



## Recommended Corridor Plan

August 24, 2026

Comment Period September 10 - October 7, 2026

[metrotransit.org/h-line-project](https://metrotransit.org/h-line-project)

## Executive summary

Metro Transit is planning METRO H Line stations and seeking feedback. Responses will help to decide where stations should be located. **Provide your feedback on proposed stations by October 7, 2026.**

- Complete a survey online at [metrotransit.org/h-line-project](https://metrotransit.org/h-line-project)
- Email comments to [HLine@metrotransit.org](mailto:HLine@metrotransit.org)
- Call Customer Experience at 612-373-3333

A summary of engagement completed during the Draft Corridor Plan can be found in [Appendix A](#).

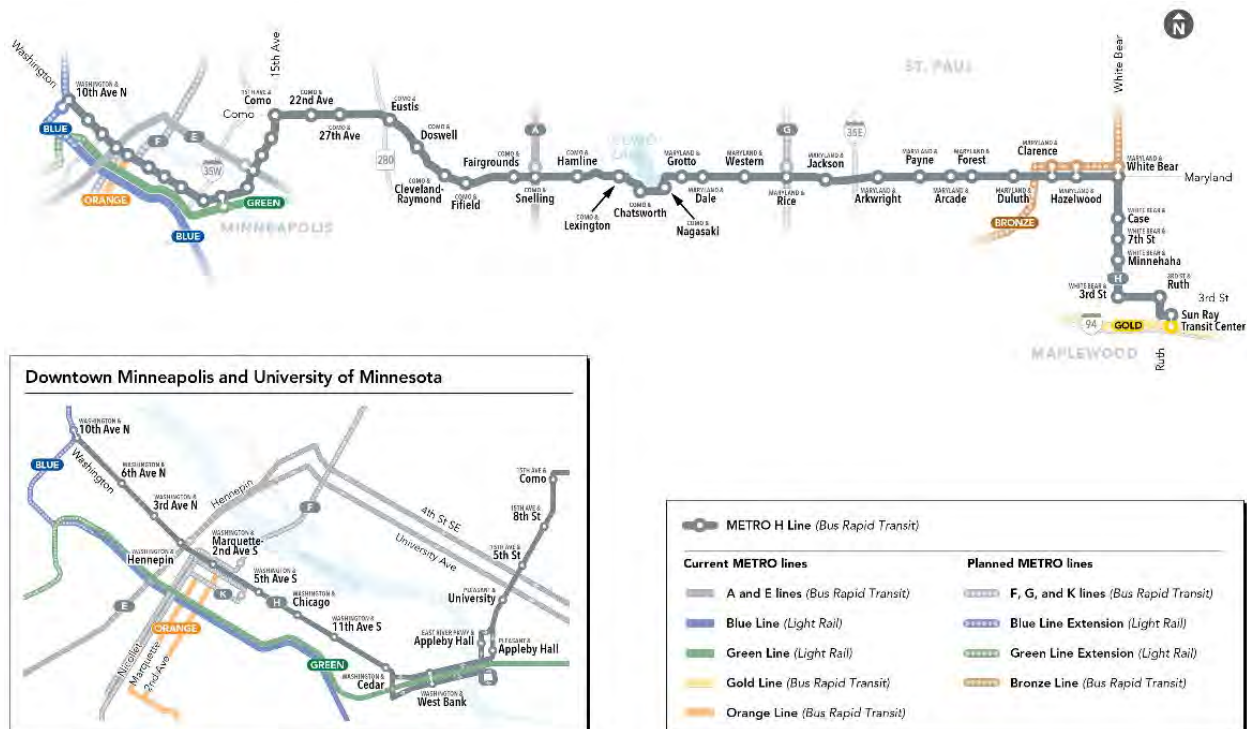
## Corridor overview

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

The 17-mile H Line will run from downtown Minneapolis to the Sun Ray Transit Center on Saint Paul's East Side, providing 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 is proposed to stop at 46 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.



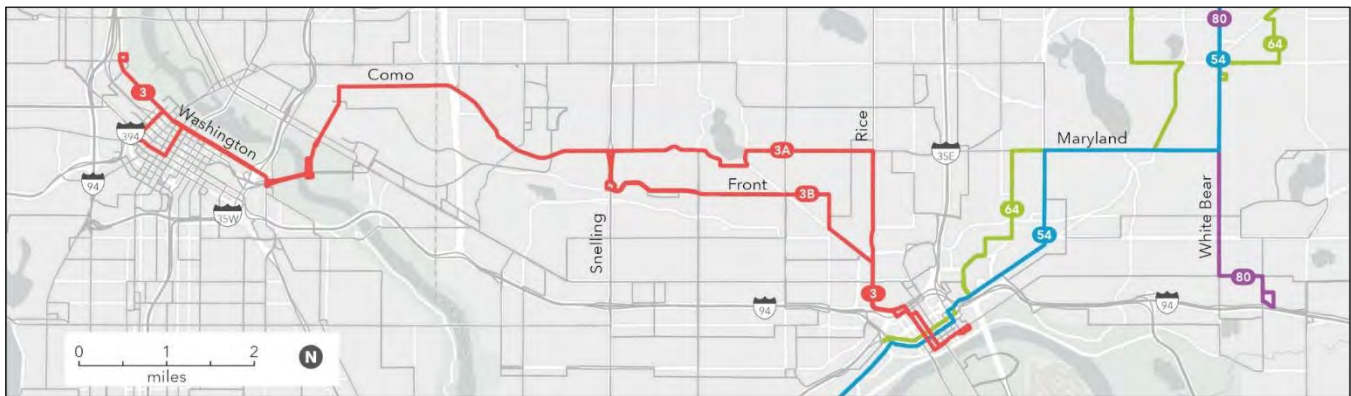
## Corridor transit service

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.

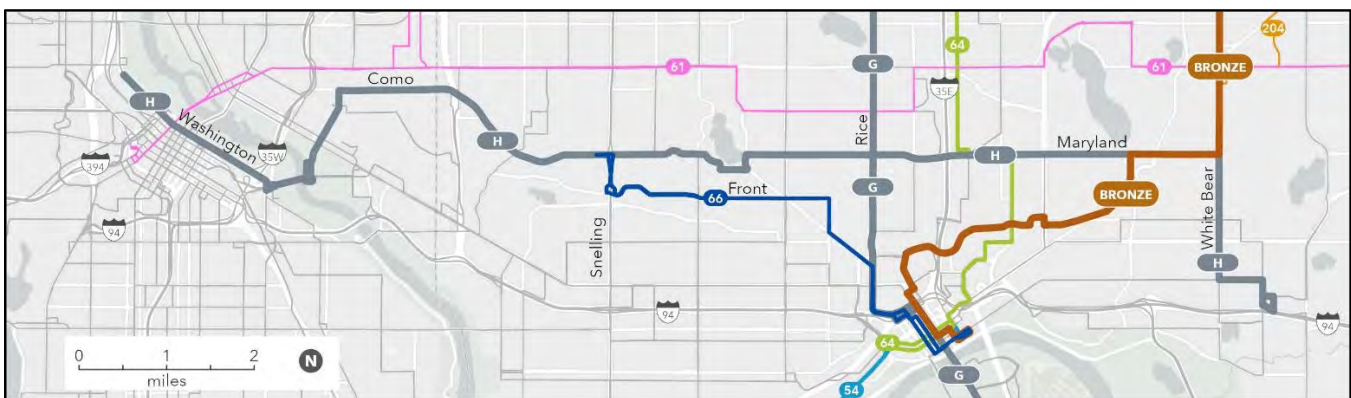
Today, the H Line corridor is served primarily by Route 3 and Route 80, as well as Route 54 and Route 64. Several other routes serve portions of the corridor today, but for shorter segments.

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

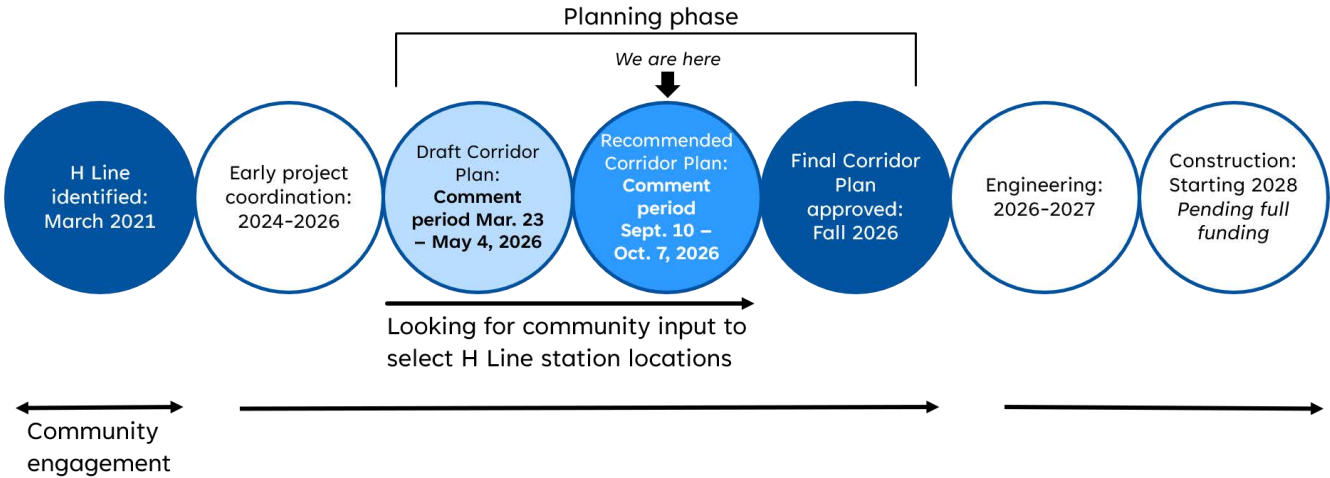
## Project schedule

The H Line project is in the planning phase to identify and collect feedback on station locations. The Draft Corridor Plan, released on March 23rd, 2026 was the first of three versions of the plan to identify H Line station locations. The Recommended Corridor Plan is the second version of the plan and incorporates community feedback received on the Draft Corridor Plan. The Final Corridor Plan will be the third and final

version of the plan and include any additional updates to station locations based on community feedback received on the Recommended Corridor Plan. The Final Corridor Plan will be brought to the [Metropolitan Council](#) for approval, anticipated in fall 2026. The Metropolitan Council is the regional policy-making body, planning agency, and provider of essential services in the seven-county Twin Cities metro area. This includes Metro Transit's bus and rail system, Metro Mobility, and Transit Link.

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

## Public engagement

Community feedback is key to planning an arterial BRT line. There are 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

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

## Updates in the Recommended Corridor Plan

Metro Transit project staff considered changes to the H Line alignment, station locations and platform locations based on feedback from the Draft Corridor Plan comment period. Use the links below to go directly to the full analysis.

### [Como Park Neighborhood Suggested Alignment](#)

Evaluation of a community request to change the H Line alignment through the Como Park Neighborhood from Como Avenue/ Van Slyke Avenue/ Chatsworth Avenue to Energy Park Drive and Front Avenue between Snelling Avenue and Dale Street.

### [Washington & 5th Avenue S](#)

Evaluation of a new H Line Station at the Washington & 5th Avenue S intersection.

### [15th Avenue & Como](#)

Evaluation of moving the station mid-block between Como Avenue and Brook Avenue.

### [Como & 18th Avenue](#)

Evaluation of adding a new station at Como Avenue and 18th Avenue.

### [Como & 27th Avenue](#)

Evaluation of moving the Como & 29th Avenue Station to Como Avenue and 27th Avenue.

### [Como & Doswell](#)

Evaluation of moving the Como & Doswell Station.

### [Como & Snelling](#)

Evaluation of moving the eastbound platform to the west side of Snelling Avenue.

### [Como & Chatsworth](#)

Evaluation of moving the eastbound platform to Como Avenue nearside of Kilburn Avenue or removing the station.

### [Maryland & Grotto](#)

Evaluation of moving the westbound platform farside of the Grotto Street intersection.

