10-minute walksheds around the Como & 15th Avenue, Como & 18th Avenue, and Como & 22nd Avenue stations



METRO
H Line
Como & 18th Avenue
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
Como Ave SE
18th Ave SE
1709
1715
1714
1720
1728
1734
1800
1806
1808-1810
1812
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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: 0.25 miles from Como & 18th Avenue

Distance to next station: 0.3 miles to Como & 27th Avenue

Transit connections

There are no other transit routes near this location

Destinations

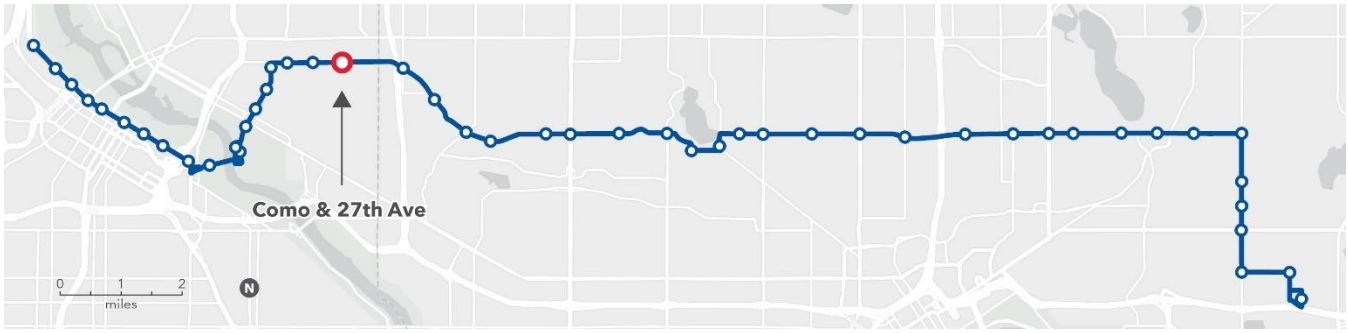
Como neighborhood and nearby businesses

Coordinated projects

The City of Minneapolis's Como Avenue SE Corridor Improvement Project (10th Avenue SE to 33rd Avenue SE) is planned for 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
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 2026

Como & 27th Avenue



Station concept

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

Station spacing

Distance from previous station: 0.3 miles from Como & 22nd Avenue

Distance to next station: 0.6 miles to Como & Eustis

Transit connections

There are no other transit routes near this location

Destinations

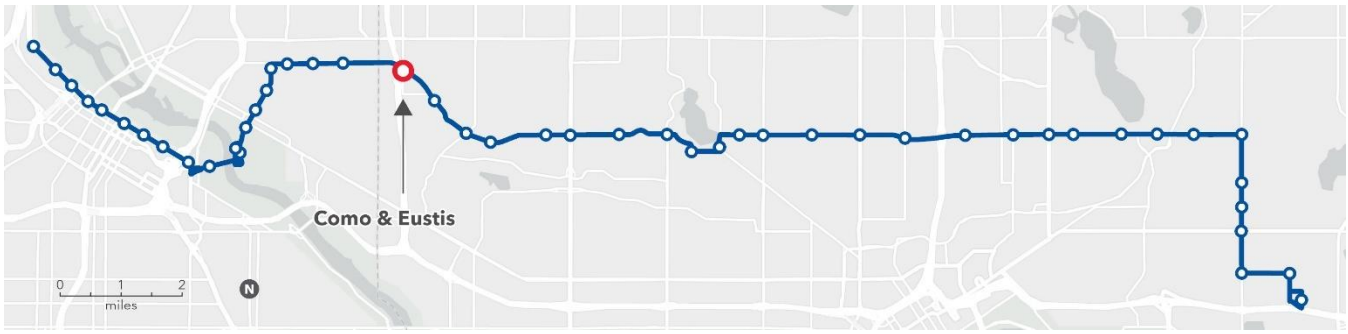
University of Minnesota's Como Student Community Cooperative and support facilities, residential housing, and nearby businesses

Coordinated projects

The City of Minneapolis's Como Avenue SE Corridor Improvement Project (10th Avenue SE to 33rd Avenue SE) is planned for 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 & 27th 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.
1000
1002
1001
Westbound platform
Como Ave SE
Eastbound platform
27th Ave SE
27th Ave SE
2626
Minneapolis Park and Recreation Board is leading the Grand Rounds Missing Link project which will intersect with the area. Metro Transit will coordinate with MPRB on design.
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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: 0.6 miles from Como & 27th Avenue

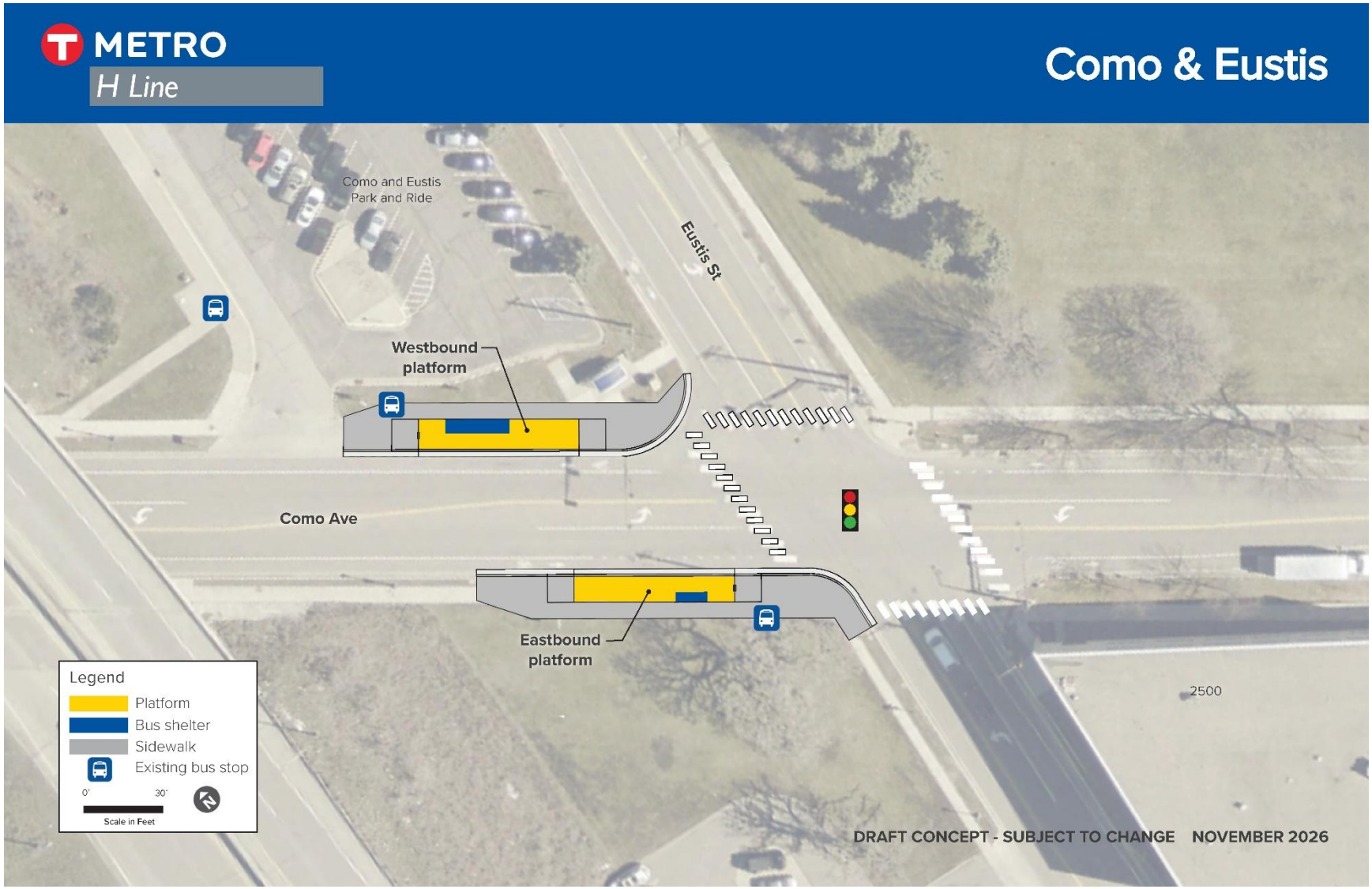
Distance to next station: 0.5 miles to Como & Doswell

Transit connections

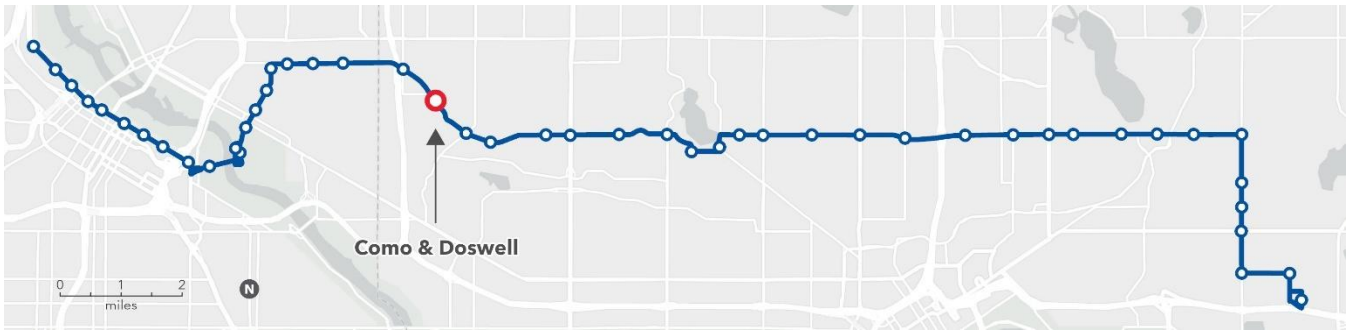
Route 30

Destinations

HealthPartners clinic, Lutheran 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 NOVEMBER 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, Murray Middle School, and the University of Minnesota Twin Cities – Saint Paul campus

Additional analysis based on recommended plan input

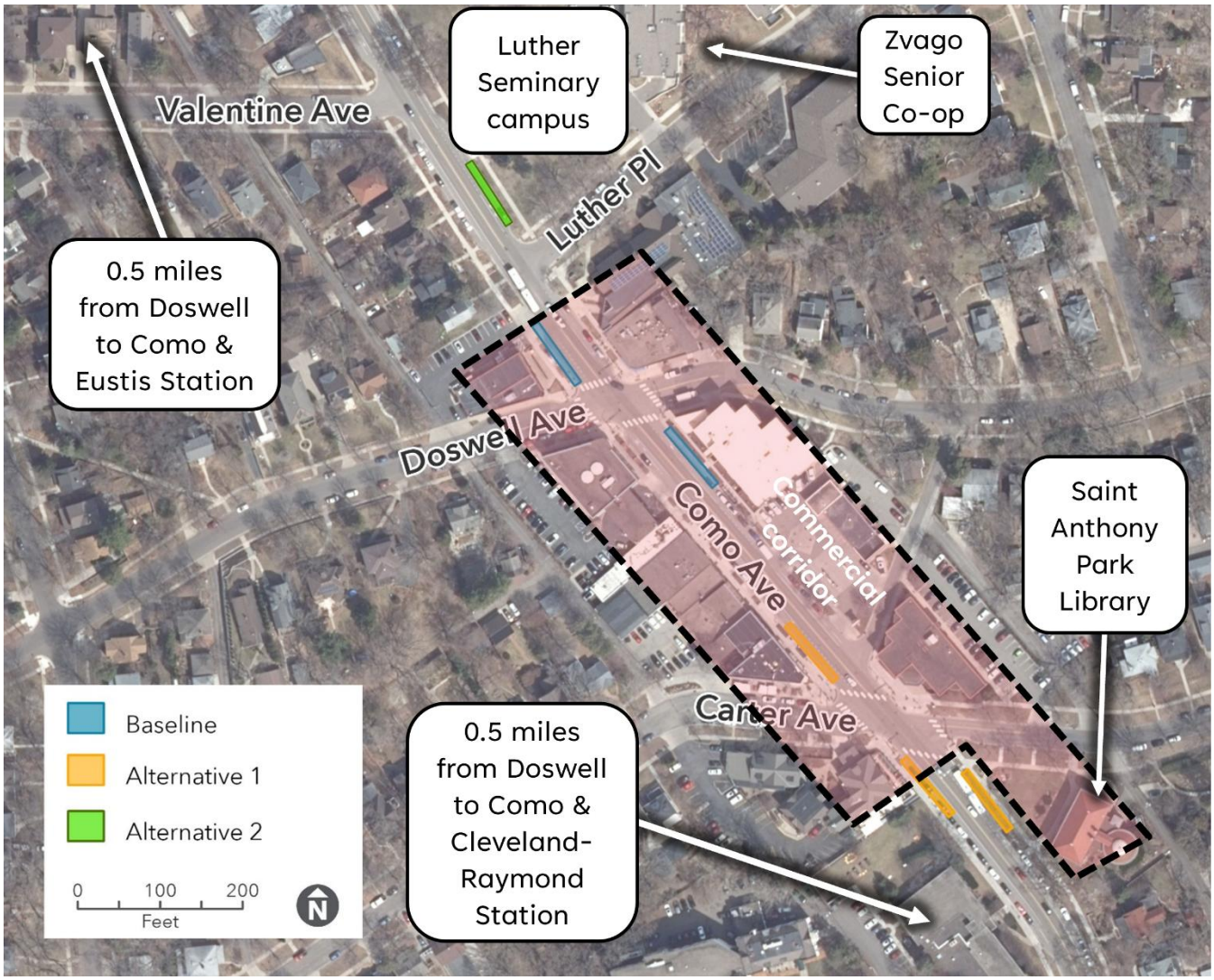
Saint Anthony Park Community Council (SAPCC) and members of the public cited concerns about Como & Doswell Station in their feedback on the Recommended Corridor Plan. A community organized petition gathered 228 signatures. This letter and petition are included in Appendix B.

Feedback themes include concern about westbound platform proximity to nearby outdoor patio space, visibility and access for businesses, concern about loss of on-street parking, the need for food delivery service loading accommodation, safety of pedestrians and 5th grade school patrols, and street tree impacts.

Suggested alternatives include moving the station to Como Avenue and Carter Avenue or the westbound platform to Luther Place. The following alternatives were evaluated in response to this feedback:

- Baseline Alternative: Como & Doswell Station
- Alternative 1: Como & Carter Station
- Alternative 2: Westbound Como & Doswell Station platform moves to Luther Place

Figure 8. Como & Doswell Station area alternatives



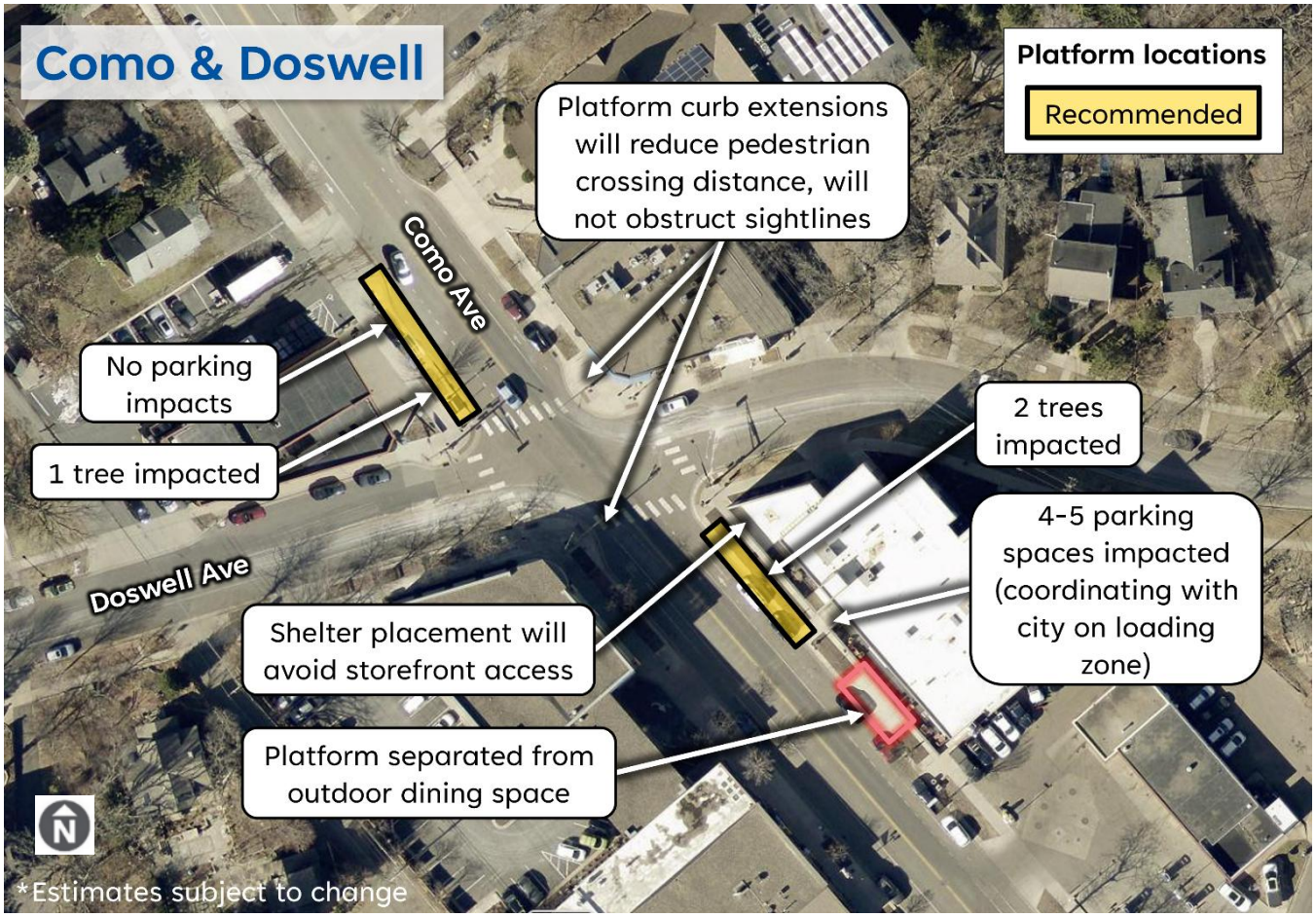
Recommendation

Upon completion of additional analysis and review, no change is proposed from the Recommended Corridor Plan.

The Como & Doswell Station location provides convenient transit access to the commercial corridor with many destinations, balances transit access to important destinations to the north and south of the intersection, including Saint Anthony Library to the south, and Luther Seminary campus, Murray Middle School, and multi-family housing and senior co-op to the north.

Alternatives do not fully achieve these goals, and in some cases, create similar concerns as have been raised at the recommended location at Como & Doswell.

Figure 9: Como & Doswell Station notes



As shown in **Figure 9** and **Figure 10**, the recommended westbound station platform is near a restaurant patio but will not remove or reduce the available patio space. Metro Transit works with station neighbors during design and construction to minimize platform impacts on the surrounding streetscape. Vertical station elements, including shelters, can be shifted as need to avoid blocking business access and visibility.

The H Line platforms will be built as curb extensions into the existing parking lane westbound and existing bus pull-out lane eastbound. Curb extensions shorten the crossing distance for pedestrians, limiting time exposed to motor vehicles in the roadway. Curb extensions provide better visibility for pedestrians by removing visual obstructions such as parked cars and making pedestrians easier to see for people driving. The Como Avenue and Doswell Avenue intersection is signalized, providing a pedestrian walk signal and dedicated time for pedestrians to cross the roadway safely.

The Como & Doswell Station westbound platform will impact several on-street parking spaces, but because of potential areawide consolidation of bus stops (from four to two) there may be street space available to add several new on-street parking spaces between Valentine and Commonwealth avenues. The City of Saint Paul controls and permits all curbside uses. During the H Line engineering and design phase of the project Metro Transit project staff will work with City of Saint Paul staff to review the corridor to evaluate areas to add and relocate on-street parking as well as evaluate areas to implement dedicated loading zones to accommodate food delivery services and other loading needs.

Station platforms will be designed to minimize impacts to existing trees, including through the placement of amenities within the platform area. This occurs during the engineering and design phase of the project. Metro Transit's goal is to minimize or avoid tree removals through design. When a tree does need to be removed, the priority is to replace it on the same platform where it was removed or immediately adjacent to the platform. Metro Transit works with local jurisdictions for guidance on trees to minimize the impact of station platforms on existing trees.

See **Figure 10** below for a draft rendering showing how an H Line platform is expected to fit within the intersection at this location when completed. This shows the westbound direction.

Figure 10: Draft rendering of Como & Doswell westbound platform

Como & Luther Place

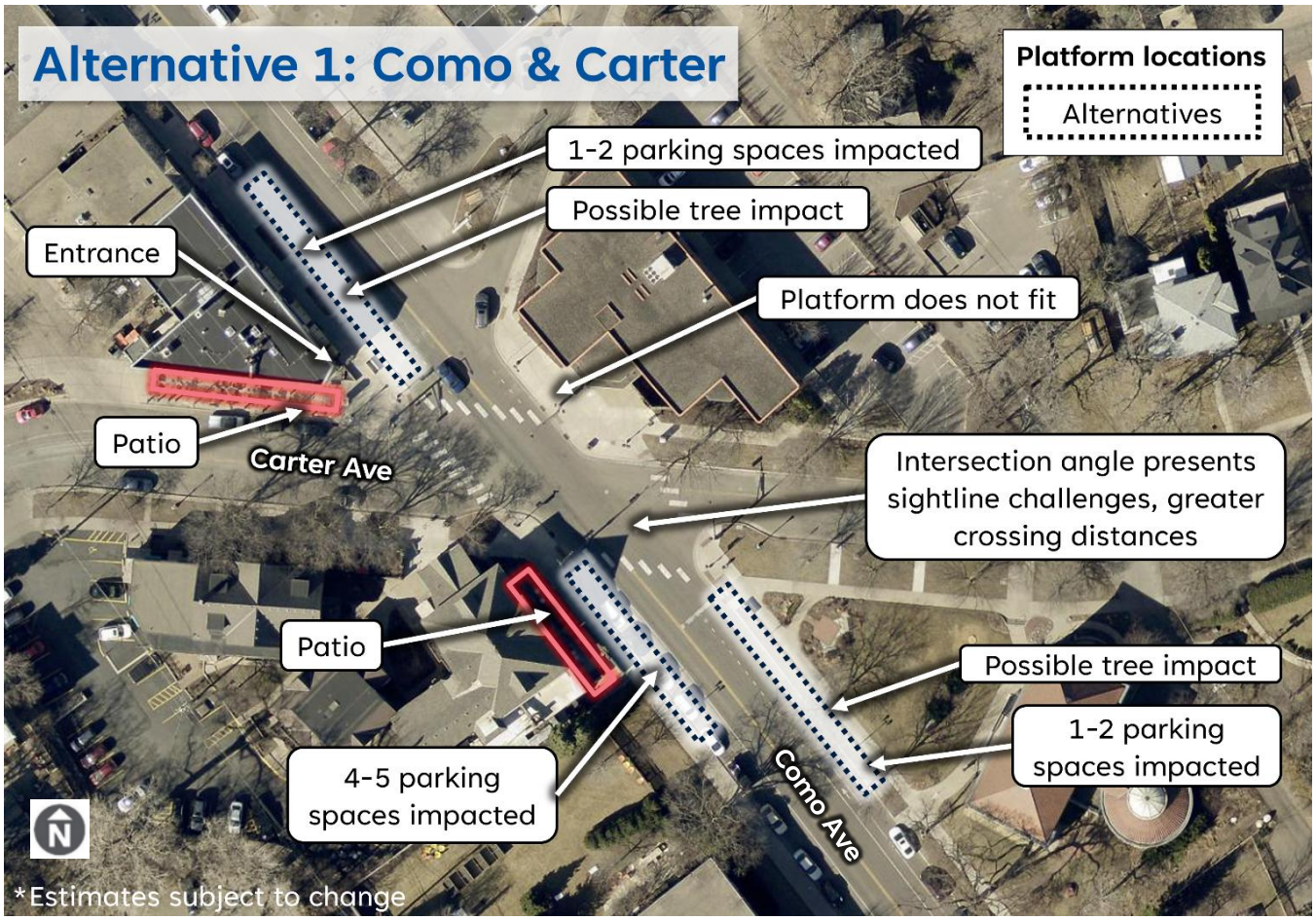
Moving the westbound platform to farside of Luther Place (Alternative 2, **Figure 8**) brings the platform to an uncontrolled intersection that provides less convenient access to the neighborhood commercial corridor destinations, jobs, and housing. Intersections with uncontrolled crossings are not preferred for BRT stations; stop or signal-controlled intersections provide a consistent pedestrian crossing environment with clearer expectations crossing to and from stations.

Como & Carter

Moving the station to Como Avenue and Carter Avenue is less central to destinations to the north than the Como Avenue and Doswell Avenue intersection and retains many of the concerns raised in the engagement periods.

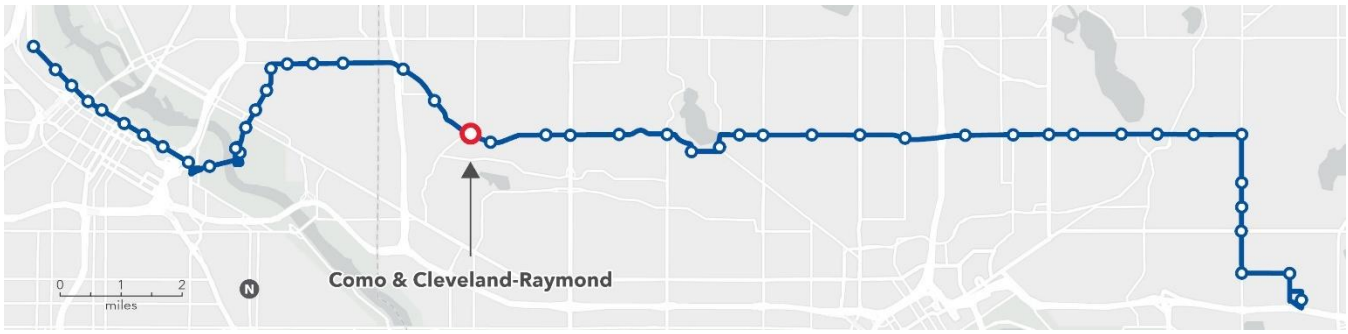
As shown in **Figure 8**, above, locating a station at the intersection of Como Avenue and Carter Avenue would also result in on-street parking and street tree impacts. The Carter Avenue intersection has greater pedestrian crossing distance and is oriented at an atypical angle that creates sightline challenges. There are two potential eastbound platform locations at Carter Avenue, each near restaurants with outdoor patios.

Figure 11: Alternative at Como & Carter notes



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 NOVEMBER 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

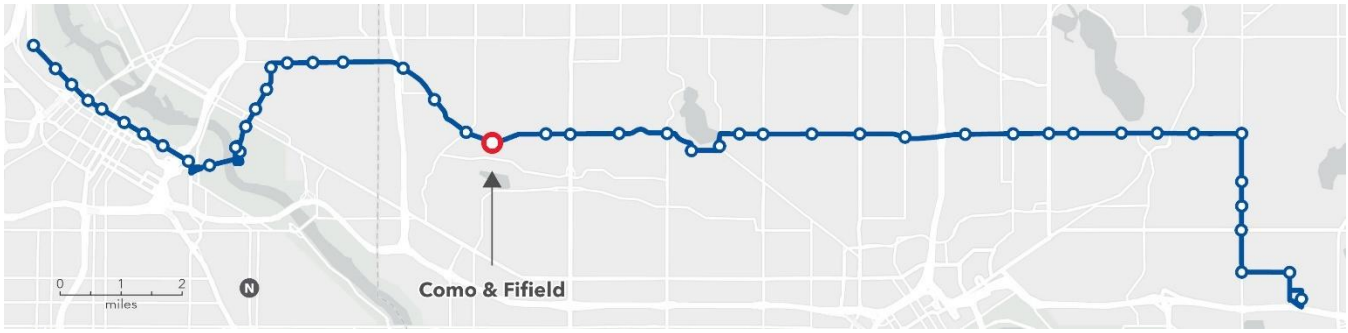
Route 87, University of Minnesota's Saint Paul Circulator (124) and Campus Express (126)

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 NOVEMBER 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

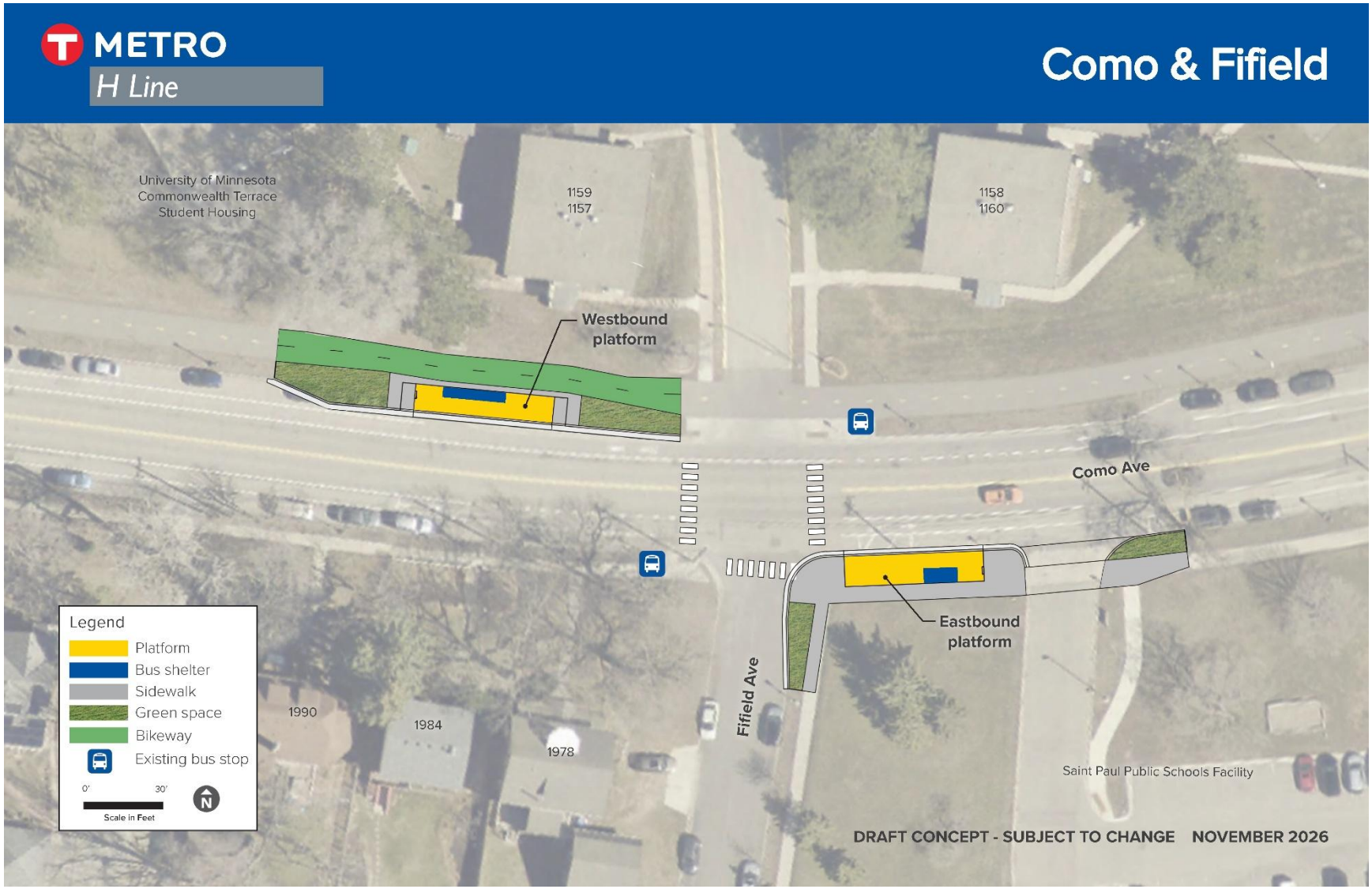
Distance to next station: 0.6 miles to Como & Fairgrounds

Transit connections

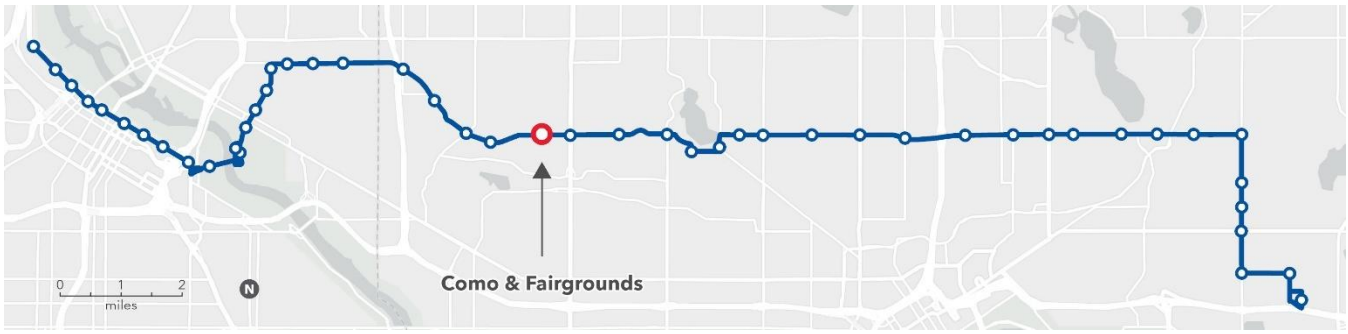
University of Minnesota Saint Paul Circulator (124)

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 Public Schools Facility
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

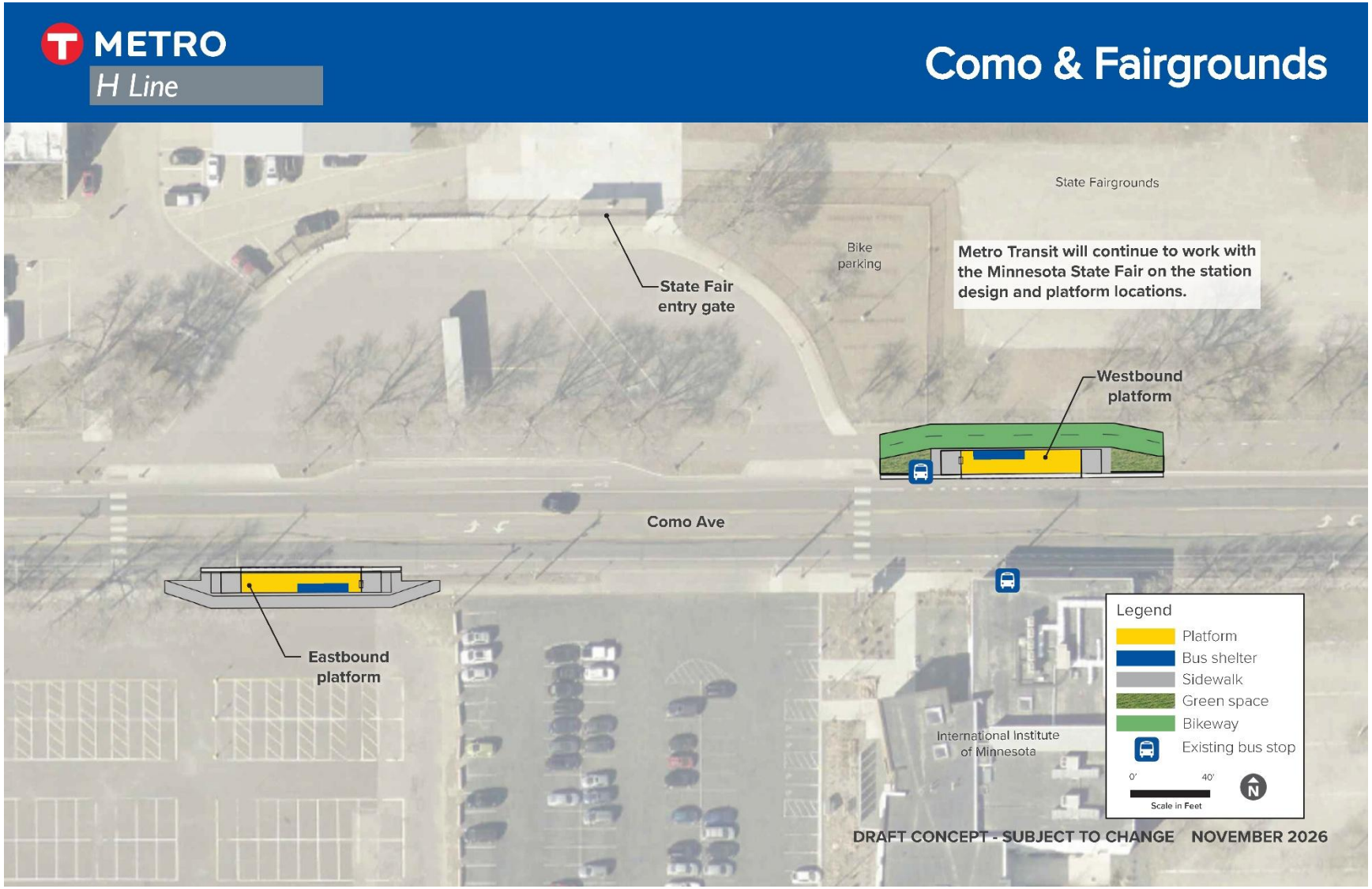
Distance to next station: 0.25 miles to Como & Snelling

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
State Fairgrounds
Bike parking
Metro Transit will continue to work with the Minnesota State Fair on the station design and platform locations.
State Fair entry gate
Westbound platform
Como Ave
Eastbound platform
International Institute of Minnesota
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
40'
Scale in Feet
N
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Como & Snelling

Station concept

View the station concept on the next page. The eastbound and westbound platforms are both on the west side of the Snelling Avenue overpass.

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, proposed 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
Como Ave
Snelling Ave
STOP
STOP
Eastbound
platform
METRO A Line
southbound
platform
1565
1562
1558
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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: 0.5 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
1207
1355
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
1340
1342
1346
Hamline Ave N
Como Regional Park -
Como Woodland Outdoor Classroom
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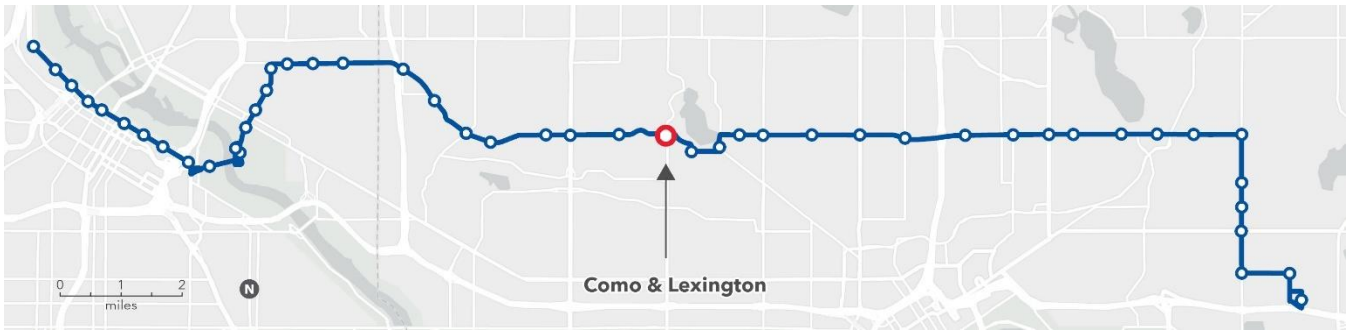
Como & Lexington



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

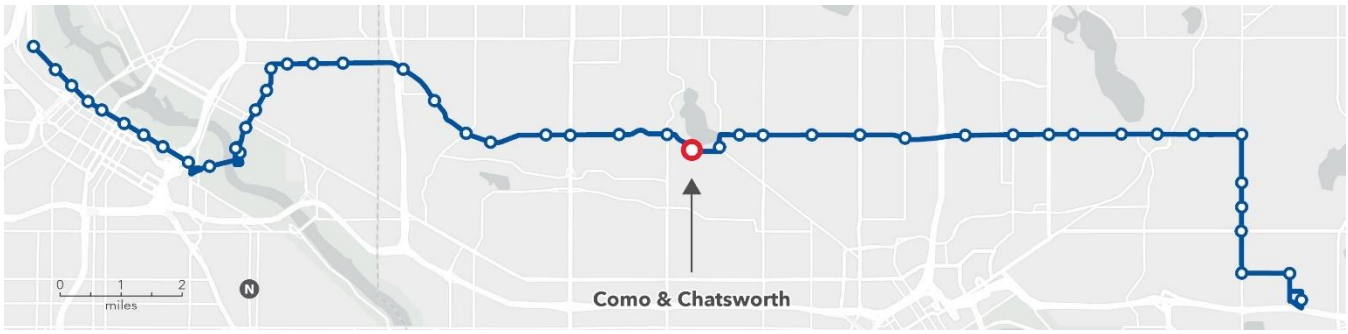
Route 83

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 NOVEMBER 2026

Como & Chatsworth



Station concept

View the station concept on the next page. The eastbound platform is on Como Avenue nearside of the Kilburn Street intersection. The westbound platform is nearside of the Chatsworth Street 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

Additional analysis based on recommended plan input

Public feedback received on the Recommended Corridor Plan included concerns about Como & Chatsworth Station placement, operational concerns related to conflict between buses and personal vehicles, bus turning challenges at the proposed station location at the intersection of Como Avenue and Chatsworth Street, impacts to neighborhood character, and low ridership. Input included the suggestion to move the H Line alignment to Energy Park Drive and Front Avenue between Snelling Avenue and Dale Street, and the suggestion to move the H Line alignment to Nagasaki Road between the Como & Lexington and Como & Nagasaki stations.

