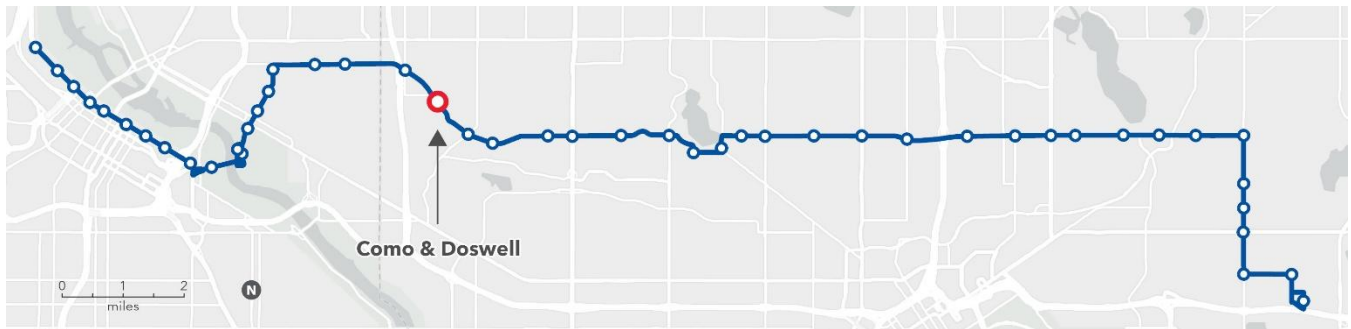




Como & Doswell

[Click here to take our survey by October 7, 2026.](#) Select each station you want to comment on when responding to the first question of the survey.



Station concept

The eastbound platform is nearside of the intersection at the same location as the existing Route 3 bus stop. The westbound platform is nearside of the intersection.

Station spacing

Distance from previous station: 0.5 miles from Como & Eustis

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

Transit connections

There are no other transit routes near this location

Destinations

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

Additional analysis based on draft plan input

St. Anthony Park Community Council (SAPCC) and members of the public cited concerns about Como & Doswell Station in their feedback on the Draft Corridor Plan. Feedback themes identified include suggestions to move the station to Como Avenue and Carter Avenue or to move the westbound platform to Luther Place, concern about changes to nearby outdoor patio space, concern about loss of on-street parking, concern about platform compatibility with a future separated bikeway on Como Avenue, and street tree impacts.

Alternatives moving the Como & Doswell Station or westbound platform were evaluated:

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



The alternatives were compared with the baseline platform location on the factors shown in **Table 3**.

Table 3. Como & Doswell evaluation matrix

Key	Green: Preferred	Yellow: Not preferred	Orange: Undesirable
Factor	Baseline: Como & Doswell Station	Alt. 1: Como & Carter Station	Alt. 2: Westbound platform moves to Luther Place
Station spacing	Station spacing between 1/4 - 1/2 mile to neighboring stations [green]	Station spacing is greater than 1/2 mile to Como & Eustis Station [yellow]	Station spacing is greater than 1/2 mile to Como & Cleveland-Raymond Station [yellow]
Access to destinations	Platform serves commercial center directly with convenient access to destinations [green]	Platform serves commercial center directly with convenient access to destinations [green]	Platform is offset from commercial center with less convenient access to destinations [yellow]
Safe pedestrian crossings	Encourages crossing at controlled intersection [green]	Encourages crossing at controlled intersection [green]	Crossing is not at a controlled intersection [yellow]
Transit speed & reliability	Normal bus operation expected [green]	Normal bus operation expected [green]	Normal bus operation expected [green]
Street design & available right-of-way	No constraints [green]	No constraints [green]	No constraints [green]
On-street parking impacts	Expected gain of seven on-street parking spaces through bus stop consolidation [green]	Expected gain of five on-street parking spaces through bus stop consolidation [green]	Expected gain of seven on-street parking spaces through bus stop consolidation [green]
Business proximity	Sited adjacent to restaurant patio [yellow]	Sited adjacent to restaurant patio [yellow]	No business [green]
Preliminary compatibility with potential bikeway	Compatible with future bikeway [green]	Compatible with future bikeway [green]	Compatible with future bikeway [green]
Street tree impacts	3 – 4 anticipated tree impacts [yellow]	1 – 2 anticipated tree impacts [yellow]	1 – 2 anticipated tree impacts [yellow]
Recommendation	Keep the station at Como & Doswell [green]	Do not advance [orange]	Do not advance [orange]

Recommendation

Following review, Metro Transit project staff recommend no changes to the Como & Doswell Station location. The Como & Doswell Station location is the most balanced between important destinations in this area. Como & Doswell Station balances access to the neighborhood commercial node, Saint Anthony Library to the south, and the future Luther Seminary redevelopment site to the north.

In commercial and retail areas arterial BRT station shelters are often located near business entrances to facilitate convenient access to jobs, destinations, and housing (**Figure 1**). The westbound station platform will be adjacent to a restaurant patio but will not remove or reduce the available patio space. There are mitigation measures that can be evaluated in the project design phase to increase the separation between the platform and patio.

The Como & Doswell Station westbound platform will impact several on-street parking spaces, but because of areawide consolidation of bus stops there will be an estimated net gain of seven on-street parking spaces between Valentine and Commonwealth avenues. Assuming no parking will be added from bus stop consolidation the on-street parking impacted by the westbound H Line platform represents 11% of all available on-street parking spaces on Como Avenue between Valentine and Commonwealth avenues.

Coordination with City of Saint Paul staff is ongoing regarding the feasibility and timing of a future separated bikeway on Como Avenue. Changes to the station platforms can be accommodated in the H Line Project engineering phase based on the results of Saint Paul's bikeway feasibility evaluation.

Both of the alternative station and platform locations have drawbacks that make them less ideal station locations compared to the proposed Como & Doswell Station. Moving the westbound platform to farside of Luther Place brings the platform to an uncontrolled intersection and too far away from destinations, jobs, and housing that people want to access within the Saint Anthony Park commercial district. Moving the station to Como & Carter ultimately moves many of the concerns expressed by the community to a new location. The eastbound platform would need to be sited either at the existing bus stop location near the Finnish Bistro or farside of Carter Ave in front of Nico's Taco Bar, both of which also have outdoor patios.

Figure 1. METRO B Line platform in proximity to patio at Lake Street and 36th Avenue S