# Table of Contents

|                                               |           |
|-----------------------------------------------|-----------|
| <b>Executive summary .....</b>                | <b>2</b>  |
| <b>Table of Contents.....</b>                 | <b>6</b>  |
| <b>Introduction.....</b>                      | <b>9</b>  |
| Corridor overview .....                       | 9         |
| <b>Overall project schedule.....</b>          | <b>12</b> |
| Planning.....                                 | 12        |
| Engineering .....                             | 12        |
| Construction .....                            | 12        |
| <b>Planning schedule.....</b>                 | <b>13</b> |
| Draft Corridor Plan .....                     | 13        |
| Public engagement period #1.....              | 13        |
| Recommended Corridor Plan .....               | 13        |
| Public engagement period #2.....              | 13        |
| Final Corridor Plan.....                      | 13        |
| <b>Public engagement.....</b>                 | <b>14</b> |
| Partnerships.....                             | 14        |
| Tell us what you think!.....                  | 14        |
| <b>What is Arterial BRT? .....</b>            | <b>15</b> |
| Arterial BRT network .....                    | 15        |
| Arterial BRT attributes .....                 | 17        |
| Project elements.....                         | 19        |
| <b>H Line corridor transit service.....</b>   | <b>26</b> |
| Existing local bus service .....              | 26        |
| Proposed H Line corridor service .....        | 28        |
| <b>Local agency partnership.....</b>          | <b>30</b> |
| Technical Advisory Committee .....            | 30        |
| Coordinated projects.....                     | 30        |
| <b>H Line stations .....</b>                  | <b>33</b> |
| Updates in the Recommended Corridor Plan..... | 34        |
| Washington & 10th Avenue N .....              | 35        |
| Washington & 6th Avenue N .....               | 37        |
| Washington & 3rd Avenue N .....               | 39        |
| Washington & Hennepin.....                    | 41        |

|                                           |     |
|-------------------------------------------|-----|
| Washington & Marquette-2nd Avenue S ..... | 43  |
| Washington & 5th Avenue S.....            | 45  |
| Washington & Chicago .....                | 49  |
| Washington & 11th Avenue S.....           | 51  |
| Washington & Cedar .....                  | 53  |
| Washington & West Bank.....               | 55  |
| Pleasant-E River & Appleby Hall .....     | 57  |
| Pleasant & University .....               | 59  |
| 15th Avenue & 5th Street .....            | 61  |
| 15th Avenue & 8th Street .....            | 63  |
| 15th Avenue & Como.....                   | 65  |
| Como & 22nd Avenue .....                  | 68  |
| Como & 27th Avenue .....                  | 72  |
| Como & Eustis.....                        | 76  |
| Como & Doswell .....                      | 78  |
| Como & Cleveland-Raymond.....             | 83  |
| Como & Fifield .....                      | 85  |
| Como & Fairgrounds.....                   | 87  |
| Como & Snelling .....                     | 89  |
| Como & Hamline.....                       | 92  |
| Como & Lexington .....                    | 94  |
| Como & Chatsworth .....                   | 96  |
| Como & Nagasaki.....                      | 100 |
| Maryland & Grotto.....                    | 102 |
| Maryland & Dale.....                      | 105 |
| Maryland & Western.....                   | 107 |
| Maryland & Rice .....                     | 109 |
| Maryland & Jackson .....                  | 111 |
| Maryland & Arkwright .....                | 113 |
| Maryland & Payne .....                    | 115 |
| Maryland & Arcade .....                   | 117 |
| Maryland & Forest.....                    | 119 |
| Maryland & Duluth .....                   | 121 |
| Maryland & Clarence.....                  | 123 |
| Maryland & Hazelwood.....                 | 125 |

|                                                                                              |            |
|----------------------------------------------------------------------------------------------|------------|
| Maryland & White Bear .....                                                                  | 127        |
| White Bear & Case.....                                                                       | 129        |
| White Bear & 7th Street .....                                                                | 131        |
| White Bear & Minnehaha .....                                                                 | 133        |
| White Bear & 3rd Street .....                                                                | 135        |
| 3rd Street & Ruth.....                                                                       | 137        |
| Sun Ray Transit Center.....                                                                  | 139        |
| <b>Appendix A: Draft Corridor Plan Engagement Summary .....</b>                              | <b>141</b> |
| Draft Corridor Plan Engagement Summary .....                                                 | 141        |
| Engagement Activities .....                                                                  | 141        |
| Overview of survey results .....                                                             | 142        |
| Station specific feedback.....                                                               | 144        |
| How to give your feedback .....                                                              | 150        |
| Public agency and community letters received during the Draft Corridor Plan engagement ..... | 150        |
| Como Park neighbors suggested alignment comparison and response .....                        | 170        |
| <b>Appendix B: Corridor ridership .....</b>                                                  | <b>181</b> |
| <b>Appendix C: Corridor pedestrian walk/roll sheds .....</b>                                 | <b>185</b> |

# 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.

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

The Recommended Corridor Plan identifies H Line station and platform locations. Learn more about proposed stations in the [H Line stations](#) section.

**Provide your feedback on proposed stations by October 7, 2026.**

- Complete a survey online at [metrotransit.org/h-line-project](https://metrotransit.org/h-line-project)
- Email comments to [HLine@metrotransit.org](mailto:HLine@metrotransit.org)
- Call Customer Experience at 612-373-3333

## Corridor overview

The H Line corridor is about 17 miles long and is proposed to have 46 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](https://metrotransit.org/network-next) for more details.

Today, the H Line corridor is primarily served by Route 3 and Route 80, in addition to Route 54 and Route 64. Route 3 is planned to be discontinued when the H Line opens. The H Line, G Line (Rice Street), and 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.



## Did you know?

- In fall 2025, customers took about 6,000 rides on Route 3, Route 54, Route 64, and Route 80 in the H Line corridor per weekday.
- Route 3 was the region's fifth highest ridership bus route in 2025.
- About 85% of existing riders in the H Line corridor will be able to catch the H Line within one block of their current bus stop based on station locations proposed in this plan.
- During busy times, Route 3 buses often go less than 8 miles per hour in certain parts of the corridor.
- The H Line will introduce east-west transit service on Maryland Avenue between Rice Street and Payne Avenue. Today, riders must travel to and from downtown Saint Paul to continue east or west along Maryland Avenue. See the [H Line corridor transit service](#) section for more details.
- The G Line (service coming in 2027) will provide access to downtown Saint Paul with a transfer with the H Line at Rice Street.



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

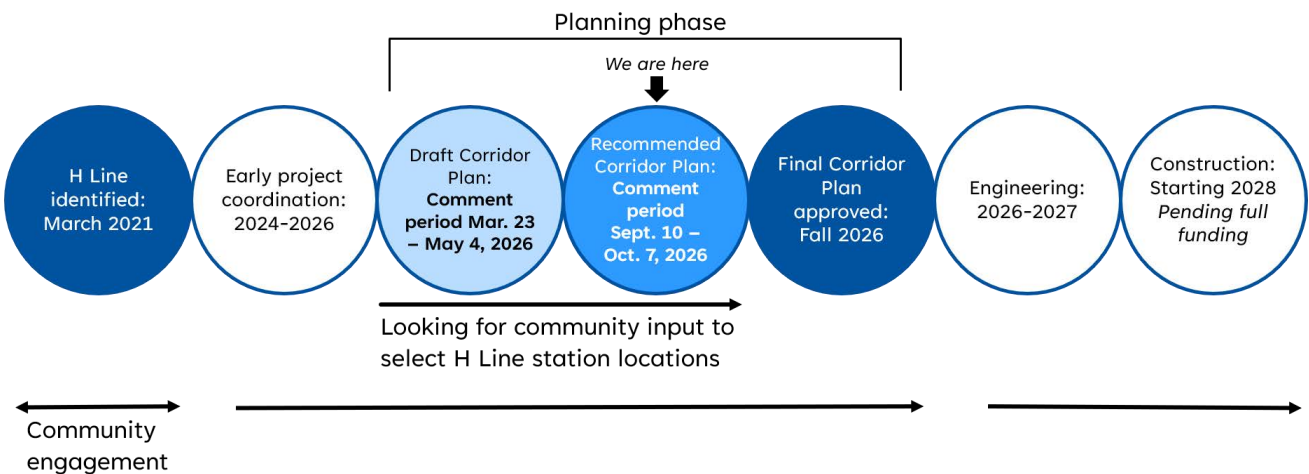
During the planning phase, the project team develops the corridor plan. The corridor plan identifies the location of stations and platforms. Metropolitan Council approval of this plan will set the location of platforms within the intersection. This is an important step before beginning project engineering.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

## Engineering

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

## Construction

The H Line is expected to begin construction in 2028, 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 mid-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. The information contained in this document includes recommended station locations updated based on community 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 will end on October 7, 2026.

## Final Corridor Plan

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



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 diverse ways that community members can provide project feedback
- Successfully bridge communication and engagement efforts between other coordinated projects

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

- Draft Corridor Plan engagement period from March 23 through May 4, 2026
- Recommended Corridor Plan engagement period from September 10 through October 7, 2026

A summary of public engagement activities and feedback received during the Draft Corridor Plan public engagement phase is included [here](#).

## Partnerships

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

## Tell us what you think!

- Complete a survey online at [here](#)
- Email comments to [HLine@metrotransit.org](mailto:HLine@metrotransit.org)
- Call Customer Experience at 612-373-3333
- Sign up for project updates at [metrotransit.org/h-line-project](https://metrotransit.org/h-line-project).

## What is Arterial BRT?

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

### Arterial BRT network

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

Existing:

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

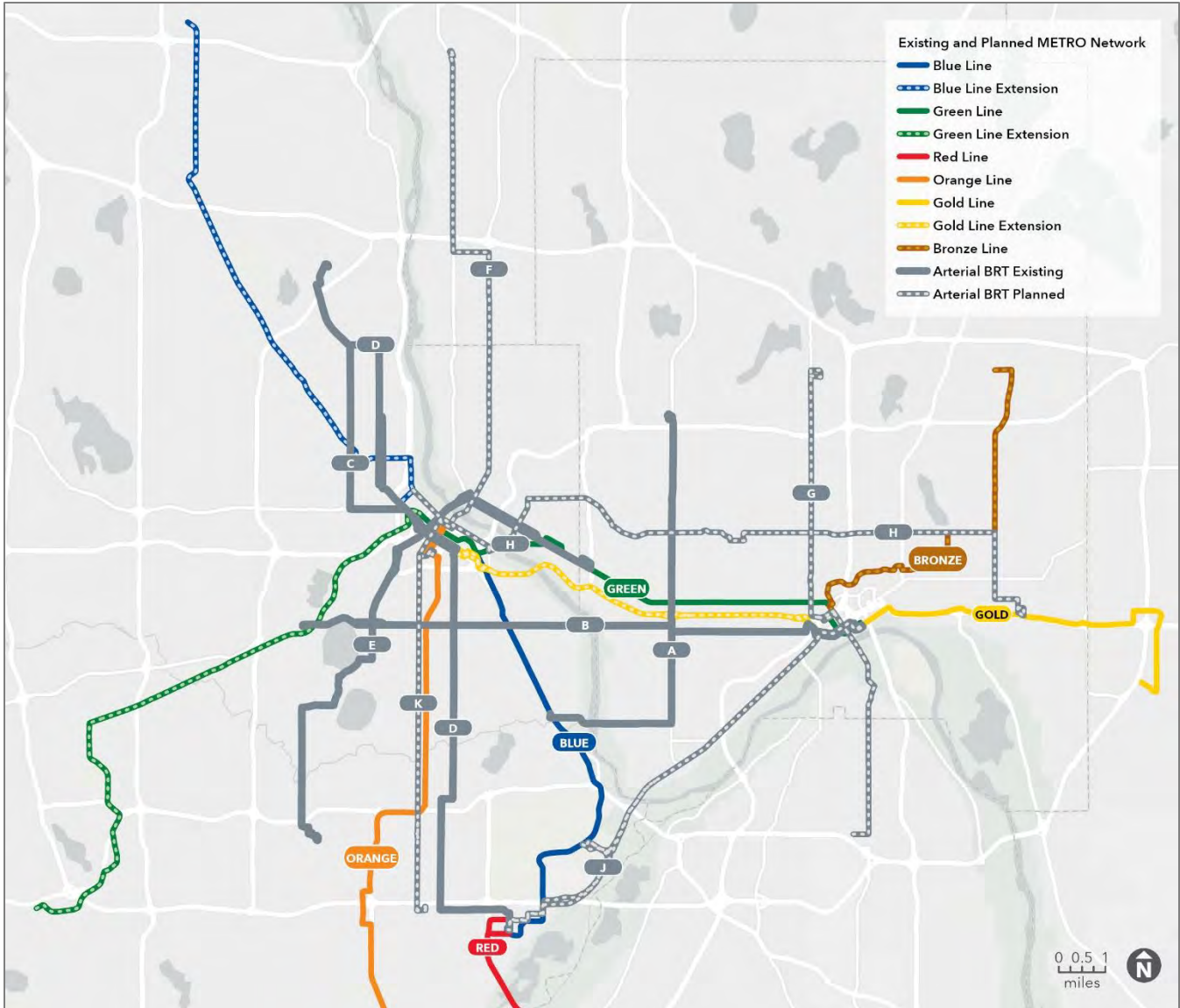
Planned:

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



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

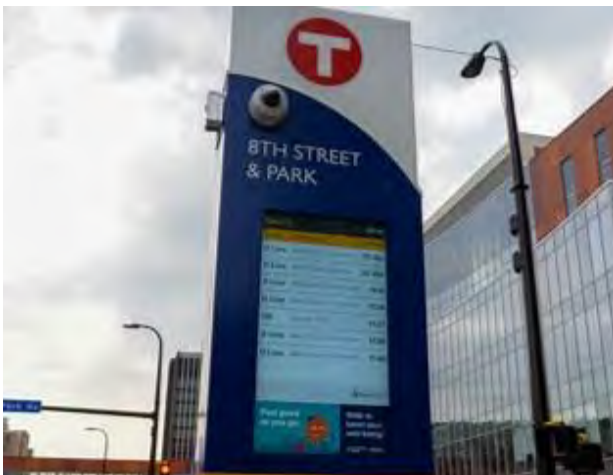


## Arterial BRT attributes

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.

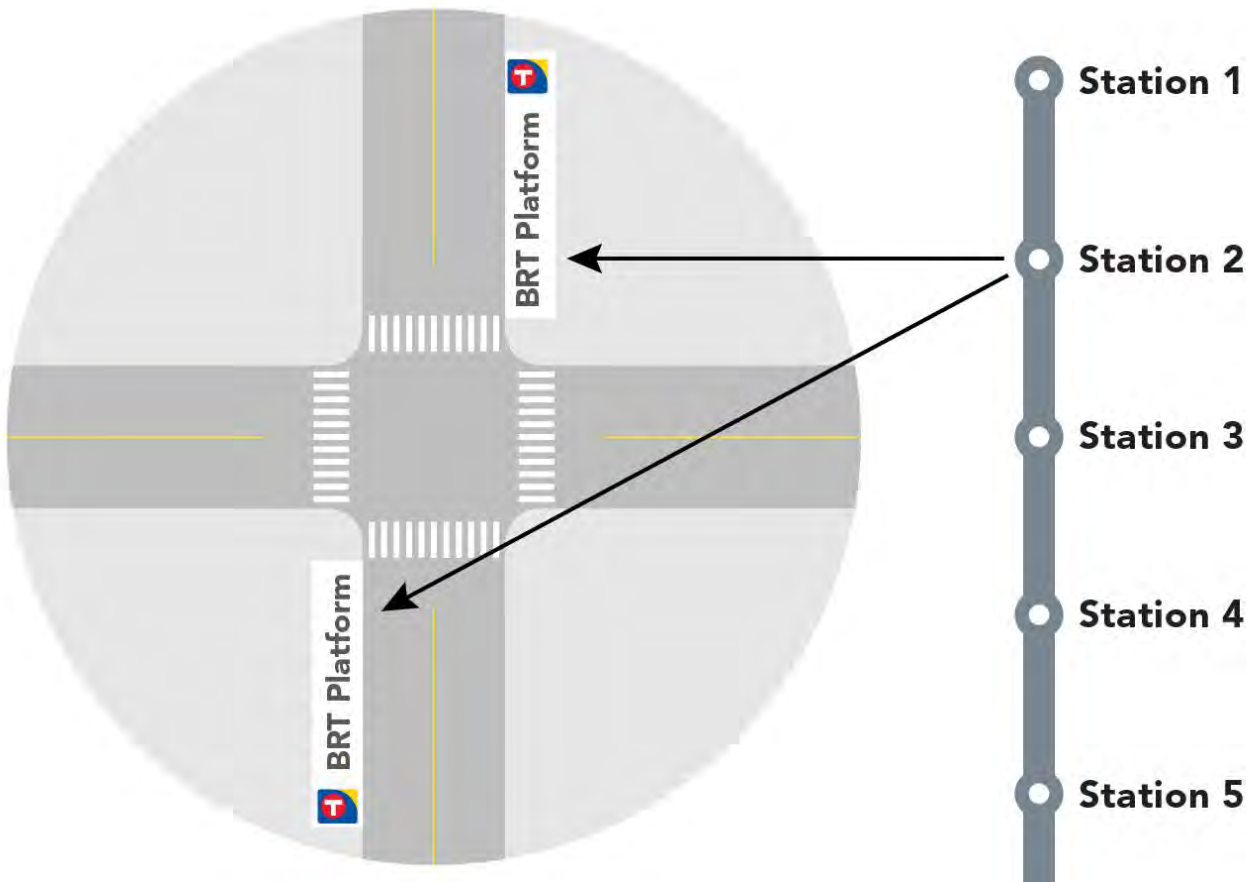
#### *Community feedback*

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 to and from the bus may need to travel further to use a crosswalk.