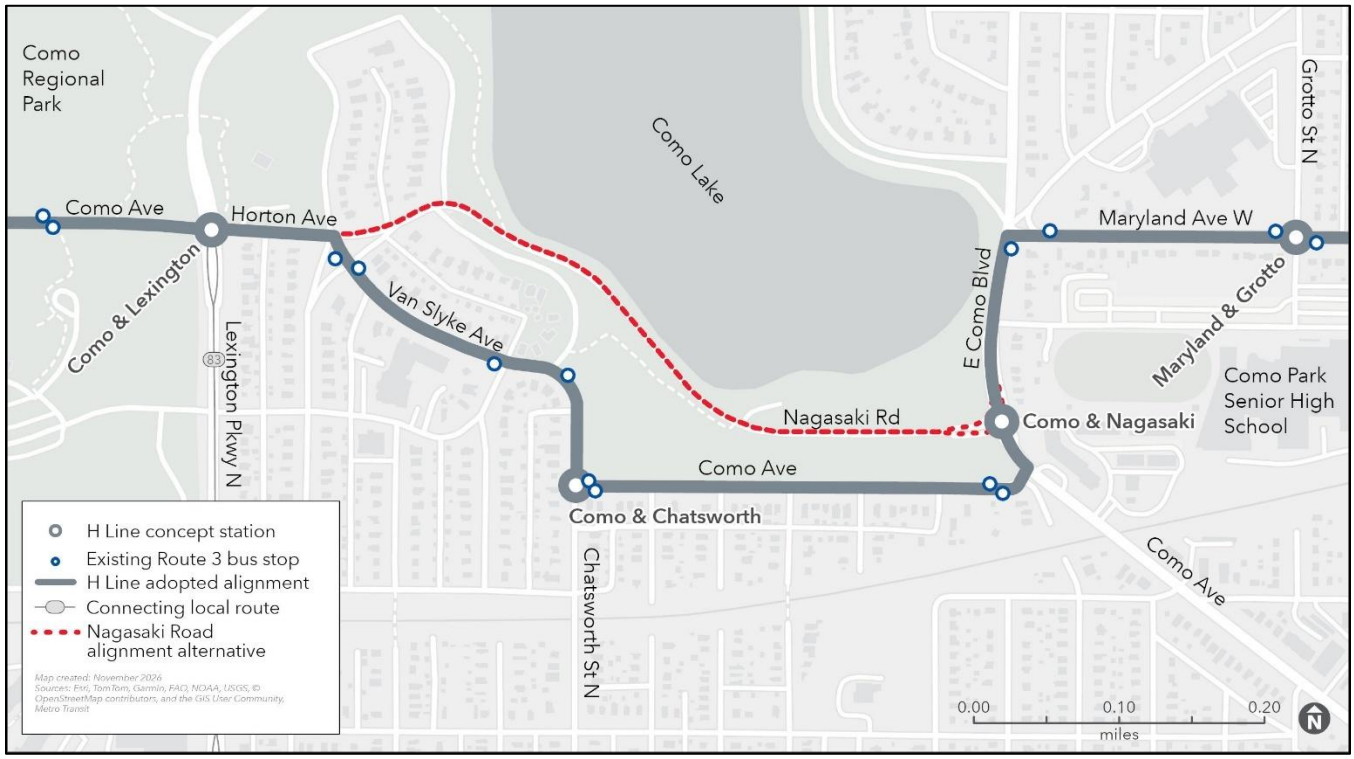
Changing the H Line alignment to Energy Park Drive and Front Avenue was analyzed separately and included as part of the Recommended Corridor Plan. The analysis and summary can be found in the Como Park Neighborhood Suggested Alignment Evaluation and Response section of the H Line Recommended Corridor Plan. It is not recommended to change the H Line alignment to Energy Park Drive and Front Avenue.

Recommendation

Metro Transit project staff recommend deferring a final decision on the Como & Chatsworth Station and platform locations as part of the Final Corridor Plan presented for adoption by the Metropolitan Council.

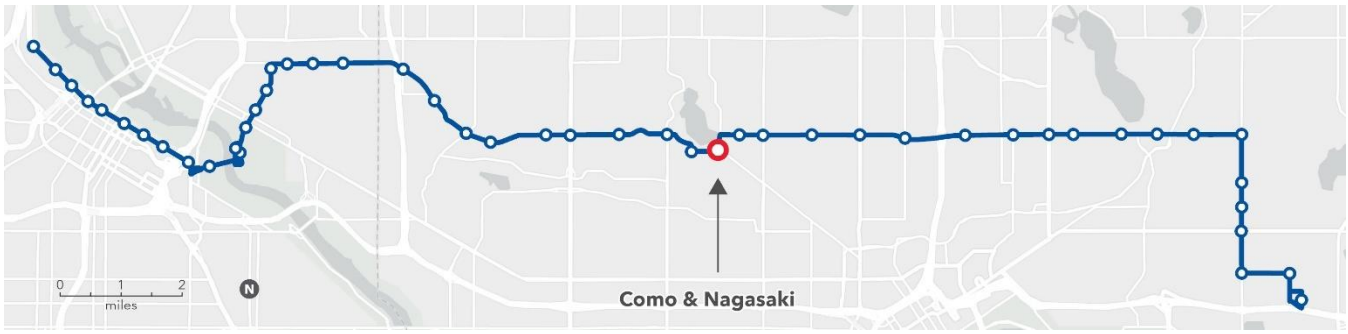
Instead, Metro Transit project staff recommend completing a supplemental analysis to evaluate whether or not to modify the H Line alignment to use Nagasaki Road between the Como & Lexington and Como & Nagasaki Stations instead of the current adopted alignment of Van Slyke Avenue, Chatsworth Street, and Como Avenue (**Figure 12**). The outcome of this supplemental analysis may impact the presence or location of the Como & Chatsworth Station. The analysis will be completed in winter 2027. At that time Metro Transit project staff will present a final recommendation to the Metropolitan Council to be reflected as an addendum to the H Line Corridor Plan.

Figure 12. H Line adopted alignment and Nagasaki Road alternative alignment



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

Additional analysis based on recommended plan input

Public feedback received on the Recommended Corridor Plan included concerns about Como & Chatsworth Station placement and the suggestion to move the H Line alignment to Nagasaki Road between the Como & Lexington and Como & Nagasaki Stations. The suggestion to move the H Line alignment to Nagasaki Road impacts the location of the Como & Nagasaki Station platform locations.

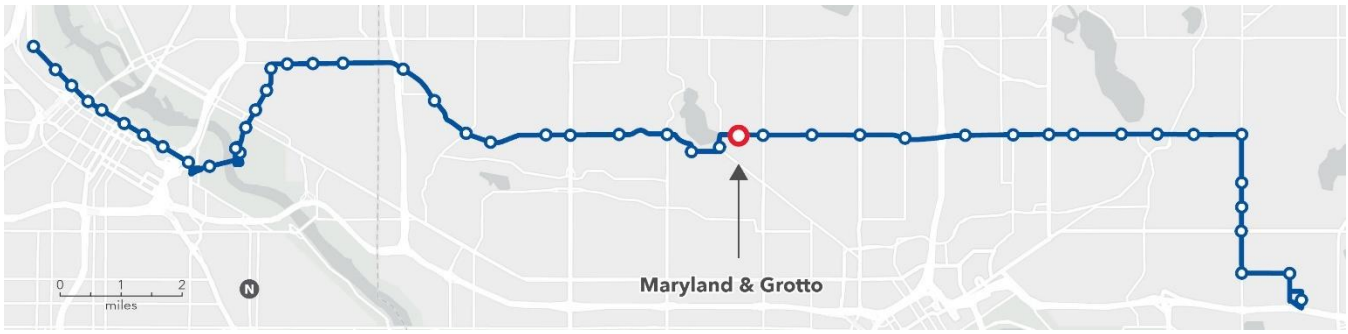
Recommendation

Metro Transit project staff recommend deferring a final decision on the Como & Nagasaki Station and platform locations as part of the Final Corridor Plan presented for adoption by the Metropolitan Council.

Instead, Metro Transit project staff recommend completing a supplemental analysis to evaluate whether or not to modify the H Line alignment to use Nagasaki Road between the Como & Lexington and Como & Nagasaki Stations instead of the current adopted alignment of Van Slyke Avenue, Chatsworth Street, and Como Avenue (**Figure 12**). The outcome of this supplemental analysis may impact the presence or location of the Como & Nagasaki Station. The analysis will be completed in winter 2027. At that time Metro Transit project staff will present a final recommendation to the Metropolitan Council to be reflected as an addendum to the H Line Corridor Plan.

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

Maryland & Grotto



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 & 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 advancing the Maryland Avenue Improvements Project (E Como Boulevard to Rice Street). Changes to Maryland Avenue are planned for 2028-2029. The project may change how the street looks. Metro Transit will coordinate with agency partners to include H Line platforms in the street design. For more details visit stpaul.gov/marylandavenue.

Additional analysis based on recommended plan input

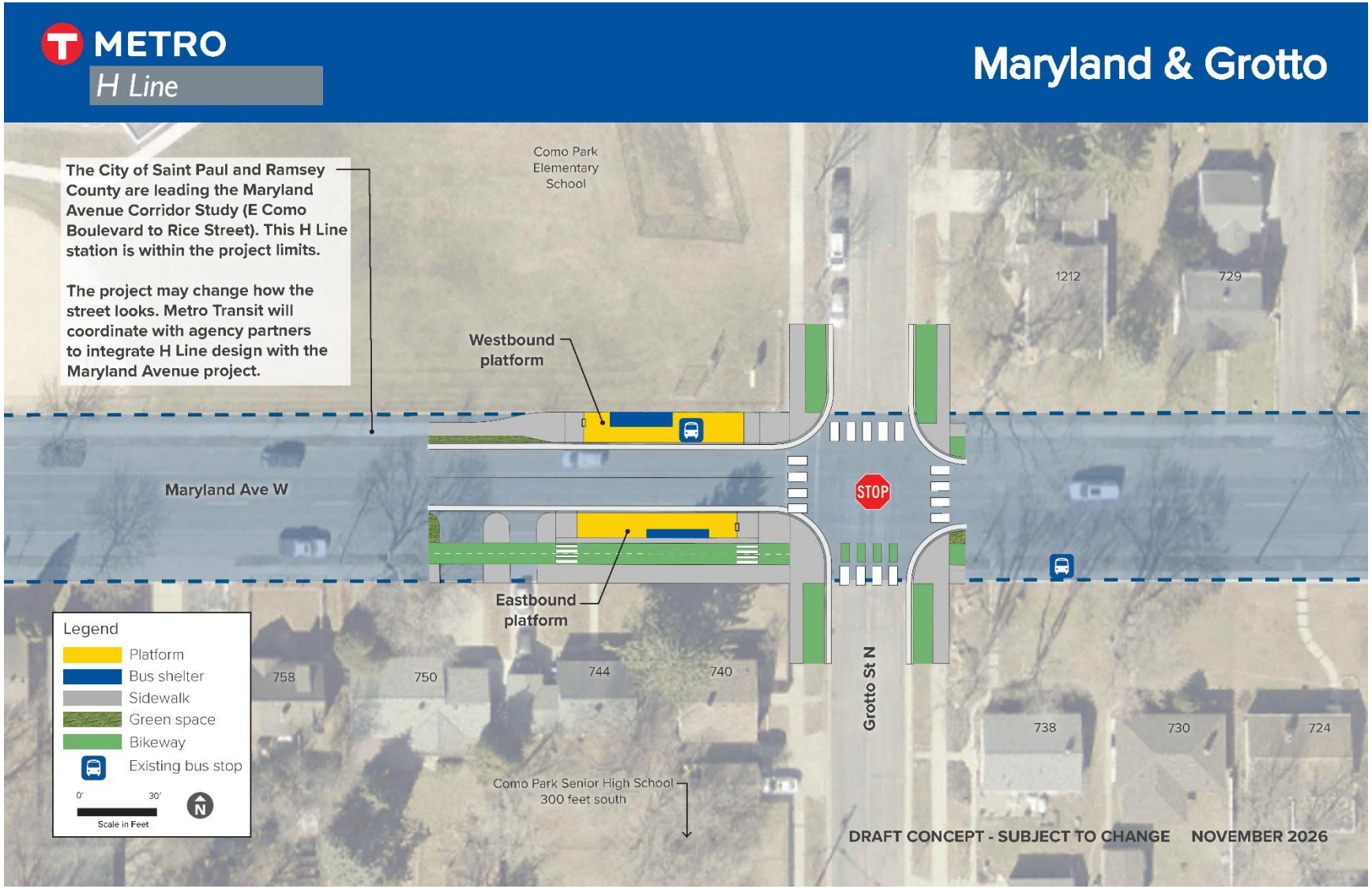
Public feedback received on the Recommended Corridor Plan included concerns about Maryland & Grotto Station platform placement in proximity to residential homes, traffic and congestion from nearby Como Park Senior High School, safety and security concerns, and student behavior at and near bus stops. Metro Transit project staff evaluated the station and platform locations.

Recommendation

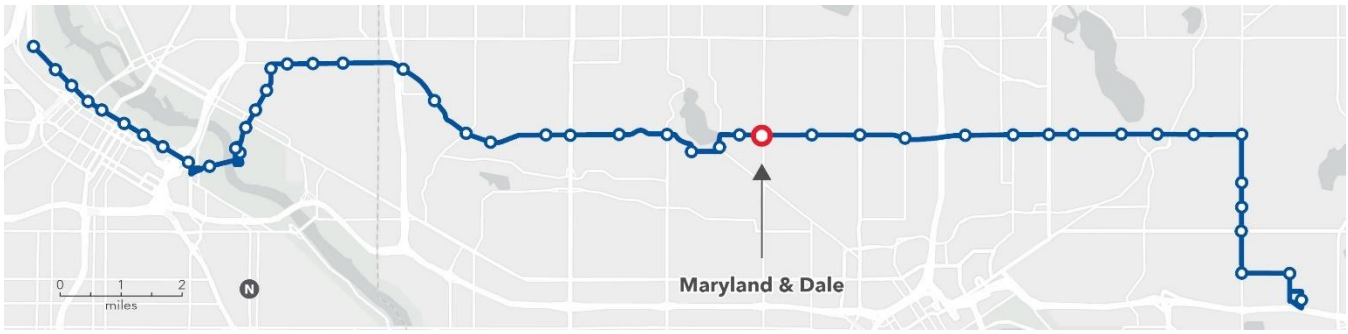
Upon completion of additional analysis and review, no change is proposed from the Recommended Corridor Plan.

The Maryland and Grotto intersection is a good candidate for an H Line station because of its proximity to Como Park Senior High School. An objective of the Metropolitan Council is to provide safe and affordable travel options to access education, job opportunities, and community and cultural resources, which can contribute to and support a region where our residents live healthy and rewarding lives with a sense of dignity and well-being. Improving access to Como Park Senior High School through enhanced public transit service aligns with this objective.

BRT stations have a clearly defined platform waiting area and shelter and these elements reinforce the appropriate spaces to wait for the bus. Station heat and audible arrival times are on-demand services that only run when a person requests them. Transit Rider Investment Program (TRIP) Agents will be present on the H Line. Among other things, TRIP agents monitor customer conduct and enforce Metro Transit policies, serving as the eyes and ears on vehicles and at facilities, report disruptive and destructive behavior, facility issues, and refer situations to the appropriate support teams, and provide outreach and community resources to customers who may be unsheltered or experiencing substance abuse or mental health crisis. The increased frequency of the H Line will result in passengers spending less time waiting for the next bus to arrive and less time at the platform.


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. Metro Transit will coordinate with agency partners to integrate H Line design with the Maryland Avenue project.
Como Park Elementary School
1212
729
Westbound platform
Maryland Ave W
STOP
Eastbound platform
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
758
750
744
740
Grotto St N
738
730
724
Como Park Senior High School
300 feet south
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

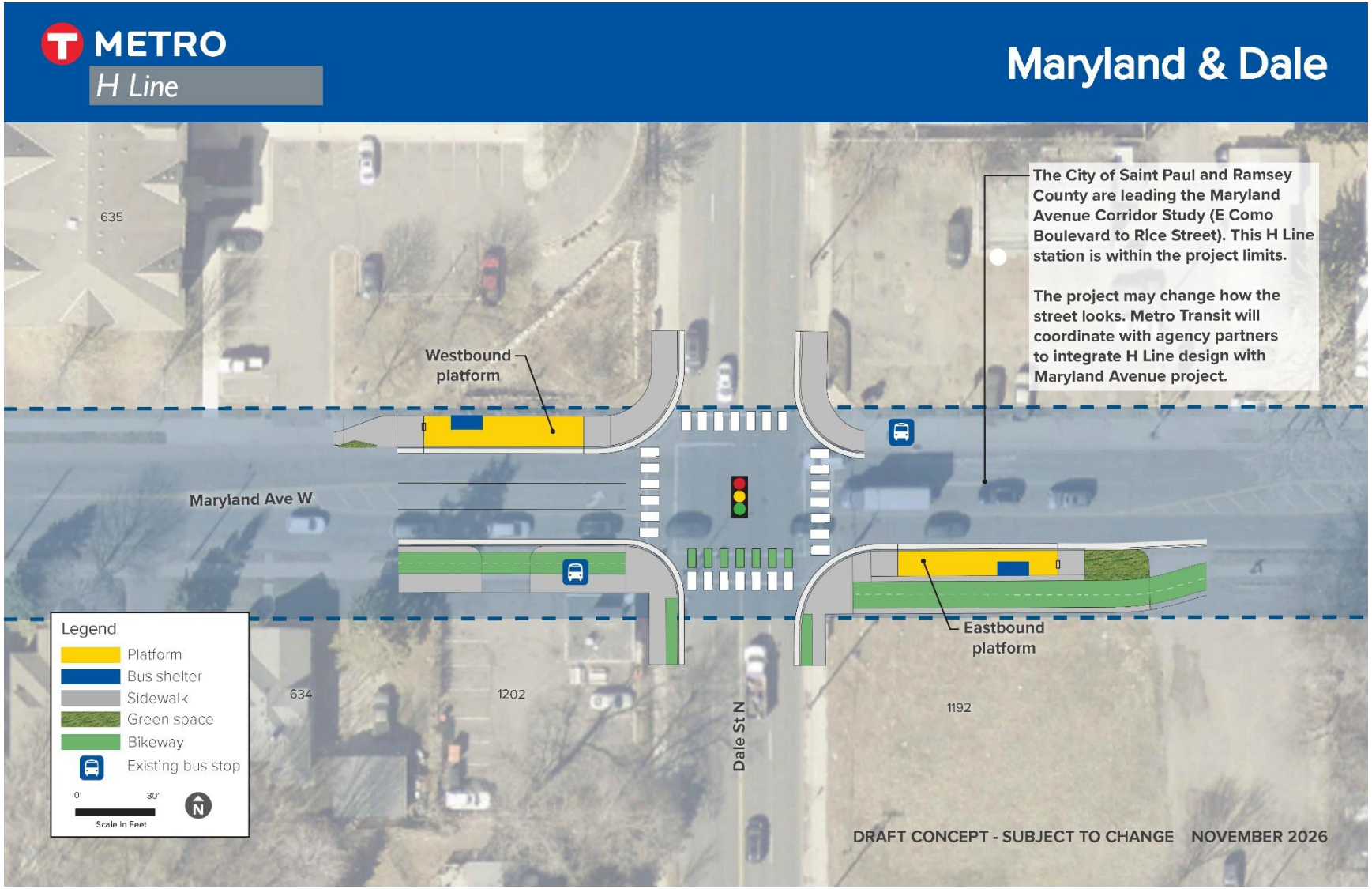
Route 65

Destinations

Small businesses, Marydale Park, and Arbor Pointe Senior Apartments

Coordinated projects

The City of Saint Paul, in partnership with Ramsey County, is advancing the Maryland Avenue Improvements Project (E Como Boulevard to Rice Street). Changes to Maryland Avenue are planned for 2028-2029. The project may change how the street looks. 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
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. Metro Transit will coordinate with agency partners to integrate H Line design with Maryland Avenue project.
Maryland Ave W
Eastbound platform
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
634
1202
Dale St N
1192
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

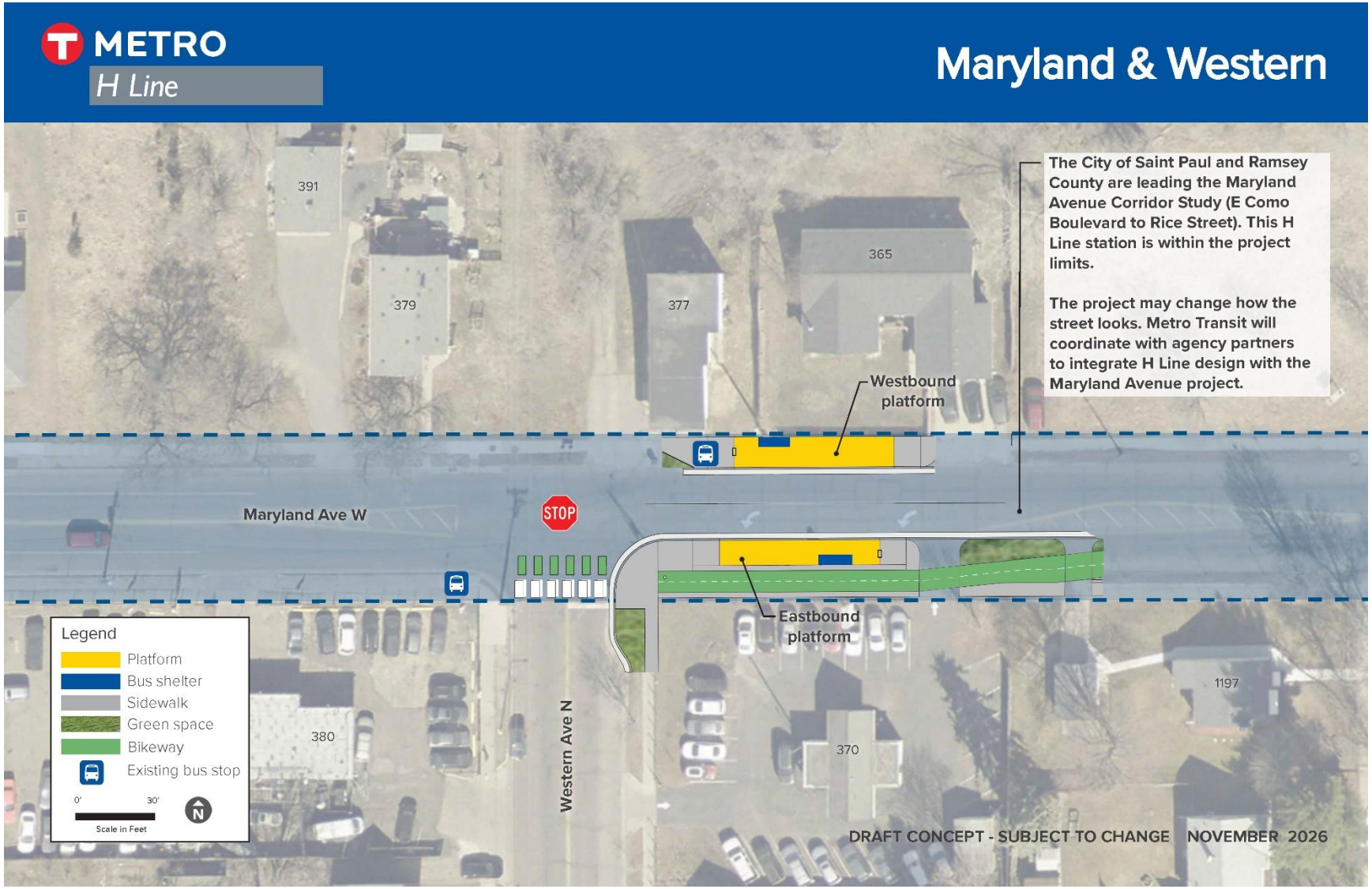
There are no other transit routes near this location

Destinations

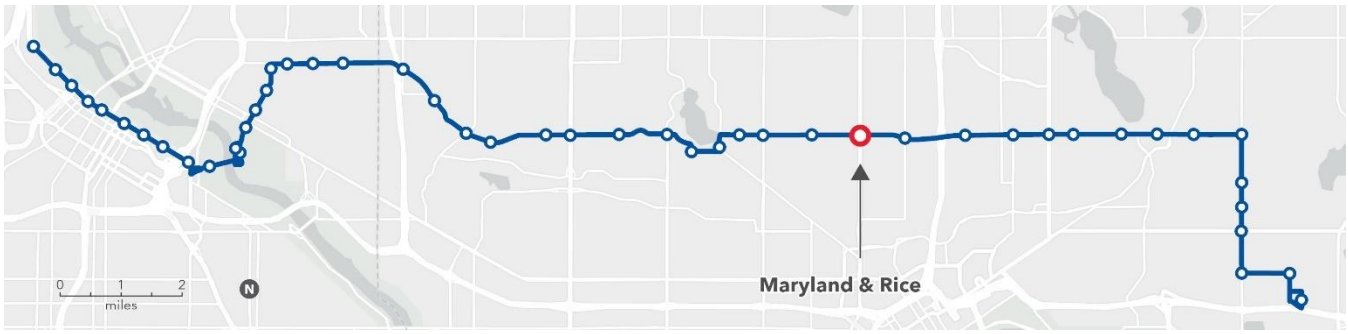
This section of the H Line corridor has a few businesses nearby but is largely residential in nature

Coordinated projects

The City of Saint Paul, in partnership with Ramsey County, is advancing the Maryland Avenue Improvements Project (E Como Boulevard to Rice Street). Changes to Maryland Avenue are planned for 2028-2029. The project may change how the street looks. 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. Metro Transit will coordinate with agency partners to integrate H Line design with the Maryland Avenue project.
Westbound platform
Eastbound platform
Maryland Ave W
Western Ave N
STOP
391
379
377
365
380
370
1197
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

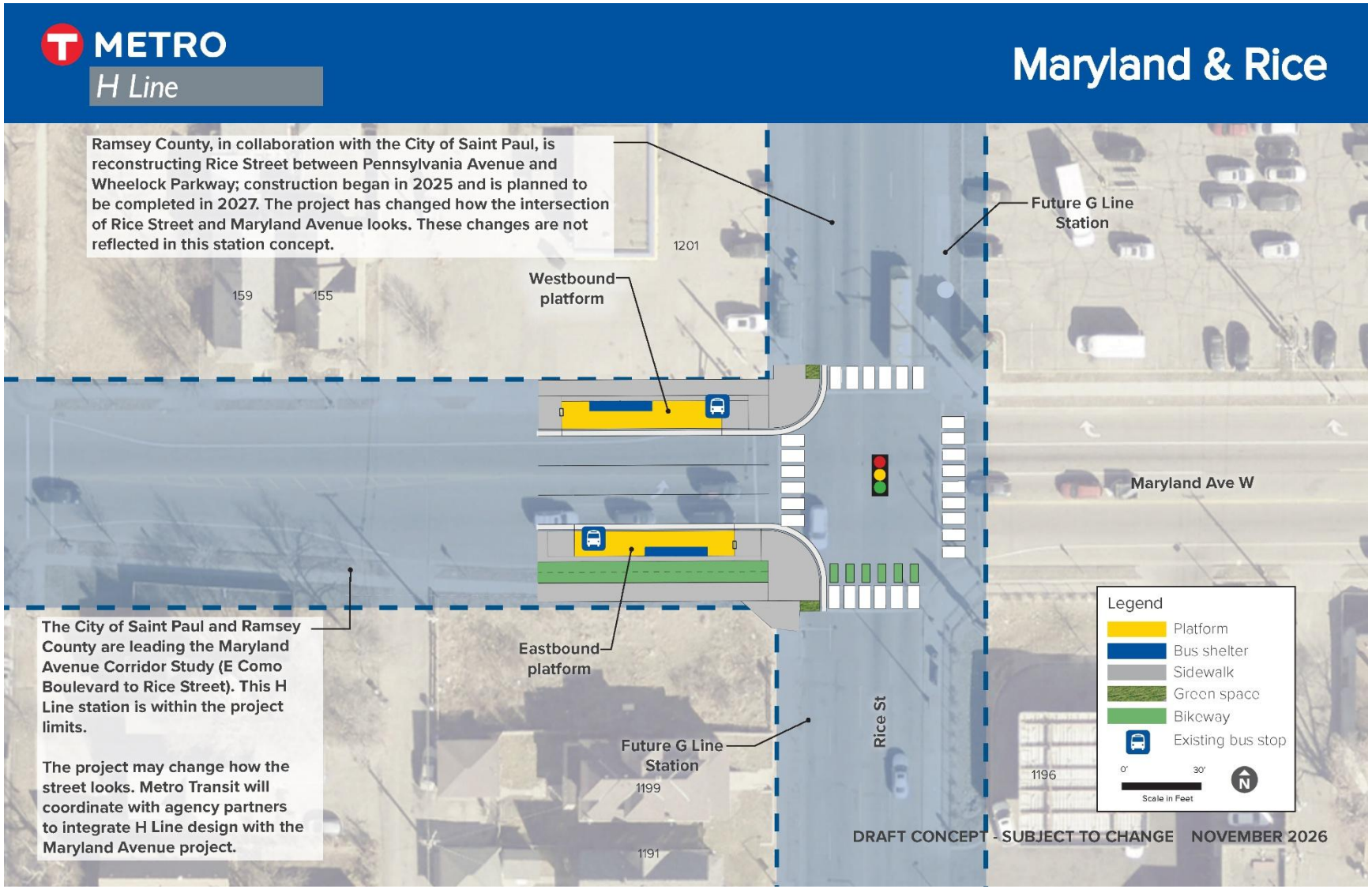
Rice Street commercial corridor, Double Dragon Foods grocery store, MEK Latin & Asian Grocery Store, Prodeo Academy – Saint Paul primary school, and other businesses near the intersection, as well as Sylvan Park

Coordinated projects

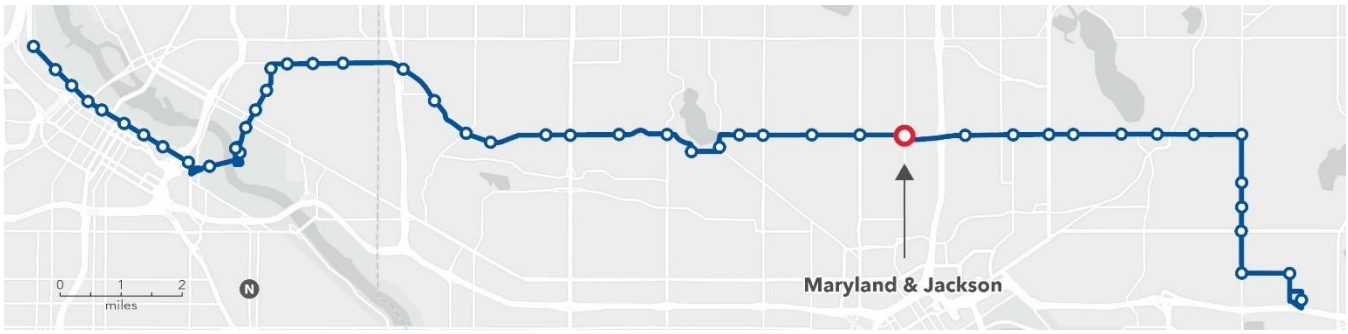
Ramsey County, in collaboration with the City of Saint Paul, is Rice Street Reconstruction, including the intersection with Maryland Avenue in 2025-2026. The project will change how the intersection of Rice Street and Maryland Avenue looks. These changes are not reflected in the H Line station concept. 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 advancing the Maryland Avenue Improvements Project (E Como Boulevard to Rice Street). Changes to Maryland Avenue are planned for 2028-2029. The project may change how the street looks. 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.
Future G Line Station
Westbound platform
Maryland Ave W
Eastbound platform
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. Metro Transit will coordinate with agency partners to integrate H Line design with the Maryland Avenue project.
Future G Line Station
Rice St
1201
159
155
1199
1196
1191
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

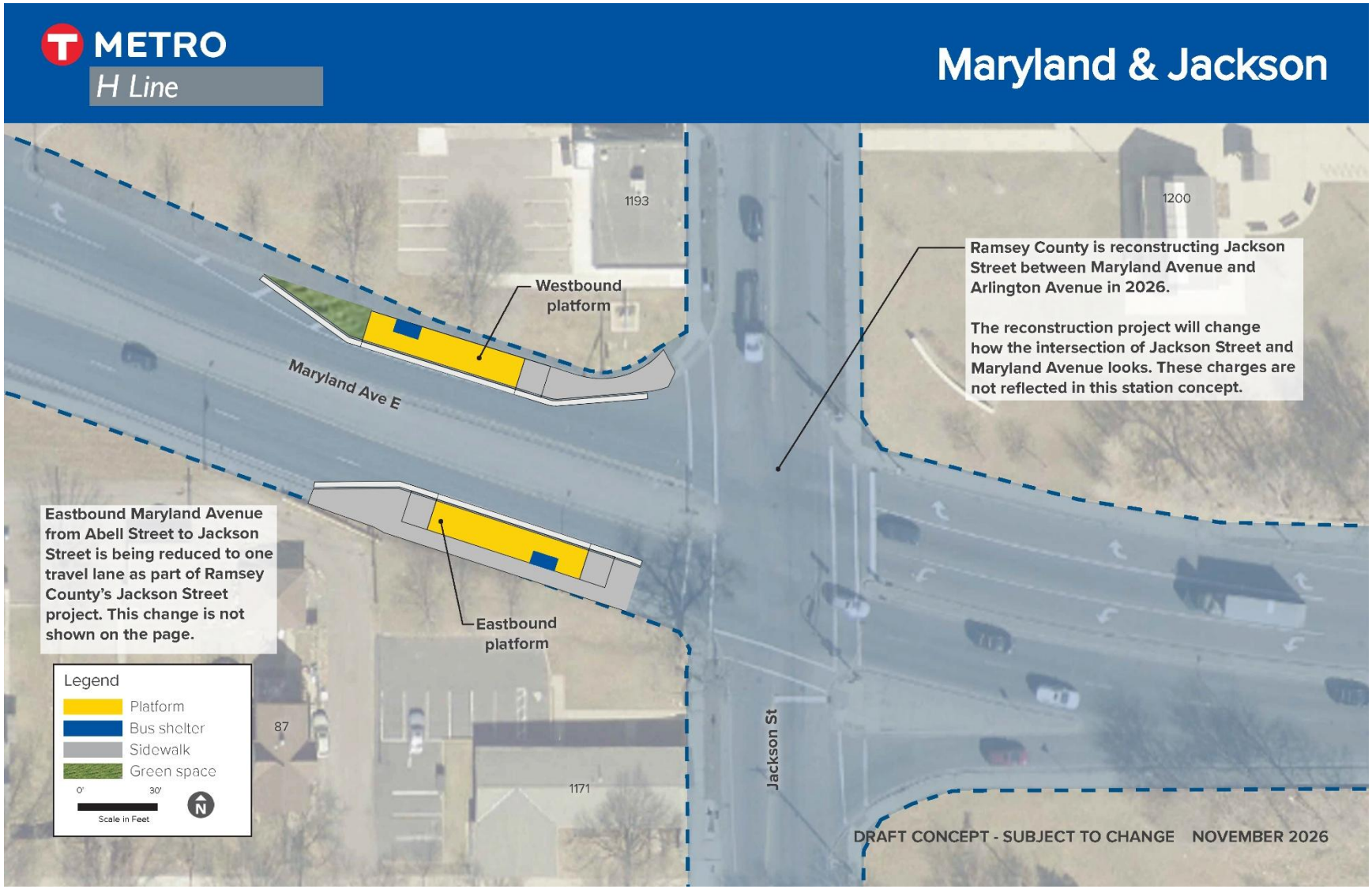
Route 68

Destinations

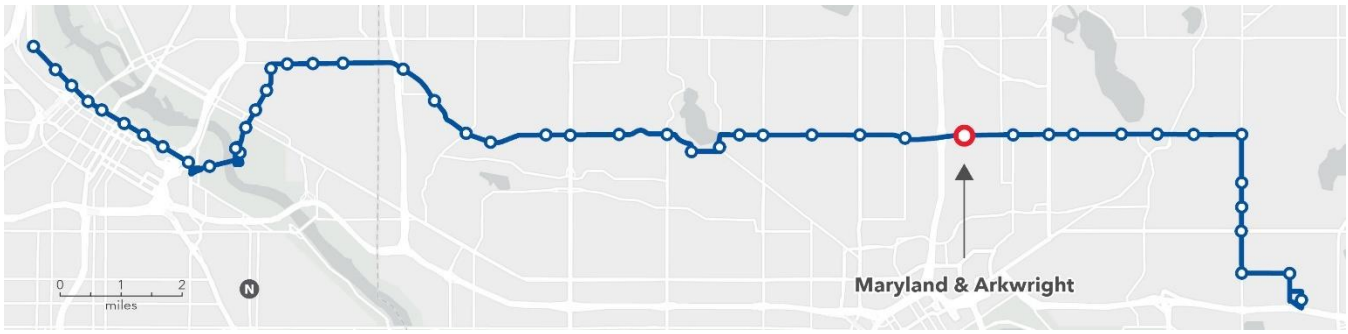
Trout Brook Nature Sanctuary, Saint Paul Music Academy, and small businesses

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.
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 NOVEMBER 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

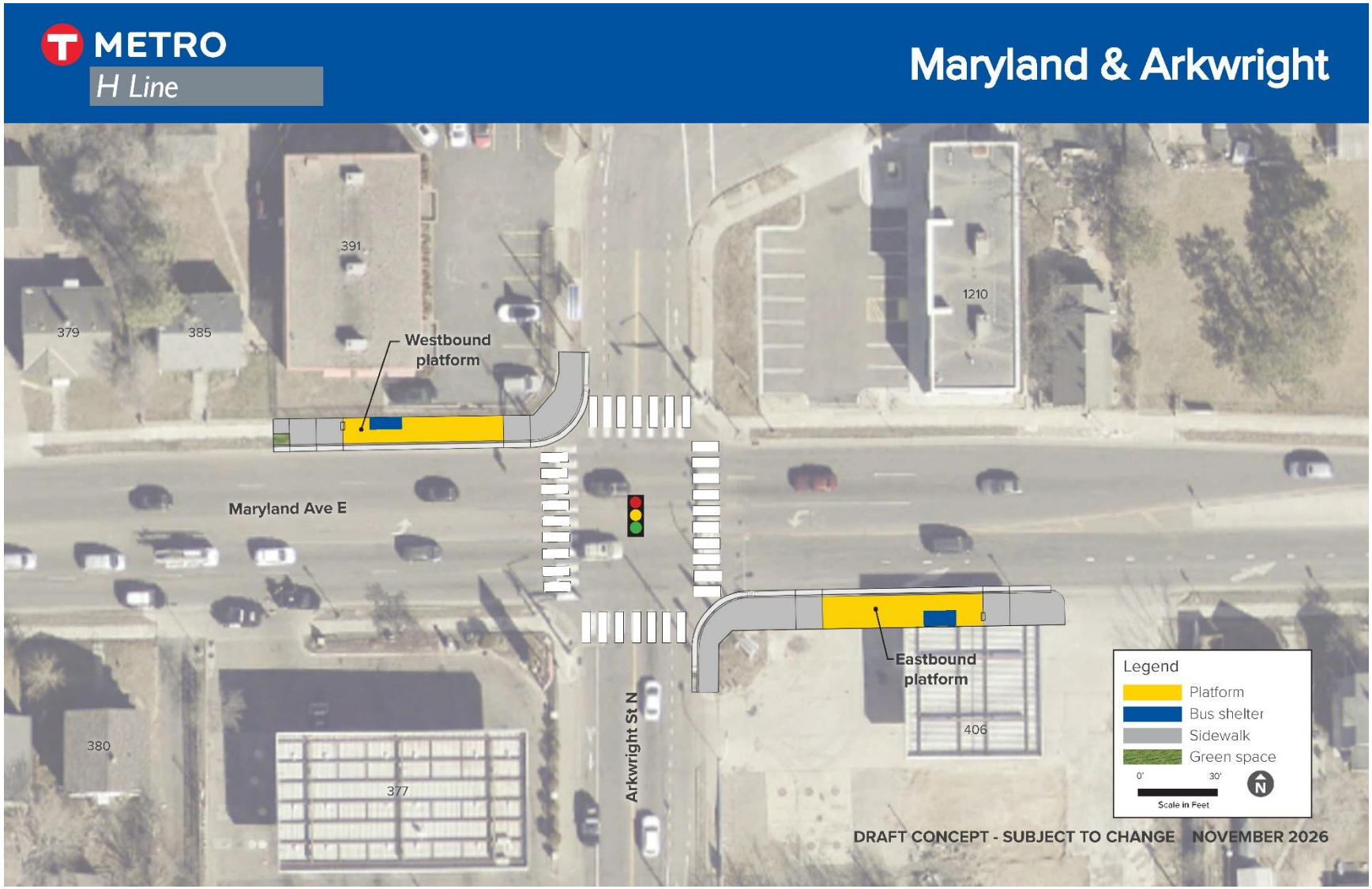
Distance to next station: 0.5 miles to Maryland & Payne

Transit connections

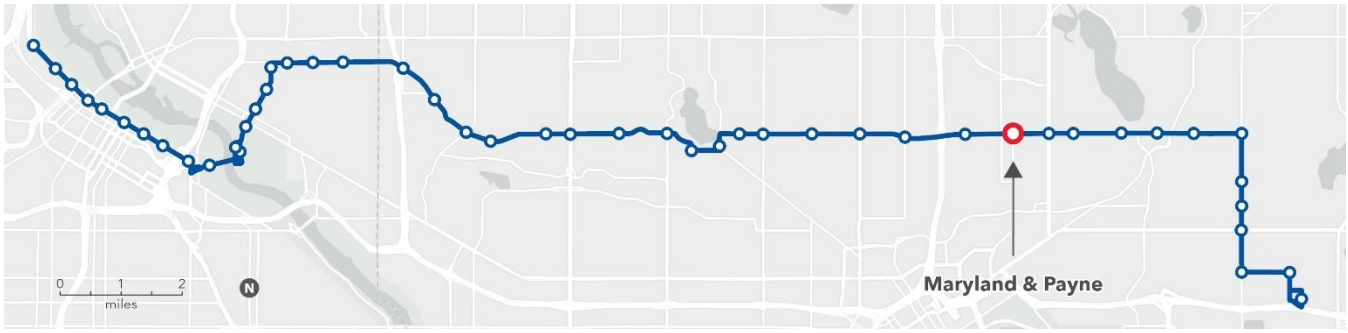
Route 71, planned Route 64

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
380
377
406
Legend
Platform
Bus shelter
Sidewalk
Green space
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