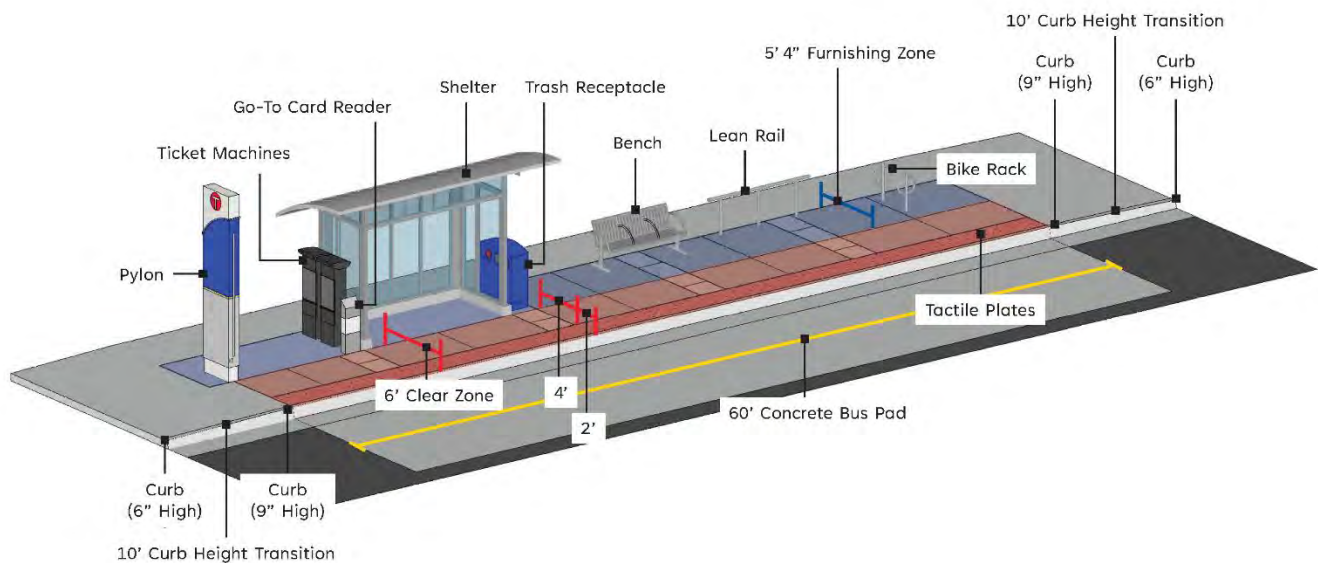
Farside platforms are usually preferred for arterial BRT service because they help the bus move faster. [Transit signal priority \(TSP\)](#) helps buses get through green lights and works best when the platform is farside. Farside platforms help buses to stop only once at an intersection. When a platform 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

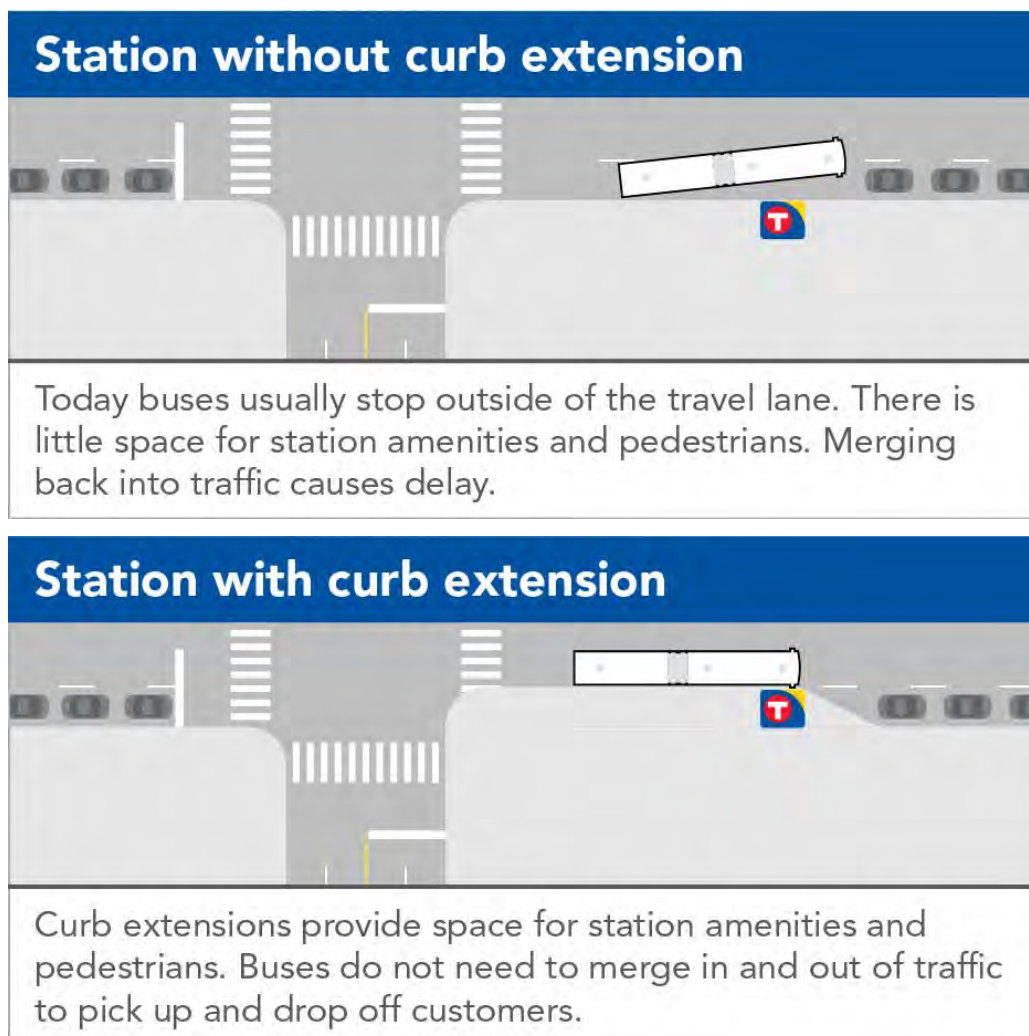
Arterial BRT platforms have higher curbs for nearly-level boarding. Standard arterial BRT platforms have a 9-inch curb height. Normal sidewalk curbs are 6 inches tall. Nearly-level boarding reduces the step up from the platform to the floor of the bus. This makes it easier for customers to get on and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



## 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

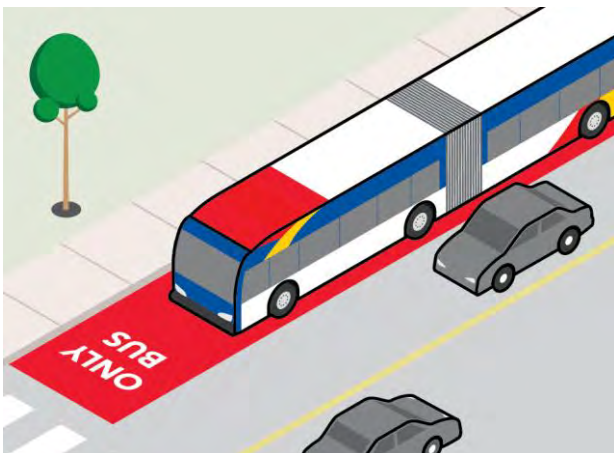
A key goal for arterial BRT projects is to provide fast and reliable service. Bus priority treatments are tools to help buses avoid delays that slow them down. When the bus can move through the corridor quickly, customers can rely on the bus to get them to their destination on time. Metro Transit works 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.

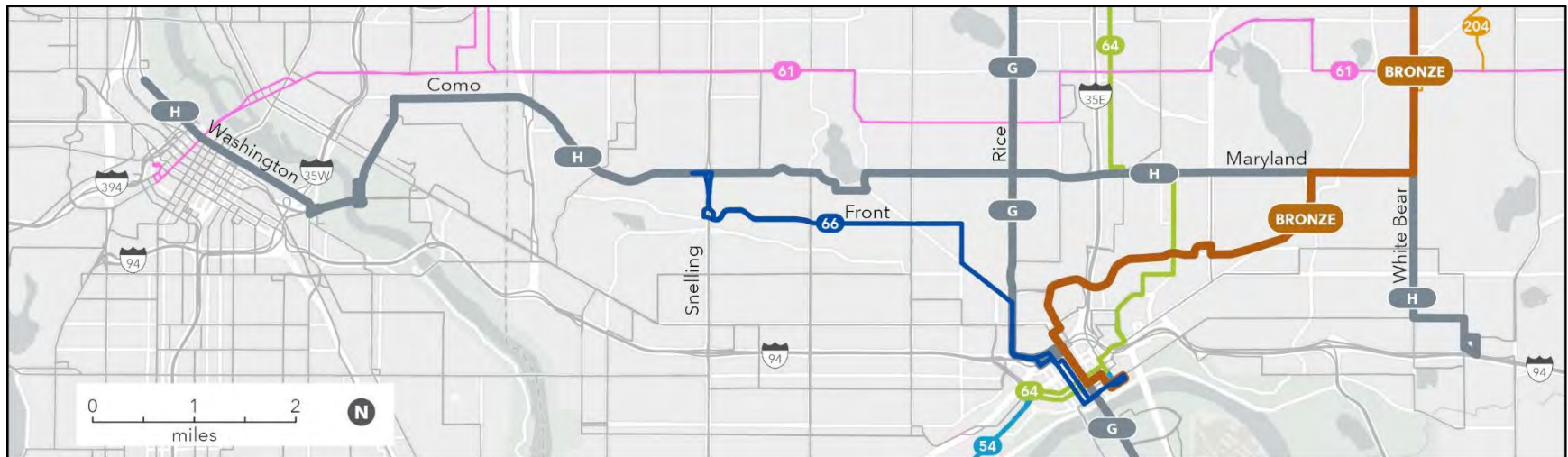
#### Route 64

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 G Line**

Route 3A is planned to be replaced by the H Line and G Line. The G Line is scheduled to begin service in 2027 (Phase 1), connecting downtown Saint Paul to Little Canada Transit Station along Rice Street. Visit [metrotransit.org/g-line-project](https://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 Corridor Plan engagement phase, 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 Corridor Plan. The final alignment will be determined in advance of the start of H Line service and service will begin by the time H Line opens.

### *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](https://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](https://metrotransit.org/network-now) for more details.



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

## Local agency partnership

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

## Technical Advisory Committee

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

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

## Coordinated projects

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

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

### METRO Blue Line Extension

- Lead agency: Metropolitan Council, in partnership with Hennepin County
- H Line station affected: [Washington & 10th Avenue N](#)
- Expected construction timing: Construction expected to begin 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

### 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](https://minneapolismn.gov/government/projects/dinkytown-ped-improvements)

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

- Lead agency: City of Minneapolis
- H Line stations affected: [15th Avenue & Como](#), [Como & 22nd Avenue](#), [Como & 27th Avenue](#)
- Expected construction timing: 2029
- For more information, visit [minneapolismn.gov/government/projects/como-av-se-corridor](http://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: undefined
- For more information, visit [https://www.minneapolisparcs.org/park-care-improvements/park-projects/current\\_projects/grand\\_rounds\\_missing\\_link/](https://www.minneapolisparcs.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](http://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.
- Expected construction timing: construction at the intersection of Maryland Avenue and Rice Street completed 2026
- For more information, visit [ramseycountymn.gov/residents/roads-transportation/current-road-projects/rice-street-reconstruction](http://ramseycountymn.gov/residents/roads-transportation/current-road-projects/rice-street-reconstruction)

## Jackson Street Reconstruction

- Lead agency: Ramsey County
- H Line station affected: [Maryland & Jackson](#)
- Expected construction timing: 2026

- For more information, visit [ramseycountymn.gov/residents/roads-transportation/current-road-projects/jackson-street-reconstruction](https://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](https://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](https://ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study)

## H Line stations

The H Line has 46 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 B](#). Maps in [Appendix C](#) 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.

|                                                         |                                              |                                             |
|---------------------------------------------------------|----------------------------------------------|---------------------------------------------|
| <a href="#">Washington &amp; 10th Avenue N</a>          | <a href="#">Como &amp; 27th Avenue</a>       | <a href="#">Maryland &amp; Jackson</a>      |
| <a href="#">Washington &amp; 6th Avenue N</a>           | <a href="#">Como &amp; Eustis</a>            | <a href="#">Maryland &amp; Arkwright</a>    |
| <a href="#">Washington &amp; 3rd Avenue N</a>           | <a href="#">Como &amp; Doswell</a>           | <a href="#">Maryland &amp; Payne</a>        |
| <a href="#">Washington &amp; Hennepin</a>               | <a href="#">Como &amp; Cleveland-Raymond</a> | <a href="#">Maryland &amp; Arcade</a>       |
| <a href="#">Washington &amp; Marquette-2nd Avenue S</a> | <a href="#">Como &amp; Fifield</a>           | <a href="#">Maryland &amp; Forest</a>       |
| <a href="#">Washington &amp; 5th Avenue S</a>           | <a href="#">Como &amp; Fairgrounds</a>       | <a href="#">Maryland &amp; Duluth</a>       |
| <a href="#">Washington &amp; Chicago</a>                | <a href="#">Como &amp; Snelling</a>          | <a href="#">Maryland &amp; Clarence</a>     |
| <a href="#">Washington &amp; 11th Avenue S</a>          | <a href="#">Como &amp; Hamline</a>           | <a href="#">Maryland &amp; Hazelwood</a>    |
| <a href="#">Washington &amp; Cedar</a>                  | <a href="#">Como &amp; Lexington</a>         | <a href="#">Maryland &amp; White Bear</a>   |
| <a href="#">Washington &amp; West Bank</a>              | <a href="#">Como &amp; Chatsworth</a>        | <a href="#">White Bear &amp; Case</a>       |
| <a href="#">Pleasant-E River &amp; Appleby Hall</a>     | <a href="#">Como &amp; Nagasaki</a>          | <a href="#">White Bear &amp; 7th Street</a> |
| <a href="#">Pleasant &amp; University</a>               | <a href="#">Maryland &amp; Grotto</a>        | <a href="#">White Bear &amp; Minnehaha</a>  |
| <a href="#">15th Avenue &amp; 5th Street</a>            | <a href="#">Maryland &amp; Dale</a>          | <a href="#">White Bear &amp; 3rd Street</a> |
| <a href="#">15th Avenue &amp; 8th Street</a>            | <a href="#">Maryland &amp; Western</a>       | <a href="#">3rd Street &amp; Ruth</a>       |
| <a href="#">15th Avenue &amp; Como</a>                  | <a href="#">Maryland &amp; Rice</a>          | <a href="#">Sun Ray Transit Center</a>      |
| <a href="#">Como &amp; 22nd Avenue</a>                  |                                              |                                             |

## Updates in the Recommended Corridor Plan

Metro Transit project staff considered changes to the H Line alignment, station locations and platform locations based on feedback from the Draft Corridor Plan comment period. Use the links below to go directly to the full analysis.

### [Como Park Neighborhood Suggested Alignment](#)

Evaluation of a community request to change the H Line alignment through the Como Park Neighborhood from Como Avenue/ Van Slyke Avenue/ Chatsworth Avenue to Energy Park Drive and Front Avenue between Snelling Avenue and Dale Street.

### [Washington & 5th Avenue S](#)

Evaluation of a new H Line Station at the Washington & 5th Avenue S intersection.

### [15th Avenue & Como](#)

Evaluation of moving the station mid-block between Como Avenue and Brook Avenue.

### [Como & 18th Avenue](#)

Evaluation of adding a new station at Como Avenue and 18th Avenue.

### [Como & 27th Avenue](#)

Evaluation of moving the Como & 29th Avenue Station to Como Avenue and 27th Avenue.

### [Como & Doswell](#)

Evaluation of moving the Como & Doswell Station.

### [Como & Snelling](#)

Evaluation of moving the eastbound platform to the west side of Snelling Avenue.

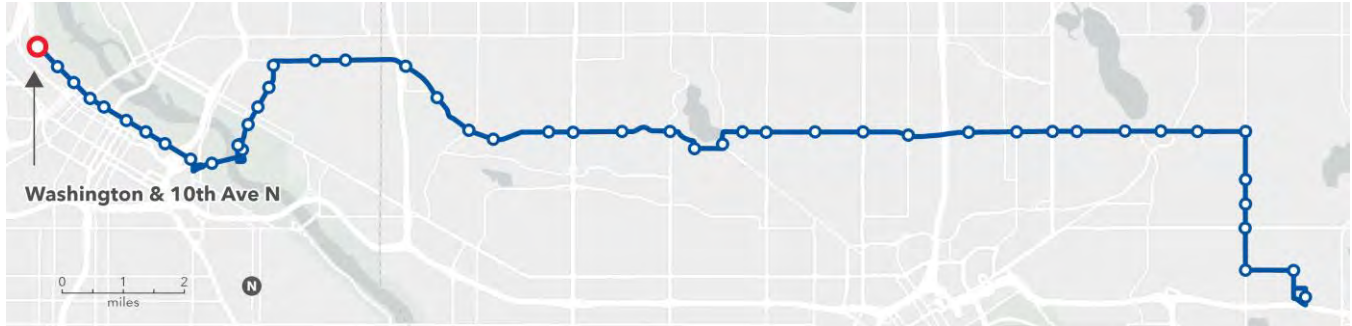
### [Como & Chatsworth](#)

Evaluation of moving the eastbound platform to Como Avenue nearside of Kilburn Avenue or removing the station.

### [Maryland & Grotto](#)

Evaluation of moving the westbound platform farside of the Grotto Street intersection.

## 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

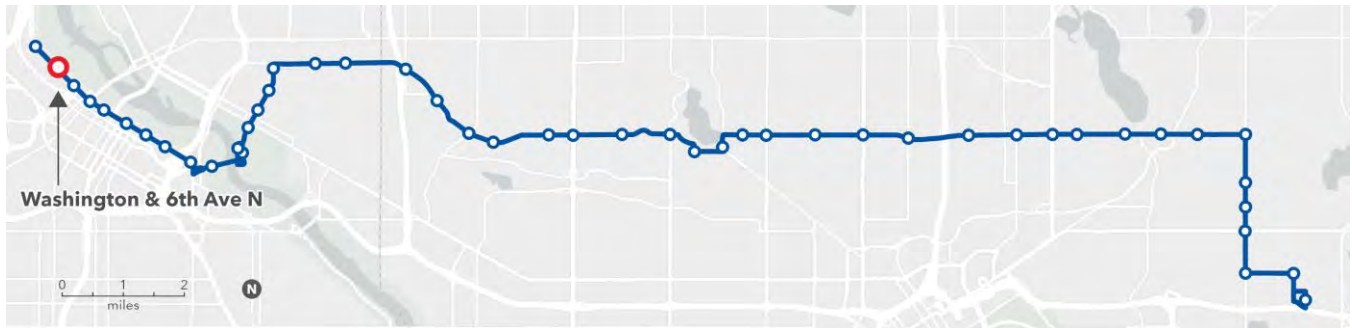
### *Coordinated projects*

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](http://BlueLineExt.org).

# Washington & 10th Avenue N



## 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

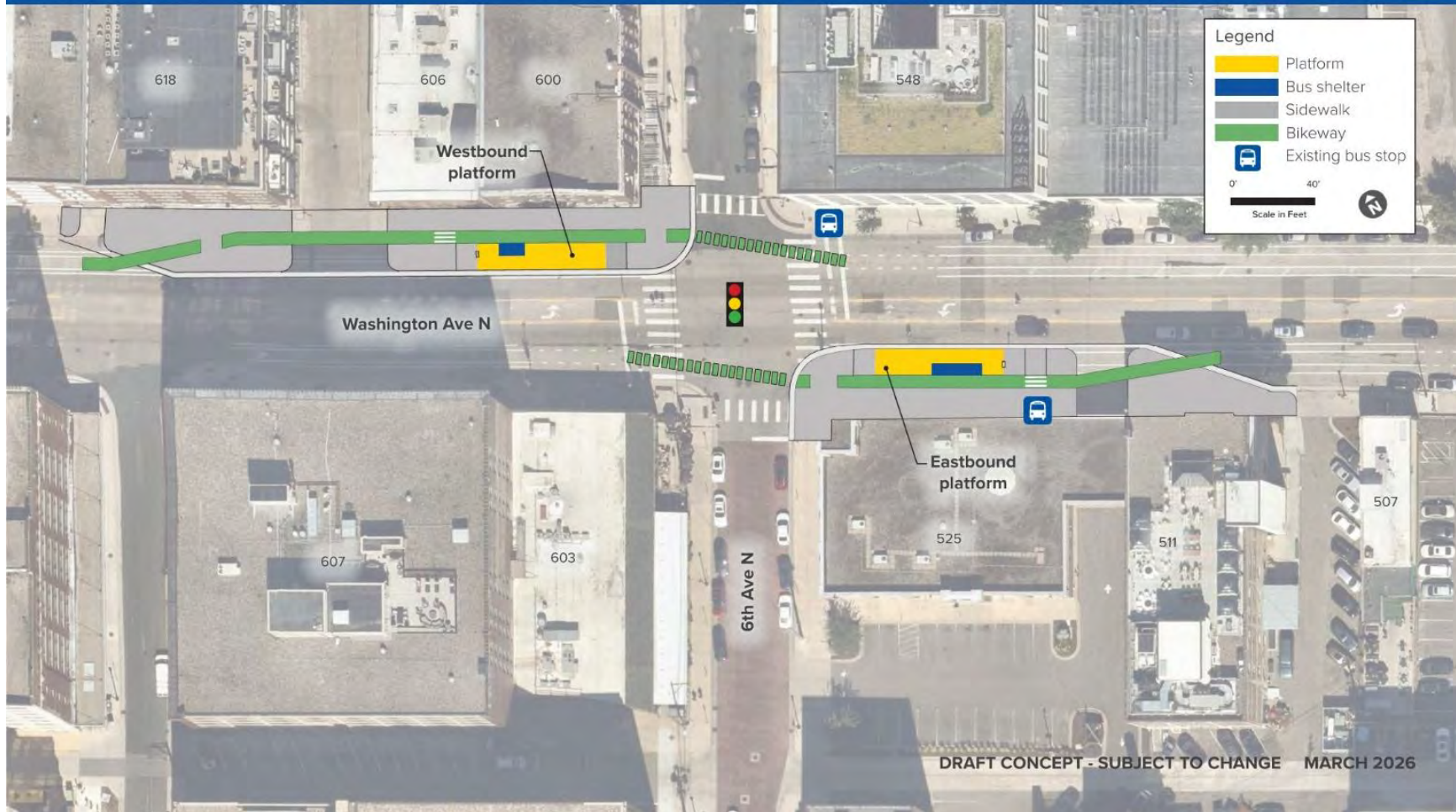
### *Transit connections*

Routes 7 and 14

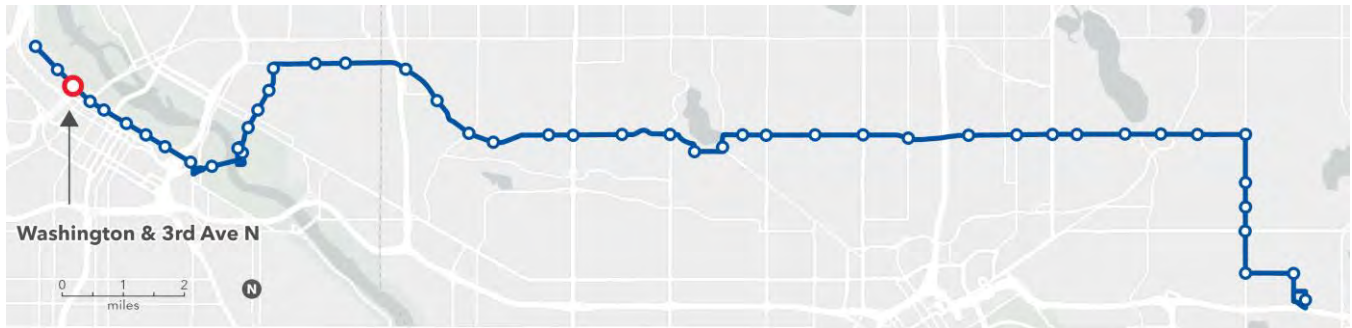
### *Destinations*

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

# Washington & 6th Avenue N



## 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

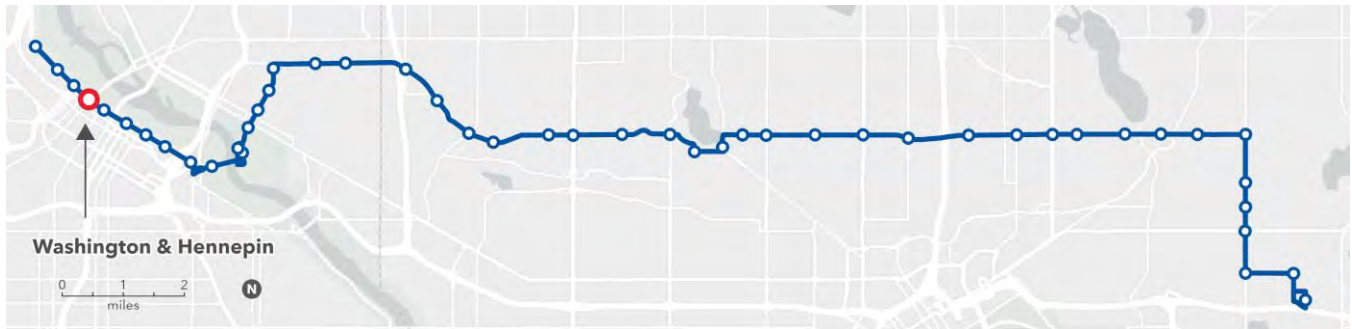
### *Destinations*

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

# Washington & 3rd Avenue N



## Washington & Hennepin



### *Station concept*

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

### *Station spacing*

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

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

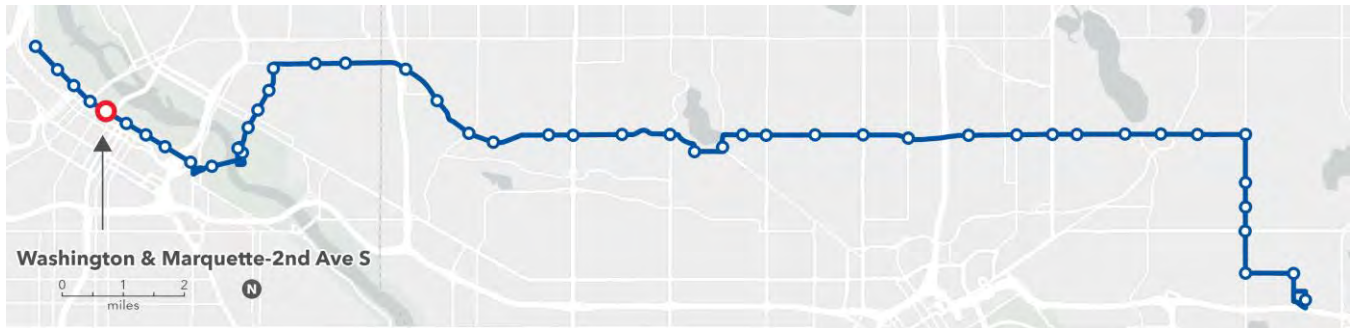
### *Transit connections*

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

### *Destinations*

Whole Foods Market grocery store, residential housing, and various destinations in the downtown commercial district