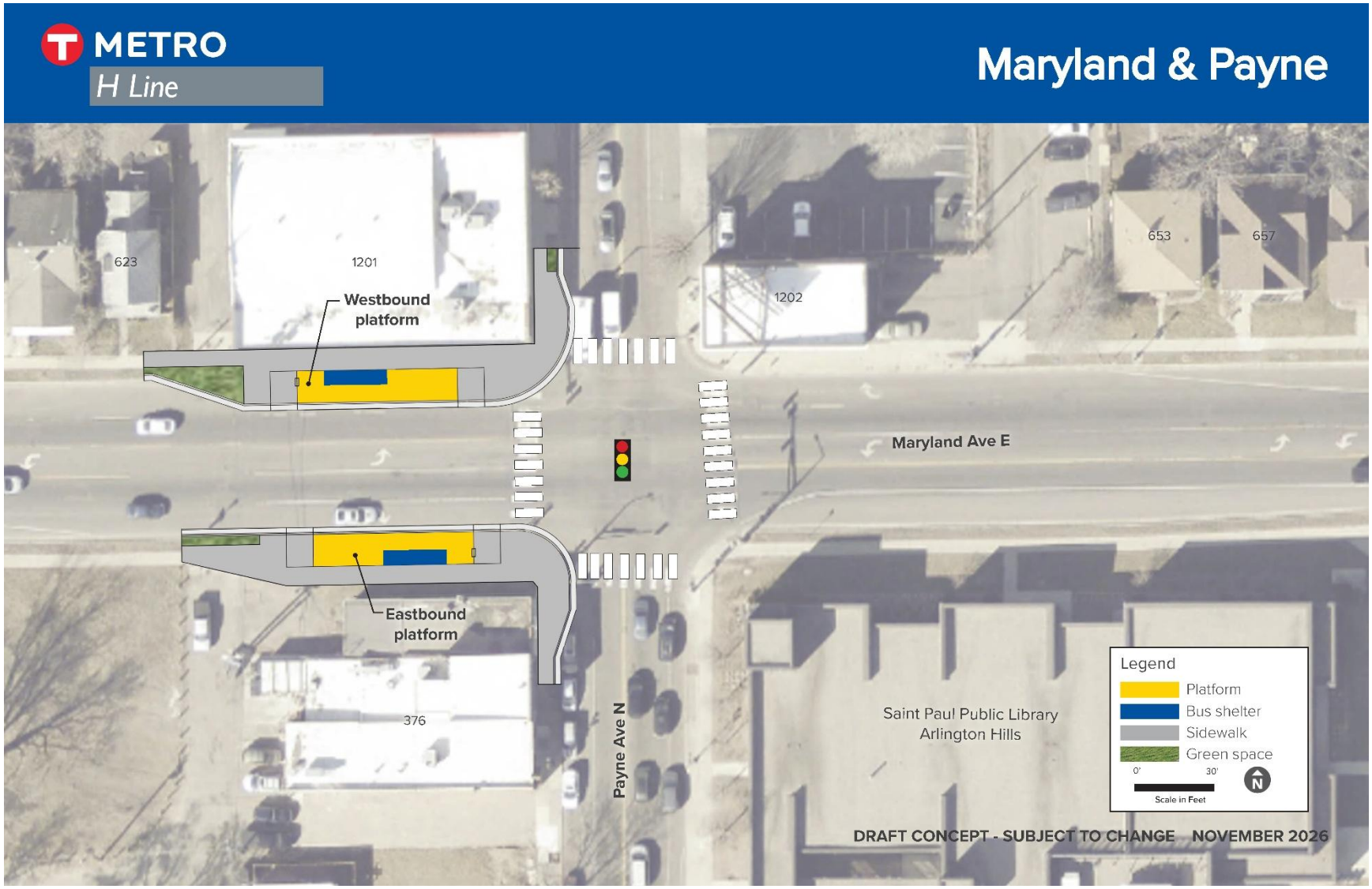
Distance to next station: 0.4 miles to Maryland & Arcade

Transit connections

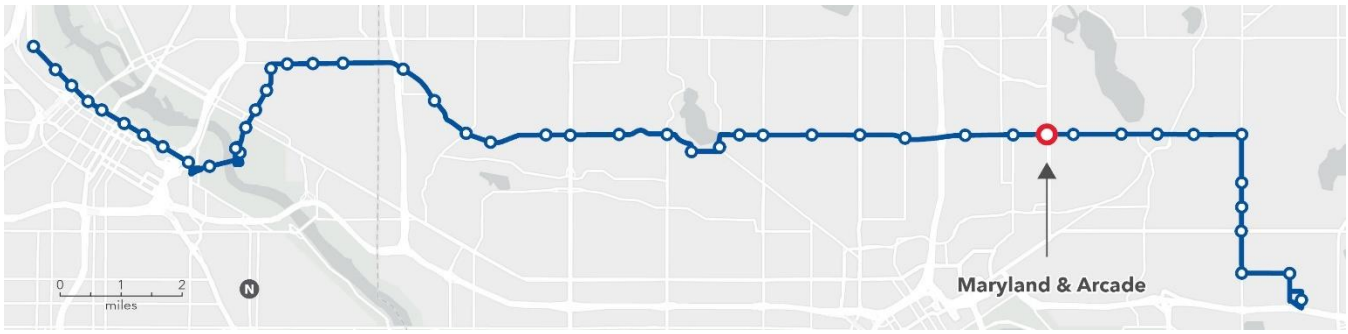
Route 64

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

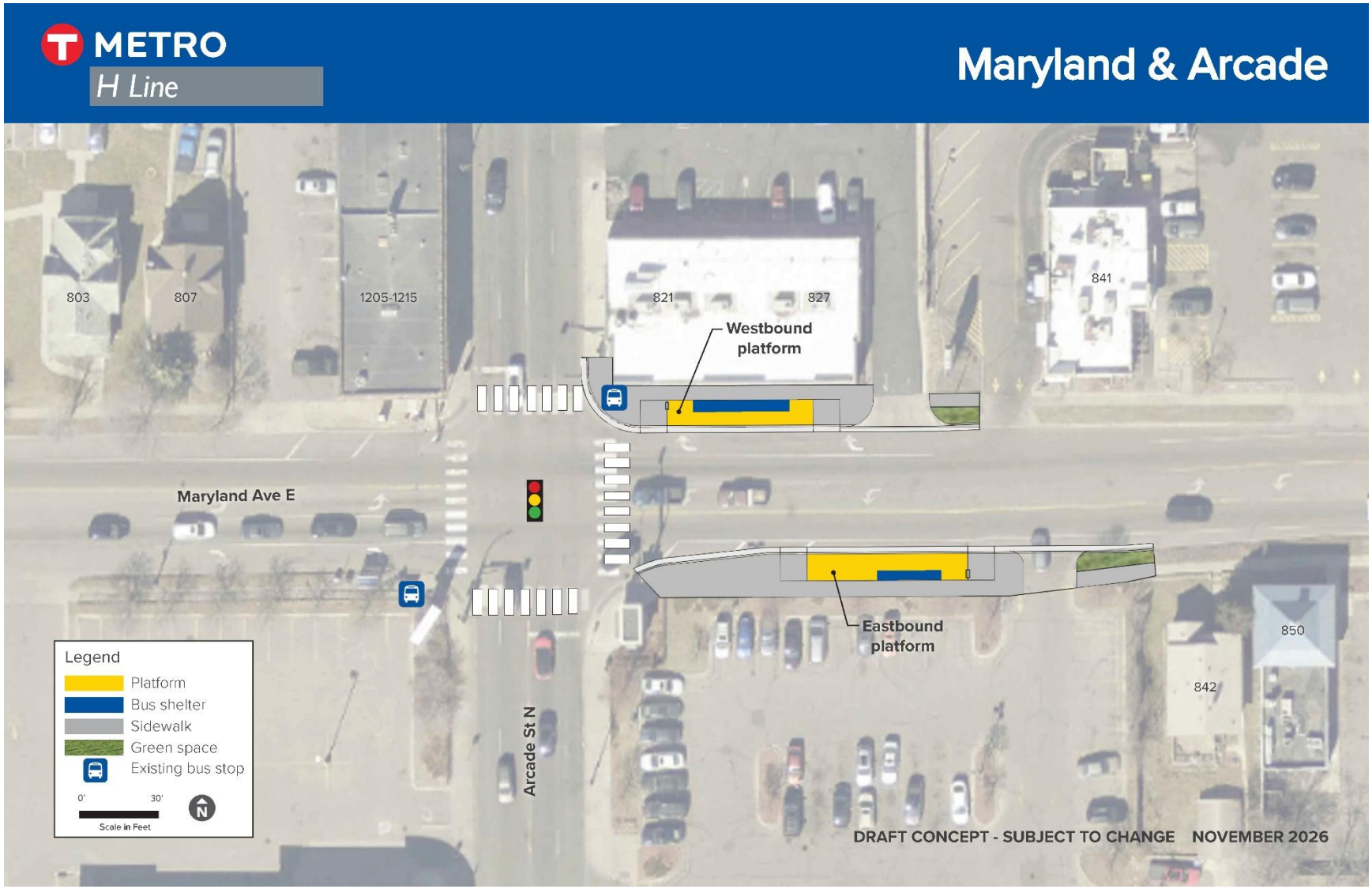
Distance to next station: 0.25 miles to Maryland & Forest

Transit connections

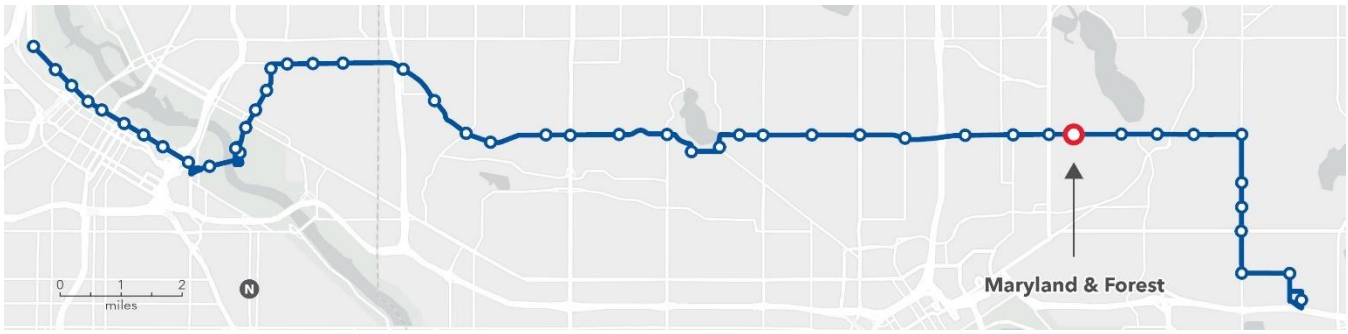
Routes 54 and 61

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 NOVEMBER 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

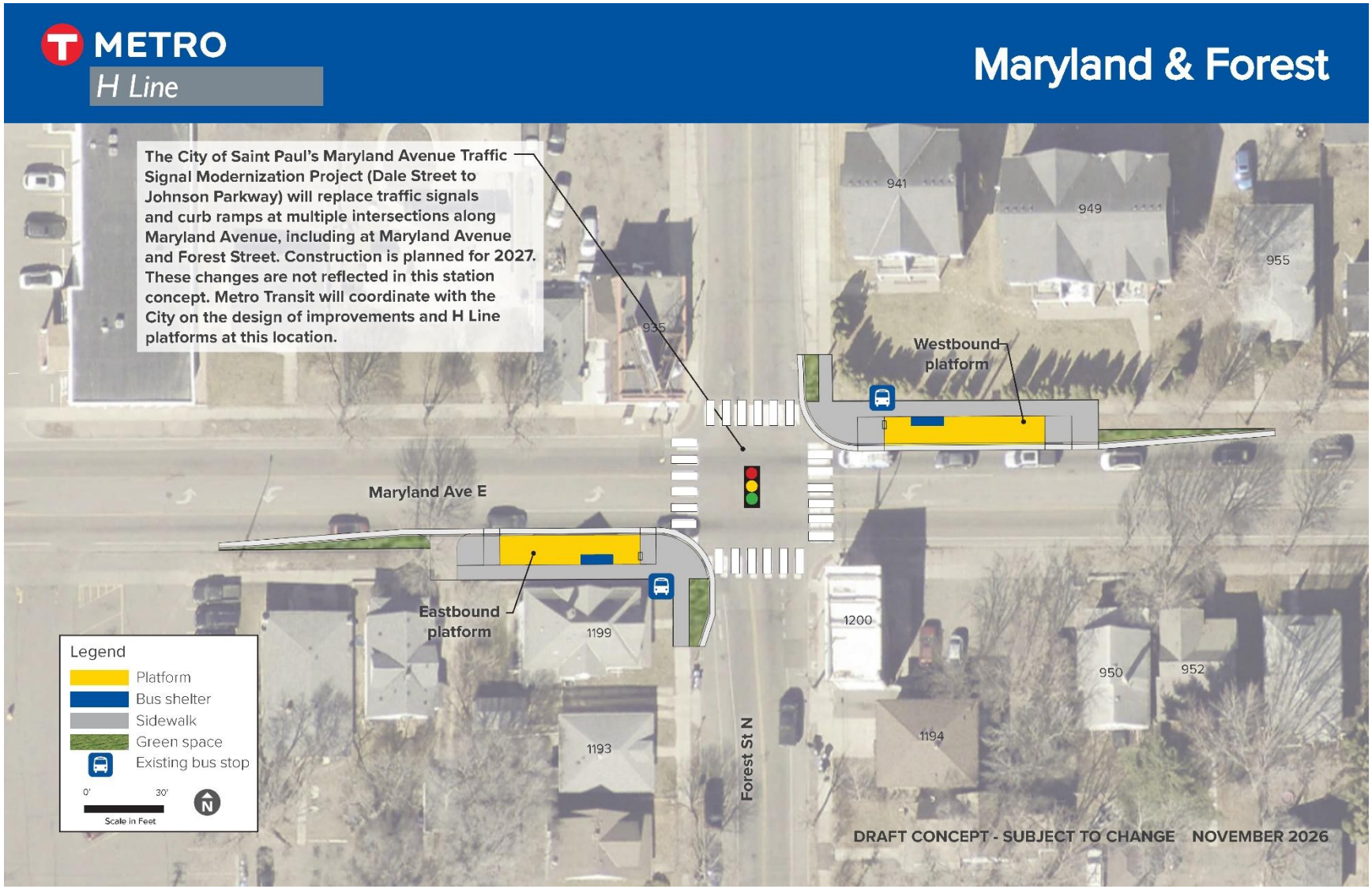
Route 64

Destinations

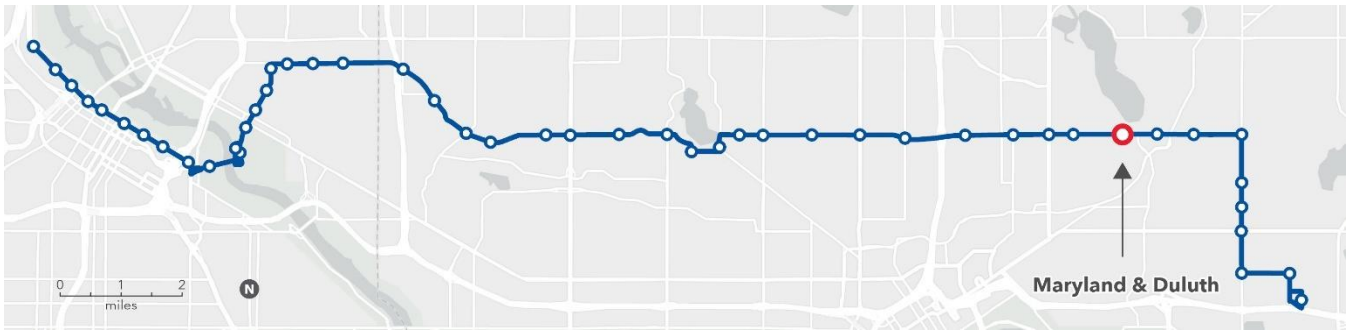
Golden Harvest Foods grocery store, LIFE Prep School, and small businesses

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 NOVEMBER 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

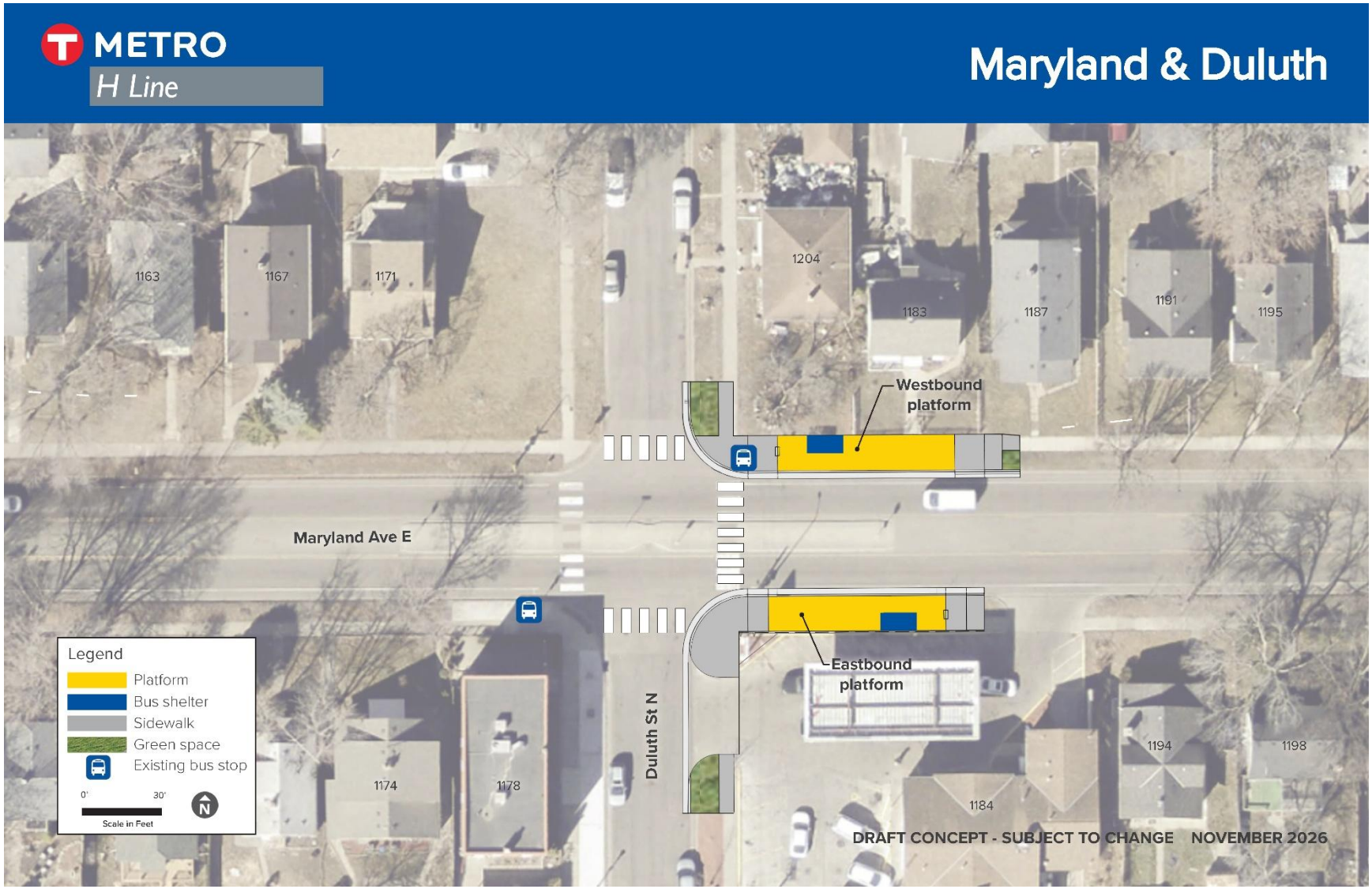
Distance to next station: 0.4 miles to Maryland & Clarence

Transit connections

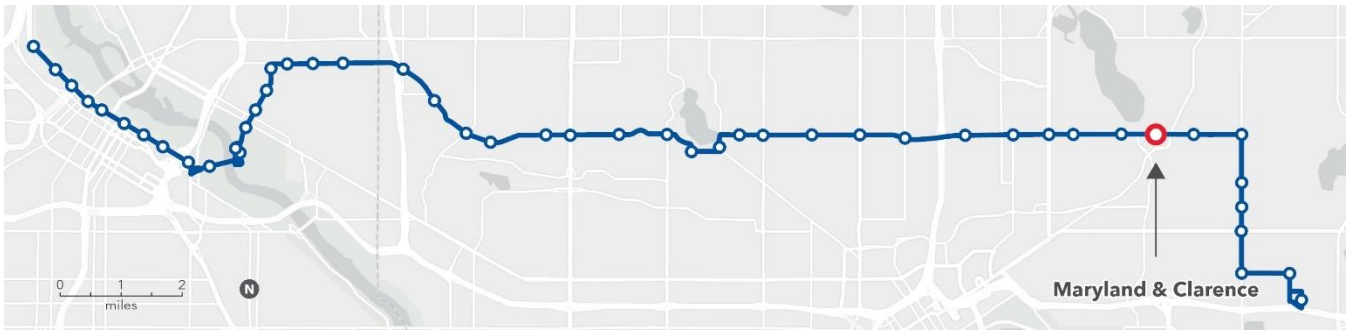
Route 64

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
1194
1198
1184
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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

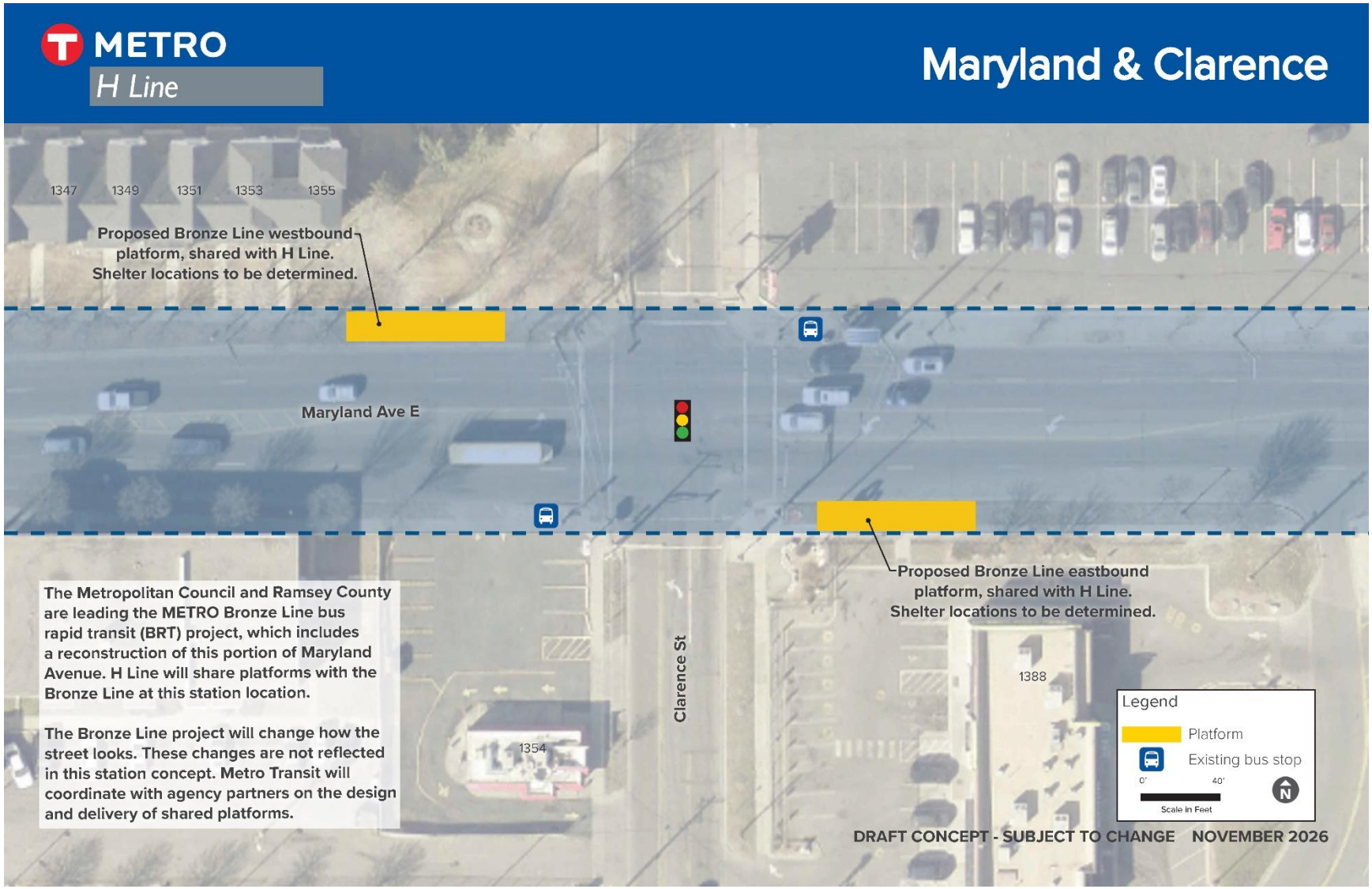
Routes 54 (replaced by future METRO Bronze Line) and 64

Destinations

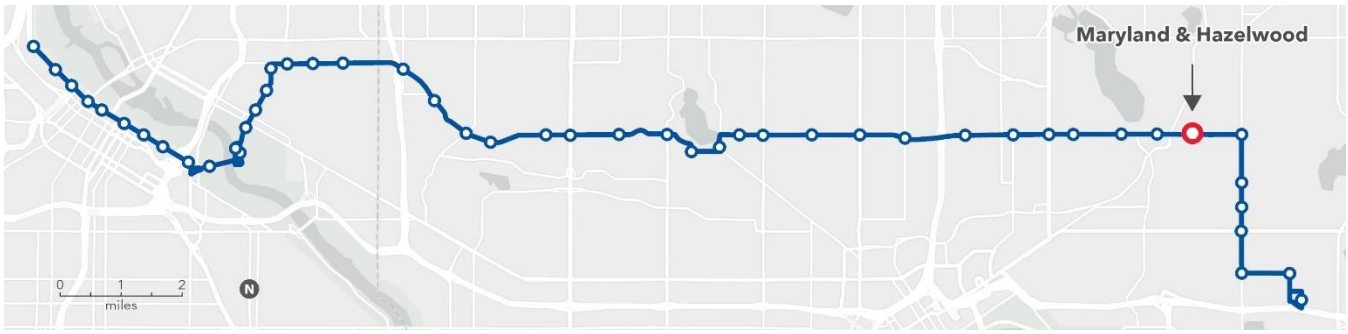
Cub Foods grocery and pharmacy, ALDI grocery store, Reyes Market grocery store, M Health Fairview Clinic, and several other businesses

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 NOVEMBER 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

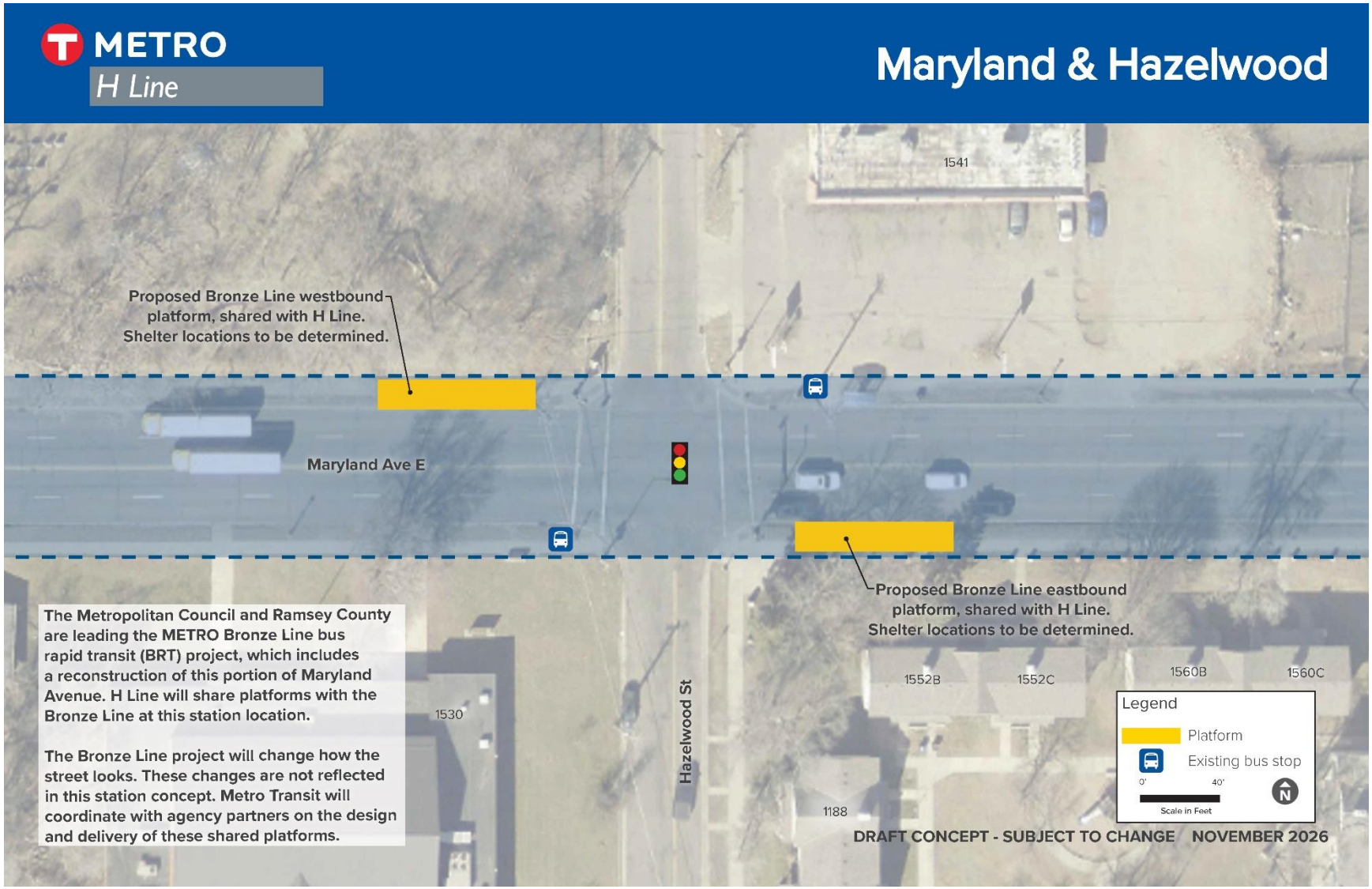
Routes 54 (replaced by future METRO Bronze Line) and 64

Destinations

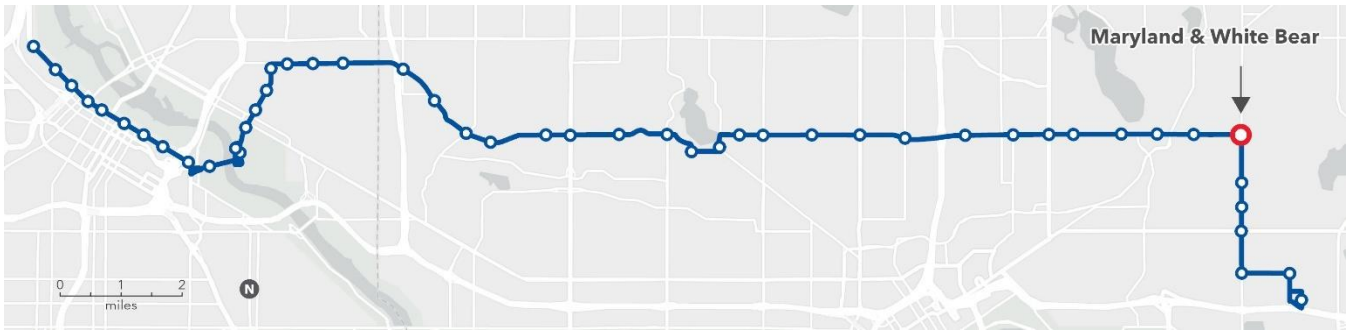
Roosevelt Homes and Community Center, East Side Boys & Girls Club, Montessori Center of Minnesota, Sackett Park, and several multifamily housing buildings

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
1552B
1552C
1560B
1560C
1188
Legend
Platform
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE NOVEMBER 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 (replaced by H Line and future METRO Bronze Line)

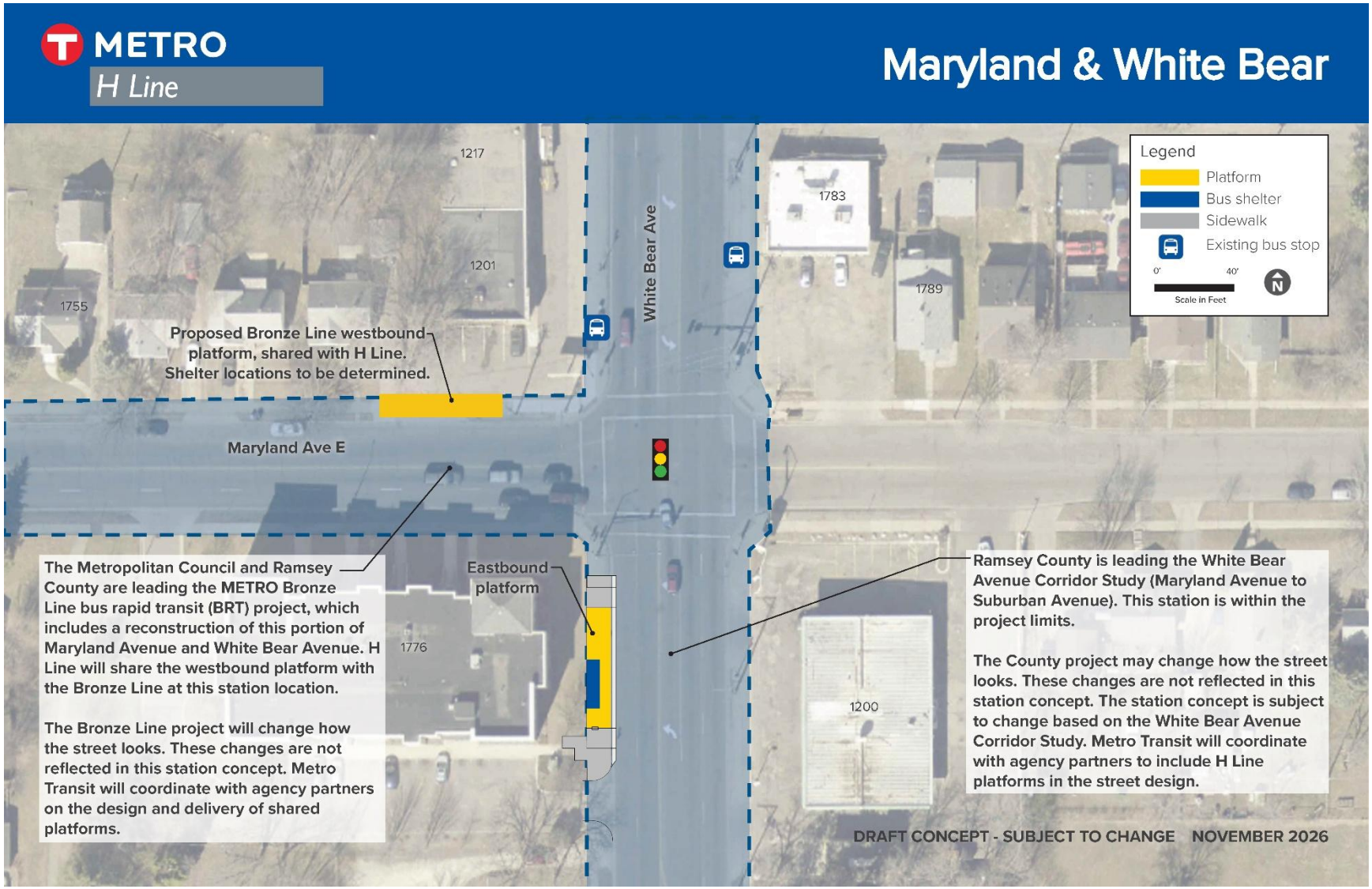
Destinations

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

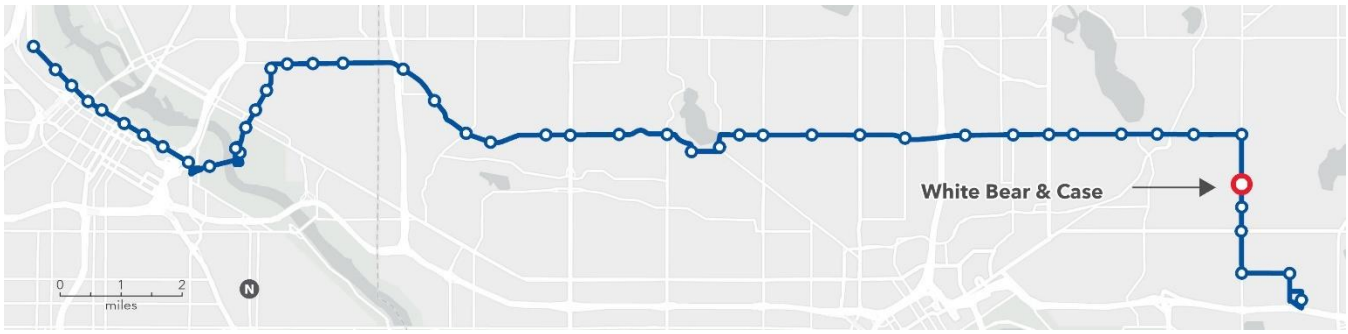
Coordinated projects

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 Corridor 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
White Bear Ave
Proposed Bronze Line westbound platform, shared with H Line. Shelter locations to be determined.
Maryland Ave E
Eastbound platform
1776
1200
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 NOVEMBER 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

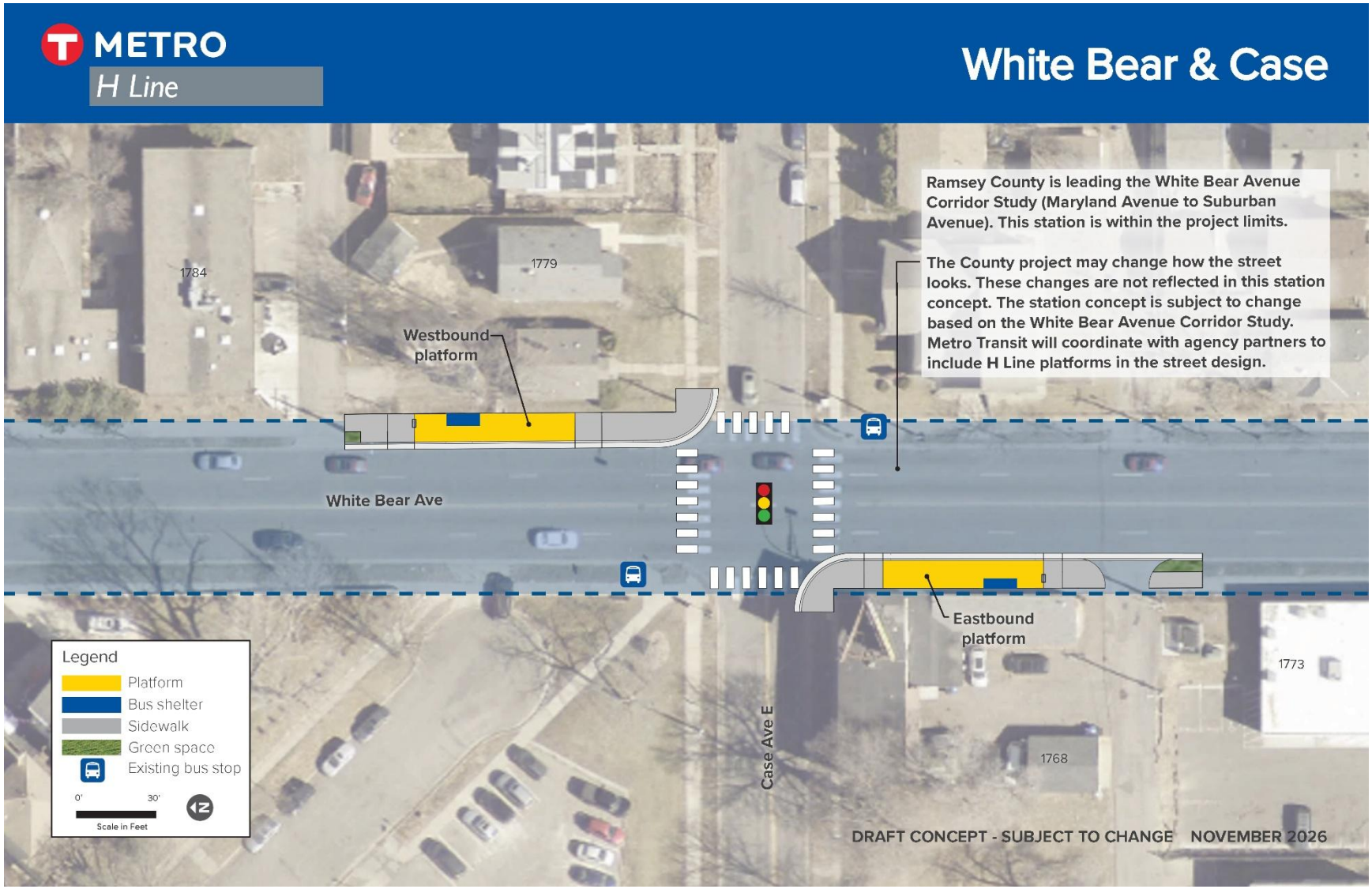
Route 80 (replaced by H Line and future METRO Bronze Line)