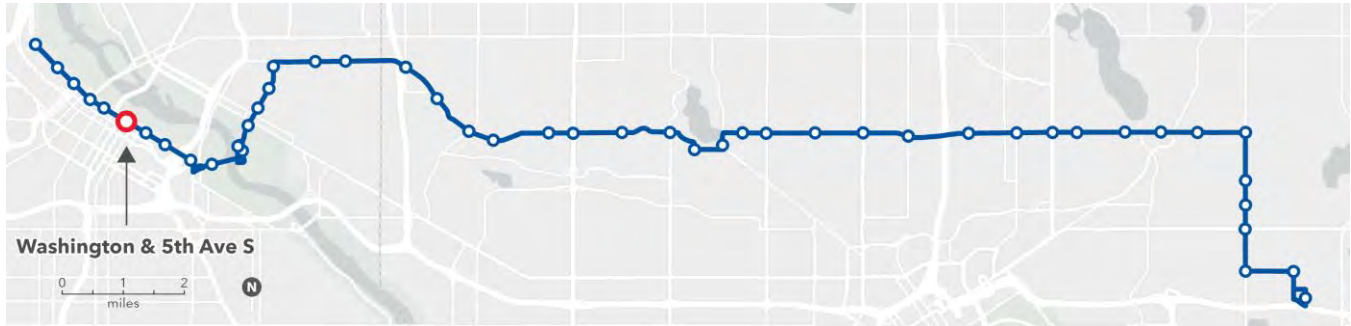




# Washington & Marquette-2nd Avenue S



## 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 and 22

### *Destinations*

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

### *Additional analysis based on draft plan input*

Based on public feedback received on the Draft Corridor Plan, citing concerns about station spacing in downtown Minneapolis, a new H Line Station at Washington Ave & 5th Avenue was evaluated. Feedback centered on the approximately 1/2 mile distance between Washington & Marquette-2nd Avenue S Station and the Washington & Chicago Station and noted how the absence of a station at Washington & 5th Avenue S leads to longer distances for riders looking to access the Minneapolis City Hall and Hennepin County Government Center area.

METRO lines in downtown Minneapolis and Saint Paul (Blue Line and Green Line LRT and C Line and D Line BRT) typically use an average station spacing of 1/4 mile due to the high density of destinations. Adding a new H Line Station at Washington Avenue & 5th Avenue S is consistent with this practice.

An alternative adding a new H Line station at Washington & 5th Ave was evaluated:

- Baseline Alternative: Washington & Marquette-2nd Avenue S Station and Washington & Chicago Station
- Alternative 1: New Washington & 5th Station



The alternatives were compared with the baseline on the factors shown in **Table 1**.

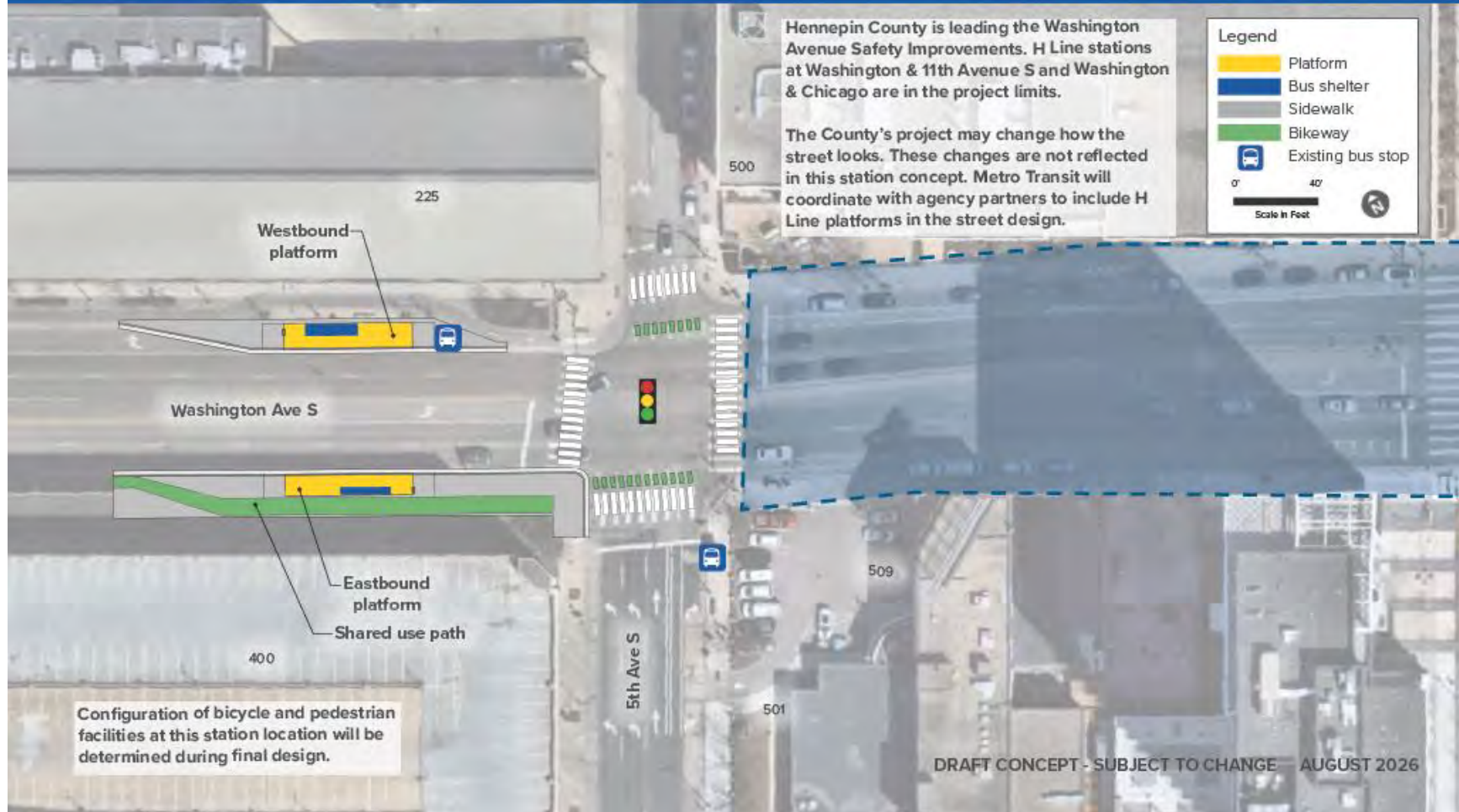
### *Recommendation*

Following review, Metro Transit project staff recommend adding a new H Line station at Washington & 5th Avenue S. Without adding the Washington & 5th Avenue S Station, the distance between the Washington & Marquette-2nd Avenue S and Washington & Chicago stations will be about 1/2 mile, an undesirable station spacing distance within the downtown core where there is a high density of jobs, destinations, and riders. Adding the Washington & 5th Avenue S Station will improve station access and be more consistent with the station spacing of other METRO lines in downtown Minneapolis.

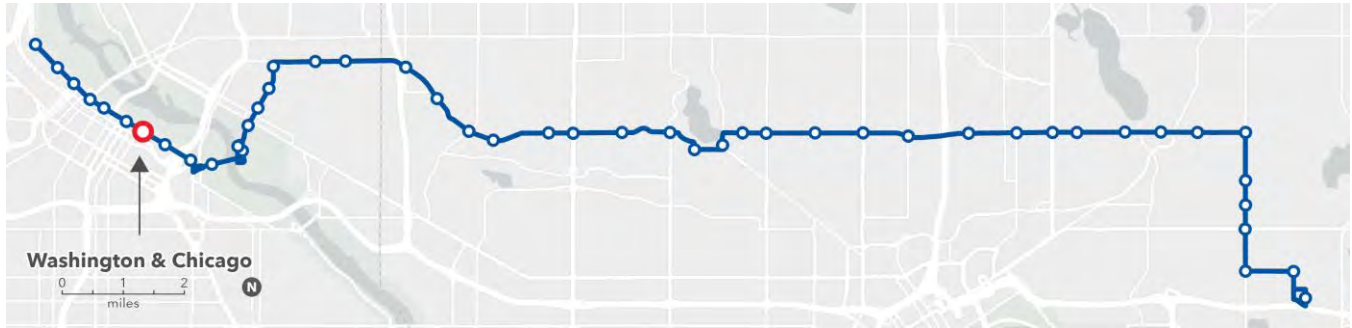
**Table 1. Washington & 5th Avenue S evaluation matrix**

| Key                                    | Green: Preferred                                                                                | Yellow: Not preferred                                                                                   | Orange: Undesirable |
|----------------------------------------|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|---------------------|
| Factor                                 | Baseline: No Washington & 5th Avenue S Station                                                  | Alt. 1: Add Washington & 5th Avenue S Station                                                           |                     |
| Station spacing                        | 1/2-mile spacing, wider than typical in downtown context [yellow]                               | 1/4-mile spacing, common in downtown context [green]                                                    |                     |
| Access to destinations                 | Less direct access to Government Center, City Hall, Federal Courthouse employment area [yellow] | Better access to Government Center, City Hall, Federal Courthouse employment area [green]               |                     |
| Safe pedestrian crossings              | Encourages crossing at controlled intersection [green]                                          | Encourages crossing at controlled intersection [green]                                                  |                     |
| Transit speed & reliability            | Stopping less often reduces travel time and improves reliability [green]                        | Adding a station will increase travel time and introduce greater opportunity for unreliability [yellow] |                     |
| Street design & available right-of-way | No constraints [green]                                                                          | There are space constraints that limit placement options for the eastbound platform [yellow]            |                     |
| Recommendation                         | Do not advance [orange]                                                                         | Add a new station at Washington & 5th Avenue S [green]                                                  |                     |

# Washington & 5th Avenue S



## 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

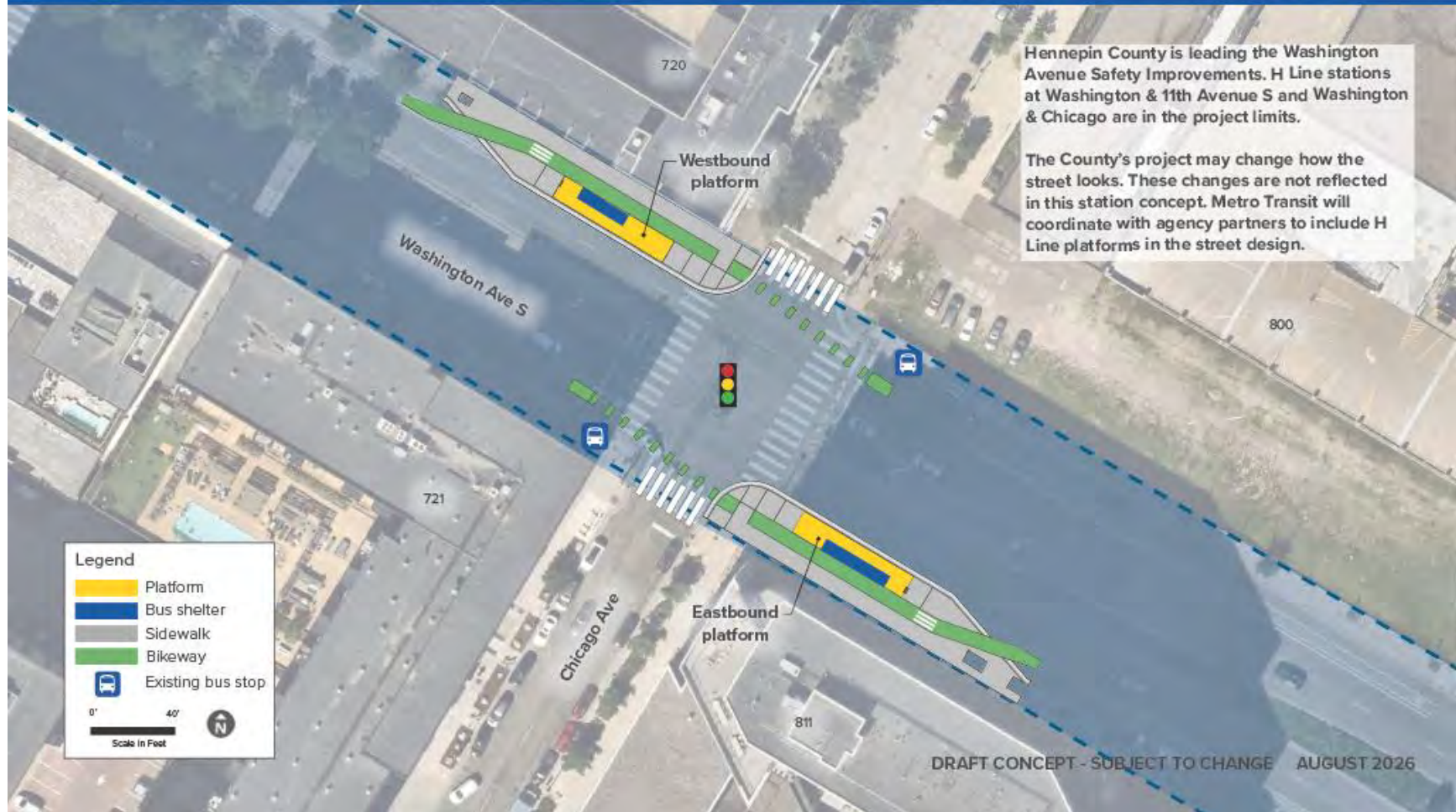
### *Destinations*

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

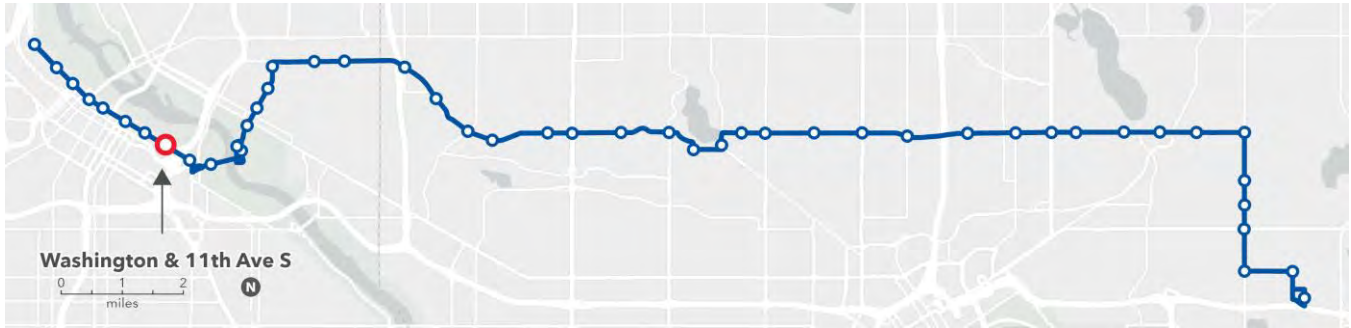
### *Coordinated projects*

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.

# Washington & Chicago



## 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

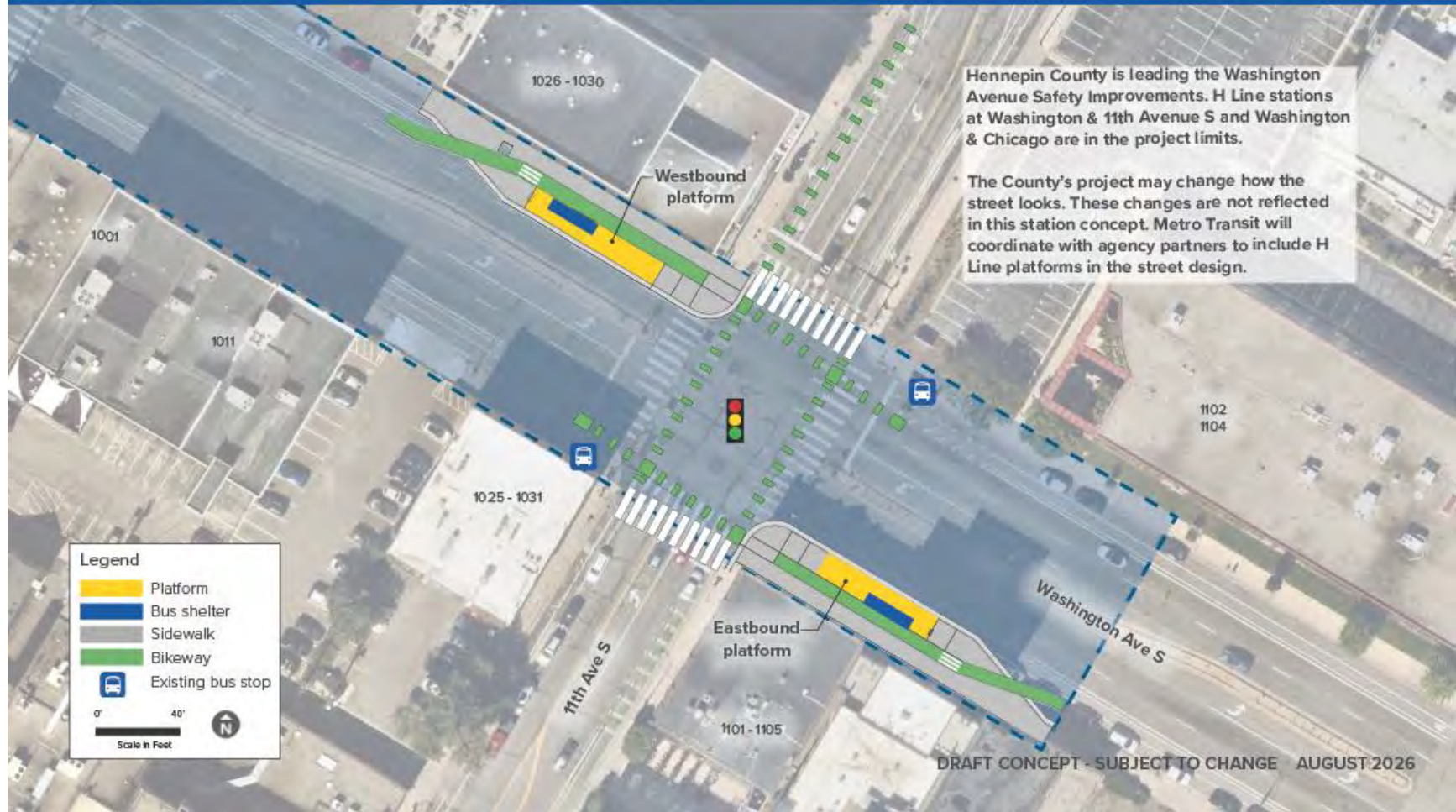
### *Destinations*

This station provides access to US Bank Stadium, Gold Medal Park, residential housing, and various destinations in the downtown commercial district

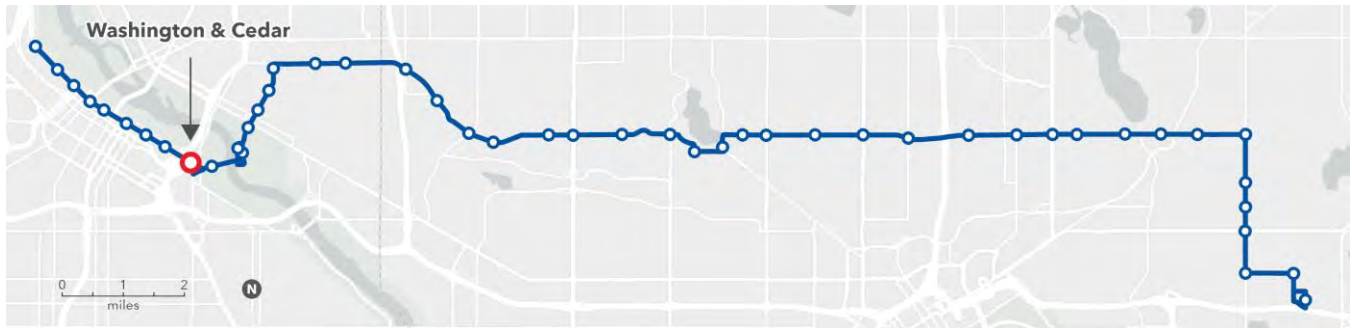
### *Coordinated projects*

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.

# Washington & 11th Avenue S



## Washington & Cedar



### *Station concept*

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

### *Station spacing*

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

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

### *Transit connections*

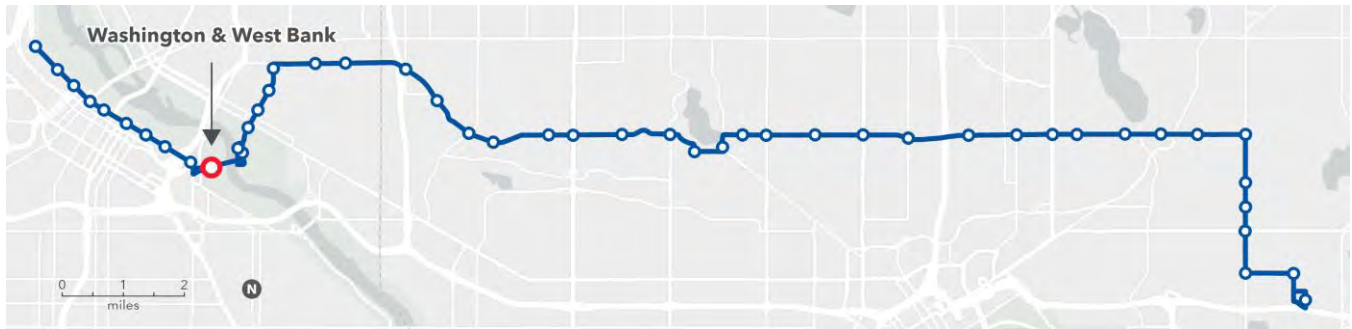
Routes 7, 22, and 252

### *Destinations*

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



## Washington & West Bank



### *Station concept*

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

### *Station spacing*

Distance from previous station: 0.25 miles from Washington & Cedar

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

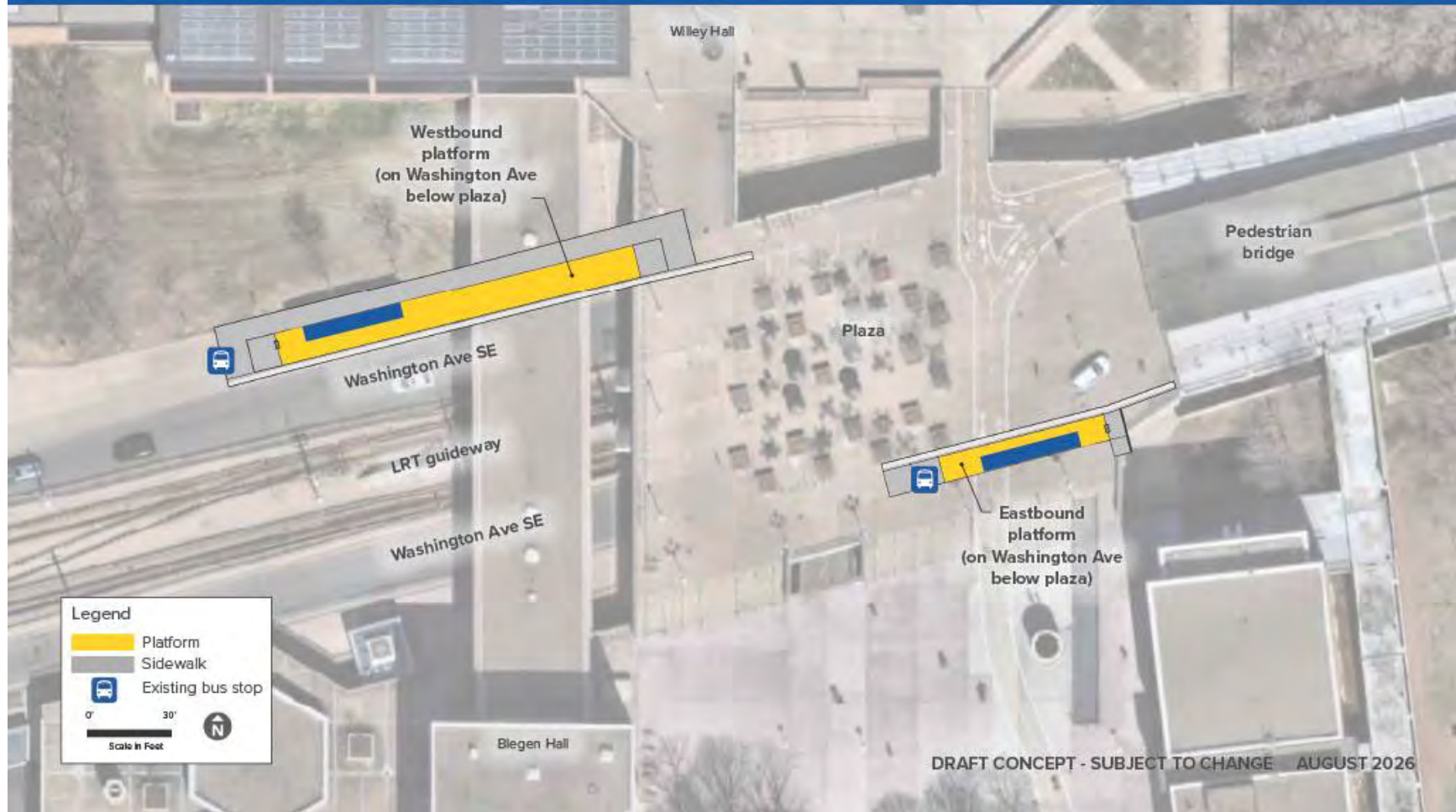
### *Transit connections*

METRO Green Line, Routes 2, 113, 114. Express routes 252, 465, 475, 490, 695, 698, 774, 789, 795.