Destinations

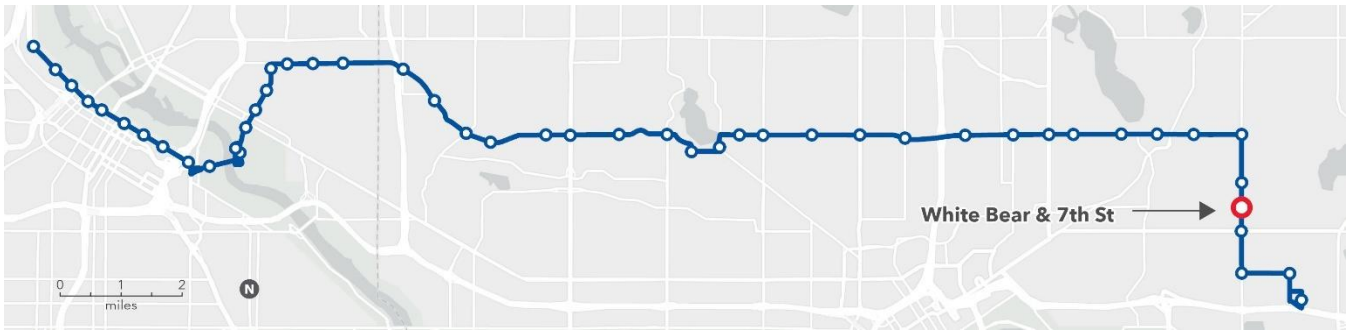
L'Etoile du Nord French Immersion School, Academia Cesar Chavez, Hazel Park Recreation Center, NL Oriental Food & Deli, 3M Distribution Center, small businesses, and several multifamily housing buildings

Coordinated projects

Ramsey County's White Bear Avenue Corridor 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 NOVEMBER 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

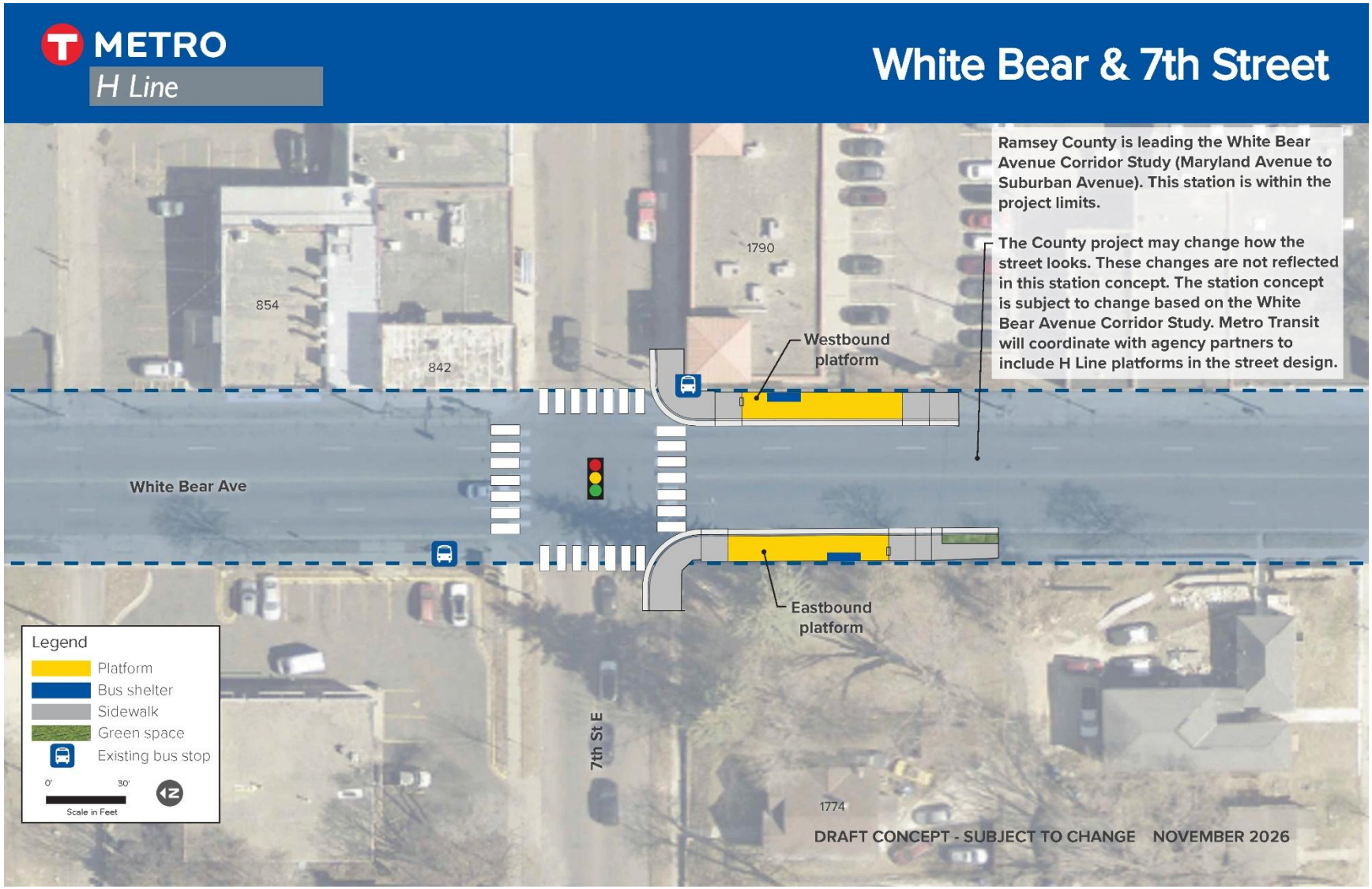
Routes 74 and 80 (replaced by H Line and future METRO Bronze Line)

Destinations

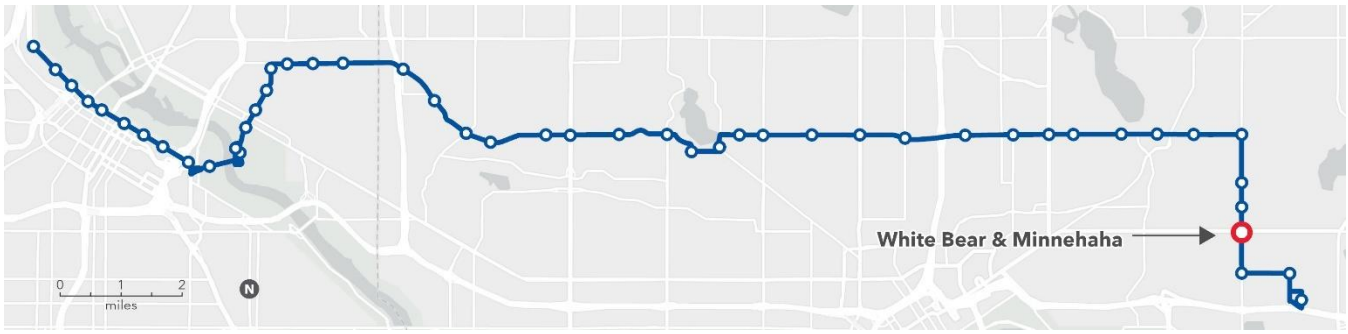
Dentist office, multiple small grocery stores, and other small businesses

Coordinated projects

Ramsey County's White Bear Avenue Corridor 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 NOVEMBER 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

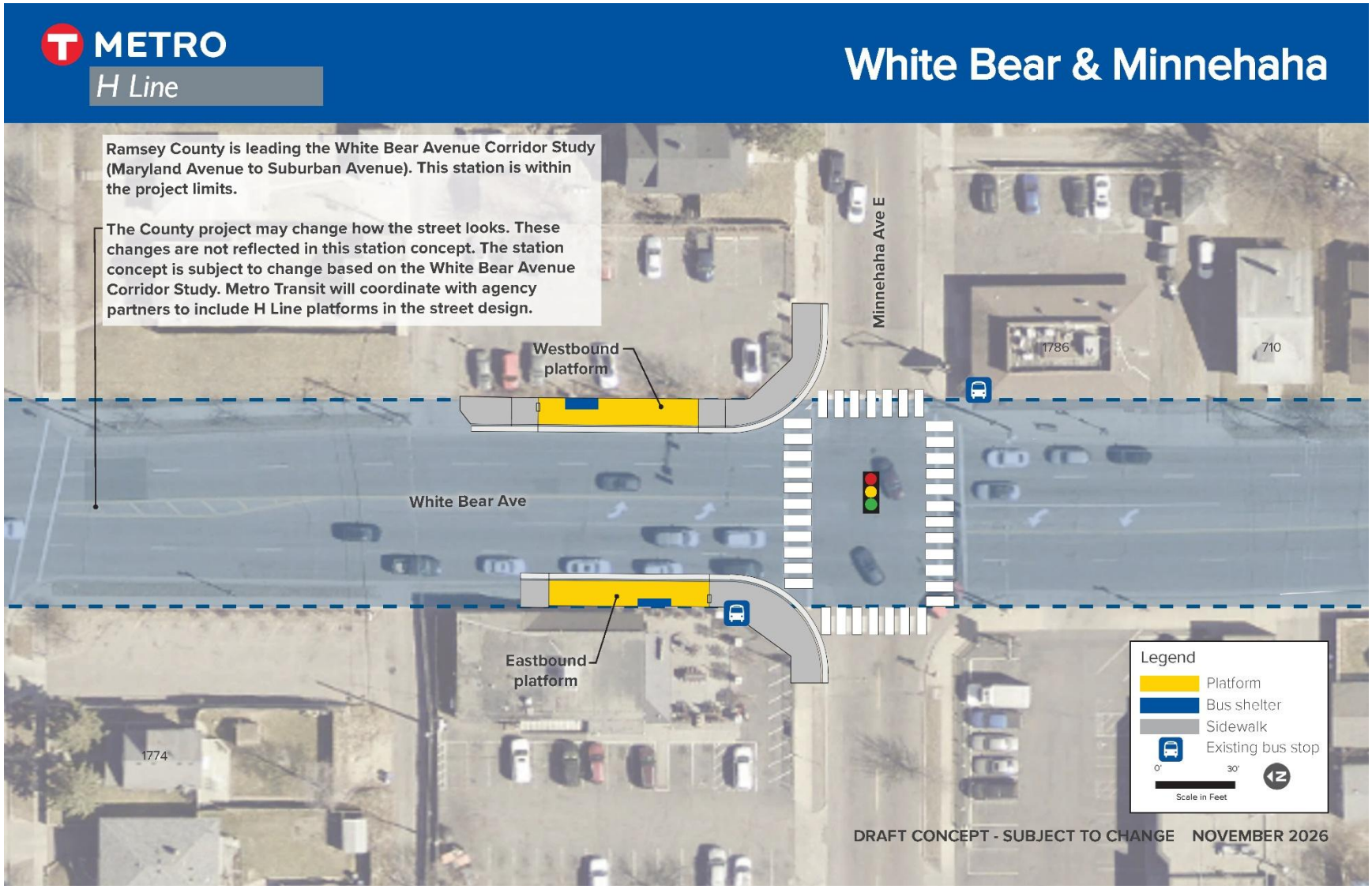
Route 80 (replaced by H Line and future METRO Bronze Line)

Destinations

Restaurants, butcher shop, and other small businesses

Coordinated projects

Ramsey County's White Bear Avenue Corridor 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
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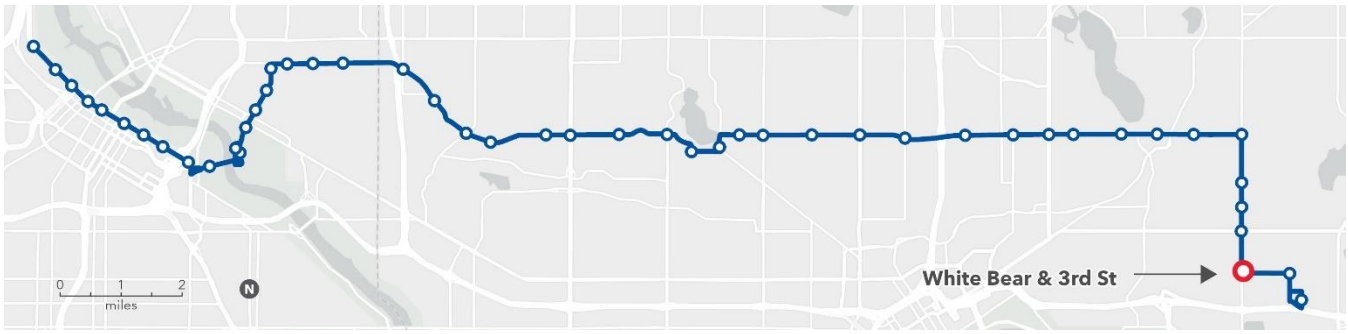
White Bear & 3rd Street



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

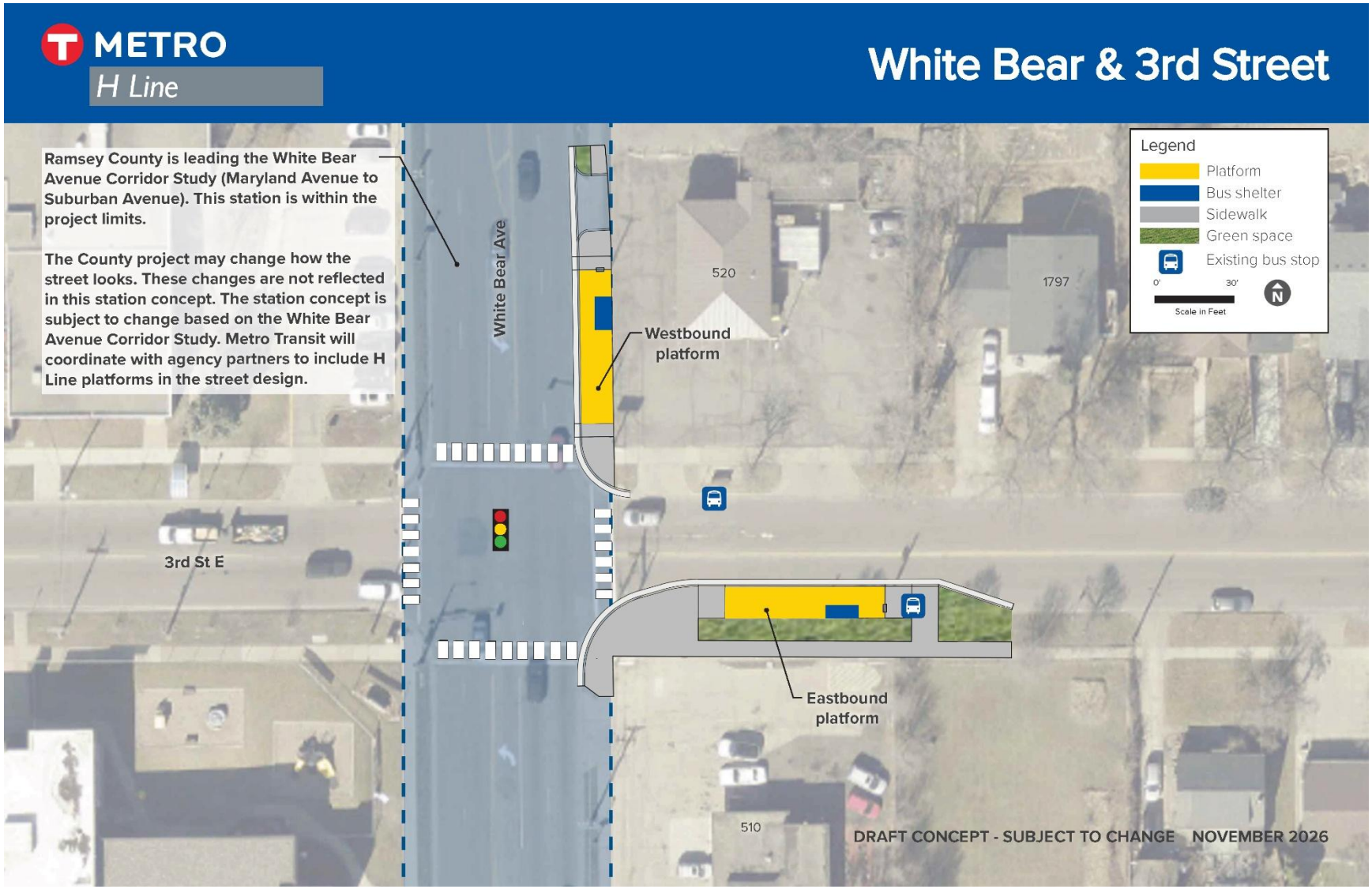
Routes 63 and 80 (replaced by H Line and future METRO Bronze Line)

Destinations

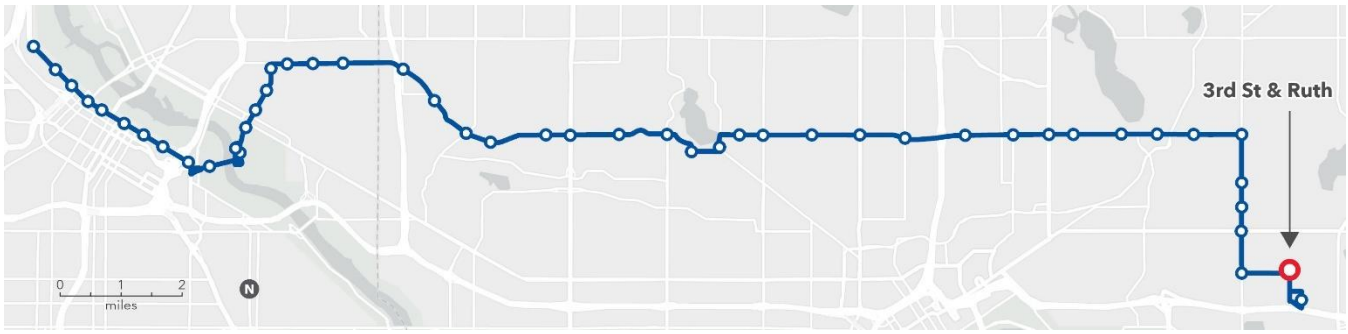
Nokomis Montessori South Campus, St. Pascal Regional Catholic School, Harding High School, a convenience store, restaurants, and other small businesses, and several multifamily housing buildings along Hazel Street and Wilson Avenue

Coordinated projects

Ramsey County's White Bear Avenue Corridor 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 NOVEMBER 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 (replaced by H Line and future METRO Bronze Line), and 219

Destinations

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

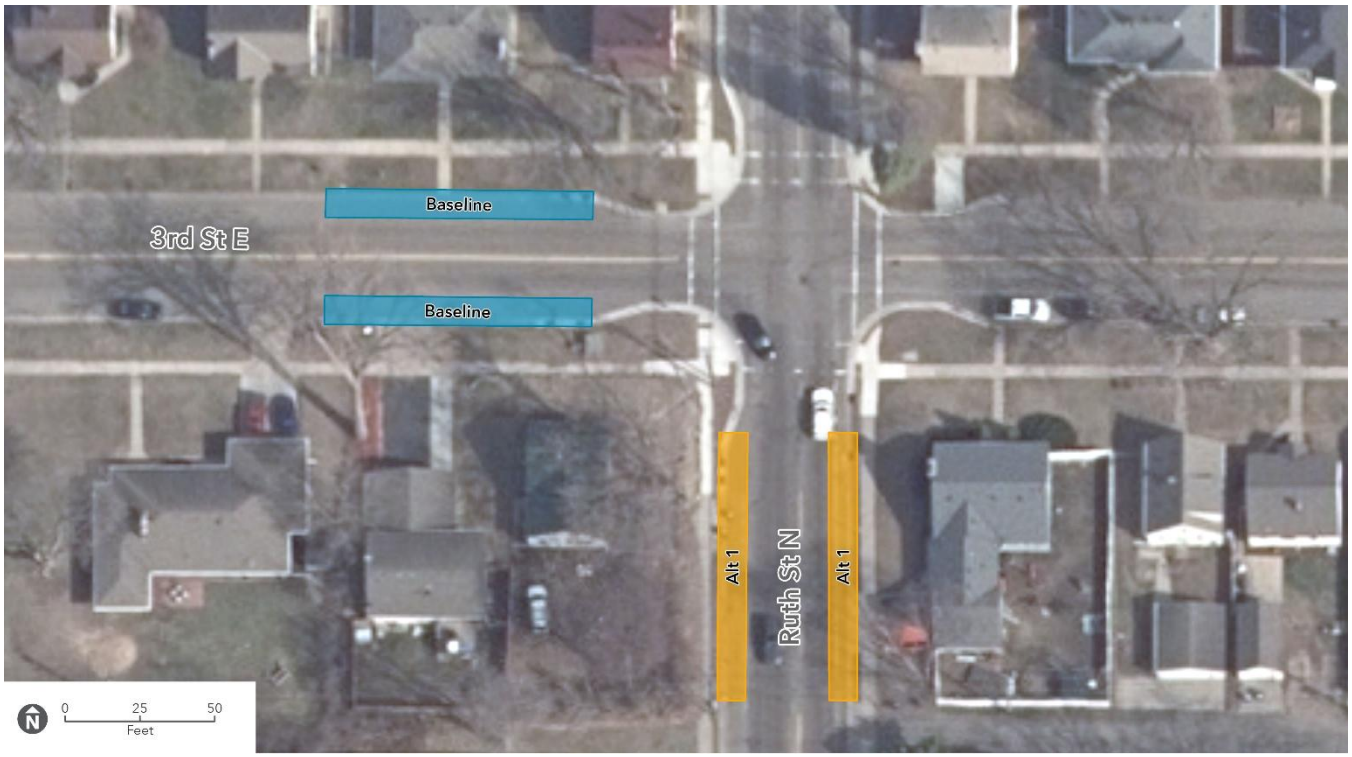
Additional analysis based on recommended plan input

Public feedback received on the Recommended Corridor Plan included concerns about 3rd Street & Ruth Station platform placement in proximity to residential homes, on-street parking removal, on-street loading needs, and safety and security concerns. Metro Transit project staff evaluated the station and platform locations.

The following alternatives were evaluated in response to this feedback:

- Baseline Alternative: 3rd Street & Ruth Station platforms on west leg of 3rd Street
- Alternative 1: 3rd Street & Ruth Station platforms on south leg of Ruth Street

Figure 13. 3rd Street & Ruth Station area alternatives



Recommendation

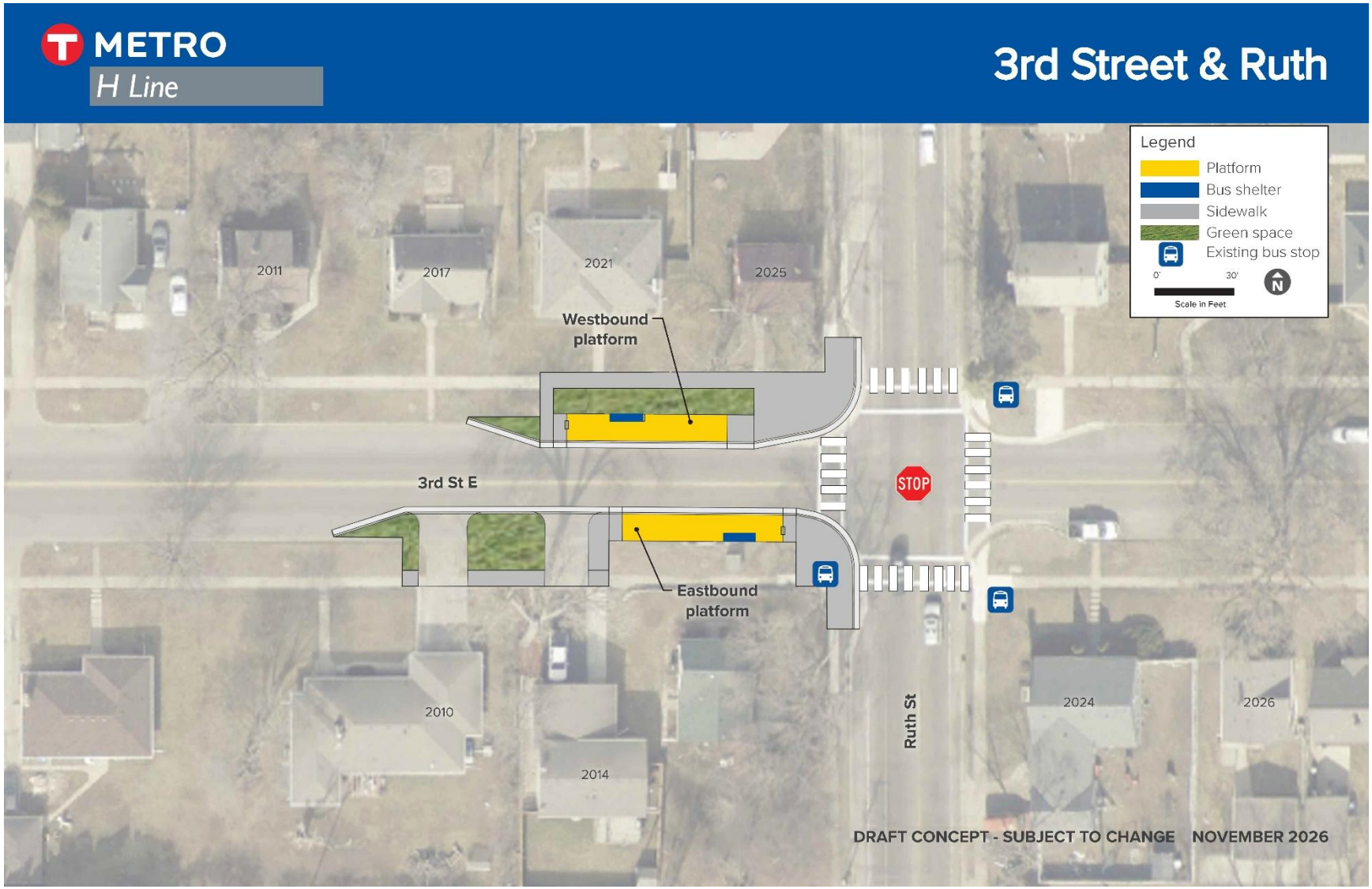
Upon completion of additional analysis and review, no change is proposed from the Recommended Corridor Plan.

A station is needed at the 3rd Street and Ruth Street intersection to provide adequate H Line station spacing and access. Without a 3rd Street & Ruth Station there would be a nearly one-mile distance between White Bear & 3rd Street Station and Sun Ray Transit Center Station. Metro Transit's BRT standard is stations spaced 1/3 to 1/2 mile apart to balance speed and access to stations.

H Line buses will make a north to west left turn and east to south right turn at this intersection. Because of the turns the only other area to consider for station platforms is on Ruth Street south of the intersection (Alternative 1, **Figure 13**). 3rd Street & Ruth Station platforms are not able to be relocated from 3rd Street due to physical constraints on Ruth Street. Directly south of the intersection Ruth Street has two driveways that are close enough to the intersection to make siting station platforms on Ruth Street infeasible. H Line buses require 60 feet of straight curb for platform space for all door boarding and alighting and an overall platform length of 80 feet.

Metro Transit works with the City of Saint Paul to implement on-street parking changes. Because most station platforms are near intersections, on-street parking impacts are typically limited to a few parking spaces.

Transit Rider Investment Program (TRIP) Agents will be present on the H Line. Among other things TRIP agents monitor customer conduct and enforce Metro Transit policies, serving as the eyes and ears on vehicles and at facilities, report disruptive and destructive behavior, facility issues, and refer situations to the appropriate support teams, and provide outreach and community resources to customers who may be unsheltered or experiencing substance abuse or mental health crisis.


METRO
H Line
3rd Street & Ruth
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
2011
2017
2021
2025
Westbound platform
3rd St E
STOP
Eastbound platform
2010
2014
Ruth St
2024
2026
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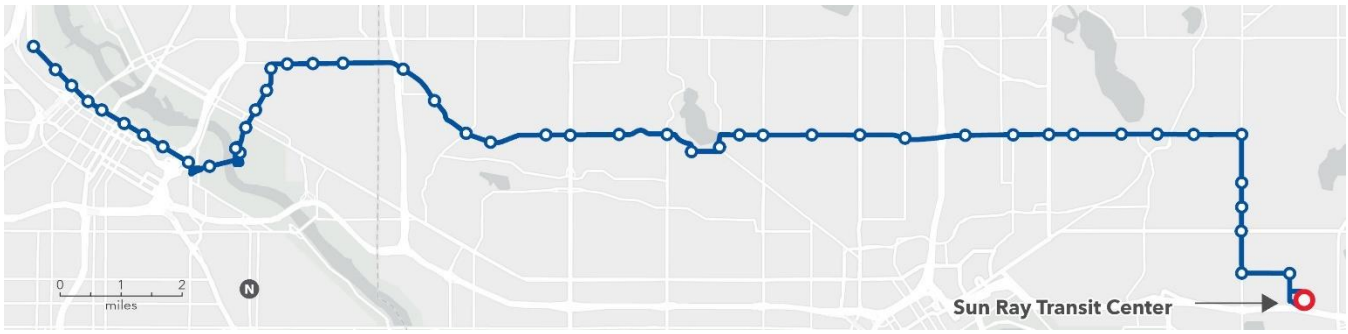
Sun Ray Transit Center



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

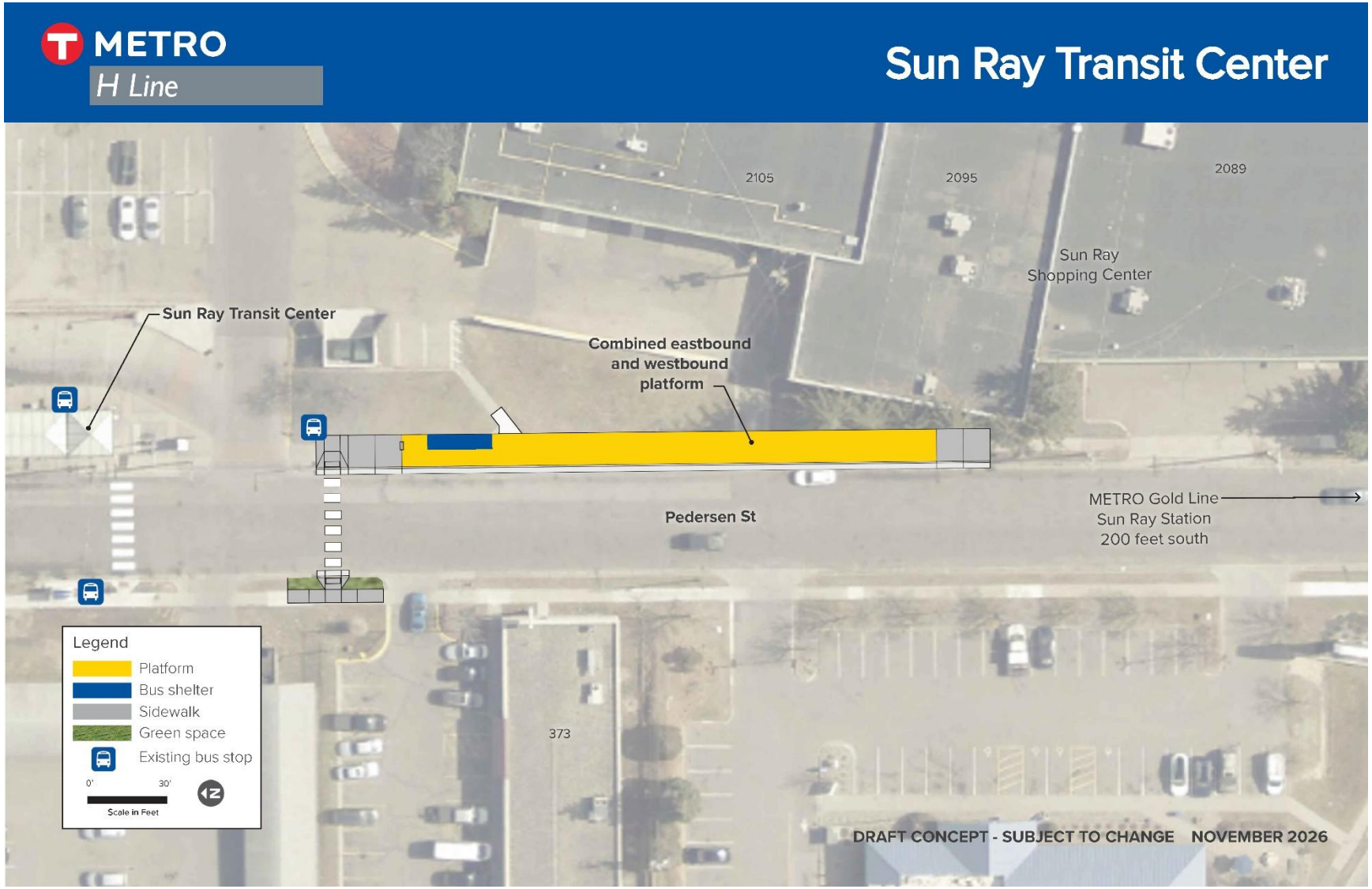
Distance from previous station: 0.5 miles from 3rd St & Ruth

Transit connections

METRO Gold Line, Routes 63, 72, 74, 80 (replaced by H Line and future METRO Bronze Line), 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 NOVEMBER 2026

Appendix A: Recommended Corridor Plan engagement summary

Recommended Corridor Plan engagement summary

Community feedback is a key consideration in the planning of a new arterial BRT line. Recommended Corridor Plan engagement was the second of two public engagement periods during the H Line planning phase. This feedback has helped to shape the METRO H Line Final Corridor Plan.

The H Line Recommended Corridor Plan was released on August 24, 2026, followed by a four-week comment period from September 10 to October 7, 2026. The primary goal of the comment period was to gather feedback from the public regarding station and platform locations. The Recommended Corridor Plan included 46 proposed stations from downtown Minneapolis to Sun Ray Transit Center.

Engagement activities were designed to provide multiple opportunities for community members, transit riders, businesses, institutions, and corridor stakeholders to learn about the project and provide feedback through a variety of engagement channels.

Engagement activities

H Line Recommended Corridor Plan engagement activities included survey promotion, events, community and district council meetings, pop-ups, presentations, station-neighbor canvassing, bus-stop interception, direct communications, targeted advertising, mailers and bench ads. Staff emphasized responsive, location-specific engagement rather than relying solely on general corridor-wide notices.

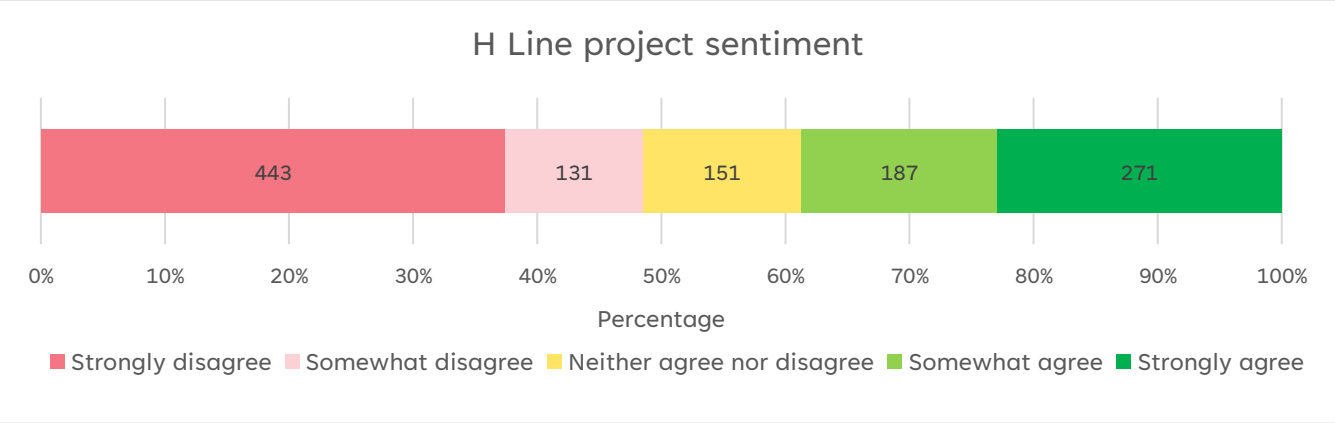
The four-week engagement period resulted in the following outcomes:

- Survey responses – 1,183
- Events, meetings, presentations – 38
- People engaged through events – 800
- Station neighbors door knocked – 350
- Bus interception – 26 hours
- Emails received – 120
- Texts and phone calls - 36

Overview of survey results

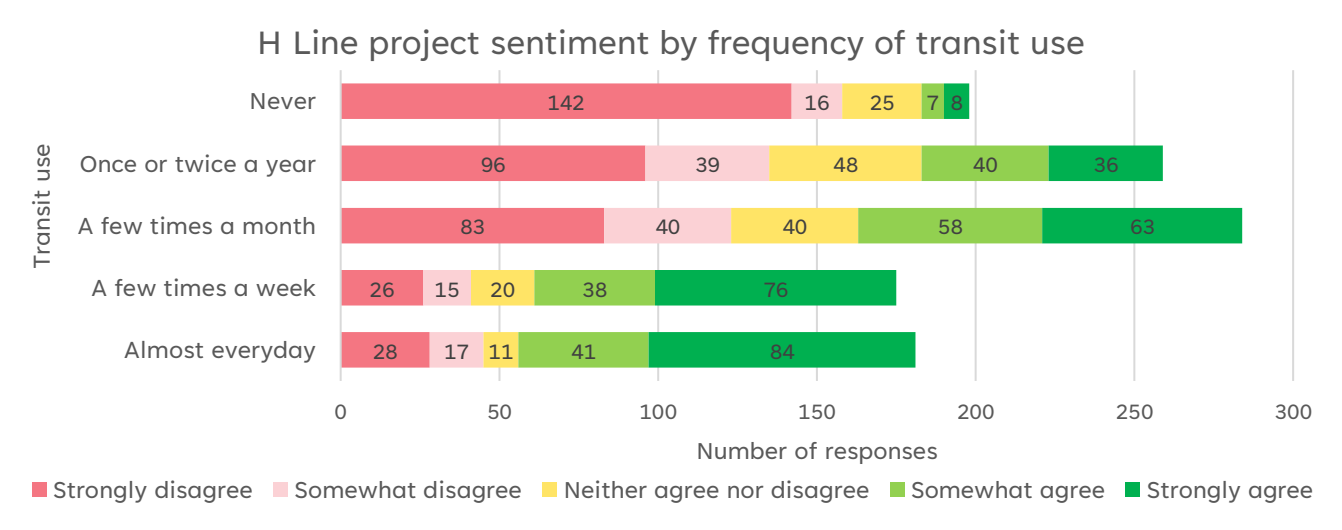
The H Line Recommended Corridor Plan survey received 1,183 responses. Of those, 39% of respondents (458) indicated that they "somewhat" or "strongly" agree with the statement, "I'm happy with the H Line project," while 13% of respondents (151) indicated that they "neither agree nor disagree", and 48% (574) responded that they "somewhat" or "strongly" disagree (**Figure 14**).

Figure 14. Overall project sentiment



Of the survey respondents who answered the optional question, "How often do you ride Metro Transit?", 32% of respondents (356) indicated that they ride "almost every day" or "a few times a week". These regular riders indicated that they agree or strongly agree with the statement "I'm happy with the H Line project" at higher rates than infrequent transit riders or those who never use transit (**Figure 15**).

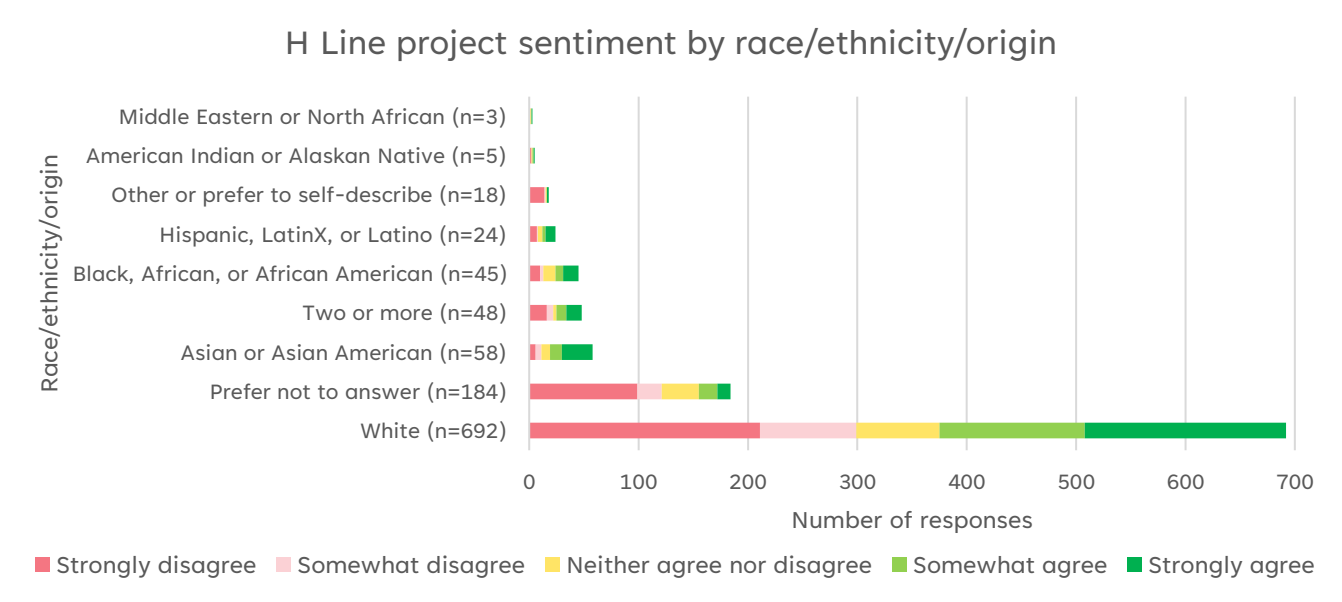
Figure 15. Project sentiment based on frequency of transit usage



Of the survey respondents who answered the optional question, "How do you describe your race, ethnicity and/or origin?", 692 (58%) identified as White, and 290 (25%) preferred not to answer (**Figure 16**); the remainder of respondents, 201 (17%), selected an option other than White (i.e., Black, Indigenous, and people of color [BIPOC]). In comparison, about half of residents living in the H Line corridor are BIPOC.