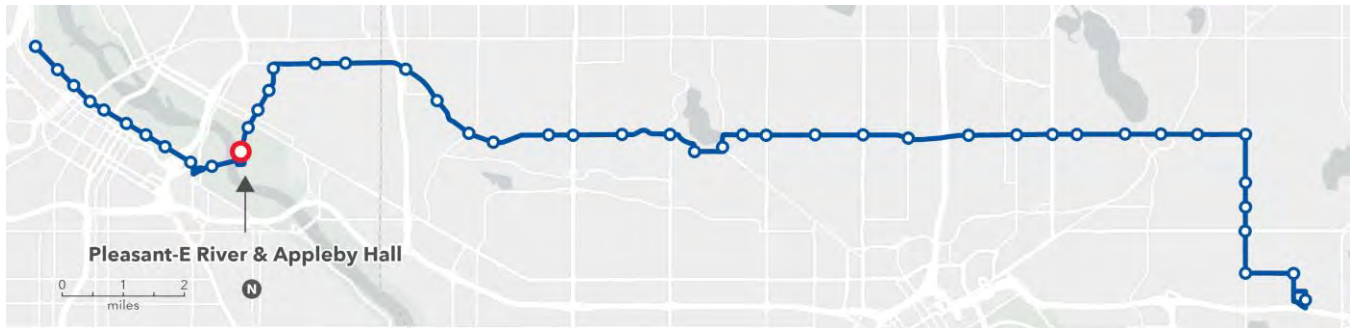
University of Minnesota Campus Connector (Route 121), University Avenue Circulator (Route 122), and 4th Street Circulator (123)

### *Destinations*

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



## 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)

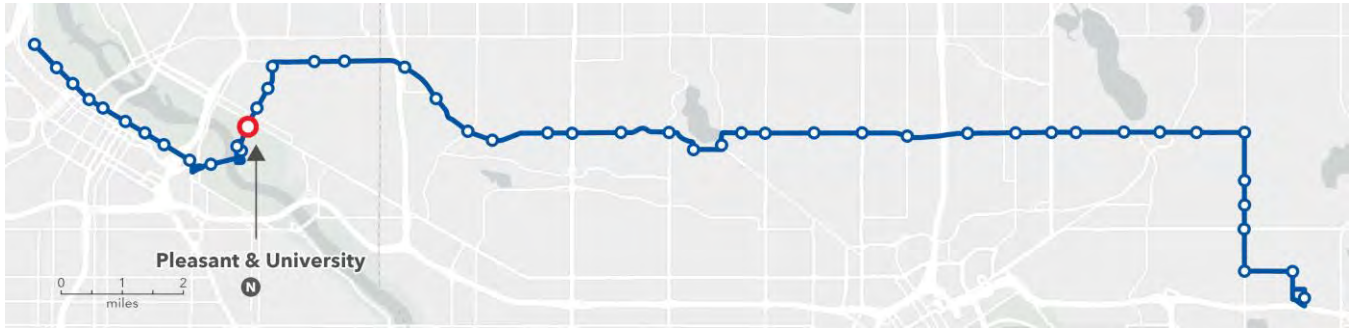
### *Destinations*

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

# Pleasant-E River & Appleby Hall



## 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 (on University Avenue), and University of Minnesota University Avenue Circulator (Route 122)

### *Destinations*

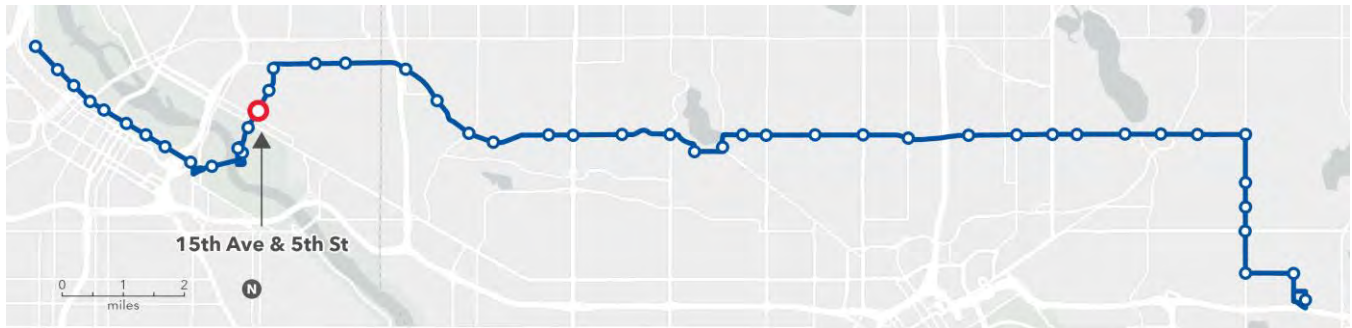
University of Minnesota – Twin Cities East Bank campus and Dinkytown commercial district

Metro Transit is working with the University of Minnesota to refine platform concepts at this station to minimize impacts to campus fabric, circulation, and operations.



DRAFT CONCEPT - SUBJECT TO CHANGE AUGUST 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

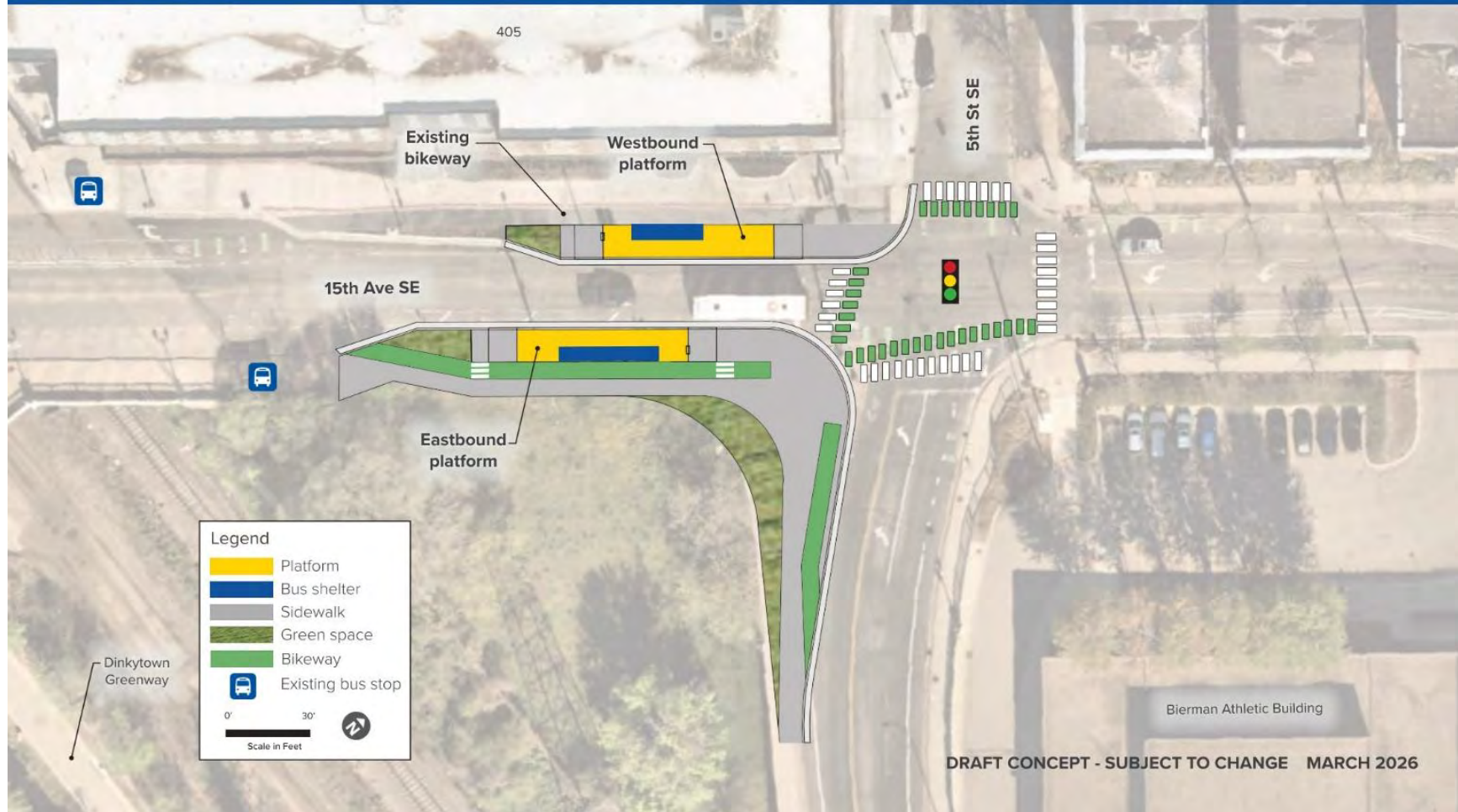
Distance to next station: 0.25 miles to 15th Avenue & 8th Street

### *Transit connections*

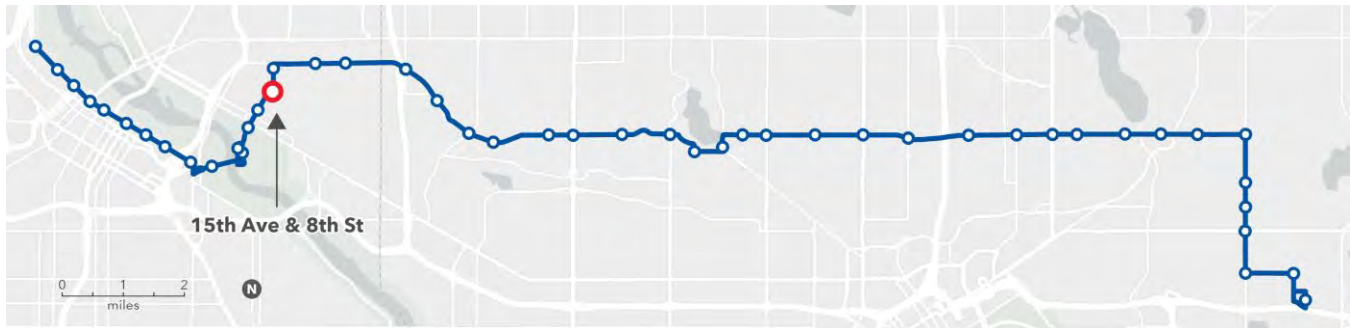
METRO E Line, Route 33, University of Minnesota 4th Street Circulator (123), and Dinkytown Connector (125)

### *Destinations*

Dinkytown commercial district and neighborhood including several multifamily housing buildings



## 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)

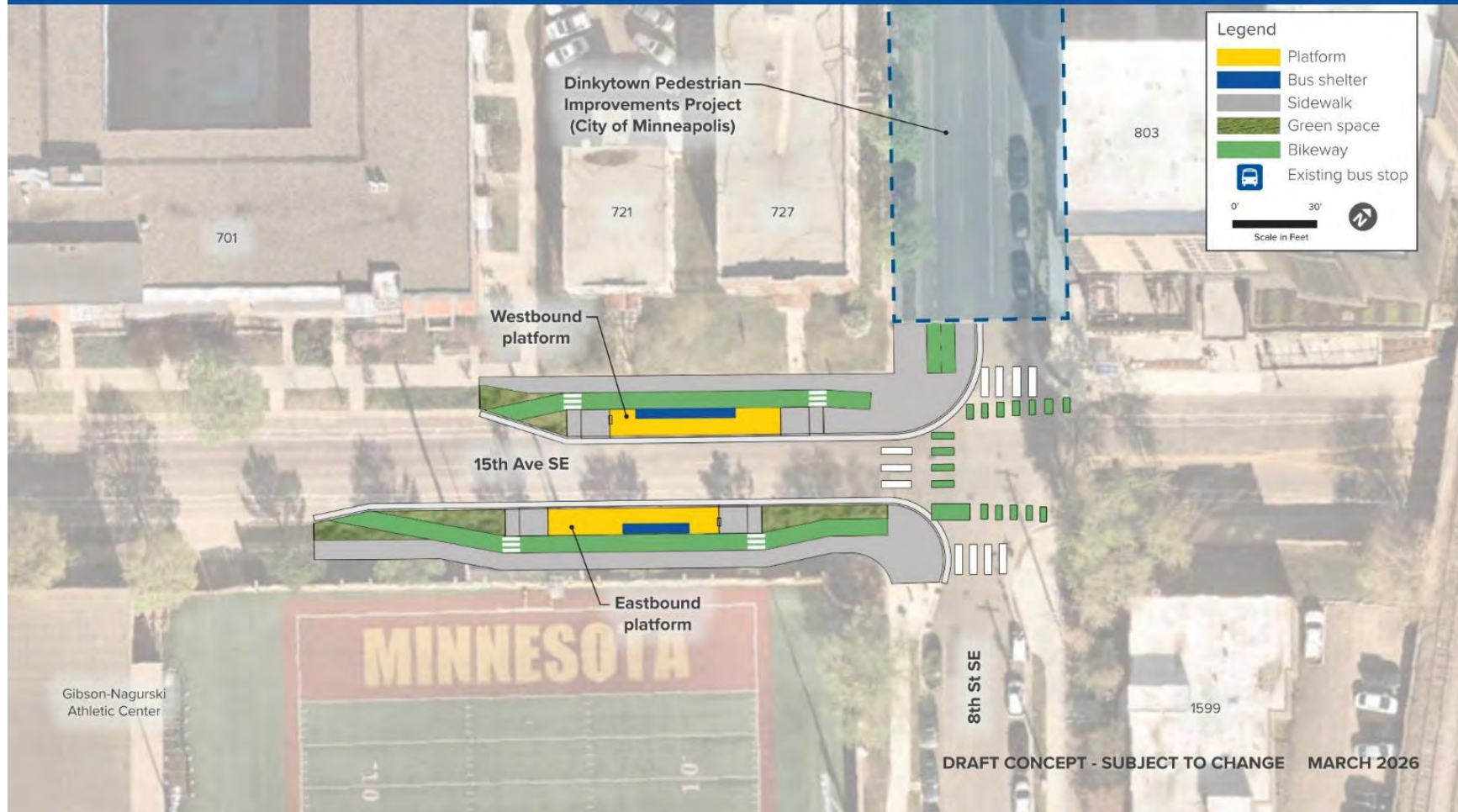
### *Destinations*

Dinkytown neighborhood including several multifamily housing buildings

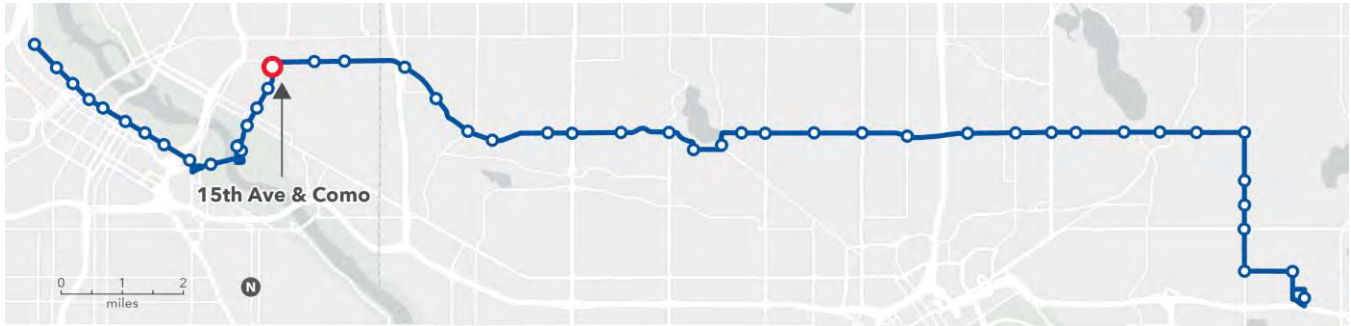
### *Coordinated projects*

The City of Minneapolis's [Dinkytown Pedestrian Improvements Project](https://www.minneapolismn.gov/government/projects/dinkytown-ped-improvements) 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](https://www.minneapolismn.gov/government/projects/dinkytown-ped-improvements).