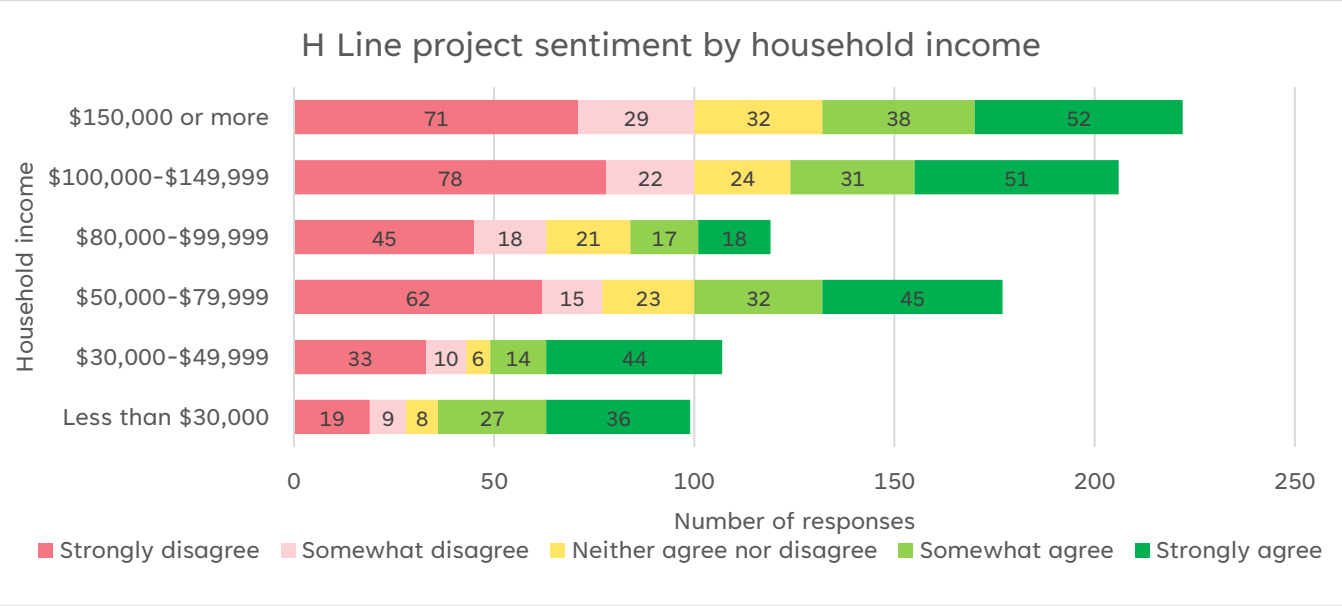
BIPOC respondents were more likely to agree or strongly agree with the statement “I’m happy with the H Line project” than White respondents and those two preferred not to answer.

Figure 16. Survey respondents by race, ethnicity, and/or origin



Of the survey respondents who answered the optional question, “Which of the following best describes the income of your household in 2025?”, 206 (22%) reported household income less than $50,000 (**Figure 17**). Respondents with lower household income were more likely to agree or strongly agree with the statement “I’m happy with the H Line project” than those with higher incomes.

Figure 17. H Line project sentiment by household income

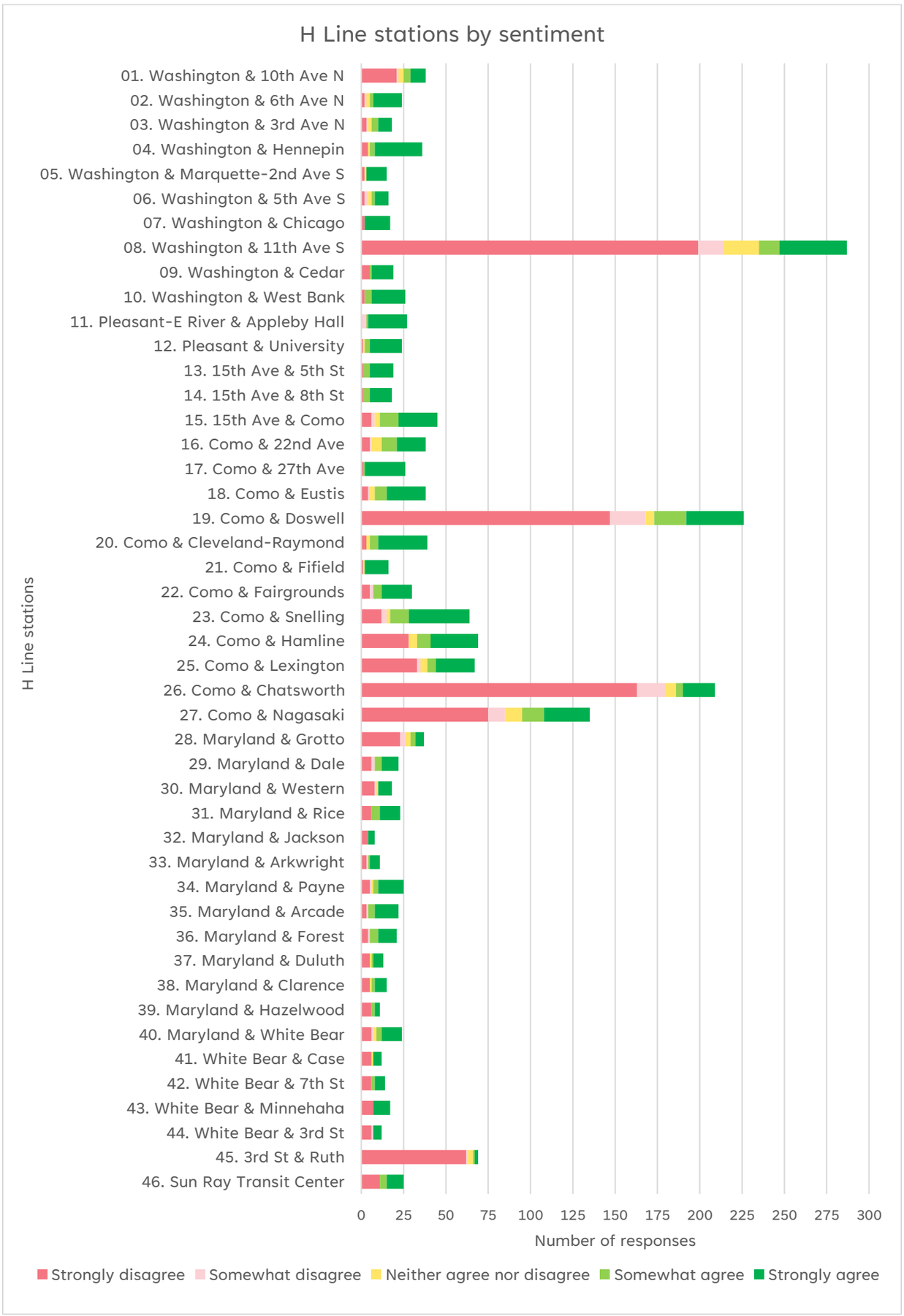


Station specific feedback

Responses to the statement, "I'm happy that the H Line will stop at this intersection" by sentiment are shown in **Figure 18**. Because survey respondents could provide feedback on multiple stations, the total number of station-specific responses (1,985) differs from the number of overall survey responses (1,183).

Forty-three percent of responses to this question "I'm happy that the H Line will stop at this intersection" are related to four stations: Washington & 11th Avenue S, Como & Doswell, Como & Chatsworth, and Como & Nagasaki.

Figure 18. "I'm happy that the H Line will stop at this intersection", sentiment by station location



Station and platform locations

The goal of the Recommended Corridor Plan was to share recommendations and receive public input on the location of H Line stations and platforms. In response to public comment and coordination with project partners, Metro Transit completed additional analysis of station and platform changes at high-interest locations. More detail about each of the locations, the changes evaluated, and the recommendation is included in the H Line Stations section of the H Line Final Corridor Plan. Use the links below to go directly to the full analysis.

Washington & 11th Avenue

Evaluated moving both platforms nearside or moving the station to Washington Avenue and 10th Avenue. No change proposed from the Recommended Corridor Plan.

Washington & Cedar

Evaluated moving the station location closer to Cedar Avenue and Riverside Avenue. No change proposed from the Recommended Corridor Plan.

Como & 18th Avenue

Evaluated adding a new station at Como Avenue and 18th Avenue. Based on additional analysis, a station is proposed at this location.

Como & Doswell

Evaluated moving the Como & Doswell Station to Como Avenue and Carter Avenue or the westbound platform to Como Avenue and Luther Place. No change proposed from the Recommended Corridor Plan.

Como & Chatsworth

Como & Chatsworth Station final decision will be deferred as part of the Final Corridor Plan. This station will be included in a supplemental analysis that will evaluate changing the H Line alignment between Como & Lexington Station and Como & Nagasaki Station to use an alternative alignment via Nagasaki Road. Final decisions about station placement and alignment will be made in 2027 as part of an addendum to the H Line Corridor Plan.

Changing the H Line alignment to Energy Park Drive and Front Avenue was analyzed separately for the Recommended Corridor Plan. The analysis and summary can be found in the Como Park Neighborhood Suggested Alignment Evaluation and Response section of the H Line Recommended Corridor Plan. It is not recommended to change the H Line alignment to Energy Park Drive and Front Avenue.

Como & Nagasaki

Como & Nagasaki Station final decision will be deferred as part of the Final Corridor Plan. This station will be included in a supplemental analysis that will evaluate changing the H Line alignment between Como & Lexington Station and Como & Nagasaki Station to use an alternative alignment via Nagasaki Road. Final decisions about station placement and alignment will be made in 2027 as part of an addendum to the H Line Corridor Plan.

Maryland & Grotto

Evaluated station platform locations. No change proposed from the Recommended Corridor Plan.

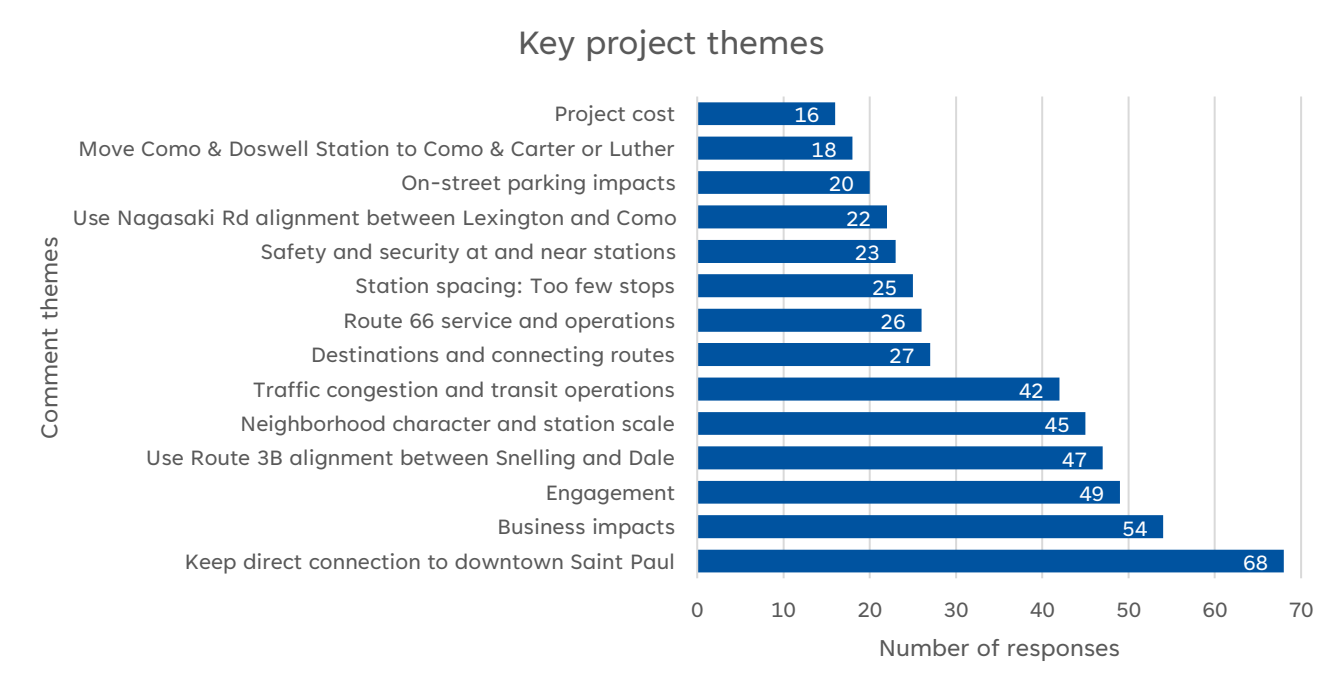
3rd Street & Ruth

Evaluated moving the station platforms to the south leg of the intersection on Ruth Street. No change proposed from the Recommended Corridor Plan.

Key themes

Metro Transit project staff identified key themes following a review and categorization of all comments received on the H Line Recommended Corridor Plan survey; these key themes are shown in **Figure 19**. In addition to the survey responses, Metro Transit project staff gathered public input through in-person engagement at events, pop ups, and presentations to neighborhood groups and district councils. Summaries of key themes from all engagement sources is described in the narrative text below.

Figure 19. Key themes across all stations and platforms



Project cost

16 survey respondents expressed concern with the cost of the H Line project or the use of public tax dollars for public transportation. The estimated planning-level cost of the H Line project is $120-150 million. This estimate will continue to be revised as project details are developed and refined through the engineering phase. Funding for the H Line construction and ongoing maintenance and upkeep comes from many sources including federal, state, and Metropolitan Council funds, in addition to fares.

Move Como & Doswell Station to Como & Carter or Luther

18 survey respondents asked that Metro Transit project staff evaluate and consider moving the Como & Doswell Station to either the Como Avenue and Carter Avenue intersection or the westbound platform to the Luther Place intersection. Metro Transit staff evaluated this request following both the first and

second round of public engagement. Upon completion of additional analysis and review, no change is proposed from the Recommended Corridor Plan. More details can be found on the Como & Doswell Station page.

On-street parking impacts

20 survey respondents expressed concern about on-street parking impacts. Metro Transit works with local roadway authorities to implement on-street parking changes. Many station platforms replace existing bus stops that already prohibit parking. In other instances, moving the platform location from a bus stop location to a new location often enables on-street parking to be added back and results in low or no net on-street parking removal. Because most station platforms are near intersections, on-street parking impacts are typically limited to a few parking spaces. Because of stop consolidation and removal of nearby local bus stops there is often a net gain or neutral impact when an BRT station removes on-street parking.

Use Nagasaki Road alignment between Lexington and Como

22 survey respondents asked Metro Transit project staff to reconsider the H Line alignment through the Como Park neighborhood between the Como & Lexington and Como & Nagasaki Stations. Based on public feedback received through the survey and other means (i.e., emails, events, meetings, etc.), and outstanding questions about operational considerations on this section of the adopted alignment, Metro Transit project staff recommend deferring a final decision on the Como & Chatsworth Station and Como & Nagasaki Station as part of the H Line Final Corridor Plan presented for adoption by the Metropolitan Council. Metro Transit project staff recommend completing a supplemental analysis to evaluate whether or not to modify the H Line alignment to use Nagasaki Road between the Como & Lexington and Como & Nagasaki Stations instead of the current adopted alignment of Van Slyke Avenue, Chatsworth Street, and Como Avenue. In winter 2027, Metro Transit project staff will present a final recommendation on the alignment alternative and station location to the Metropolitan Council to be reflected as an addendum to the H Line Corridor Plan. More details can be found on the Como & Chatsworth Station and Como & Nagasaki Station pages.

Safety and security at and near stations

23 survey respondents expressed concern for personal safety and security near or at the platform. Arterial BRT platforms have additional safety infrastructure built-in beyond what is typically found at a local bus stop. These include pedestrian-scale lighting, security cameras, and emergency telephones.

Providing a consistently safe, clean, and welcoming experience on transit is a priority for Metro Transit. Metro Transit's Safety & Security Action Plan was endorsed by the Metropolitan Council in 2022 and guides the approach to expanding the official presence on transit. As one element of this approach, Metro Transit launched the Transit Rider Investment Program, or TRIP. TRIP Agents are now riding light rail and BRT lines every day, inspecting fares, assisting riders, and ensuring the Rules for Riding are followed. TRIP Agents will be present on the H Line. Among other things TRIP agents monitor customer conduct and enforce Metro Transit policies, serving as the eyes and ears on vehicles and at facilities, report disruptive and destructive behavior, facility issues, and refer situations to the appropriate support teams, and provide outreach and community resources to customers who may be unsheltered or experiencing substance abuse or mental health crisis.

TRIP agents, along with police officers, Community Service Officers, supplemental security officers, and service providers, provide multiple layers of presence on board and in the transit system.

Station spacing: Too few stops

25 survey respondents expressed concern about having too few stops along the corridor or segments of the corridor. Arterial BRT stations are usually spaced 1/3 to 1/2 mile apart to balance speed and access to stations. Non-BRT local bus routes typically stop every 1/8 to 1/4 mile. When the bus has fewer stops to serve, there is less variation in the number of times it has to stop during a trip. This results in more reliable service and a decrease in travel time between stations, allowing riders to reach their destination faster and with greater confidence in the time it will take.

Stations may have closer spacing in some circumstances. Areas with high ridership and high density of destinations, like downtown areas or college campuses, generally have closer station spacing. Station spacing may also be closer in other areas of the corridor to ensure access to transfer points, housing, jobs, or other destinations.

About 95% 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; over 99% will be within 1/4 mile (fall 2025 boarding data from Routes 3, 54, 64, and 80 along the H Line alignment).

Route 66 service and operations

26 survey respondents commented on changes to Route 3B service. Route 3B service between downtown Saint Paul and Como Avenue and Snelling Avenue is planned to be replaced by a proposed new local Route 66 (see Proposed H Line corridor service). Transit service will remain on the Energy Park Drive and Front Avenue corridor via the proposed Route 66. The planned transfer point with the H Line is at Como & Snelling Station.

The western terminus of proposed Route 66 is at the H Line Como & Snelling Station. In response to public feedback received during the Recommended Corridor Plan engagement phase, Metro Transit is evaluating extending the service to the west along Como Avenue. Additional analysis will continue and the final proposed Route 66 service plan will be determined closer to the start of H Line service.

Destinations and connecting routes

27 survey respondents commented on new access to destinations that will be made possible by the construction of the H Line. Access to the State Fairgrounds, Como Regional Park and conservatory, and University of Minnesota Saint Paul, East Bank, and West Bank campuses were frequently referenced along with everyday places like homes, grocery stores, community spaces, and employers.

Some survey respondents expressed concern with how the H Line will change where other local routes operate and how changes implemented with the H Line will require a transfer to the new METRO G Line at Rice Street for downtown Saint Paul access.

Traffic congestion and transit operations

42 survey respondents expressed concerns about the traffic congestion and the impact of the H Line operations. Route 3 currently runs in this corridor and primarily uses 60-foot articulated buses. This is the same type of vehicle that the H Line will use. The H Line will following the same alignment as the existing Route 3 between downtown Minneapolis and Maryland Avenue and Rice Street in Saint Paul. When developing station platform locations, Metro Transit project staff have paid special attention to operational needs to ensure smooth bus turning movements along the project alignment and at intersections.

Metro Transit works closely with local roadway authorities to analyze and evaluate potential traffic issues that may arise as part of H Line bus operations. As part of the project planning phase, traffic analysis was conducted to ensure that the implementation of the H Line would not have detrimental traffic impacts at station intersections and on surrounding streets. In certain cases, such as at the 15th Avenue & Como Station, where traffic analysis identified potential traffic congestion issues, changes were made to the station platform locations to improve traffic operations.

Neighborhood character and station scale

45 survey respondents expressed concern for visual impacts caused by the presence of an H Line station near their home or business. Metro Transit engages with station neighbors, including residents, property owners, and business owners, throughout the project, from planning through engineering and construction. Consistent station design is important for providing predictable, accessible and recognizable BRT service. The size of shelter located within the station platform is chosen to best align with demand and surrounding context. Determining the appropriate shelter size at station locations is based both on existing and potential ridership at the location as well as site-specific conditions and constraints.

During the engineering phase of the H Line project (late-2026 through 2027, see Overall project schedule), Metro Transit will identify specific placement of BRT shelters and other amenities within each station platform. The station platform design will consider adjacent uses and, where applicable, platform amenities will be configured to minimize effects on uses in the public realm, including existing outdoor seating areas.

In-lane stops, with curb extensions where possible, will ensure that there is enough space for the station platform amenities while maintaining enough sidewalk space behind the shelter for comfortable pedestrian movement as well as access and visibility to storefronts. H Line shelters will use clear glass, making it easier to see storefronts behind the shelter and minimizing visual obstruction to adjacent buildings. During the engineering phase Metro Transit staff will work with station neighbors to determine shelter placement to avoid visual obstructions to building and business entrances.

When the surrounding station context calls for special sensitivity to station lighting Metro Transit has utilized “night mode” on the NexTrip real-time screens located within the platform pylon. This enables the screen background to transition from white to black during dark hours to lessen brightness and nighttime visual impacts. Artistic wraps can be used on shelters and electrical cabinets where appropriate with the ability to work with neighborhood organizations on designs.

Use Route 3B alignment between Snelling and Dale

47 survey respondents asked Metro Transit project staff to reconsider the H Line alignment through the Como Park neighborhood between the Como & Snelling and Maryland & Dale Stations. Changing the H Line alignment from the adopted alignment of Van Slyke Avenue, Chatsworth Street, and Como Avenue to Energy Park Drive and Front Avenue was analyzed separately for the Recommended Corridor Plan. The analysis and summary can be found in the Como Park Neighborhood Suggested Alignment Evaluation and Response section of the H Line Recommended Corridor Plan. It is not recommended to change the H Line alignment to Energy Park Drive and Front Avenue.

Engagement

49 survey respondents expressed that they had not been engaged to their satisfaction during the early stages of H Line planning and corridor selection. The H Line project has subject to public engagement in two separate efforts to date. The currently corridor planning phase of the H Line project focuses on

identifying station and platform locations. Preceding the corridor planning phase, the H Line corridor alignment was selected as part of the Network Next planning process, which took place from 2019 to 2021. This planning process considered arterial BRT corridors based on an evaluation of corridors with existing transit service and prioritization of corridors to advance three planned arterial BRT lines, including the METRO H Line. It included several engagement efforts to help Metro Transit confirm and identify overall priorities, and to help define and prioritize the corridors identified. The arterial BRT lines identified in this process were largely planned to operate on streets that are already are served by transit today. More information about the Network Next planning process including project engagement summaries can be found at metrotransit.org/network-next/network-next.

Business impacts

54 survey respondents expressed concern about the proximity of station platforms to business entrances or impacts to business visibility.

Creating a useful transit service means locating bus stops and station platforms near destinations that people want to access. Effective transit serves a wide variety of destinations and works best when it is close and accessible to places where people want to go.

Shelters do change sightlines from existing conditions. Shelters are a vertical station platform amenity that is positioned in the public right-of-way. Glass walls help to mitigate obstruction of what is behind the shelter, including buildings. Metro Transit has installed BRT shelters at many varied locations, including near businesses, residential areas, parks, and constrained environments, as part of previous arterial BRT Lines (A through E lines, see Arterial BRT network). During the upcoming H Line engineering and design phase of the project Metro Staff will work with station neighbors on the siting and design of station platform elements to address and mitigate concerns.

Keep a direct connection to downtown Saint Paul

68 survey respondents expressed concern about losing the direct connection to downtown Saint Paul that the current Route 3B provides on Energy Park Drive and Front Avenue. An important H Line project outcome is to implement new east-west crosstown transit service along Maryland Avenue between Rice Street and Payne Avenue where none exists today. Creating this new crosstown service necessitates changing the Route 3 alignment. See the Proposed H Line corridor service section and below for more details on proposed changes to existing service.

Because of other new transit routes that will intersect with the H Line corridor there will be three primary ways to continue to access downtown Saint Paul from the H Line corridor.

1. The Route 3B alignment will be replaced by the new Route 66. The western terminus of the Route 66 is at the Como Avenue and Snelling Avenue intersection. In response to public feedback received during the Recommended Corridor Plan engagement phase, Metro Transit is evaluating extending the service to the west along Como Avenue.
2. The METRO G Line BRT will travel north and south along Rice Street with a transfer to the H Line at the intersection of Maryland Avenue and Rice Street. Like the H Line, G Line stations will include shelters, light, heat, and real-time arrival information, ensuring a comfortable waiting environment for riders. The G Line will operate up to every 10 minutes most of the day and provide direct access to downtown Saint Paul as well as continuing south of the Mississippi River to the West Saint Paul. The G Line will open in two phases, with Phase 1 scheduled to being service in

2027. Phase 1 includes the northern portion of the G Line from Little Canada Transit Station to Robert & Kellogg in downtown St. Paul north of the Mississippi River.

3. The METRO Bronze Line BRT will share three stations with the H Line on Maryland Avenue at Maryland & Clarence, Maryland & Hazelwood, and Maryland & White Bear. The Bronze Line will connect downtown Saint Paul with the Maplewood Mall Transit Center. Service is expected to begin in late 2032.

Appendix B: Public agency and community letters received during H Line Corridor Plan engagement

Metro Transit invited formal comments from partner agencies during the Draft Corridor Plan comment period (spring 2026) and the Recommended Corridor Plan comment period (summer 2026). Additionally, Metro Transit received formal comments and letters from neighborhood associations, district councils, resident groups, and others during the two comment periods.

Draft Corridor Plan

Metro Transit received formal comments on the Draft Corridor Plan from the City of Saint Paul, City of Minneapolis, City of Minneapolis Bicycle Advisory Committee, City of Minneapolis Pedestrian Advisory Committee, Minneapolis Park and Recreation Board, University of Minnesota, East Bank Neighborhood Partnership, Saint Anthony Park Community Council, and Como Ad Hoc Committee. Letters received are listed below in chronological order.

EAST BANK NEIGHBORHOODS PARTNERSHIP

2010 East Hennepin Avenue, Suite 2-102, Minneapolis, MN 55413

612-234-1077 www.eastbankmpls.org

April 25, 2026

Metro Transit
560 6th Ave N
Minneapolis, MN 55411

RE: Additional stops needed along Como Avenue SE

Dear METRO H Line Team,

The East Bank Neighborhoods Partnership (EBNP) has reviewed the Metro H Line draft corridor plan and requests that Metro Transit add at least two additional stations along the stretch on Como Avenue SE.

EBNP's Land Use & Infrastructure Committee hosted a meeting on April 7 to review the draft plan. During previous meetings regarding the H Line project, reactions have been mixed but largely positive. Residents are concerned about losing connection to St. Paul but are excited about the promise more frequent service. However, with the release of the draft bus stop placements, it is apparent that Como Ave SE lacks the level of access and number of stations needed for this neighborhood.

The Como neighborhood is made up largely of student renters who rely on the current Route 3 bus to get to campus, as well as many older residents who depend on it for daily needs. Como lacks many basic amenities such as grocery stores, pharmacies, and healthcare, making these transit connections even more important. As the city continues to densify, we expect more multi-family units to be added to Como, necessitating that many residents live car-lite or car-free—an outcome the city is also encouraging. Losing over half of the current bus stop locations for this new line would be a significant loss and create unrealistic distances for many to walk or roll daily.

One additional stop should be added both west and east of the railroad bridge near 22nd Avenue. The intersection at 18th Ave SE is very popular and likely to become more so as the Tuttle School site is redeveloped. The spacing between 15th and 22nd is much too great for this area, and 18th makes the most sense for a new station. Likewise, having only one station between 22nd and HWY 280 is not adequate. The chosen location at 29th is not well aligned with the majority of the population living to the west of this intersection. An additional stop should be added somewhere around 24th–26th Ave. The current station location at 29th should be moved slightly further east to improve overall coverage.

We also want to express appreciation for the work being done to coordinate corridor improvements along Como Ave, including the planned bike lanes. Please ensure that bike lanes are kept as protected as possible from vehicle traffic, ideally with physical curb separation.

EBNP thanks Metro Transit for their work on the Metro H Line and strongly requests that two stations be added to the plan along Como Ave SE—one in the western section and one in the eastern section.

Sincerely,

Karyn Entzion
EBNP President

EAST BANK NEIGHBORHOODS

Minneapolis Park & Recreation Board

Minneapolis
Park & Recreation Board

Administrative Offices
2117 West River Road North
Minneapolis, MN 55411-2227

Northside Operations Center
4022 1/2 North Washington Avenue
Minneapolis, MN 55412-1742

Southside Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

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President
Tom Olsen

Vice President
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Cathy Abene
Kay Carvajal Moran
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Amber A. Frederick
Jason Garcia
Charles Rucker

Superindendent
Al Bangoura

Secretary to the Board
Jennifer B. Ringold

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April 30, 2026

Metro H-Line Project Team
MetroTransit

Re: Comments on the Metro H-Line Draft Corridor Plan

Greetings:

Thank you for the opportunity to provide agency staff comment on the Draft Corridor Plan for the Metro H-Line Bus Rapid Transit project. The Minneapolis Park and Recreation Board (MPRB) has been an active participant in this project's planning process, through the Technical Advisory Committee and several other more specific meetings. MPRB particularly appreciates H-Line staff working to convene a stakeholder group around the proposed station at East River Road. Though that effort did not result in solutions different than previous inter-agency coordination, MPRB recognizes the importance of revisiting the conversation in the context of a potential bus rapid transit route running on this challenging section of roadway.

MPRB as an agency is very interested in the interconnections between parks and transit. We include transit stops in one of our regional park equity metrics, and multiple strategies in "Parks for All" (MPRB's Comprehensive Plan) reference the desire for interconnectivity. Therefore, we are generally excited to have an additional bus rapid transit option that will connect Minneapolis and Saint Paul residents and visitors to our parks.

We are providing this memorandum as a means of staff comment because some of the content goes beyond what was possible to submit in the on-line survey. Based on our participation in the TAC and our review of the Draft Corridor Plan, MPRB staff have the following general comments on the project.

1. The Urban Forest. It is unclear at this time and at this level of design what the impact to public trees in the vicinity of stations may be. It is clear that the proposed stations are larger and include more pavement and infrastructure than existing bus stops. As the design moves forward, MPRB requests that all efforts be made to protect and preserve important trees along the route and especially in the vicinity of stations. We further request that the H-Line staff collaborate with MPRB Forestry staff to identify and evaluate potentially impacted trees, to develop avoidance strategies for high-value trees, and to replace impacted trees with an equivalent value of new trees in the vicinity.

2. Pleasant-East River & Appleby Hall Station. This station has been a topic of discussion throughout the H-Line project. MPRB believes there are significant barriers to implementing bus rapid transit on East River Road in a way that meets the needs of all agencies involved in this corridor (Hennepin County, City of Minneapolis, MPRB, and the University of Minnesota). MPRB has previously provided background information

related to ongoing conversations around the failure of the slope between the road and the river, and the current unsustainable layout of the trail and roadway. MPRB's current position, as directed by the Board of Commissioners, is to pursue a turn-back of this segment of roadway from Hennepin County. MPRB would then modify the roadway to formalize a multi-use trail beside a narrower one-way road surface. This is necessary in order to keep all public infrastructure out of the slope failure hazard zone at a reasonable cost of construction.

Should this occur, Metro Transit would **not** have jurisdiction to operate regular route bus lines on this roadway without special permission. To date, MetroTransit has not provided any corridor routing nor station location alternatives to those presented in the Draft Corridor Plan. MPRB urges the H-Line project to do so, and to present the advantages and drawbacks of other options. Alternatives could include a different route that does not utilize East River Road, or could propose a jurisdictional solution under which MPRB is able to reconstruct and operate a safe and stable trail corridor without gaining ownership of the roadway itself. Because MPRB sees great value in the connection of the H-Line to the trail system along the Mississippi River Gorge, we would prefer a solution that accomplishes the latter alternative.

3. 15th Avenue & Como Station. MPRB is happy to see a direct connection between the H-Line and Van Cleve Park. The Como Neighborhood, through which the H-Line will run, is identified as a park gap in MPRB's Parks for All, and this route will help people more easily connect to this key park in the area. We understand from discussions within the TAC process that some improvements here may occur on parkland. Though at this stage it seems possible that will be limited to relocation of the existing sidewalk and will not likely have tree impacts, we request that the H-Line continue, through the design process, to minimize use of parkland as much as possible. Furthermore, MPRB would like to be involved in how the interconnection between station and park at the corner of Como and 15th is finally designed.

4. Como & 29th Avenue Station. MPRB has finalized its routing for the long-awaited Grand Rounds Missing Link, and will soon implement an early phase of that historic project in this vicinity. The new trail will cross Como Avenue at 27th Avenue, a routing selected through extensive community engagement, coordination with other agencies, and design exploration. Though we understand there will be enhanced bicycle and pedestrian connections along Como Avenue, MPRB would ideally prefer the station itself to be located at 27th Avenue. At this location MPRB plans to implement one of the several active pocket parks along the Grand Rounds route. Like at Van Cleve Park described above, the direct interconnection betwene the H-Line and an active park could be a great benefit to the community. Should the station remain at 29th Avenue, MPRB would request that wayfinding signage be planned to direct transit riders to the Grand Rounds once it is implemented in this area.

Once again, thank you for the opportunity to participate in this important transit project, and to comment on the Draft Corridor Plan. MPRB looks forward to ongoing involvement in the project, in particular to continue working to resolve the conundrum around East River Road.

Sincerely,

Adam Regn Arvidson, PLA, FASLA
Director of Strategic Planning
Minneapolis Park and Recreation Board

City of Minneapolis

Minneapolis
City of Lakes

Public Works
350 South Fifth Street, Room 203
Minneapolis, MN 55415
Tel 612.673.2352
www.minneapolismn.gov

May 4, 2026

Dear Mr. Burrows,

Minneapolis Public Works appreciates the opportunity to review and comment on the Draft Corridor Plan for the METRO H Line Arterial Bus Rapid Transit (BRT) project. The H Line is proposed to operate along Washington Ave, Pleasant St, 15th Ave SE, and Como Ave SE which are major thoroughfares and connections to important destinations in Minneapolis. The H Line connects to destinations in Downtown Minneapolis and the campuses of the University of Minnesota, while also serving as a critical link to the City of Saint Paul.

The Draft Corridor Plan provides the opportunity to support various transit strategies and actions outlined in the City of Minneapolis Transportation Action Plan (TAP). City staff previously submitted technical comments on the Draft Corridor Plan and are generally supportive of the proposed station locations. Staff look forward to working with Metro Transit staff to advance the Final Corridor Plan.

The City of Minneapolis is committed to partnering with Metro Transit on the H Line BRT, as evidenced by its participation on the Technical Advisory Committee and collaboration on coordinated projects, including the City's Como Ave SE Corridor Improvement Project, Hennepin County's Washington Ave Safety Improvements project, and the METRO Blue Line Extension project. Public Works appreciates Metro Transit's participation in engagement events for the Como Ave project.

The City looks forward to further coordination and support through final design of the H Line BRT to improve transit service in Minneapolis and the region.

Sincerely,

Kathleen Mayell, AICP
Interim Director Transportation Planning and Programming
City of Minneapolis Public Works

SAINT PAUL
MINNESOTA

DEPARTMENT OF PUBLIC WORKS
DEB BARBER, DIRECTOR

1500 City Hall Annex
25 West Fourth Street
Tel: 651-266-6100

Sean Kershaw
Interim Operations Manager
Department of Public Works
891 Dale Street
Saint Paul, MN 55103

May 4, 2026

Metro Transit
Arterial Bus Rapid Transit
Heywood Office Building
560 6th Ave N.
Minneapolis, MN 55411

Re: CITY OF SAINT PAUL COMMENT ON H LINE DRAFT CORRIDOR PLAN

Dear Metro Transit Arterial BRT Team,

The City of Saint Paul welcomes the opportunity to comment on Metro Transit's H Line Draft Corridor Plan. H Line is proposed to operate along Como, Maryland, and White Bear Avenues, 3rd Street East, and Ruth Street in Saint Paul. H Line will connect major destinations such as Sun Ray Transportation Center, Como Regional Park, the State Fairgrounds, and the University of Minnesota – Saint Paul campus, while also linking to the City of Minneapolis. City staff have been serving on the Technical Advisory Committee for H Line and have submitted technical comments on the Draft Corridor Plan. City staff are supportive of station locations as identified in the Draft Corridor Plan, but we encourage Metro Transit to review feedback received during this public comment period and adjust to station locations and related elements as may be appropriate. We look forward to working with Metro Transit to advance the Final Corridor Plan.

The City of Saint Paul strongly supports investments in public transportation. Our Comprehensive Plan includes policies to encourage mode shift toward more public transit use, and to promote the development of quality public transit in all parts of the city. Policies direct the city to strategically establish transit-supportive land uses, to optimize traffic signals for public transit, and to work with transit providers to provide high-quality services. Adopted in 2020, the Comp Plan included city-proposed transitway corridors along Maryland Avenue and White Bear Avenue, which were later adopted as part of the H Line alignment.

SAINT PAUL
MINNESOTA

DEPARTMENT OF PUBLIC WORKS
DEB BARBER, DIRECTOR

1500 City Hall Annex
25 West Fourth Street
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The Comp Plan includes major trends and themes that touch on the need for better and more comprehensive public transportation. These include responding to climate change, our aging population, affordability and equity (including in transportation opportunities), and the need for economic development, growth, and increased density to help support the city's tax base, jobs, and housing affordability needs.

The City of Saint Paul offers this letter of support for the development and completion of H Line arterial bus rapid transit (ABRT). Saint Paul welcomes this investment of resources into our city in the interest of better serving the people of Saint Paul, connecting our neighborhoods to each other and to the rest of the region with fast, affordable, reliable public transportation.

The City of Saint Paul offers the following comments and suggestions as the H Line project progresses toward its Final Corridor Plan and engineering design phase:

1. Continue to provide updates to City Council ward offices along the corridor route. H Line includes Wards 4 (Council Member Molly Coleman), 5 (Council Member Hwa Jeong Kim), 6 (Council Vice President Nelsie Yang), and 7 (Council Member Cheniqua Johnson). The City appreciates Metro Transit's efforts to date to work with City Council Members.
2. Continue to provide updates to neighborhood District Councils along the corridor route. H Line includes District 12 (St. Anthony Park Community Council), District 10 (Como Community Council), District 6 (North End Neighborhood Organization), District 5 (Payne-Phalen Planning Council), District 2 (Greater East Side Community Council), and District 1 (Southeast Community Organization). The City appreciates Metro Transit's efforts to date to work with District Councils.
3. The City requests that Metro Transit be responsive to station location concerns and requests to shift/adjust stations expressed during this public engagement period, and work with city staff, policy makers, and neighborhood district councils to come to agreement if possible, and to otherwise mitigate concerns to the degree practicable.
4. The City requests that Metro Transit staff conduct direct outreach to residents and businesses along the H Line alignment, and work to incorporate access needs and concerns as appropriate.
5. Multiple roads along the H Line alignment have significant safety needs and have been identified in the Transportation Safety Action Plans from the Metropolitan Council and the city. The city requests that Metro Transit work with the City and Ramsey County to the extent practicable to identify and implement safety improvements along these corridors alongside H Line (and Bronze Line) construction efforts. High Injury Network streets include Maryland Avenue, White Bear Avenue, and 3rd Street East.
6. The City supports the completion of the H Line along the alignment adopted by the Metropolitan Council in 2021 following the Network Next planning process. If Metro

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Transit wishes to deviate from this alignment for whatever reason, the City requests consultation with Metro Transit, Ramsey County, and other stakeholders as appropriate.

7. The City is currently conducting its Maryland Avenue Corridor Study in conjunction with Ramsey County, on Maryland Avenue from East Como Boulevard to Rice Street. The overall goal of the project is to deliver preliminary designs in 2026 in advance of a reconstructed street in 2028-2029 that successfully incorporates all transportation modes and improves transportation safety. This project will result in preliminary design options that will affect proposed station locations at Grotto Street, Dale Street, Western Avenue, and Rice Street. The City requests Metro Transit's continued participation on the technical advisory committee for the Maryland Avenue Corridor Study, and to provide technical review on draft corridor alternatives and the selected alternative, once that is determined.
8. The City will implement the Gold Line Pedestrian Improvements Project near the eastern terminus of H Line in 2028. Design for this project has not yet started, but it will include elements along some portions of H Line, including at the intersection of Wilson Avenue and Pedersen Street. The City will reach out to Metro Transit for input and coordination on the Gold Line Pedestrian Improvements Project.
9. The City is planning to conduct a feasibility study for a separated bikeway on Como Avenue between the western city border and the intersection of Como Avenue and Raymond Avenue/Cleveland Avenue. This will take place in 2026, with anticipated recommendations either late 2026 or early 2027. The City requests input and coordination with Metro Transit on this effort, which would affect two or more station locations in the Saint Anthony Park neighborhood.

The City of Saint Paul is committed to partnering with Metro Transit on H Line ABRT implementation, as evidenced by its participation on the Technical Advisory Committee and through its Maryland Avenue Corridor Study project. The city looks forward to further coordination and support through final design of the H Line ABRT in 2026 and into 2027.

Regards,

Sean Kershaw

Sean Kershaw
Interim Director, Operations

Cc: Deb Barber, Public Works Director

University of Minnesota

UNIVERSITY OF MINNESOTA

Crookston • Duluth • Morris • Rochester • Twin Cities

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May 4, 2026

Kyle Burrows
Acting Director, Arterial BRT
Metro Transit, a service of the Metropolitan Council
560 6th Avenue North
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The University of Minnesota (UMN) appreciates the opportunity to provide formal comment on station concept designs for the H Line BRT project. UMN values its long operational partnership with Metro Transit. UMN staff submitted comments during development of the Draft Corridor Plan and are supportive of the station locations.

This letter summarizes comments and concerns shared by UMN staff with the project team and Technical Advisory Committee (TAC) in 2025 and 2026. It is not an exhaustive list of items to be addressed in the detail design phase. Annotated plans and comments shared during the concept design phase are incorporated by reference.

The University of Minnesota considers resolution of these concerns to be a prerequisite to executing the temporary and permanent agreements that will be necessary to implement H Line station improvements on UMN property.

At all stations on campus, UMN expects the project to adapt Metro Transit's design standards to avoid, minimize and mitigate impacts to campus facilities, operations and cultural resources. As noted below, each station site presents unique constraints and opportunities.

1. Curb height is a critical consideration for all stations on campus, especially at westbound and eastbound Pleasant Street SE at University Avenue, and westbound Pleasant Street SE at Washington Avenue. The project must explore alternatives to the BRT design standard for station curb heights, beginning with the use of existing curb heights for the BRT platforms.

   This is because existing conditions in the station areas are tied to existing curb heights which are lower than typical BRT station curbs. A BRT station that is raised above the adjacent sidewalk requires ramps, vertical transitions and railings, which together create exclusive zones that effectively narrow sidewalk widths behind the platform. In contrast, a platform that uses existing curb heights can be flush with adjacent grades, needs no ramps or railings, and allows for more

pedestrian flow while boarding and alighting are not active. This principle can be seen at work at the existing bus stops at Pleasant Street SE and University Avenue SE.

2. As noted above, sidewalk width is related to curb height. The UMN design standard calls for 7 feet of clear width to facilitate sidewalk maintenance especially in winter. Proposed sidewalk widths of 4.5 feet, as shown at the westbound Pleasant Street SE station at University Avenue, will not be acceptable. The concept design at westbound westbound Pleasant Street SE at Washington Avenue shows a sidewalk width of 6 feet, which could be mitigated if the platform were flush with adjacent pavement. Although the proposed westbound station on Pleasant Street SE at Washington Avenue SE is in City of Minneapolis right-of-way, this location is functionally part of the campus and should be given the same consideration as stations on UMN property. The detail design phase will incorporate review by UMN operations staff to ensure sustainable operations.

3. UMN bicycle facilities must not be impacted. Both stations proposed on Pleasant Street SE at University Avenue are within a major gateway to campus that must continue to support high volumes of all modes. As staff articulated to the project team during the concept design phase, UMN will not accept design alternatives that would narrow the roadway to a single vehicle lane or re-route the existing on-street bike lane to behind the station platform at sidewalk level.

4. The proposed eastbound station on East River Parkway at Arlington Street SE must not constrain access to the existing service and mobility van drop-off area west of Fraser Hall. The station is proposed on property owned by the Minneapolis Park & Recreation Board and right-of-way held by Hennepin County. UMN holds a permanent easement behind the eastern curb and has significant infrastructure and operational interests in the area, all which must be preserved during detail design and construction. The University continues to advocate with the County and the Park Board to retain the two-way roadway configuration at this station location.

5. Tree preservation must be a priority throughout design and construction. Tree removal proposed by the project is subject to approval by the University Landscape Architect and will require replacement in kind at project cost and at locations to be specified by UMN. This is especially a concern at the westbound station on Pleasant Street SE at University Avenue SE, where even the narrow sidewalk proposed behind the station would impact existing tree roots.

6. UMN-owned infrastructure within all proposed station areas must be protected in-place or, where impacts are approved by UMN, replaced to meet current UMN design standards. This includes but is not limited to sidewalks, roadways and lighting; trees and plantings; utilities including water-sewer, stormwater management, electric, thermal, and; signage.

   At the eastbound station on Pleasant Street SE at University Avenue, the proposed platform length would displace part of a storm water management system constructed in 2015 to collect and reuse runoff for irrigation of campus plantings. Maintaining the designed rate, volume and quality of outflow from stormwater management systems is vital to UMN's compliance as a Municipal Separate Storm Sewer System (MS4). Comments shared with the project team in 2025 provided as–built drawings and offered guidance on potential mitigation measures to be explored in detail design.

7. Both proposed stations on Pleasant Street SE at University Avenue are within the Old Campus Historic District which is listed on the National Register of Historic Places. UMN supports the project's application of guidelines from the Secretary of the Interior, including the principles of avoiding, minimizing, and mitigating impacts. UMN recognizes that the design will be reviewed by the State Historic Preservation Office.

8. Station design must support continued use by UMN transit vehicles and joint operation by UMN Parking & Transportation Services. Considerations include dimensional standards, incorporating UMN graphic identity and informational signage, allocating platform length for UMN buses and shelters, and clarifying maintenance and operational responsibilities in a written agreement with the University.

9. Where station improvements are proposed on UMN property, the project should allow ample time – months not weeks – to negotiate, draft and execute agreements with the Real Estate Office.

10. The project should engage Xcel Energy regarding electric service to proposed stations on campus. The project should allow ample time for this planning in case Xcel needs license agreements with UMN to run service across UMN property. If Xcel service connections prove to be infeasible, then the project should contact UMN to discuss alternatives.

The University appreciates the opportunity to provide comments and looks forward to continued engagement with the project to ensure efficient and equitable mobility for all students, faculty, staff and guests who visit the Twin Cities campus.

Sincerely,

Monique MacKenzie, MUP AICP
Director of Campus and Capital Planning
Planning, Space & Real Estate

Thomas Drake
Director
Parking & Transportation Services

Saint Anthony Park Community Council

May 4, 2026

Metro Transit
Attn: Alyssia Bell (H Line Project)
560 Sixth Ave. N.
Minneapolis, MN 55411

Re: SAPCC Public Comments on METRO H Line Draft Corridor Plan - Station Placement, Design, and Service Impacts

Dear H Line Project Team:

The St. Anthony Park Community Council (SAPCC) appreciates the opportunity to submit comments on the METRO H Line Draft Corridor Plan during the current public comment period.

SAPCC represents residents and stakeholders across the St. Anthony Park neighborhood in St. Paul, many of whom rely on Route 3 for daily transit. We recognize the value of the proposed H Line investment, including faster and more reliable service, simplified routing, and enhanced station amenities that are designed to improve the rider experience and increase transit use.

At its April 28, 2026 meeting, the SAPCC Transportation Committee reviewed the Draft Corridor Plan in detail and unanimously approved the following motions recommending that SAPCC submit formal comments. These motions reflect direct feedback from neighbors, businesses, and corridor users, and are included below in full as adopted.

Motion: Relocate Doswell Station to Carter Avenue
The St. Anthony Park Community Council welcomes the improved bus service planned for Metro Transit's H Line. The increase in trip speed, simplification of routes, and improved station amenities have been shown to increase ridership on aBRT, despite the decrease in stop proximity for some riders. However, based on comments we have heard from neighbors and business owners, Metro Transit's decision to place the H Line station that serves the North St. Anthony Park business district at Doswell Avenue does not appear to consider all factors. While the current Doswell bus stops may have more riders than the ones at Carter Avenue, that is a less important factor when so many other Route 3 stops are being eliminated, and both the Carter and Doswell locations are in good proximity to many of the businesses and institutions needed by bus riders.

Factors that weigh against the Doswell location:

- Doswell may require removing up to five trees, while Carter would require removing one or possibly two. Tree preservation is an important goal of SAPCC and the neighborhood in general, and these trees specifically were planted through neighborhood efforts after the Como Avenue reconstruction.

2171 University Avenue W. | Suite 400 | Saint Paul MN 55114

- Doswell requires removing four or five parking spaces, while Carter would require none or possibly one.
- Doswell places the westbound station in front of retail businesses that have expressed a strong preference to not have a bus stop there (including one with an adjacent sidewalk seating area), while a westbound Carter station would be in front of a building that is not a retail location or would be adjacent to the St. Anthony Park Branch Library, which already has a bus stop.

Given the factors that weigh against Doswell Avenue as a location, SAPCC strongly urges Metro Transit to locate the H Line station at Carter Avenue.

For a Carter Avenue eastbound station, the current bus stop adjacent to Finnish Bistro would function effectively for aBRT. This location currently has one tree, planted in the late 2010s, that may need to be removed.

For the westbound location, SAPCC's preferred placement is adjacent to 2265 Como Avenue (the Emily Program). This location would align directly across from the eastbound station, provide strong rider access, and sit beyond the Carter traffic signal to support improved bus operations. It also offers the advantage of requiring no tree removal and no loss of parking.

If this location cannot be configured to meet aBRT station requirements, SAPCC's secondary recommendation is placement adjacent to the library at the existing bus stop. While this option is somewhat less convenient for businesses to the east, it remains a viable alternative. Depending on the final design, it may require removal of one larger tree and possibly one parking space.

Motion: Ensure Compatibility with Future Separated Bike Path
In keeping with its 10-year plan, SAPCC supports multimodal transportation and prioritizes the most vulnerable users, including pedestrians and people traveling by bicycle. In February 2024, SAPCC endorsed the updated Saint Paul Bicycle Plan, which includes a separated path along Como Avenue between the Minneapolis border and Cleveland Avenue.

As H Line stations are implemented along Como Avenue SE in Minneapolis, the City of Minneapolis is constructing a separated two-way bike path on the north side of the corridor, and station designs there are being developed to accommodate that facility. A similar separated path already exists east of Cleveland Avenue, and station designs in Falcon Heights and Saint Paul are also being coordinated with that infrastructure.

SAPCC urges Metro Transit to ensure that station design and placement between the Minneapolis border and Cleveland Avenue do not preclude or constrain future implementation of a two-way separated bike path on the north side of Como Avenue.

This may include designing stations with sufficient space to accommodate both pedestrian and bicycle facilities, or considering interim or adaptable station configurations where needed.

SAPCC also encourages the City of Saint Paul to coordinate implementation with Minneapolis to achieve a continuous and consistent facility along the corridor.

Motion: Add an Additional Station Near Buford Avenue
Given SAPCC's recommended relocation of the North St. Anthony Park business district station from Doswell to Carter Avenue, and considering anticipated future housing development at Luther Seminary, SAPCC recommends adding an additional H Line station between Carter Avenue and Eustis Street, most likely near Buford Avenue.

Motion: Extend Route 66 to Eustis Street
The conversion of Route 3 to the H Line results in the loss of a direct, one-seat ride to downtown St. Paul for North St. Anthony Park residents. This connection has long been valued for commuting, school access, and access to civic and cultural destinations.

To maintain this connection, SAPCC urges Metro Transit to extend the proposed Route 66 west to Eustis Street, where it would also connect to Route 30 and strengthen overall network connectivity.

While SAPCC supports the overall goals of improved transit reliability and investment in bus rapid transit, these motions highlight several important community considerations related to station placement, multimodal integration, and service continuity.

We respectfully request that Metro Transit fully consider these comments and recommendations as the H Line project advances toward a final corridor plan. SAPCC welcomes continued engagement on station design and placement within St. Anthony Park.

Thank you for your time and consideration.

On behalf of the Board,

Zev Radziwill
Executive Director
(612) 770-2872
zev@sapcc.org

BOARD OF DIRECTORS
DISTRICT 12 • SAINT PAUL

City of Minneapolis – Bicycle Advisory Committee

Minneapolis
Public Works

Resolution No. 2026-014
Bicycle Advisory Committee

Approving Bicycle Advisory Committee comments re: Metro H Line – 15%.

Resolved by the Minneapolis Bicycle Advisory Committee:

That, pursuant to authority under City Council Resolution 2025R-013, Bicycle Advisory Committee comments for the Mayor and City Council are hereby approved as follows:

Metro H Line – 15%

The Minneapolis Bicycle Advisory Committee (BAC) thanks Metro Transit staff for their presentation of the METRO H Line Draft Corridor Plan. The H Line will deliver significant transit benefits to the Como Avenue and Maryland Avenue corridors, and the BAC appreciates the thoughtfulness of the planning process to date, the project's strong equity foundation, and staff's openness to community input during this first of two public comment periods. The BAC supports the project and offers the following observations and requests for consideration as the Corridor Plan is refined and as the project advances into engineering in 2026–2027.

- Consistent use of floating bus stop design where bike infrastructure runs parallel with bus stops. The BAC appreciates that the Washington & Chicago station concept in the Draft Corridor Plan shows the grade separated bikeway routed behind the boarding platform, a floating bus stop design consistent with the Minneapolis Street Design Guide (Section 3.5D). The BAC recommends that this design approach be applied consistently at all H Line stations where existing or planned bike infrastructure runs parallel to the corridor, particularly along Washington Avenue and Como Ave SE, so that cyclists remain physically separated from boarding passengers and in-lane bus movements throughout the corridor.
- Weather-protected and secure bike parking at major transfer stations. The BAC recommends that transfer stations, particularly downtown Minneapolis, the University of Minnesota area, and Snelling Avenue, include weather-protected bike parking, since cyclists at transfer points typically leave bikes for a full workday rather than a short visit.
- Construction-phase bike accommodations. Given the high cycling volumes on Washington Avenue and Como Ave SE, the BAC recommends that construction planning include continuous, signed bike detours and active coordination with the Washington Avenue Bikeway and Como Ave SE Corridor Improvements projects to minimize disruption to existing and planned bike facilities.

As the Minneapolis Bicycle Advisory Committee we generally focus on project impacts within the City of Minneapolis. However, Como Avenue is one of the few crossings between Minneapolis and Saint Paul in this area of the city. The nearest bike crossing is the U of M Transitway, which is fully a mile south and separated by multiple main-line train tracks. Recognizing the importance of Como as a bi-city bikeway

(and bike route to the State Fair), we are disappointed that the station plans for Eustis and Como and Doswell and Como Stations, the two closest Saint Paul stations to Minneapolis, have no provision for a bikeway today or in the future, despite Como Avenue being included in the 2024 Saint Paul Bicycle Plan for future separated bikeway or path infrastructure. Worse still, we are deeply concerned that the construction of the H line stations, especially at Doswell, will preclude the implementation of a protected bikeway for the lifespan of the station. As people in Minneapolis who bike to Saint Paul we recommend that the City:

- Encourage Saint Paul and Metro Transit to include 'floating' bus stations for Eustis and Doswell where a future bikeway could pass behind the stop; or forgo fully constructing the north platform at Doswell, instead implementing an interim design seen in the rollout of many ABRT projects, such as the C Line stations along Olson Memorial Highway, until the City of Saint Paul identifies a bikeway typology Metro Transit can accommodate in platform design and location. This is justified because the City of Minneapolis has direct interest on how its visitors and residents connect to neighboring communities.

The BAC thanks Metro Transit for their presentation, and commends Minneapolis Public Works and the city for their proactive collaboration with the H Line project to improve travel for all modes along the H Line corridor.

Adopted: May 5, 2026

Letter in Support of the Front Avenue & Energy Park Drive Alignment for the METRO H Line

May 15, 2026

To: Metropolitan Council Members, Metro Transit Leadership, Saint Paul City Officials, Ramsey County Officials, and Community Stakeholders

Subject: Petition Supporting the Front Avenue & Energy Park Drive Alignment for Metro Transit's Rapid Transit H Line

Dear Officials and Community Leaders,

We, undersigned residents, riders, business owners, park supporters, and advocates for equitable public transportation, respectfully urge Metro Transit and regional decision-makers to revise the proposed METRO H Line arterial Bus Rapid Transit (BRT) alignment in the Como area and instead route the line along Front Avenue and Energy Park Drive.

Our community strongly supports public transit, including arterial BRT. We believe this project presents an important opportunity to place rapid transit where it can serve the greatest number of people and more critical destinations efficiently, equitably, and sustainably.

The attached petition with 500 signatures outline a practical, data-driven recommendation:

Maintain local transit service through Como Park while placing rapid transit on the high-density Front Avenue and Energy Park Drive corridor currently served by Route 3B.

This proposal represents a small, yet impactful adjustment that substantially improves ridership, transit equity, access to jobs and services, and the long-term success of this **major** investment.

Metro Transit's Goals and the Front & Energy Park Alignment

Metro Transit's BRT goals and Service Improvement Plan emphasize:

- Matching service levels to ridership demand
- Serving areas with higher density and stronger growth potential
- Building fast, reliable service on arterial corridors
- Ensuring as many people as possible benefit from transit investment
- Advancing equity and reducing regional disparities in access to opportunity

The Front Avenue and Energy Park corridor aligns strongly with these goals.

The currently proposed route through Como/Chatsworth/Van Slyke would be the only arterial BRT segment in the Twin Cities routed through narrow roads that are functionally classified as local streets, rather than arterial roads. These streets were intentionally redesigned through a $4.5 million traffic calming and street vitality project to reduce speeds and traffic volumes in a residential park setting.

By contrast, Front Avenue and Energy Park Drive already function as arterial corridors better suited for high-capacity transit service.

Higher Ridership, High Density of Uses, Opportunity for Growth

Metro Transit boarding and alighting data already shows **significantly higher ridership along Front Avenue and Energy Park Drive** than along the currently proposed park alignment. Additionally, within the past year, the corridor has received millions in public investment for redevelopment and commercial revitalization, creating **strong potential for future ridership growth** that does not exist along the current proposed route.

The recommended alignment would:

- Provide access to over 2,500 additional housing units, including multiple high-density apartment complexes and income-eligible public housing
- Ensure timely and reliable transit where we need it most: jobs, health care clinics, daycares, rehabilitation and community services, and charter schools that rely on Metro Transit passes for access to school
- Support neighborhood businesses and redevelopment corridors already targeted for investment

Stronger Equity Outcomes and Access to Opportunity

Metro Transit and the Metropolitan Council consistently identify equity and access to opportunity as central goals of arterial BRT investment. **The Front & Energy Park corridor better advances those goals.**

- The Front & Energy Park corridor serves a substantially more culturally diverse and lower-income population – populations who depend on public transit the most
- This higher-density corridor includes multiple “neighborhood nodes” which serve a neighborhood's daily needs, such as access to food, healthcare, and employment
- Community resources that actively work to reduce inequity, such as employment and rehabilitative services, no-cost shelter and food resources, public health clinics, and charter schools aimed to support and advance historically marginalized populations

Public investment of this scale should prioritize corridors where people rely on it most.

Operational, Safety, and Environmental Concerns

Residents, bicyclists, pedestrians, and park supporters have raised significant concerns regarding the currently proposed alignment through Como Park, especially the Como/Chatsworth/Van Slyke area.

Concerns include:

- Narrow, winding residential roads that create slowdowns for large articulated buses
- Traffic calming infrastructure, bumpouts, and constrained turning geometry that force buses to stop and yield to one another
- Existing patterns of buses striking parked vehicles on tight turns
- Seasonal congestion related to schools and park activity
- Shared roadway conditions with no dedicated bicycle lanes
- High pedestrian and bicycle activity near schools and park destinations
- Large BRT infrastructure in a low-density residential corridor with little to no anticipated future growth or development

Many residents and park go-ers believe arterial BRT conflicts with the intended design and use of these roads, which prioritize slower traffic, pedestrian safety, bicycling, and recreation.

Environmental and Wildlife Concerns Within Como Park

Additional concerns have been raised by residents, environmental advocates, and supporters of Como Park regarding Metro Transit's proposed station infrastructure within the park, particularly plans to install large illuminated BRT shelters operating 24 hours per day in an environment that actively supports wildlife habitat and ecological stewardship.

Environmentalists and park supporters are concerned that continuous overnight lighting will negatively impact:

- Migratory birds
- Nocturnal wildlife
- Pollinators
- Aquatic ecosystems connected to Como Lake
- The park's broader environmental and habitat goals

Como Park is not simply a transportation corridor; it is one of Saint Paul's most significant public parks and ecological assets, serving as an important refuge for wildlife within an urban environment. The park has long-standing community goals related to environmental preservation, habitat support, recreation, and quality of life.

Many residents and stakeholders believe that introducing continuously illuminated rapid transit infrastructure into sensitive park environments conflicts with those goals and warrants substantially greater environmental consideration.

Como Park Still Deserves Strong Transit Service

We strongly support maintaining and improving transit access to Como Park and the surrounding neighborhood. However, the evidence suggests that local or demand-responsive transit service would better fit the area's ridership patterns, fluctuating seasonal usage of the park, and narrow traffic-calmed roadway conditions.

Potential alternatives include:

- Maintaining or modifying local bus service through the park
- Increasing Route 83 frequency to get riders closer to year-round park destinations
- Implementing a demand-responsive transit zone (such as Metro Micro) to expand overall access within the park that responds to fluctuations in seasonal ridership patterns

These approaches would allow more flexible stop placement, better preserve pedestrian and bicycle priorities, improve circulation throughout the park, and reduce infrastructure impacts while continuing to support transit access.

Supporting Economic Development & Transit-Supportive Growth

One of the clearest differences between the two route alignments is long-term growth potential. The currently proposed alignment primarily serves a stable, fully developed residential neighborhood with little realistic opportunity for future development or density growth.

Como residents have long expressed a desire for local businesses closer to home – restaurants, coffee shops, corner grocers, and retail. Due to the fully-developed nature of the area, the opportunity to create this is limited. However, the opportunity does exist on Front Avenue and Energy Park Drive. Transit investment can help catalyze redevelopment, and reconsidering this alignment would better align with the community's long-term goals.

Transit investment should not only respond to today's demand — it should support future growth and opportunity. The Front & Energy Park corridor provides a clear opportunity to align transit investment with redevelopment momentum, economic activity, and transit-supportive growth.

Our Request

We respectfully request that Metro Transit, the Metropolitan Council, and local decision-makers:

1. Reevaluate the currently proposed H-Line alignment through the Como area and seriously consider the Front Avenue & Energy Park Drive alignment as a more equitable, transit-supportive, and sustainable alternative.
2. Prioritize arterial corridors that better support fast, reliable BRT service, higher ridership, future growth, and access to jobs, services, and opportunity.
3. Fully consider the environmental, pedestrian, bicycle, wildlife, and park impacts of installing arterial BRT infrastructure within Como Park.
4. Preserve and improve transit access to Como Park through appropriately scaled local or demand-responsive transit solutions.

The attached petition reflects broad and growing community support for a rapid transit alignment that better serves riders, workers, businesses, students, and historically underserved populations while improving the long-term success, sustainability, and equity of the H-Line project.

We appreciate your time, consideration, and commitment to building a transit system that is equitable, reliable, environmentally responsible, and responsive to community needs.

Sincerely,

The Representatives of the Como Ad Hoc Committee:

Stephanie Miller	Maren Swenson	Patti Rud
Merick Reed	Laurie Hertzel	Ron Rud

Link for Petition Website: www.change.org/RightBusRightPlace

Comments from the Petition:

H Holly Vanderhaar • 1 month ago

The 3B bus serves businesses, higher-density housing, healthcare facilities, schools and overall a much more racially and economically diverse population who depend on public transit compared to the 3A route; service is desperately needed along Front/Energy Park. This route change is short-sighted and fails to serve the city of St. Paul.

J Jessica Kullander • 1 month ago

Front /Lexington has so much more potential to meet the needs of businesses AND riders. There's the restaurant, bar, school, a daycare, a highrise, clinic, shelter, town homes, etc.

D Diana Novotny • 2 months ago

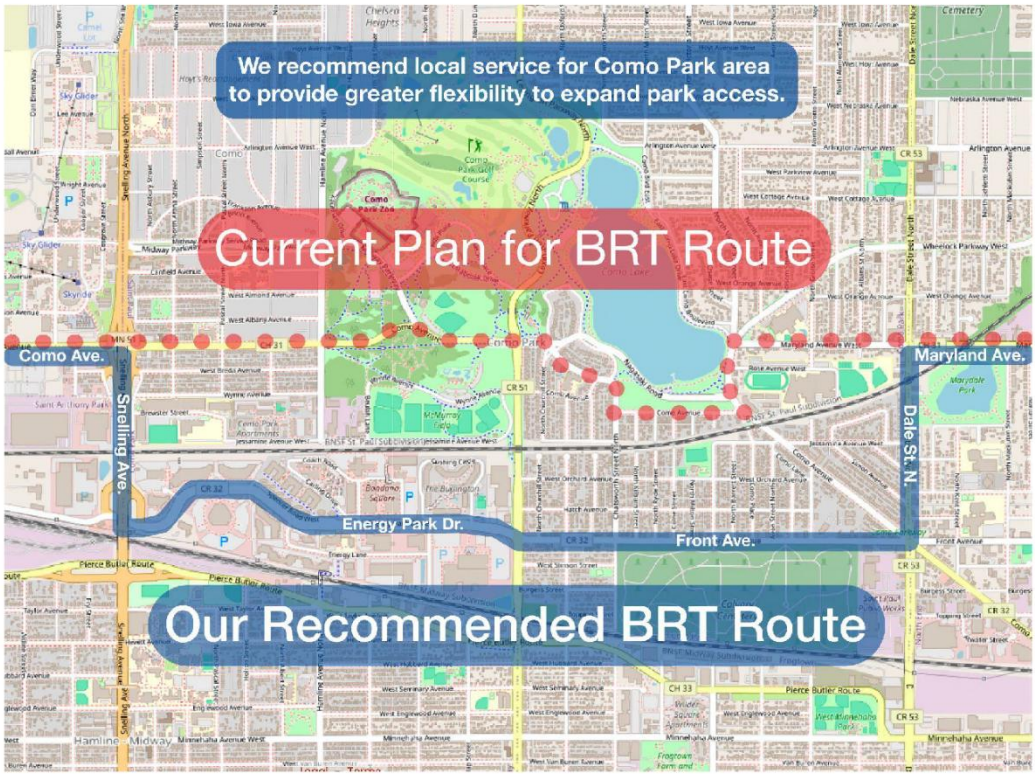
Makes no sense to run the buses every 10 minutes back and forth thru narrow residential roads across from Como park, you have other options that make more sense to increase ridership. Front or Energy Park where commercial business are based. Many Como residents worked very hard so they could afford to pay high property taxes for privilege of living across from Como, not to watch metro buses every 10 minutes .

S Stephanie Feisthamel • 2 months ago

The 3A currently uses extended length buses, but I only see 2-3 people on it. It makes more sense to have small on-demand buses through Como Park.

K Kinsey Diment • 2 months ago

This proposal is a win-win. It makes no sense for people traveling from Woodbury to Minneapolis to be driving through a small winding neighborhood on narrow streets.



Note: The Como Ad Hoc Committee petition gathered 781 signatures, hosted on Change.org.

City of Minneapolis – Pedestrian Advisory Committee

Minneapolis
Public Works

Resolution No. 2026-020

Pedestrian Advisory Committee

Approving Pedestrian Advisory Committee comments re: Metro H Line – 15%.

Resolved by the Minneapolis Pedestrian Advisory Committee:

That, pursuant to authority under City Council Resolution 2025R-014, Pedestrian Advisory Committee comments for the Mayor and City Council are hereby approved as follows:

Metro H Line – 15%

The Pedestrian Advisory Committee (PAC) appreciates the April 9 project presentation and generally supports the METRO H Line BRT plans, particularly the thoughtful integration with existing transit hubs like Nicollet Mall and the Marq2 spine. We appreciate the project's alignment with these major corridors and the effort to provide seamless transfers for residents. However, the PAC has specific concerns regarding the balance of technology at intersections, lane configurations, and station placement.

- **Balance of Pedestrian Recall and Transit Signal Priority (TSP):** The PAC is concerned that the implementation of Transit Signal Priority (TSP) often necessitates the removal of automated pedestrian recall. We urge the project team to find a balanced engineering solution that ensures transit efficiency does not result in pedestrians being forced to push a button to get a walk signal. Pedestrian recall should be maintained as the standard along this high-frequency corridor.
- **Washington Avenue Improvements:** To improve predictability and safety for everyone sharing the corridor, the PAC strongly recommends incorporating dedicated bus-only lanes on Washington Avenue. This will reduce transit-pedestrian conflicts and help stabilize the walking environment along this busy stretch.
- **Station Placement:** The PAC advocates for far-side station locations wherever possible. Far-side stops are safer for pedestrians as they encourage crossing behind the bus, which significantly improves sightlines for both walkers and drivers.

The PAC looks forward to a future presentation to see how these adjustments have been integrated into the design to ensure the H Line is as safe and accessible as it is efficient.

Adopted: May 21, 2026

Recommended Corridor Plan

Metro Transit received formal comments on the Recommended Corridor Plan from Ramsey County, Hennepin County, the City of Saint Paul, Saint Paul Public Library, City of Minneapolis, City of Minneapolis Bicycle Advisory Committee, City of Minneapolis Pedestrian Advisory Committee, University of Minnesota, University of Minnesota Undergraduate Student Government, Downtown Minneapolis Neighborhood Association, Saint Anthony Park Community Council, Saint Anthony Park residents, and Bridgewater Lofts residents and businesses. Letters received are listed below in chronological order.

Saint Paul Public Library

Saint Paul Public Library

90 West Fourth Street
Saint Paul, MN 55102
T: 651-266-7000
F: 651-266-7060

Metro Transit
560 6th Ave. N.
Minneapolis, MN 55411

RE: Proposed H Line stop location near Saint Anthony Park Library

Dear Jordan Kocak:

The Saint Paul Public Library (SPPL) is writing to comment on the proposed location of a BRT stop on the Metro Transit H Line outside of the Saint Anthony Park Public Library. This stop has been proposed as the Alt 1 Eastbound location for the Como & Doswell intersection. While the library supports increased transit opportunities for our patrons and communities, we have concerns with a stop directly in front of the Saint Anthony Park Library.

This concern is based on direct experience with the recently installed station on Marshall Avenue in front of the Merriam Park Library, as well as the temporary installation of a station on Wilson Avenue across from the Sun Ray Library during the construction of the new Gold Line BRT. In both instances of stations co-located or directly adjacent to a library facility, SPPL has documented significant increases in safety and security incidents occurring in and around the libraries. Incidents increased to such an extent that we redeployed Library Safety Specialists assigned to other locations to these libraries to support staff and engage patrons before incidents arise. SPPL's safety team is newly developed and not yet funded at a level that allows for a Safety Specialist at each location. Therefore, an increase in locations requiring Safety Specialist presence is a significant strain on the Library's resources.

These issues are one of proximity and convenience more than they are of access to public transit in and of itself. At library locations with stops one block or further away from the entrance, the same challenges have not been present. SPPL supports the proposed baseline locations noted in the May 2026 project documents. As previously stated, SPPL is very supportive of public transit. We would however reiterate that even a one-block buffer between the stop and the library entrance has shown to reduce safety incidents in our spaces.

Sincerely,

Maureen Hartman
Maureen Hartman (Jul 28, 2026 15:44:42 CDT)
Maureen Hartman
Director

sppl.org

City of Minneapolis

Minneapolis
City of Lakes

Public Works
350 South Fifth Street, Room 203
Minneapolis, MN 55415
Tel 612.673.2352
www.minneapolismn.gov

September 24, 2026

City of Minneapolis Comments on the Metro Transit H Line BRT Recommended Corridor Plan

The City of Minneapolis appreciates the opportunity to review and comment on the Recommended Corridor Plan for the METRO H Line Arterial Bus Rapid Transit (BRT) project. The H Line is proposed to operate along Washington Ave, Pleasant St, 15th Ave SE, and Como Ave SE which are major thoroughfares and connections to important destinations in Minneapolis. It will connect to the proposed Blue Line Extension Light Rail Station at 10th Ave N & Washington in the North Loop, run through Downtown, and stop on the west and east bank campuses of the University of Minnesota before connecting Dinkytown and the Como neighborhood, and serving as a critical link to the city of St Paul. The alignment for H Line BRT was informed by several Metropolitan Council & Metro Transit plans, including the 2021 Network Next Plan that identified the corridor alignments for the F, G, and H lines.

The Recommended Corridor Plan supports various transit strategies and actions outlined in the City of Minneapolis Transportation Action Plan (TAP), including:

- Strategy 1: Increase transit coverage so that 75% of city residents are located within a quarter mile and 90% of residents are located within a half mile to high frequency transit corridors
- Strategy 2: Increase the speed and reliability of transit.
- Strategy 4: Partner with Metro Transit and other agencies to pursue new transit projects of high impact.
- Strategy 5: Expand multimodal access to transit.

The project offers the opportunity to meet the TAP goals of safety, equity, prosperity, mobility, climate, and active partnerships.

The City of Minneapolis is committed to continuing to partner with Metro Transit on implementing the H Line BRT. Beyond staff participation on the Technical Advisory Committee, staff are collaborating on coordinated projects, including the City's Como Ave SE Corridor Improvement Project, Hennepin County's Washington Ave Safety Improvements project, and the METRO Blue Line Extension project. The City will collaborate with Metro Transit on refinements in the Final Corridor Plan as a result of ongoing public comment. The City will collaborate with Metro Transit on optimizing construction staging to minimize disruptions to the neighborhoods and businesses along the corridor.

General Comments

- The City of Minneapolis supports the H Line project and supports the 17 station locations in Minneapolis identified in the H Line Recommended Corridor Plan. The project is an important improvement to make positive change for people living, working, and traveling along this corridor as well as to meet climate, mode shift, and equity goals. Similar to all arterial BRT projects, the City sees this as a corridor-wide improvement that goes beyond station platforms.

We want to work together to deliver a complete project with our partners – Metro Transit and Hennepin County – that follows a complete streets approach, improves the safety of the streets along the corridor, and aligns with the City's transportation goals (e.g. vehicle miles traveled (VMT) reduction, greenhouse gas (GHG) reduction, mode-shift), plans, and policies.

- Addressing safety concerns along High Injury Streets is a primary goal for the City of Minneapolis. Washington Avenue is identified as a High Injury Street for the entire length of the H Line alignment. Transit users will walk or roll to stations and making safety improvements along the corridor in coordination with the H Line should be included to help achieve the greatest safety gains. This includes curb extensions, medians, protected bike facilities and other proven safety measures to reduce speeds and crashes.
- Washington Avenue, 15th Ave SE, and Como Avenue are identified in TAP modal networks including the Pedestrian Priority Network (PPN), the All Ages and Abilities (AAA) Bikeway Network, and the Transit Priority Projects map. The City will continue to collaborate with Metro Transit and Hennepin County to incorporate pedestrian safety improvements, protected bikeways behind platforms and protected intersections, and traffic calming elements along the H Line alignment aligned with the City's Street Design Guide and include transit priority treatments where feasible along the corridor.
- Minneapolis requests that Metro Transit develop the H Line with a scope and matching budget that acknowledges the full range of infrastructure and operational investment necessary to make the transit project complete and successful. Historically, Minneapolis has contributed local funding to BRT projects to support a complete corridor project, including ADA upgrades, aligned safety improvements, and transit advantages through replacing aging traffic signal systems or other treatments. Minneapolis believes these scope elements are essential to the success of the transit project and should be part of the H Line BRT project scope and budget. Minneapolis looks forward to receiving a cost estimate and proposed cost participation agreement from Metro Transit to advance this conversation.
    - The City requests timely cost estimate updates for potential local cost items as design progresses. Street design, traffic calming, and signal system decisions leading up to 30, 60, and 90 percent design may be dependent on the cost participation agreement for the project. Cost clarity is necessary for the City to commit to these design improvements.

Transit Priority Comments

- The City encourages Metro Transit to lead on the traffic analysis and agency coordination around corridor-wide transit advantages evaluation. The Recommended Corridor Plan outlines the suite of options available in an arterial BRT project but currently does not specify where along the H Line these are targeted for deployment. The City requests Metro Transit make progress to identify where along the corridor specific treatments are proposed in order to properly coordinate transit improvements and align street designs.
    - The City is willing to partner with Metro Transit to support a more robust evaluation and implementation plan for transit priority treatments to support the speed and reliability of the H Line along Washington Avenue. This could include dedicated transit priority lanes, queue jumps, transit signal priority (TSP), and other transit advantages. Flexibility by time of day and travel direction should be considered, while quantifying the transit benefits.
    - Due to limited right-of-way availability, the City does not see the possibility of adding dedicated transit priority lanes on the 15th Ave SE and Como Ave SE segments of the

alignment. Queue jumps, TSP, and other transit advantages may be feasible along these segments.

Station Specific Comments

- The City appreciates the additional analysis Metro Transit has engaged in for select station locations as a result of the feedback received on the Draft Corridor Plan. In particular, we appreciate the following adjustments to serve more people and destinations:
  - Incorporating an additional station at Washington Ave & 5th Ave S.
  - Shifting the Como & 15th Ave SE station mid-block between Como Ave and Brook Ave to accommodate turning movements and improve traffic safety.
  - Shifting the Como & 29th Ave SE station to Como & 27th Ave SE to be closer to residential areas, student housing, and align with the future Minneapolis Park and Recreation Board (MPRB) Grand Rounds Missing Link project.
- For all proposed H Line stations along Washington Ave, please consider the following items:
  - Determine the need to maintain local bus stops along Washington Ave, or if local bus routes will utilize H Line platforms. This can free up existing bus stop space for other public purposes in the right-of-way.
  - Preserve trees and boulevard space to greatest extent possible. Adding greening and boulevard space is a priority to soften the corridor, and hardscape should be minimized.
- The City requests a station at Como & 18th Ave SE, based on community feedback and data. The station spacing along Como Ave is longer than other segments in Minneapolis, resulting in longer walking and rolling times to frequent transit. Unlike Como Ave in St Paul, no underlying local bus service is proposed along Como Ave or 15th Ave SE in Minneapolis. With the exception of Como & 27th Ave SE, existing Route 3 boardings at Como & 18th Ave exceed boardings of all proposed H Line station intersections east of this intersection, as noted in Appendix B of the Recommended Corridor Plan. The Como neighborhood is somewhat isolated from neighboring communities through its location between railroads, highways, and industrial areas, and has less access to parks than the city overall. The H Line will improve the neighborhood connections to destinations across Minneapolis and St. Paul, but only if residents can easily access stations.
- Washington & 6th Ave N: continue working with City and County staff on refinements that bring the bike lanes to sidewalk level on all four quadrants of the intersection.
- Washington & Hennepin: continue working with City and County staff on refinements that extend sidewalk level bike lanes on Hennepin Ave S north to the existing sidewalk level bike lanes at the E Line - Hennepin & Gateway station.
- Washington & 5th Ave S: continue working with City and County staff on refinements that maximize the space for bikes and pedestrians behind the eastbound platform. The current proposed shared use path is insufficient as an AAA bikeway facility in downtown.
- Washington & 11th Ave S: continue working with City and County staff on ramping up northbound and southbound bike lanes from 11th Ave S to top of curb, to create a fully protected bike intersection.
- Washington & Cedar Ave: continue working with City and County staff on refinements that maximize the space for bikes and pedestrians behind both platforms, and that set up the street cross section to match a future County traffic safety project on Washington Ave.
- 15th Ave SE & 5th Street SE: continue working with City staff on refinements that reduce the southbound lane offset through the intersection, potentially by shifting the westbound platform to a midblock location closer to 4th Street SE.

- 15th Ave SE & 8th Street SE: continue working with City staff on refinements that match the City's Dinkytown Improvement project and consider Metro Transit's project team request to explore the addition of a traffic signal at this intersection.
- Como & 15th Ave SE: continue working with City staff on refinements that add traffic calming and pedestrian safety elements to the Como & Brook Ave intersection, including considering Metro Transit's project team requests for potential medians and a raised crossing.
- Como & 27th Ave SE: continue working with City staff on refinements that add traffic calming and pedestrian safety elements to the Como & 27th Ave SE intersection, including considering Metro Transit's project team request for medians, and setting up for the future MPRB Grand Rounds Missing Link project.
- Layover Location: continue working with City staff to identify a layover location near the western terminus of the alignment.

The City of Minneapolis looks forward to further coordination and support through final design of the METRO H Line BRT to improve transit service in Minneapolis and the region.

Bridgewater Lofts residents and business owners

October 5, 2026

To: METRO H Line Project Team, Metro Transit (HLine@metrotransit.org)
From: Bridgewater Lofts Residents and Business Owners, 215 10th Ave S, Minneapolis
Re: Proposed westbound H Line BRT Station at Washington & 11th Avenue S

Dear METRO H Line Project Team,

We ask Metro Transit to reconsider placement of the westbound Washington & 11th Avenue S BRT station. The proposed corridor plan moves the current stop to farside of the westbound intersection, directly in front of the Bridgewater Lofts building.

We support the H Line and a safer Washington Avenue. However, the Bridgewater Lofts spans a full city block, from Washington Avenue S to 2nd Street S, between 10th and 11th Avenues S.

We have no loading dock, so the Washington Avenue curb serves the following functions in addition to providing customer parking:

- All deliveries to our six Washington Ave businesses come through their front doors: a veterinary clinic, a dental clinic, two food establishments, and a wine and spirit shop. Semi-trucks regularly unload at this curb.
- Dental and veterinary patients with compromised medical and mobility utilize curbside drop-off here.
- Over half of the 281 residential units must use the mid-block entrance for materials, equipment, furniture and appliance deliveries or move-ins and move-outs, as those are not permitted to enter through the main lobby entrance on 10th Avenue.

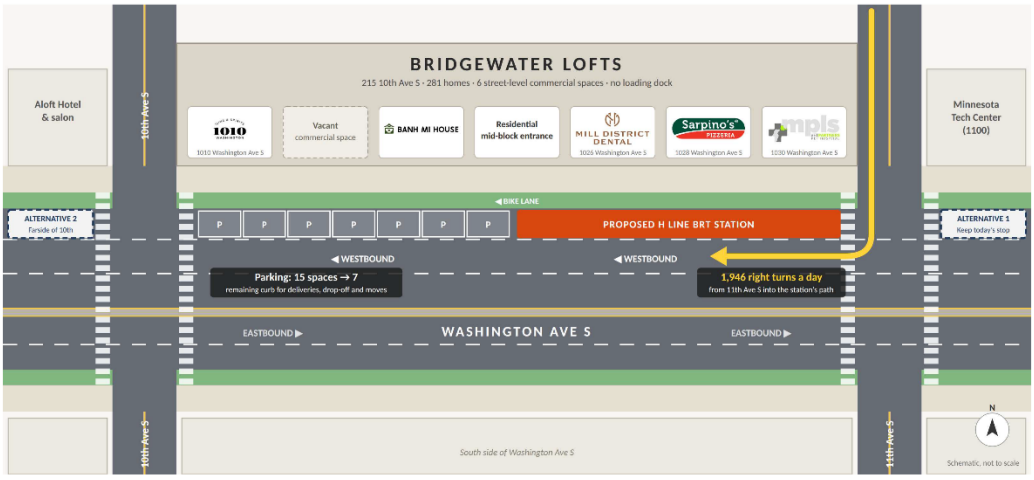


Figure 1. *Proposed westbound BRT station in front of the Bridgewater Lofts, with the two alternative locations. Schematic, not to scale; based on the Hennepin County preliminary layout.*

Moving the BRT Station to the far side of 11th would cut parking on our block from 15 spaces to 7 and would take away critical curb access that our residents, businesses and their patrons depend on.

- Customers lose access to the businesses on our block.
- Deliveries and moves lose the street space used by six businesses and by over half of our 281 homes.
- Patients lose curbside drop-off at the dental and veterinary clinics.
- Traffic flow suffers. With no loading dock and little curb left, delivery trucks will likely unload in a travel lane. That slows the H Line buses the project is meant to speed up, and forces buses and cars to swerve around stopped trucks near busy crosswalks.

These problems would not land at an ordinary intersection. Buses stopping in the travel lane at the BRT station, delivery trucks unloading in traffic and vehicles swerving around both would compound the risk at an intersection that Hennepin County's own study already identifies as unsafe.

Turning traffic is part of the reason. The county's 24-hour counts from September 23, 2025 showed 1,946 vehicles a day turning right from 11th Avenue to westbound Washington Avenue S., directly into the proposed BRT station's path. The intersection is also especially busy after concerts, Vikings games and other U.S. Bank Stadium events, for cars and pedestrians alike. Adding a BRT station here adds risk where crashes are already concentrated.

Two better alternatives exist on either adjacent block, keeping the station off the congested Bridgewater block, with fewer turning conflicts and minimal loss of curb access for businesses.

	ALTERNATIVE 1 **Keep current stop**	ALTERNATIVE 2 **Farside of 10th Ave S**
Location	Today's stop, in front of the University of Minnesota's Minnesota Tech Center (1100 Washington Ave S)	In front of the Aloft Hotel and a salon, at 10th Ave S & Washington
Station placement	**Nearside** The Recommended Corridor Plan allows nearside platforms where farside is difficult and already proposed at several Washington Ave stations.*	**Farside** Metro Transit's preferred placement for transit signal priority.
Turning traffic	About **1,114** turns a day cross the stop, vs. 1,946 into the lanes at the proposed farside stop	About **418** turns a day into the westbound lanes, vs. 1,946 at 11th
Safety	Keeps the new platform away from the busiest turns at 11th	**0** fatal or serious-injury crashes in 2016–2025 and **9** crashes in 2021–2025, about half of 11th's 17
Curb access	No storefronts rely on this curb, no loading and unloading, and riders already know the stop	The Aloft hotel and salon have a back delivery lot, so trucks stay out of the travel lane

*See pages 35, 39, 41 and 45 of the Recommended Corridor Plan.

We ask that the Final Corridor Plan locate the westbound Washington & 11th Avenue S BRT Station at one of these alternatives.

With this adjustment, the Washington Avenue H-Line project can become a true asset to the neighborhood: a safer, more accessible and more vibrant corridor where transit riders, residents, visitors and local businesses can all thrive.

Thank you for considering our comments. We would welcome a conversation with the project team before the Final Corridor Plan goes to the Metropolitan Council.

Sincerely,

Bridgewater Lofts Residents and Business Owners
Signature pages attached

Attachments:

A. Signature pages – Bridgewater Lofts Residents
B. Signature page – Commercial Businesses
C. Hennepin County Washington Avenue crash summary
D. Hennepin County 24-hour turning count, Washington Avenue & 11th Avenue S
E. Hennepin County 24-hour turning count, Washington Avenue & 10th Avenue S

cc:

Yassin Osman, Metropolitan Council Member, District 7
Hussein Hussein, Project Manager, Hennepin County
Marion Greene, Hennepin County Commissioner, District 3
Council Member Rainville, Ward 3

Note: The Bridgewater Lofts Residents and Business Owners Attachment A, Signature pages was co-signed by 182 residents and five businesses.

Undergraduate Student Government – University of Minnesota

Undergraduate Student Government
A Recognized Student Governance Association
of the University of Minnesota - Twin Cities

usg@umn.edu

Coffman Memorial Union - Suite 202
300 Washington Avenue S.E
Minneapolis, MN 55455

Dear Metro Transit,

On behalf of the 30,000 undergraduate students our organization represents, the Undergraduate Student Government at the University of Minnesota has two main comments for the implementation of the H-Line bus route. We recognize that these are very specific requests, but our students are some of the most frequent users of the 3 bus route and therefore are important stakeholders in the H-Line project.

Our top concern is ensuring that the extra 3U bus at peak morning class times during the school year would be replicated in some capacity. Many students living in Como and Dinkytown take the 3 to class on the East and West Bank campuses. Around 8:00am or 9:30am the 3 is always too full to get on, so the 3U is vital to ensure students can arrive to class on time. If the H-Line only comes every 10-15 minutes, that would not be sufficient to meet the demand of students– especially in the winter when fewer people bike or walk. So we recommend that preceding class periods at 8:15, 9:45, 11:15 etc., there is only a 4-6 minute wait between buses.

Our other request is that the H-Line take a short detour to stop closer to the St. Paul campus. Currently for students living in Dinkytown and Como going to class in St.Paul, they can either:

1. Take the nearby 3 bus to St. Paul but walk 15-25 minutes to their class, or
2. Walk 10-20 minutes to the campus 121 bus and ride to St. Paul.

Neither of these routes are very efficient, and students want to avoid extended walks in winter months. Many students have to plan for almost an hour for transit time to the St. Paul campus, despite the relatively short distance. We also don't want more students to rely on cars and cause heavier traffic issues. So we request that there be one H-Line stop along Commonwealth Ave. by the St. Paul campus. This would require a small loop before returning to Como Ave., but we would be satisfied even if this stop was used only at high-demand times or during the school year.

The Undergraduate Student Government is grateful for the efforts of Metro Transit to support our students. The addition of rapid transit routes is noticed and appreciated by the UMN student body, and we thank you for taking our needs into consideration.

Sincerely,

Elizabeth Gust
Director of Local Affairs | Undergraduate Student Government

A Recognized Student Government Association of the University of Minnesota - Twin Cities

City of Minneapolis – Bicycle Advisory Committee

Minneapolis
Public Works

Resolution No. 2026-032
Bicycle Advisory Committee

Approving Bicycle Advisory Committee comments re: Metro H Line Recommended Corridor Plan - 30%.

Resolved by the Minneapolis Bicycle Advisory Committee:

That, pursuant to authority under City Council Resolution 2025R-013, Bicycle Advisory Committee comments for the Mayor and City Council are hereby approved as follows:

Metro H Line Recommended Corridor Plan - 30%

The Minneapolis Bicycle Advisory Committee (BAC) appreciates the presentation by project staff for Metro H Line Recommended Corridor Plan - 30%. The BAC thanks staff for taking previous feedback into the plan and recommends the following to be incorporated into future H Line or associated plans:

1. Ensure a smooth and safe transition for northbound bikers from 15th Avenue SE to Como Avenue.
2. Extend the protected bike lanes down 15th Avenue SE further south to connect to the existing bike lanes in Dinkytown to 5th Street SE or 4th Street SE. 15th Avenue SE is the main connection between the Como neighborhood and Dinkytown; having protected bike lanes on this road is an important safety consideration.
3. Add a Rectangular Rapid Flashing Beacon (RRFB) signal for those crossing Como Avenue on 27th Avenue SE similar to the one on Lyndale Avenue S and 27th Street W. See attached picture

The BAC is looking forward to these recommendations being included in the final design, and would again like to thank the staff for the presentation.

Adopted: October 6, 2026

Page 1 of 2

Figure 1: Intersection of Lyndale Avenue S and 27th Street W looking north.

Saint Anthony Park Community Council

October 7, 2026

Metro Transit
Attn: Alyssia Bell (H Line Project)
560 Sixth Ave. N.
Minneapolis, MN 55411

Re: SAPCC Public Comments on METRO H Line Recommended Corridor Plan

Dear H Line Project Team:

The St. Anthony Park Community Council (SAPCC) appreciates the opportunity to submit additional comments on the METRO H Line during this second public comment period.

SAPCC continues to support the overall investment in faster, more reliable transit service along the H Line corridor. We also appreciate Metro Transit's continued engagement with our community, including returning to St. Anthony Park on September 29 to present the Recommended Corridor Plan, explain the analysis behind the proposed station locations, answer questions, and hear directly from neighbors.

More than 75 neighbors participated in that meeting in person and online. Following that discussion and review of Metro Transit's updated recommendations, the SAPCC Transportation Committee adopted the following positions for submission during the current comment period.

North St. Anthony Park Business District H Line Station Location
After hearing Metro Transit's response to community input and its reasons for continuing to recommend the H Line station at Doswell Avenue, SAPCC continues to support placement of the westbound station at a location other than the southeast corner of Doswell Avenue.

SAPCC remains particularly concerned about the impacts of the proposed westbound Doswell station on the adjacent businesses, parking, mature trees, and the operation of the Como-Doswell intersection.

The parking spaces that would be removed for the westbound station directly serve a restaurant with substantial carryout and delivery activity. Observations during the dinner period found delivery drivers arriving approximately every two minutes and typically remaining for five to ten minutes. SAPCC is concerned that eliminating these spaces could result in vehicles stopping or parking in ways that obstruct the Como-Doswell intersection and conflict with operation of the BRT station.

Tree preservation also remains an important consideration. Three larger, healthy trees at the proposed Doswell stations are designated for removal, compared with one less-healthy tree at Carter Avenue. These trees were originally planted through significant neighborhood effort following the Como Avenue reconstruction.

2171 University Avenue W. | Suite 400 | Saint Paul MN 55114

SAPCC also remains concerned about locating the westbound station immediately adjacent to the sidewalk patio at the Park 24 building, where the rear of stopped buses would be positioned near outdoor seating.

Given these considerations, SAPCC recommends the following station locations, in order of preference:
First, place the station at Carter Avenue, with the eastbound station at the existing bus stop and the westbound station in front of the Emily Program on the northeast corner of Carter and Como. This would place the two stations directly across from one another, locate the westbound station beyond the Carter traffic signal, and avoid placing that station immediately in front of retail businesses.

Second, if the preferred westbound Carter location cannot work for engineering reasons, place the westbound station at the existing bus stop adjacent to the St. Anthony Park Branch Library.

Third, retain Metro Transit's recommended eastbound station at Doswell Avenue in front of Speedy Market, but move the westbound station to the existing bus stop west of Luther Place. While this location would place some businesses farther from the westbound station, SAPCC believes those drawbacks are outweighed by the impacts associated with the proposed westbound Doswell location. With significant redevelopment planned for the Luther Seminary campus, this location will also become more centrally situated as the neighborhood grows.

Add an H Line Station at Buford Avenue
In conjunction with relocating the North St. Anthony Park station to Carter Avenue, SAPCC continues to support adding an H Line station at Buford Avenue.

A Buford station would result in approximately one-quarter-mile station spacing between Eustis, Buford, and Carter and would help serve the significant new housing anticipated at the Luther Seminary campus on a timeline similar to implementation of the H Line.

Extend Route 66 to Eustis Street
SAPCC supports revising the planned Route 66 so that its western terminus is at Eustis Street.

Extending Route 66 to Eustis would allow passengers traveling from east of Snelling Avenue to directly access jobs and services at the new HealthPartners Como Clinic, the St. Anthony Park business district, and the University of Minnesota St. Paul campus.

It would also provide St. Anthony Park residents continued access to schools, businesses, and important downtown Saint Paul destinations they have long reached by transit, without requiring an additional transfer - an especially important consideration during Minnesota winters.

SAPCC appreciates Metro Transit's continued willingness to engage directly with our community. We recognize the significant planning and engineering considerations involved in designing the H Line, and we appreciate the project team taking the time to explain its analysis and hear the concerns and ideas of our neighbors.

At the same time, the concerns surrounding the proposed westbound Doswell station remain significant. We respectfully ask Metro Transit to reconsider that placement and fully evaluate the alternatives identified above as the final corridor plan is developed.

We also ask Metro Transit to continue considering the proposed Buford station and extension of Route 66 to Eustis Street as important components of providing strong transit service to a growing St. Anthony Park community.

Thank you for your continued engagement and consideration of our comments.

On behalf of the Board,

Zev Radziwill
Executive Director
(612) 770-2872
zev@sapcc.org

BOARD OF DIRECTORS
DISTRICT 12 • SAINT PAUL

City of Saint Paul

SAINT PAUL
MINNESOTA

DEPARTMENT OF PUBLIC WORKS
DEB BARBER, DIRECTOR

1500 City Hall Annex
25 West Fourth Street
Tel: 651-266-6100

Deb Barber
Director
Department of Public Works
1500 City Hall Annex
Saint Paul, MN 55102

October 9, 2026

Kyle O'Donnell Burrows
Metro Transit
Arterial Bus Rapid Transit
Heywood Office Building
560 6th Ave N.
Minneapolis, MN 55411

Re: CITY OF SAINT PAUL COMMENT ON H LINE RECOMMENDED CORRIDOR PLAN

Dear Mr. O'Donnell Burrows,

The City of Saint Paul welcomes the opportunity to comment on Metro Transit's H Line Recommended Corridor Plan. H Line is proposed to operate along Como, Maryland, and White Bear Avenues, 3rd Street East, and Ruth Street in Saint Paul. H Line will connect major destinations such as Sun Ray Transportation Center, Como Regional Park, the State Fairgrounds, and the University of Minnesota – Saint Paul campus, while also linking to the City of Minneapolis. City staff have served on the Technical Advisory Committee for H Line for several years, submitting numerous technical comments on the Corridor Plan.

The City of Saint Paul strongly supports investments in public transportation. Our Comprehensive Plan includes policies to encourage mode shift toward more public transit use, and to promote the development of quality public transit in all parts of the city. Policies direct the City to strategically establish transit-supportive land uses, to optimize traffic signals for public transit, and to work with transit providers to provide high-quality services. Adopted in 2020, the 2040 Comprehensive Plan (Comp Plan) includes City-proposed transitway corridors along Maryland Avenue and White Bear Avenue, which were later adopted as part of the H Line alignment.

The Comp Plan includes major trends and themes that touch on the need for better and more comprehensive public transportation. These include responding to climate change, our aging

SAINT PAUL
MINNESOTA

DEPARTMENT OF PUBLIC WORKS
DEB BARBER, DIRECTOR

1500 City Hall Annex
25 West Fourth Street
Tel: 651-266-6100

population, affordability and equity (including in transportation opportunities), and the need for economic development, growth, and increased density to help support the city's tax base, jobs, and housing affordability needs.

The City of Saint Paul offers this letter of support for the development and completion of H Line arterial bus rapid transit (ABRT). Saint Paul welcomes this investment of resources into our city in the interest to better serve the people of Saint Paul by connecting our neighborhoods to each other and to the rest of the region with fast, affordable, reliable public transportation

City staff are supportive of station locations as identified in the Recommended Corridor Plan, but there are several notable issues that require additional attention as the Corridor Plan is finalized for adoption by the Metropolitan Council:

(1) There is ongoing discussion about the westbound station location at Como Avenue and Doswell Avenue in the Saint Anthony Park neighborhood, but not consensus on the resolution of neighborhood and business concerns. The City requests Metro Transit to continue working with local businesses, the Saint Anthony Park Community Council, and Ward 4 Councilmember Molly Coleman to resolve these concerns, if possible, including shifting the station to another location east or west of the Doswell intersection. If a station shift is considered feasible and desirable, City staff is ready assist with engagement and coordination efforts. Whether the station remains at Doswell or is shifted, the City expects Metro Transit to mitigate anticipated impacts to the extent practicable for this and all station locations included in the Final Corridor Plan. The City requests the opportunity to review and comment on mitigation measures as they are developed during the detailed design and environmental review process.
(2) The City is currently (fall 2026) conducting a bikeway feasibility study on Como Avenue between the Minneapolis border and the Como/Cleveland/Raymond intersection. Findings for this study are forthcoming but may not be available as the Final Corridor Plan is advanced. The City requests that Metro Transit pause on detailed design along this segment until we can properly coordinate for potential inclusion of a separated bikeway on Como Avenue.
(3) There is ongoing discussion about the corridor alignment along Van Slyke, Chatsworth, and Como Avenue south of Como Lake. The City supports Metro Transit's determination that shifting the alignment to Snelling Avenue/Energy Park Drive/Dale Street is not desirable. The City would like Metro Transit to continue to review options for station locations and route alignments in this area south of Como Lake to resolve neighborhood concerns if possible, and to mitigate station impacts as practicable. The City remains open to considering a shift in alignment and station locations to other streets in this vicinity, including Nagasaki Road. The City has concerns about the gateway to Como Regional Park, the existing trees in this area, and potential impacts to recreation.

SAINT PAUL
MINNESOTA

DEPARTMENT OF PUBLIC WORKS
DEB BARBER, DIRECTOR

1500 City Hall Annex
25 West Fourth Street
Tel: 651-266-6100

(4) The City and Ramsey County are nearing completion of the Maryland Avenue Corridor Study on Maryland Avenue between East Como Boulevard and Rice Street. This project is entering its detailed design phase and will be constructed in 2028 and 2029. The City requests continued coordination with Metro Transit throughout the detailed design phase for the Maryland Avenue Reconstruction Project (East Como Blvd to Dale St), and with Ramsey County for their portion of the street (Dale St to Rice St). Our understanding is that – in a fashion similar to Ramsey County's Rice Street Reconstruction Project – the Maryland Avenue Reconstruction work may be able to deliver a portion of the H Line project at station locations. This will require close alignment between design processes.

(5) The City will implement the Gold Line Pedestrian Improvements Project near the eastern terminus of H Line in 2028. The design process for this project is beginning and will include the intersection of Wilson Avenue and Pedersen Street near the eastern terminus of H Line. The City requests technical coordination with the H Line project.

The City of Saint Paul is committed to partnering with Metro Transit on H Line ABRT implementation, as evidenced by its participation on the Technical Advisory Committee and through its Maryland Avenue Corridor Study project. The City looks forward to further coordination and support through final design and implementation of the H Line ABRT.

Regards,

Deb Barber
Deb Barber (Oct 9, 2026 15:08:56 CDT)

Deb Barber
Director, Department of Public Works

Cc: Nick Stumo-Langer, Assistant Mayor
Andy Rodriguez, Director, Department of Parks & Recreation

Downtown Minneapolis Neighborhood Association

40 S. 7th Street, STE 212 PMB 172
Minneapolis, Minnesota 55402
Online: www.thedmna.org

October 14, 2026

Metro Transit
Attention: H-Line Project Team
Metropolitan Council
390 Robert St. North
St. Paul, MN 55101-180

Dear Metro Transit Leadership and H Line Project Team:

On behalf of the Downtown Minneapolis Neighborhood Association (DMNA), we are writing to express our support for the concerns raised by the Bridgewater Lofts Association regarding the proposed location of the westbound METRO H Line station on Washington Avenue South, between 10th and 11th Avenues South.

DMNA strongly supports investments in high-quality public transit, including the METRO H Line, as well as efforts to make Washington Avenue safer and more accessible for everyone who lives, works, visits, walks, bikes, drives, and uses transit in downtown Minneapolis. Our concerns are not with the H Line itself, but rather with the proposed relocation of the westbound station from the nearside of 11th Avenue South to the far side of the intersection, directly in front of Bridgewater Lofts. The Bridgewater Lofts Association has identified significant concerns regarding the potential impacts of this location on traffic safety, commercial deliveries, and essential curbside access for building residents and businesses.

Bridgewater Lofts is a full-block, mixed-use building containing 281 residential units and eight commercial spaces, six of which face Washington Avenue. Because the building does not have a loading dock, the Washington Avenue curb serves an important function for commercial deliveries, residential moves, large-item deliveries, customer access, and patient drop-off. According to information presented to DMNA by the Bridgewater Lofts Association, the proposed station configuration would reduce available parking and curb space along this block from approximately 15 spaces to seven. This represents a substantial reduction in access for the building's businesses and residents.

The DMNA is particularly concerned about the potential safety implications of eliminating much of this curbside access. Without adequate space for deliveries and other essential activities, trucks and vans may be forced to stop in a travel lane, creating additional conflicts among delivery vehicles, buses, automobiles, bicycles, and pedestrians on an already busy section of Washington Avenue.

We also believe the existing traffic and safety conditions at Washington Avenue and 11th Avenue South warrant careful consideration. Information presented by the Bridgewater Lofts Association, citing the Hennepin County Washington Avenue study, indicates that the intersection recorded 17 crashes between 2021 and 2025, including four fatal or serious-injury crashes during the 2016–2025 period.

For these reasons, DMNA respectfully requests that Metro Transit reconsider the proposed station location and fully evaluate the two alternatives identified by the Bridgewater Lofts Association:

1. **Retain the westbound station on the nearside of 11th Avenue South**, where the existing bus stop is currently located.

2. **Relocate the westbound station to the far side of 10th Avenue South**, where the Bridgewater Lofts Association believes there would be fewer turning conflicts and less disruption to essential curbside access.

We recognize that station placement requires balancing transit operations, accessibility, pedestrian safety, traffic flow, and impacts on neighboring properties. We also recognize the significant planning and coordination involved in developing a major transit investment such as the H Line. Although the formal public comment period for the Recommended Corridor Plan concluded on October 7, 2026, we respectfully request that these concerns and proposed alternatives receive careful consideration before the Final Corridor Plan is adopted.

We encourage Metro Transit to work directly with the Bridgewater Lofts Association, its residents and businesses, DMNA, Hennepin County, and other affected stakeholders, to identify the safest and most practical location for this station.

We would also appreciate a written response explaining how the concerns raised by the Bridgewater Lofts Association and DMNA have been evaluated, including the feasibility of the two alternative station locations. We believe this additional dialogue and transparency would help build confidence in the planning process and ensure that the final decision reflects the needs of both transit users and the surrounding community.

The Mill District is a vibrant, mixed-use neighborhood, and successful transit investments should strengthen the relationship between transportation, local businesses, residents, pedestrians, and the public realm. We believe there is an opportunity to accomplish the goals of the H Line while preserving critical access for the businesses and residents of Bridgewater Lofts and addressing the legitimate safety concerns associated with this location.

DMNA therefore supports the Bridgewater Lofts Association's request that Metro Transit not relocate the westbound H Line station to the far side of 11th Avenue South without fully evaluating the alternative locations and their potential impacts.

Thank you for your consideration and for your continued investment in improving public transit and transportation infrastructure in downtown Minneapolis. We look forward to your response and to continued collaboration on this important project.

Sincerely,

Christie Hantge
DMNA Executive Director

Dan Brophy
DMNA Board President

Laurie Rice
DMNA Land Use Committee Chair

City of Minneapolis – Pedestrian Advisory Committee

Minneapolis
Public Works

Resolution No. 2026-032
Pedestrian Advisory Committee

Approving Pedestrian Advisory Committee comments re: METRO H Line Recommended Corridor Plan – 30%.

Resolved by the Minneapolis Pedestrian Advisory Committee:

That, pursuant to authority under City Council Resolution 2010R-170, Pedestrian Advisory Committee comments for the Mayor and City Council are hereby approved as follows:

METRO H Line Recommended Corridor Plan – 30%

The Pedestrian Advisory Committee (PAC) appreciates the work of Metro Transit and the Public Works Department to advance the arterial bus rapid transit (ABRT) network across the city and region. This is a critical transit service improvement that the PAC wholeheartedly supports. The proposed H Line, along with future projects from the City of Minneapolis along Como Avenue, will make important pedestrian improvements along the corridor and provide transit riders with a higher frequency option. We appreciate the work Metro Transit has done thus far to balance service speed and access. As with other ABRT lines, the PAC appreciates the improvements to transit stops and connected Americans with Disability Act (ADA) improvements made by both Metro Transit and the City.

We encourage Metro Transit and the City to continue to coordinate on planning and project alignment, especially along Como Avenue. Consider the following:

- Consider accessibility to all stations, with special attention to the Washington and West Bank station where the stop is on the lower deck of the Washington Avenue bridge and access to the stop from University of Minnesota buildings and elevators may be restricted. Also look at ensuring access to the West Bank Green Line station is reasonable for all pedestrians who may be transferring.
- Evaluate stop locations with consideration of pedestrians who may have mobility limitations. The PAC would especially call attention to questions about the Como and 18th Street location where no stop is currently planned. Continue consideration of this and other stops during deeper public engagement.
- Evaluate options for transit-only lanes along the corridor with a focus on the Washington Avenue portion of the corridor. This infrastructure would amplify the time savings for transit riders.
- The City should work with Metro Transit and Hennepin County to improve pedestrian crossings along Washington Avenue, especially downtown. This could include bumpouts or narrowing of traffic lanes to shorten crossings. This should be done along the whole corridor, but special attention to intersections near the future H Line stops is merited.
- The PAC encourages Metro Transit and the City to engage with corridor residents as thoroughly as possible, with special focus on enlisting the opinions of apartment residents along the corridor and regular transit riders. Consider soliciting input outside of

programmed neighborhood events by emphasizing door knocking, ad hoc connections at neighborhood parks, etc.

- Explore improved wayfinding infrastructure along the entire H line corridor. Signage should help connect riders and pedestrians to other main transit lines and major destinations.
- Continue to consider improvements to ABRT stops and talk to riders about their preferences for amenities and layout. Considerations could include lighting, different seating arrangements, shading, and additional real-time arrival signage.

Adopted: October 22, 2026

Ramsey County

RAMSEY COUNTY
Public Works

October 28, 2026

Kyle O'Donnell Burrows
Acting Director, Arterial Bus Rapid Transit
Metro Transit
560 6th Ave N
Minneapolis, MN 55411

Re: Ramsey County Comments on the METRO H Line Recommended Corridor Plan

Dear Mr. O'Donnell Burrows,

Ramsey County appreciates the opportunity to review and comment on the H Line Recommended Corridor Plan. The H Line is proposed to operate along Como Avenue, Maryland Avenue, White Bear Avenue, 3rd Street, and Ruth Street in Ramsey County. The project will connect major destinations including the Sun Ray Transit Center, Como Regional Park, the State Fairgrounds, and the University of Minnesota – Twin Cities campuses, while providing important connections to Minneapolis and the broader region. Ramsey County roads include Como Avenue, Maryland Avenue, and White Bear Avenue. County staff have participated on the H Line Technical Advisory Committee and provided technical comments on the Recommended Corridor Plan. The County supports the proposed station locations and looks forward to continued coordination with Metro Transit.

Ramsey County supports investments in public transportation that improve regional connectivity, provide reliable and accessible mobility options, and connect residents to employment, education, and other essential destinations. County investments in the Union Depot, METRO Green, Bronze and Gold Lines and the county roadways utilized by multiple Arterial Bus Rapid Transit routes represent an important investment in the regional transit network. H Line provides an opportunity to improve transit service along key east-west corridors in Saint Paul, connecting directly with the METRO Gold and Bronze Lines. The project aligns with Ramsey County's 2050 All Abilities Transportation Plan, which emphasizes creating a transportation system that serves people of all ages and abilities.

Ramsey County supports advancing the H Line project, contingent on continued coordination with related transportation projects, particularly the Bronze Line, White Bear Avenue Corridor Study, and Maryland Avenue Corridor Study. As these projects advance, aligning design decisions, schedules, and construction phasing will be essential to maximizing the benefits of these investments while minimizing cumulative impacts on residents, businesses, transit riders, and the broader transportation network within the East Side of Saint Paul.

As the H Line advances into final design, Ramsey County requests continued attention to the following issues:

1425 Paul Kirkwold Drive
Arden Hills, MN 55112
(651) 266-7100
RamseyCountyMN.gov

1. **Coordination of project schedules and construction phasing.** The County requests continued coordination with Metro Transit, the City of Saint Paul, and other project partners to identify potential schedule conflicts, evaluate opportunities for coordinated project delivery, and establish construction sequencing that accounts for all planned projects. A key priority for the County is to avoid overlapping construction activities that create widespread and prolonged disruptions across the East Side of Saint Paul. Continued coordination should prioritize maintaining access and minimizing impacts on residents, businesses, transit riders, and the broader transportation network.

2. **Coordination with the Bronze Line.** The Bronze Line is an important regional transit investment connecting Saint Paul and Maplewood with the broader METRO network, including the H Line, and improving access to jobs, housing, and services throughout the east metro. Given shared stations along Maryland Avenue, coordination will be essential to align design and implementation. H Line is currently scheduled for construction in 2028-2029, while the Bronze Line's schedule remains under development. Ramsey County requests continued conversations with Metro Transit to coordinate timelines, identify opportunities for integrated project delivery, and determine a path forward that accounts for the County's planned corridor improvements while minimizing cumulative construction impacts. Early alignment of project schedules will be critical to delivering these complementary regional transit investments while maintaining access and mobility for residents, businesses, and corridor users.

3. **Coordination with the White Bear Avenue Corridor Study.** Ramsey County's White Bear Avenue Corridor Study, covering Maryland Avenue to Suburban Avenue, is evaluating corridor improvements, with construction planned for 2029–2030. With H Line construction scheduled for 2028-2029 and service anticipated to begin in 2029, continued coordination is needed to align design decisions, schedules, and construction phasing. Ramsey County requests ongoing discussions with Metro Transit to integrate roadway and transit improvements where feasible and address detours, traffic management, and access, particularly if H Line service begins before County construction is complete. These discussions should establish a coordinated path forward that minimizes disruption and accommodates both projects' schedules and priorities.

4. **Coordination with the Maryland Avenue Corridor Study.** Ramsey County and the City of Saint Paul are advancing the Maryland Avenue Corridor Study, with reconstruction planned for the City's segment between East Como Boulevard and Dale Street in 2028 and the County's segment between Dale Street and Rice Street in 2029. With H Line construction scheduled for 2028–2029, continued coordination is needed to align design, schedules, and construction phasing. Ramsey County requests ongoing discussions with Metro Transit and the City of Saint Paul to resolve any potential design and construction conflicts, clarify project responsibilities and schedules, and coordinate detours, access, and transit operations if County construction extends beyond the start of H Line service.

5. **H Line alignment and continued community engagement.** Ramsey County acknowledges Metro Transit's analysis of the Energy Park Drive/Front Avenue alignment and its determination that the original H Line alignment is best suited to meet project objectives. The County requests that Metro Transit continue to work with affected neighborhoods and community stakeholders to address concerns and identify practical mitigation measures through detailed design and implementation.

Ramsey County looks forward to continued partnership with Metro Transit through final design and project implementation. The County supports advancing the H Line, contingent on continued coordination with related transportation projects, thoughtful construction phasing, and sustained engagement with communities affected by the project.

If you have any questions, please contact me at 651-266-7100 or at brian.isaacson@ramseycountymn.gov.

Sincerely,

Brian Isaacson
Director of Public Works
Ramsey County, Minnesota

Saint Anthony Park Residents

November 3, 2026

Hline@metrotransit.org., Council Rep. Molly Coleman, ward4@ci.stpaul.mn.us, Kristin Koziol, Alyssia.bell@metrotransit.org , toni.carter@metc.state.mn.us, rep.leigh.finke@house.mn.gov, sen.clare.oumou.verbeten@mnsenate.gov,

Officials:
In this attachment there are 17 pages with names gathered between Oct 26 and Nov 3, 2026. Please acknowledge these residents' concerns and choose an alternative to the location of the planned Como Doswell bus station.

The undersigned residents of St Anthony Park are opposed to the Metro Transit design to install a 60' bus station at the corner of Como and Doswell Avenues.

We oppose the plan to use the Como and Doswell location for many reasons:

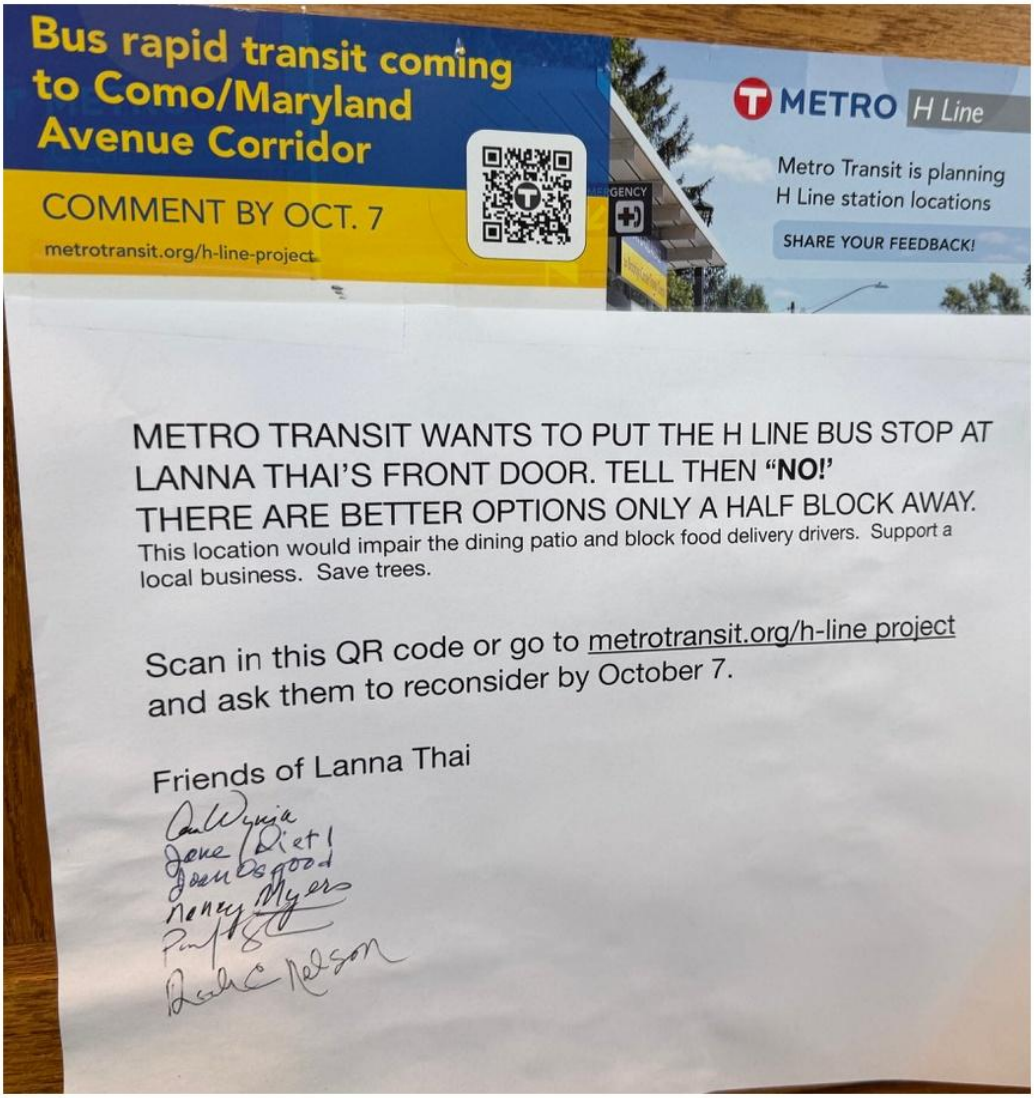
The safety of pedestrians and our 5th grade school patrols should be of paramount concern and is sufficient reason in itself to change the design. With a bus station at the corner, it will be difficult to see when crossing Como and making turns off Doswell.

The visibility and access for businesses, especially the Little Wine Shop and Lanna Thai, will be compromised. In addition residents of Park 24 and Park Service will have reduced visibility at their entrances and exits. Outdoor seating at Lanna Thai will be lost, three trees will be removed and congestion increased, all contributing to a loss of livability in our neighborhood.

Many neighbors have been outspoken in recommending alternatives and the Como and Carter location in front of the library, would not impact businesses, create congestion, nor impact many trees, and visibility will be much safer .

Metro Transit, please look to your conscience, respect St Anthony Park residents and change the design to eliminate the Como Doswell bus station.

[Continued on the next page]



Note: The Saint Anthony Park petition gathered 228 signatures.

UNIVERSITY OF MINNESOTA

Crookston • Duluth • Morris • Rochester • Twin Cities

University Services
Office of the Vice President

308 Morrill Hall
100 Church Street S.E.
Minneapolis, MN 55455
612-624-3557
userv@umn.edu
uservices.umn.edu

November 4, 2026

Kyle Burrows
Acting Director, Arterial BRT
Metro Transit, a service of the Metropolitan Council
560 6th Avenue North
Minneapolis, MN 55411
kyle.burrows@metrotransit.org

Dear Mr Burrows,

The University of Minnesota (UMN) appreciates the opportunity to review and comment on the H Line Recommended Corridor Plan. Related to the UMN Twin Cities campus, the H Line is proposed to operate along Washington Avenue SE, East River Road, Pleasant Street SE, 15th Avenue SE, and Como Avenue SE, all of which are major thoroughfares that directly serve campus destinations and provide mobility connections to important destinations in Minneapolis and St. Paul. Providing high-speed transit that directly serves the campus brings great benefit to the traveling public and the University community. The University values its long operational partnership with Metro Transit.

University staff submitted technical comments on the Recommended Corridor Plan on May 4, 2026. We appreciate the response from Metro Transit staff received on October 7, and recognize improvements made in the corridor plan to and to avoid or minimize campus impacts, as summarized by staff:

- Minor adjustment of the eastbound platform at the Washington & West Bank Station to get more separation from the staircase;
- 15th Ave & Como Station shifted south of Como Ave to a mid-block station to improve turns and operations at the Como and 15th intersection; and
- Moving Como & 29th Station to Como & 27th Avenue Station to better align with where more riders live and with the MPRB Grand Rounds project.

We understand the primary intention of the Corridor Plan is to resolve platform locations, and we agree that the three changes noted above represent improvements for riders and will align with campus operations to better support ridership. We want to further iterate the importance of H Line service on East River Road, as the proposed eastbound station on East River Parkway at Arlington Street SE will be a destination for East Bank transit users.

Other issues raised in our May 4th comment letter are not addressed by the Recommended Corridor Plan, but are expected to be addressed in the design process. We accept the commitment of project staff to address many of these issues as itemized in an email sent by Metro Transit staff on October 7th to UMN staff.

1

That email acknowledged the project will respond affirmatively to some of the significant impacts, including:

1. Maintain a 6" curb height on a case-by-case basis depending on the platform context (determined with UMN staff approval) throughout campus locations;
2. Platform widths adjusted to maintain a 7' through zone for pedestrians and campus maintenance equipment; and
3. No changes to existing lane configurations at the University & Pleasant station as the transit platforms will be behind the existing curb line.

Comments below from previous correspondence (dated 2026-05-04) are reiterated not only to emphasize their importance to the University, but also because they identify issues inherent to the station locations proposed in the Corridor Plan.

1. *The proposed eastbound station on East River Parkway at Arlington Street SE must not constrain access to the existing service and mobility van drop-off area west of Fraser Hall. The station is proposed on property owned by the Minneapolis Park & Recreation Board and right-of-way held by Hennepin County. UMN holds a permanent easement behind the eastern curb and has significant infrastructure and operational interests in the area, all which must be preserved during detailed design and construction.*

2. *Tree preservation must be a priority throughout design and construction. Tree removal proposed by the project is subject to approval and conditions established by UMN staff. This is especially a concern at the westbound station at the Pleasant & University stations, where even the narrow sidewalk proposed behind the station would impact existing tree roots.*

3. *UMN-owned infrastructure within all proposed station areas must be protected in-place or, where impacts are approved by UMN, replaced to meet current UMN design standards. This includes but is not limited to sidewalks, roadways and lighting; trees and plantings; utilities including water-sewer, stormwater management, electric, thermal, and; signage.*

4. *At the eastbound station on Pleasant Street SE at University Avenue, the proposed platform length would displace part of a storm water management system constructed in 2015 to collect and reuse runoff for irrigation of campus plantings. Maintaining the designed rate, volume and quality of outflow from stormwater management systems is vital to UMN's compliance as a Municipal Separate Storm Sewer System (MS4). Comments shared with the project team in 2025 provided as–built drawings and offered guidance on potential mitigation measures to be explored in detail design.*

5. *Both proposed stations at Pleasant & University are within the Old Campus Historic District which is listed on the National Register of Historic Places. UMN supports the project's application of guidelines from the Secretary of the Interior, including the principles of avoiding, minimizing, and mitigating impacts. UMN recognizes that the design will be reviewed by the State Historic Preservation Office.*

6. *Station design must support continued use by UMN transit vehicles and joint operation by UMN Parking & Transportation Services. Considerations include dimensional standards, incorporating UMN graphic identity and informational signage, allocating platform length for UMN buses and shelters, and clarifying maintenance and operational responsibilities in a written agreement with the University.*

7. *Where station improvements are proposed on UMN property, the project should allow ample time – months not weeks – to negotiate, draft and execute agreements with the Real Estate Office.*

8. *The project should engage Xcel Energy regarding electric service to proposed stations on campus. The project should allow ample time for this planning in case Xcel needs license agreements with UMN to run service across UMN property. If Xcel service connections prove to be infeasible, then the project should contact UMN to discuss alternatives.*

The University appreciates the opportunity to provide comments on the H Line BRT Recommended Corridor Plan and looks forward to continued engagement with the project as the effort undertakes the next phases of design.

Sincerely,

Monique MacKenzie, MUP AICP
Director of Campus and Capital Planning
Planning, Space & Real Estate

Thomas Drake
Director
Parking & Transportation Services

cc jordan.kocak@metrotransit.org

Hennepin County

Hennepin County

Public Works

Metro Transit H Line ABRT Recommended Corridor Plan - Comments

Metro Transit's proposed H Line along Washington Avenue (CSAH 152), Pleasant Street, 15th Avenue, and Como Avenue serves to connect Minneapolis and Saint Paul, including the University of Minnesota Campus. Hennepin County values a collaborative process that integrates review and comment opportunities to improve transparency, responsiveness and alignment on Metro Transit's H Line ABRT Recommended Corridor Plan.

The Corridor Plan advances regional and county goals and priorities that include connectivity and safety for all roadway users, reducing vehicle miles traveled, advancing equity and complete streets, and improving transportation options and connections that support mode shift. Hennepin County appreciates the coordination and inclusion of all partners, including the City of Minneapolis and the University of Minnesota. And we look forward to further partnership on coordinated projects along the H Line corridor, including the county's Washington Avenue improvement project and Metro Transit's Blue Line Extension Light Rail Transit project.

Station Location and Design

Hennepin County concurs with Metro Transit's selection of H Line station locations along our county roadways. Station-specific feedback was provided by county staff during the planning stage, and we recommend continued collaboration through final design. A general comment for all stations is emphasizing the importance of maintaining sightlines and evaluating design options that will not adversely affect those sightlines.

While the county concurs with the location of the H line BRT station at 5th Avenue, the county does not support the proposed shared-use path along Washington Avenue. The bicycle and pedestrian facilities are currently separated, and we anticipate any proposed designs will maintain or improve the existing conditions and minimize conflicts. We encourage Metro Transit to coordinate with stakeholders, including community members and most vulnerable travelers, for potential innovations in station accessibility to balance the needs of all roadway users.

Transit Advantages

Hennepin County encourages Metro Transit to lead the exploration, analysis and stakeholder coordination for implementation of transit advantages, including Transit Signal Priority (TSP). Hennepin County recommends county staff input in developing criteria to measure the effectiveness of transit advantages to inform decision making on transit advantage infrastructure.

Hennepin County looks forward to further coordination on the final Corridor Plan, final design, and implementation of this regional transit connection from the proposed Blue Line Extension station at Washington and 10th Avenue, to the University of Minnesota, and continuing to the Sun Ray Transit Center in Saint Paul.

Sincerely,

Carla Stueve, PE
County Highway Engineer

Daniel Soler, PE
Director – Transit and Mobility

Hennepin County
1600 Prairie Dr, Medina, MN 55340
hennepincounty.gov

Appendix C: Existing 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 20. Existing corridor ridership – segment 1

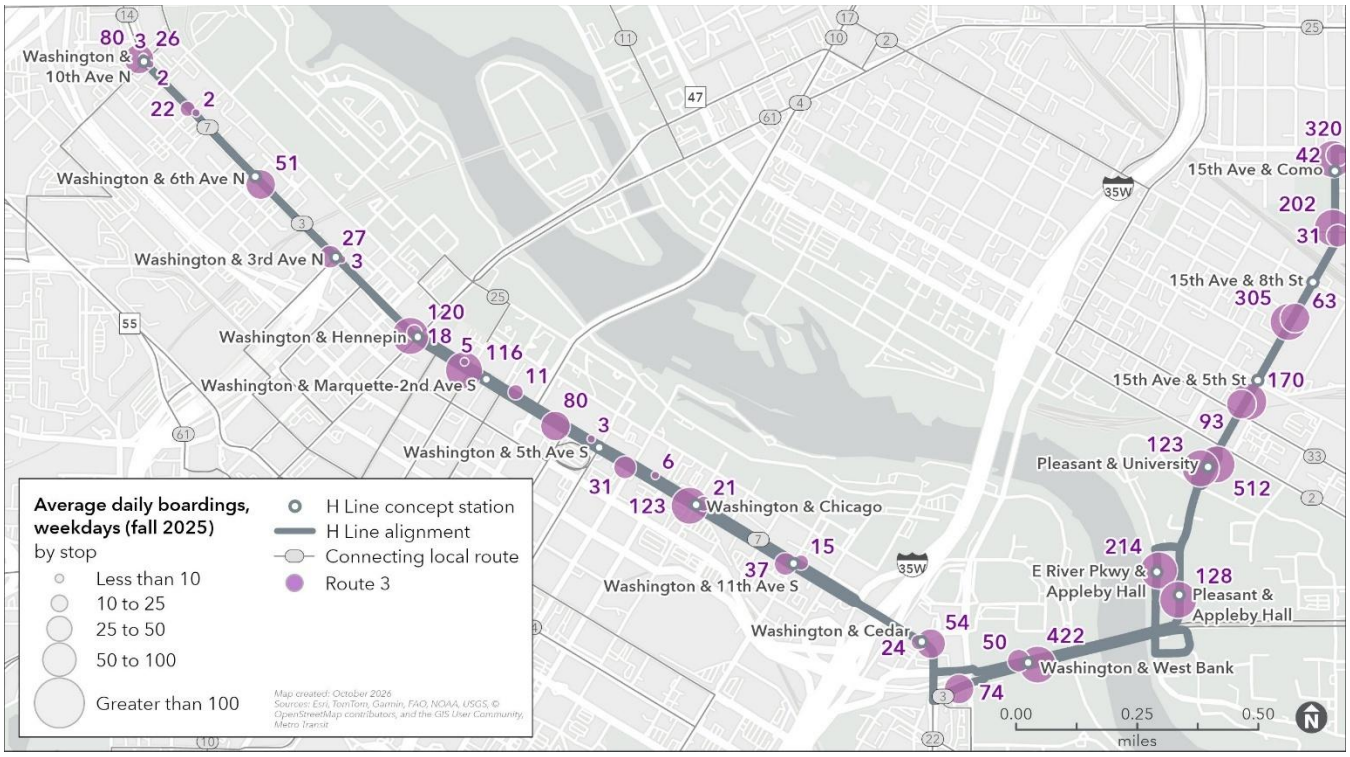


Figure 21. Existing corridor ridership – segment 2

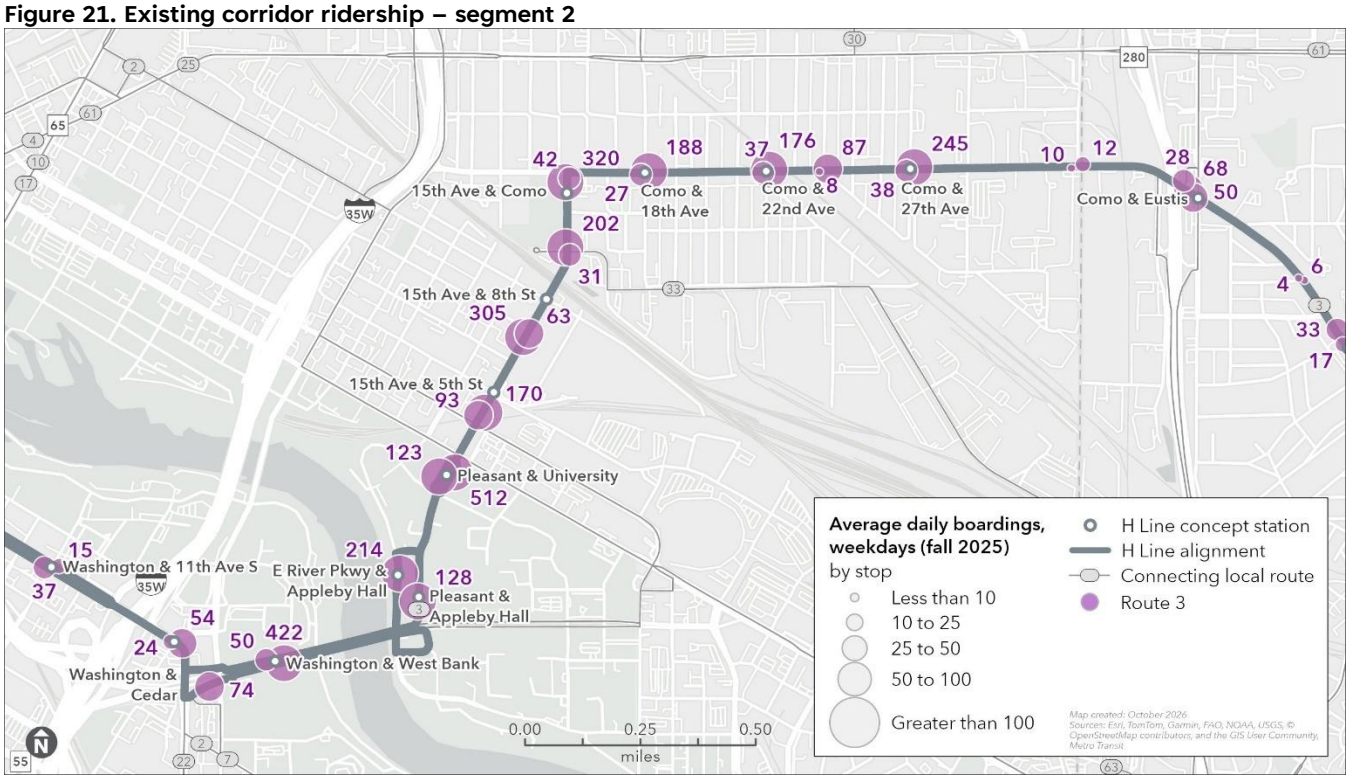


Figure 22. Existing corridor ridership – segment 3

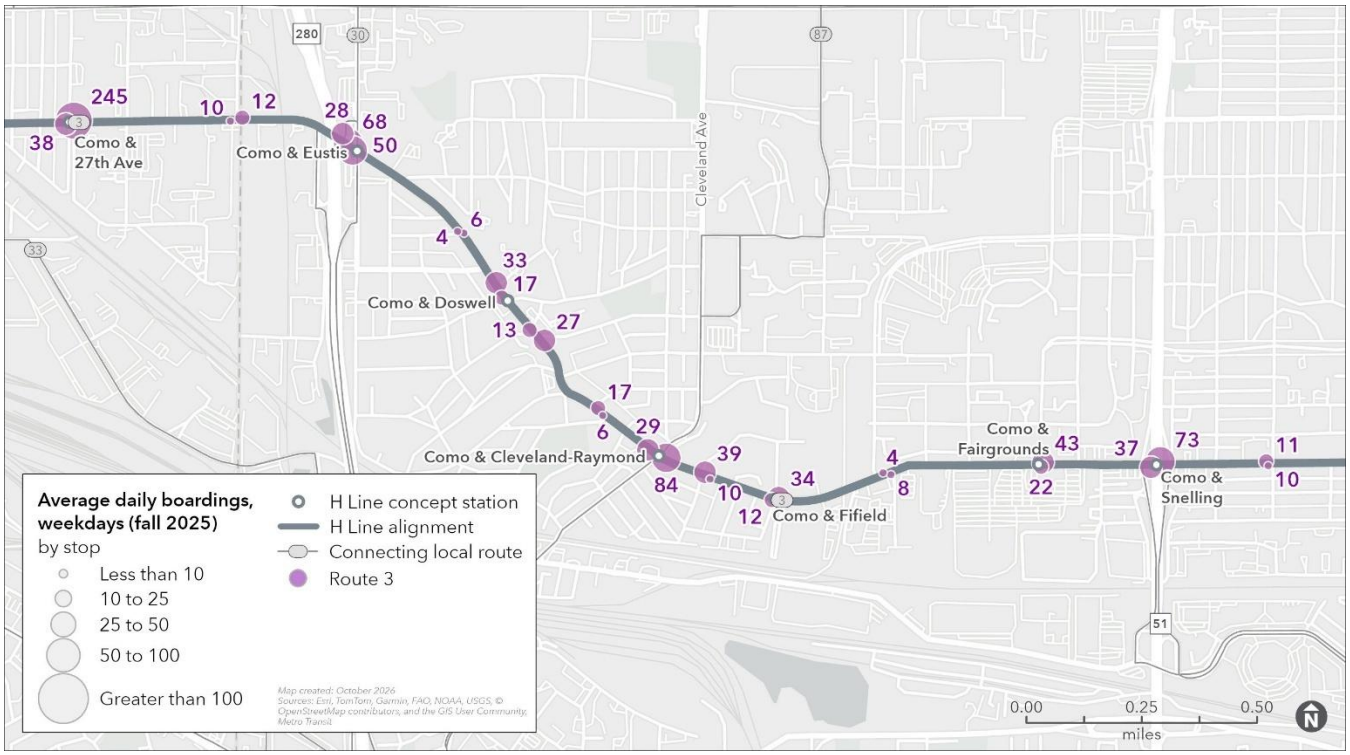


Figure 23. Existing corridor ridership – segment 4

Figure 24. Existing corridor ridership – segment 5

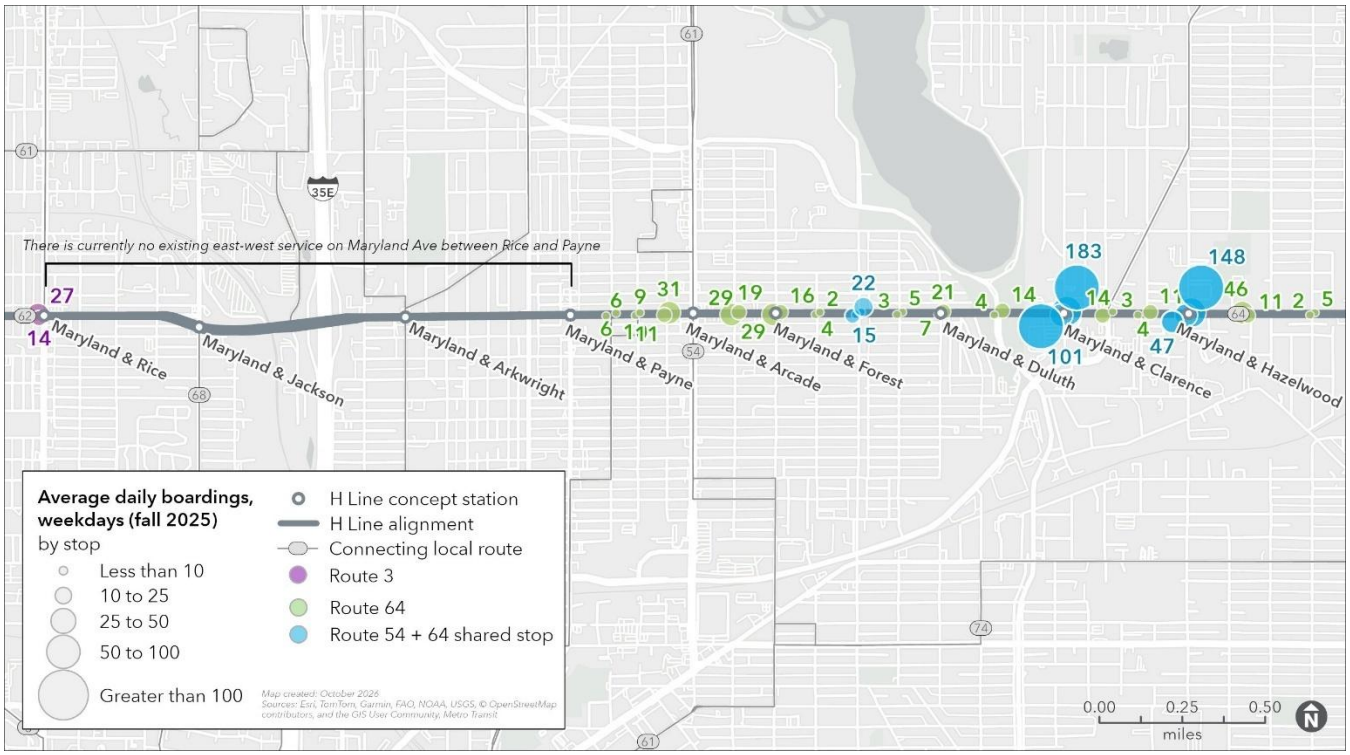
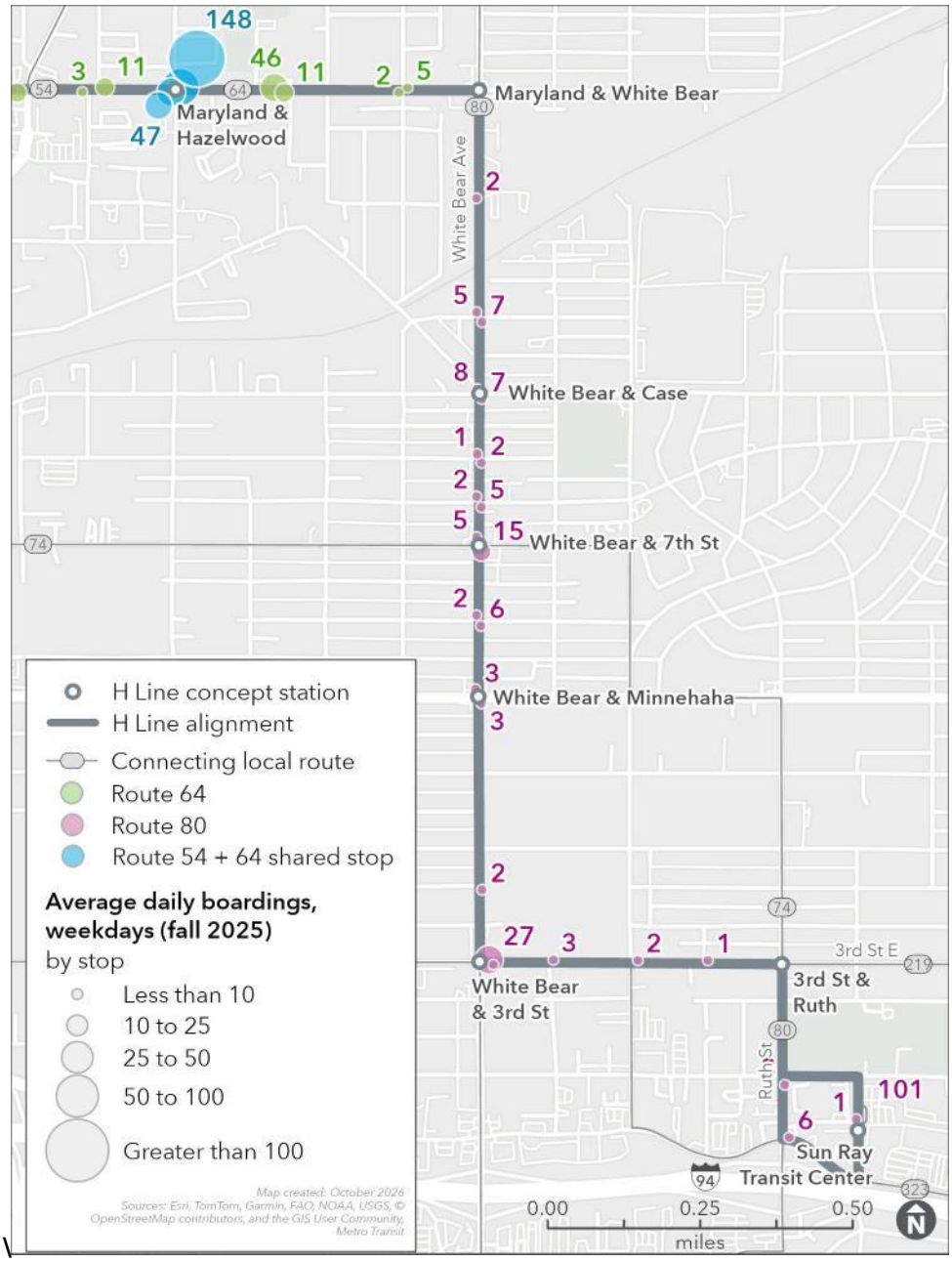


Figure 25. Existing corridor ridership – segment 6

Figure 26. Existing corridor ridership – segment 7



Appendix D: Corridor pedestrian walk/roll sheds

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

Figure 27. H Line station walksheds – segment 1

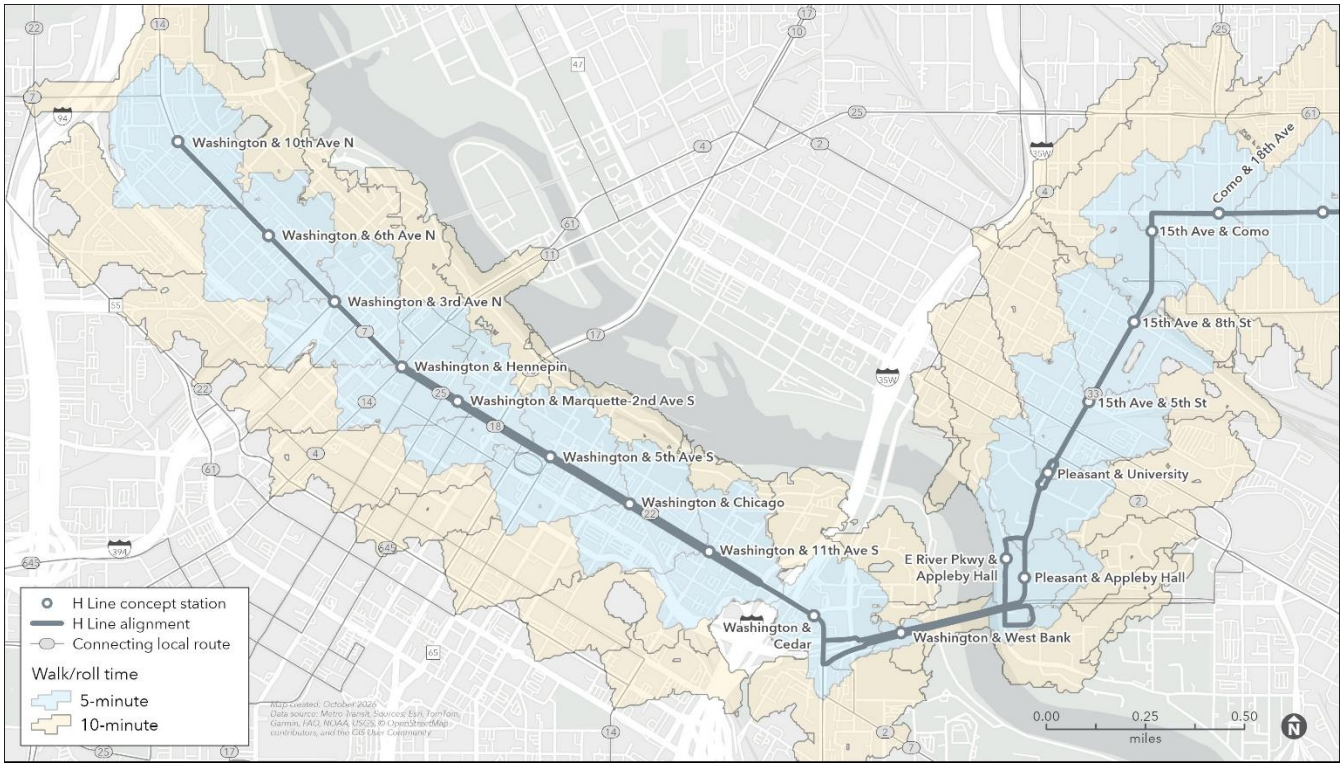


Figure 28. H Line station walksheds – segment 2

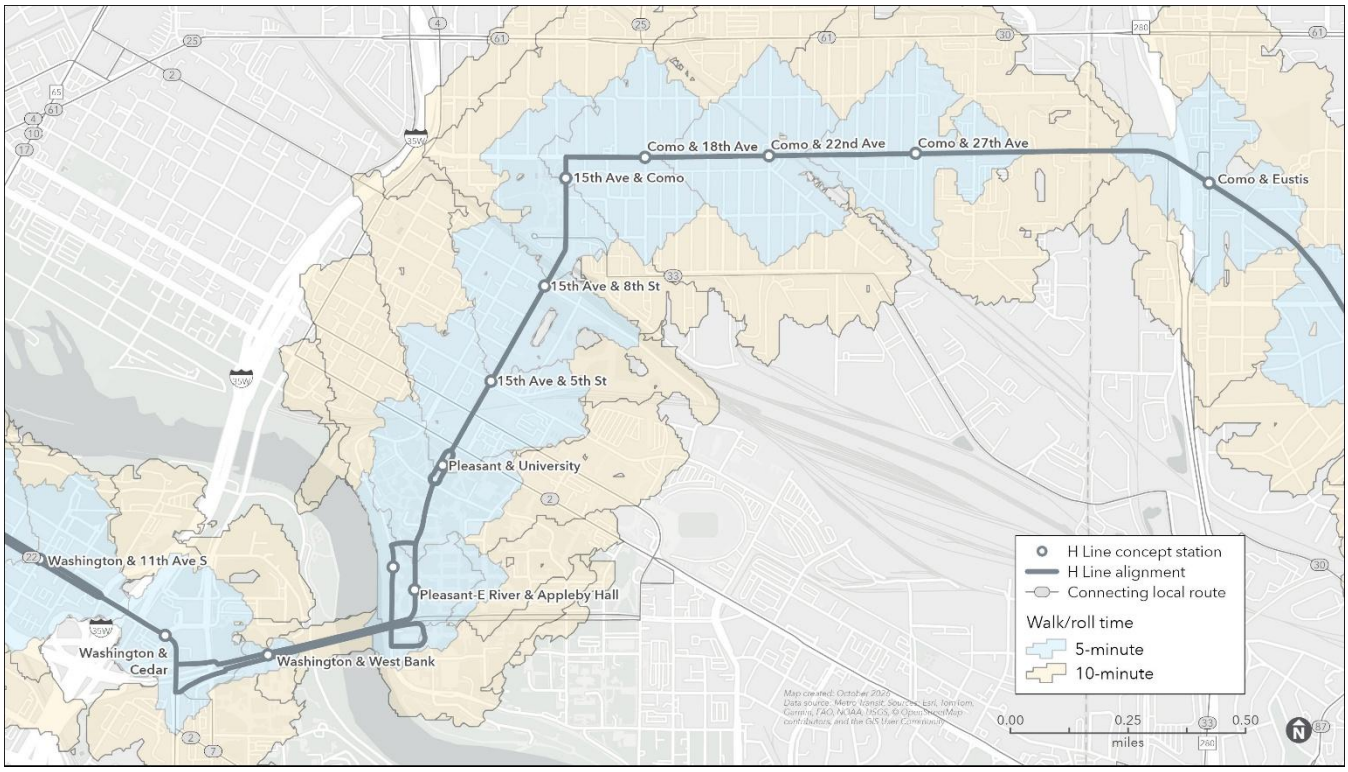


Figure 29. H Line station walksheds – segment 3

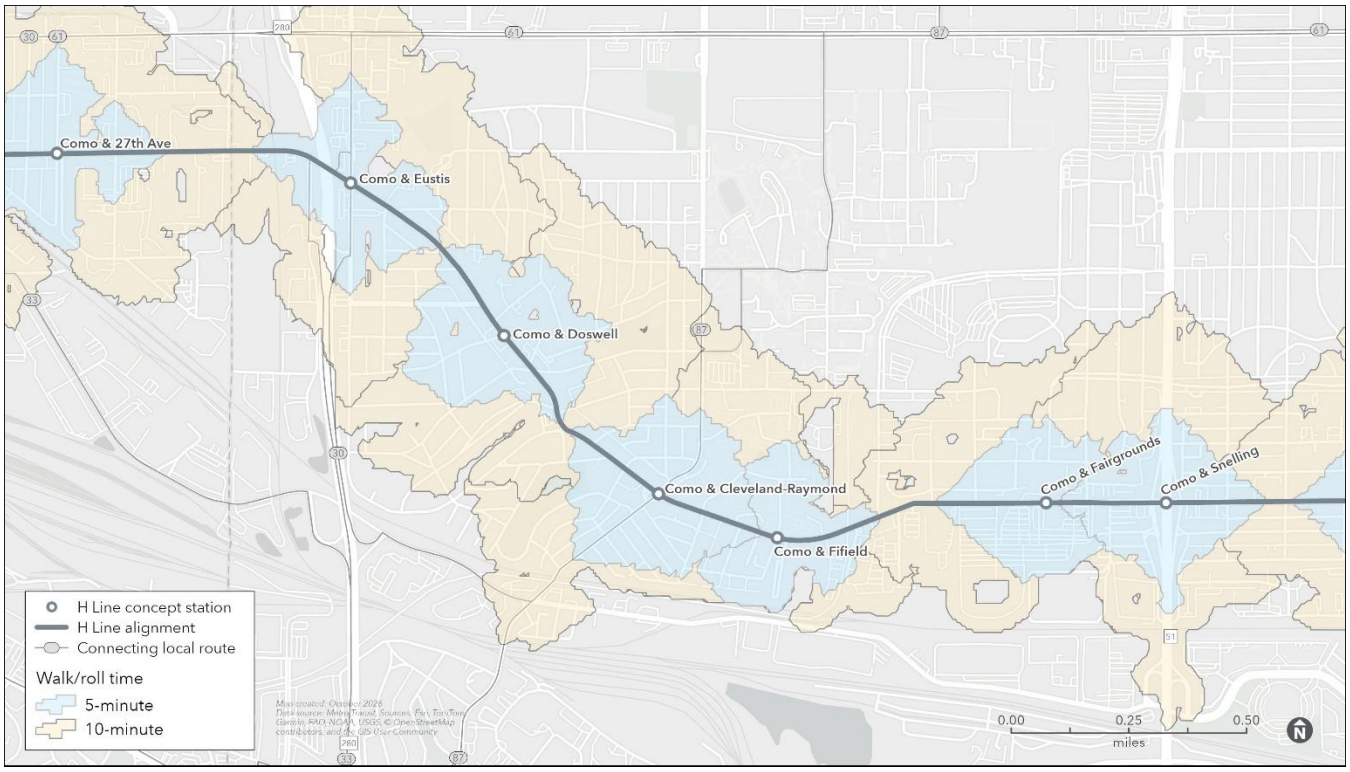


Figure 30. H Line station walksheds – segment 4

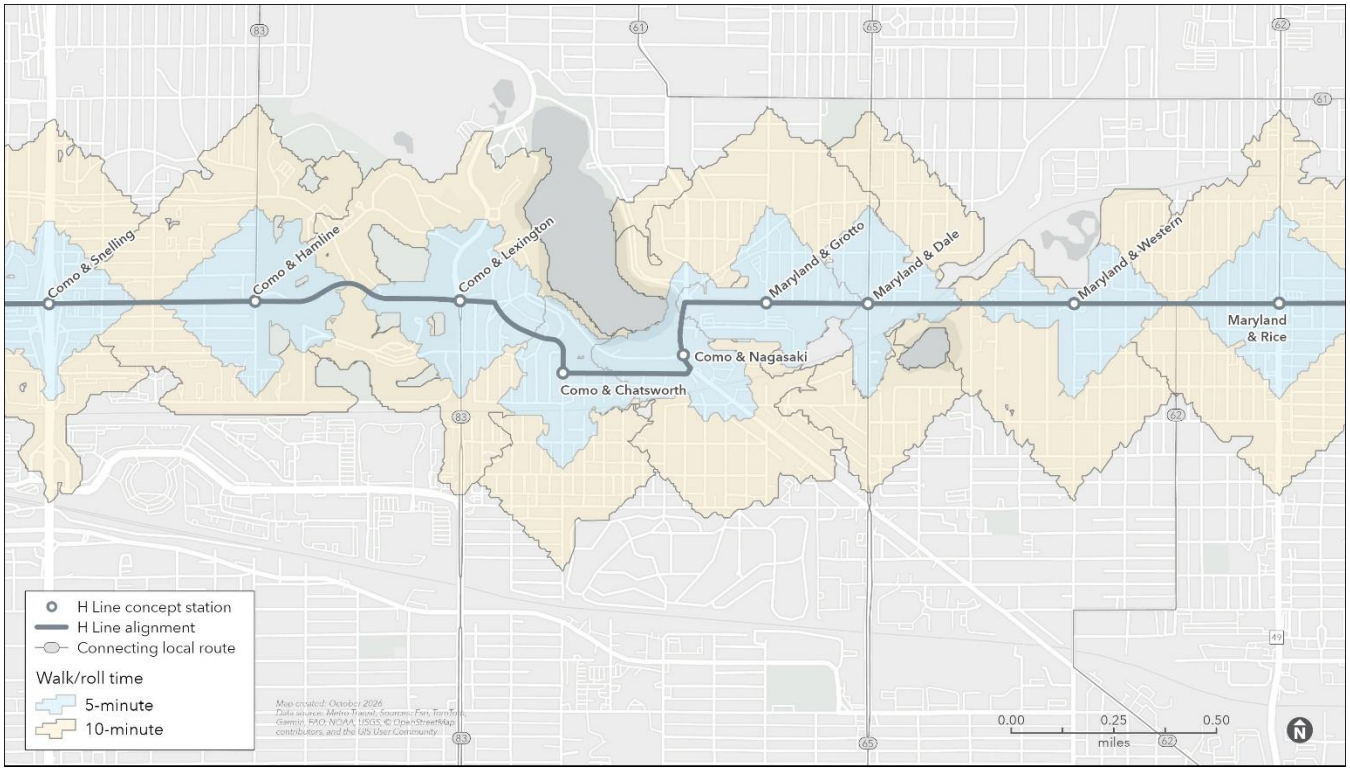


Figure 31. H Line station walksheds – segment 5

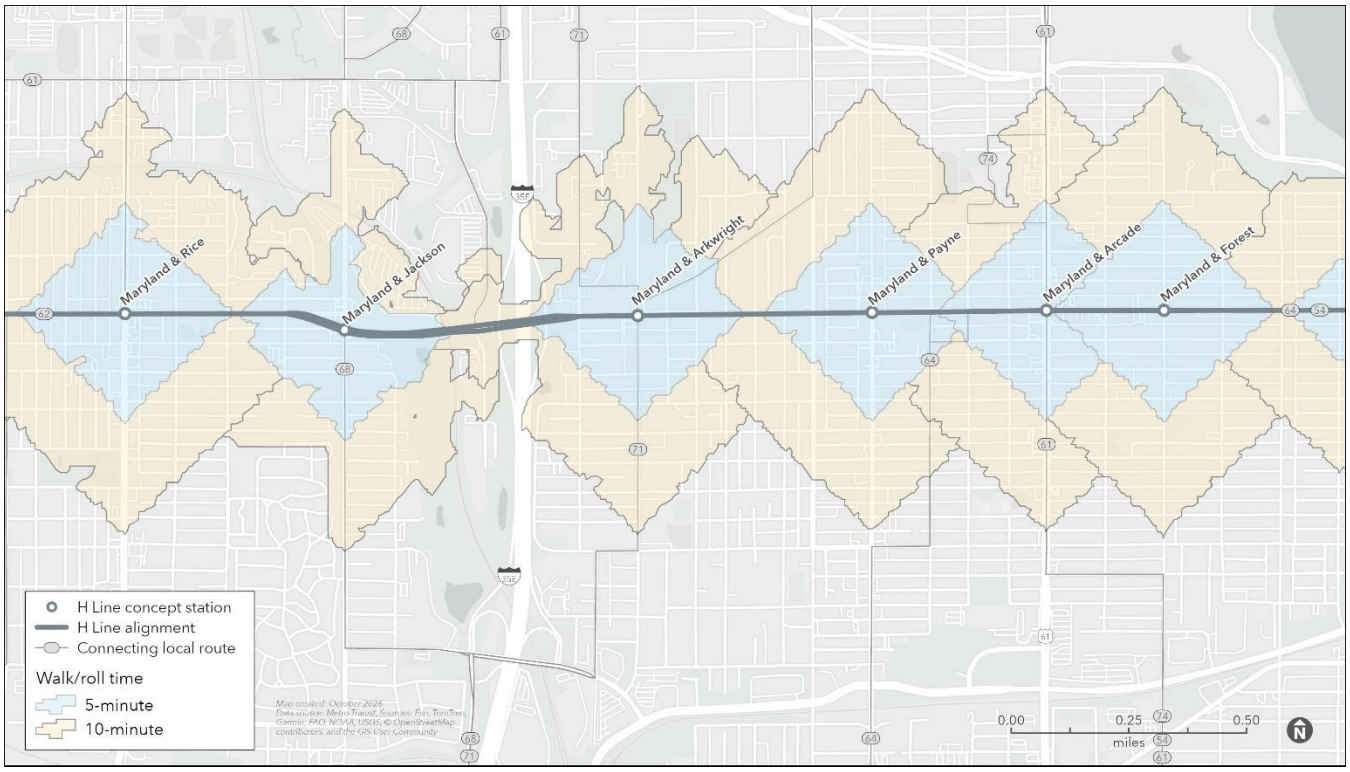


Figure 32. H Line station walksheds – segment 6

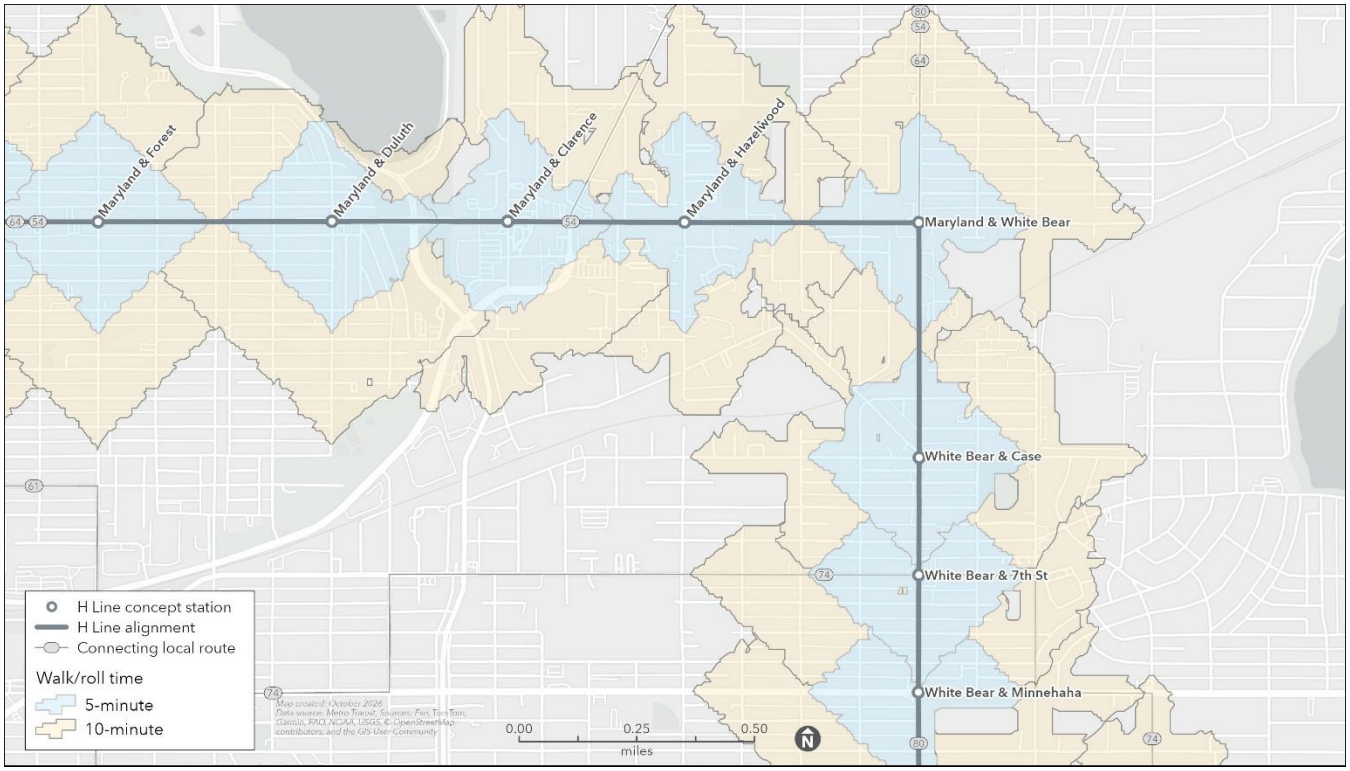
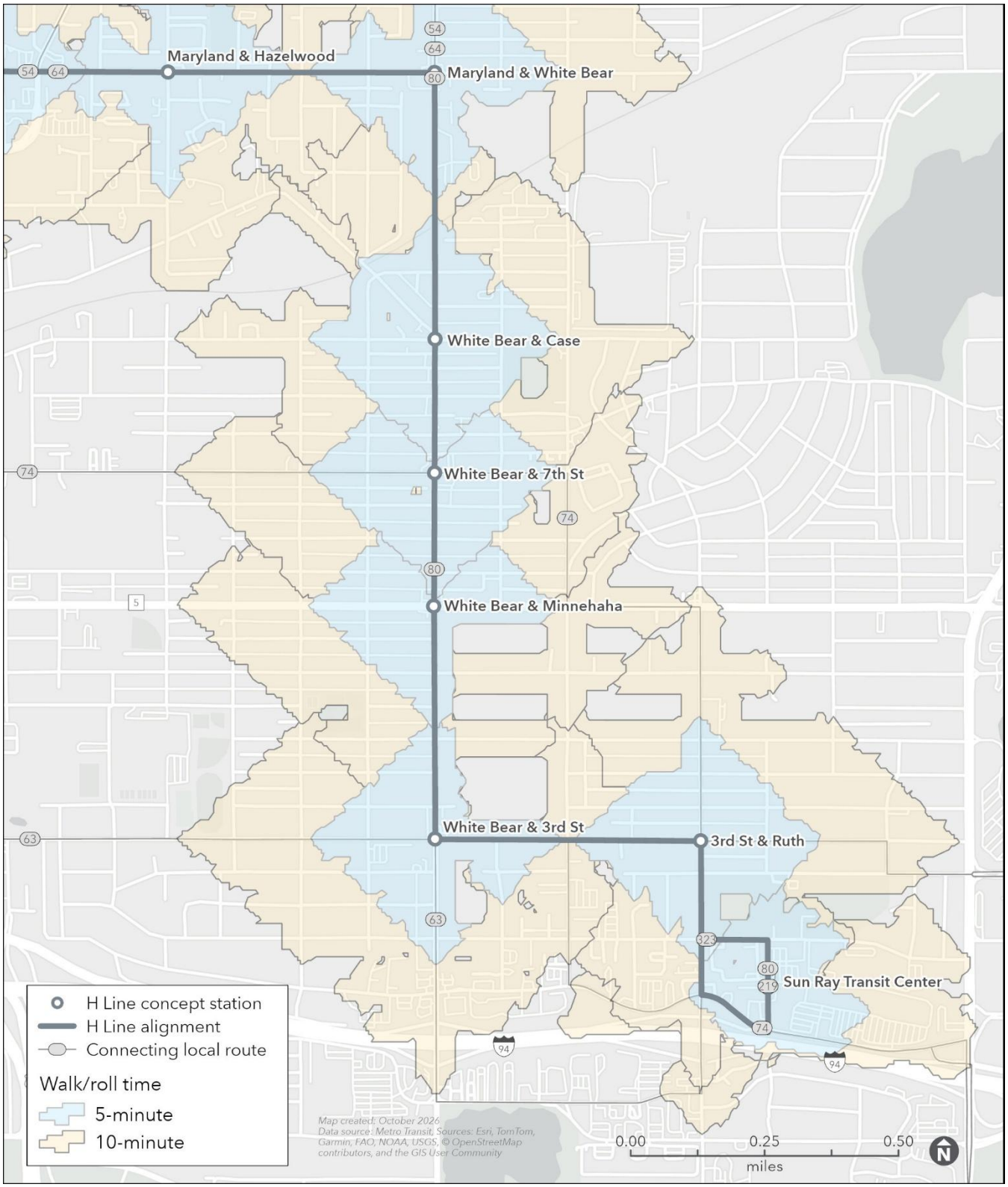



Figure 33. H Line station walksheds – segment 7