# 15th Avenue & 8th Street



## 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: 0.5 miles to Como & 22nd Avenue

### *Transit connections*

There are no other transit routes near this location

### *Destinations*

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

### *Coordinated projects*

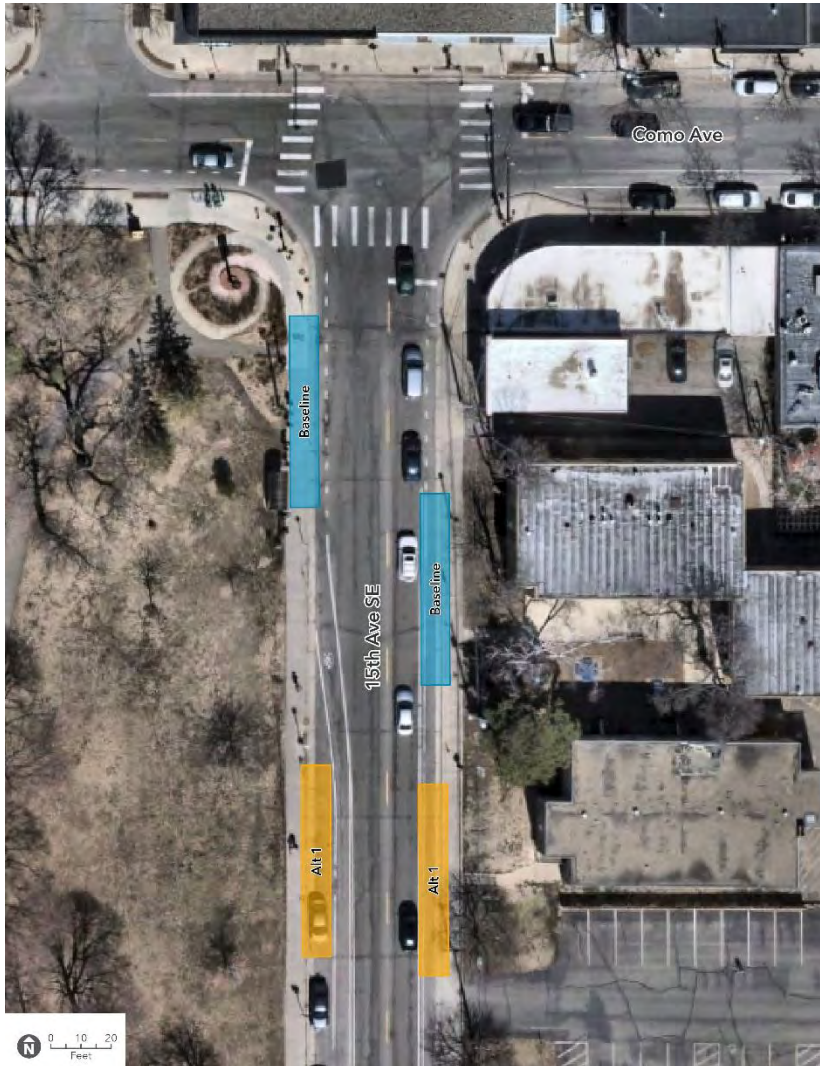
Separated bike lanes on 15th Avenue and improvements to Brook Avenue will be coordinated with the City of Minneapolis. The City of Minneapolis's [Como Avenue SE Corridor Improvement Project \(10th Avenue SE to 33rd Avenue SE\)](#) is planned for 2029. These changes are not fully reflected in the H Line 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](https://minneapolismn.gov/government/projects/como-av-se-corridor).

### *Additional analysis based on draft plan input*

The 15th Avenue & Como Station platforms were evaluated in response to changes to the roadway that will occur with Minneapolis' Como Avenue SE Corridor Improvement Project and implementation of separated bike lanes at H Line platforms. These roadway changes will narrow 15th and Como avenues. The change in roadway width is expected to increase traffic congestion at the 15th Avenue and Como Avenue intersection enough to negatively impacting bus speed and reliability. Freight truck turn accommodations did not work under the baseline station location due to a narrowing of the south leg of the intersection on 15th Avenue. Relocating the 15th Avenue & Como Station platforms allows for more space at the 15th Avenue and Como Avenue intersection.

An alternative moving H Line station platforms mid-block on 15th Avenue between Como Avenue and Brook Avenue was evaluated:

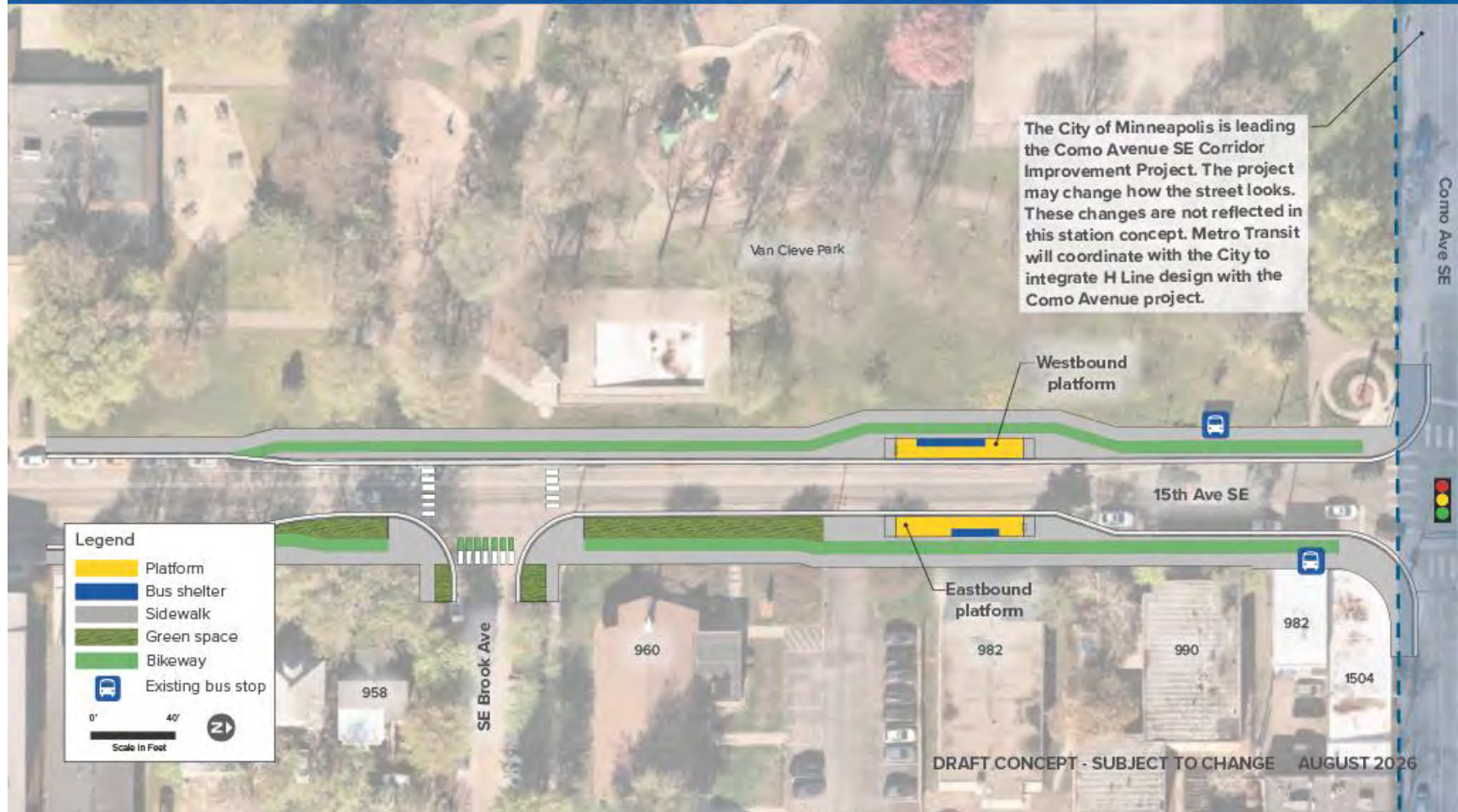
- Baseline Alternative: 15th Avenue & Como Station
- Alternative 1: 15th Avenue & Como Station sited mid-block between Como Avenue & Brook Avenue



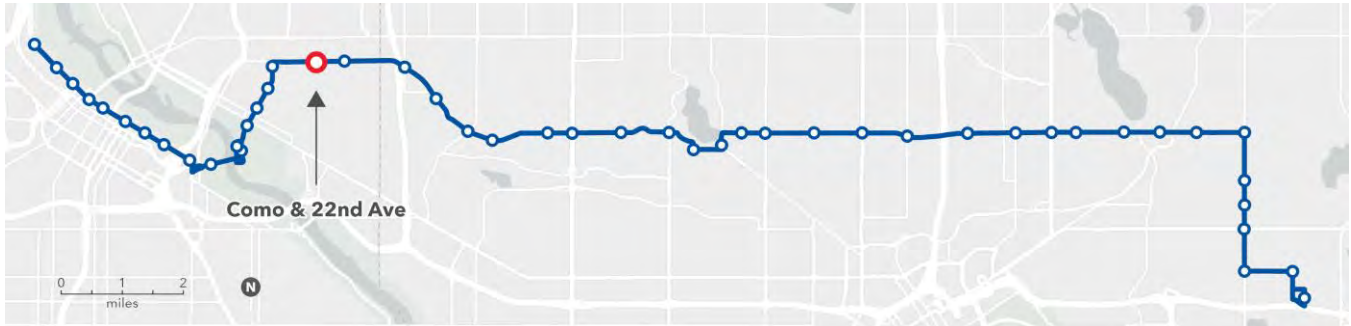
### *Recommendation*

Following review, Metro Transit project staff recommend moving the 15th Avenue & Como Station platforms south, approximately 200 feet from the intersection. Moving both station platforms further south of Como Avenue results in improved traffic operations and reduced delay, which benefits H Line speed and reliability. Moving station platforms also improves truck turning movements by allowing for a wider intersection. 15th and Como avenues are both City of Minneapolis truck routes and are required to accommodate freight trucks. The Alternative 1 platform locations will be implemented along with crossing improvements at Brook Avenue, south of the station, to facilitate a safer crossing of the unsignalized intersection.

# 15th Avenue & Como



## Como & 22nd Avenue



### *Station concept*

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

### *Station spacing*

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

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

### *Transit connections*

There are no other transit routes near this location

### *Destinations*

Como neighborhood and nearby businesses

### *Coordinated projects*

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

### *Additional analysis based on draft plan input*

A new H Line Station at Como Avenue SE and 18th Avenue SE was evaluated based on public feedback and a letter received from the East Bank Neighborhoods Partnership (EBNP). Concerns raised included high ridership in the area, station spacing being too wide along the Como Ave SE corridor, and future redevelopment of the Tuttle Community School Building on 18th Avenue SE. Comments across the Como & 15th Avenue, Como & 22nd Avenue, and Como & 29th Avenue stations mentioned the need for an additional station at Como Avenue & 18th Avenue or too few stops in this area.

An alternative adding a new H Line station at the intersection of Como Avenue SE and 18th Avenue SE was evaluated:

- Baseline Alternative: 15th Avenue & Como Station and Como & 22nd Avenue Station
- Alternative 1: New Como & 18th Avenue Station

### Recommendation

Following review, Metro Transit project staff recommend not adding a new station at Como Avenue & 18th Avenue. A review of 15th Avenue & Como Station and Como & 22nd Avenue Station walksheds showed that riders in the Como Avenue & 18th Avenue area would be able to access one of these two stations within a five to 10 minute walk (**Figure 5** and **Figure 6**). Adding a new Como & 18th Avenue Station would result in redundant station access by not serving any new riders or destinations not already served within the 15th Avenue & Como and Como & 22nd Station walksheds and would negatively impact transit speed and reliability on the corridor.

**Table 2. Como & 18th Avenue evaluation matrix**

| Key                                    | Green: Preferred                                                         | Yellow: Not preferred                                                                                   | Orange: Undesirable |
|----------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|---------------------|
| Factor                                 | Baseline: No Como & 18th Avenue Station                                  | Alt. 1: Como & 18th Avenue Station                                                                      |                     |
| Station spacing                        | Station spacing between 1/4 - 1/2 mile to neighboring stations [green]   | Station spacing between 1/4 - 1/2 mile to neighboring stations [green]                                  |                     |
| Access to destinations                 | Fewer stations along a high ridership corridor [yellow]                  | More stations along a high ridership corridor [green]                                                   |                     |
| Safe pedestrian crossings              | Encourages crossing at controlled intersection [green]                   | Encourages crossing at controlled intersection [green]                                                  |                     |
| Transit speed & reliability            | Stopping less often reduces travel time and improves reliability [green] | Adding a station will increase travel time and introduce greater opportunity for unreliability [yellow] |                     |
| Street design & available right-of-way | No constraints [green]                                                   | Farside platform location would require driveway closure at vacant lot [yellow]                         |                     |
| Recommendation                         | Keep the baseline [green]                                                | Do not advance a Como & 18th Avenue Station [orange]                                                    |                     |

Figure 5. Como Avenue area walkshed without Como & 18th Avenue Station

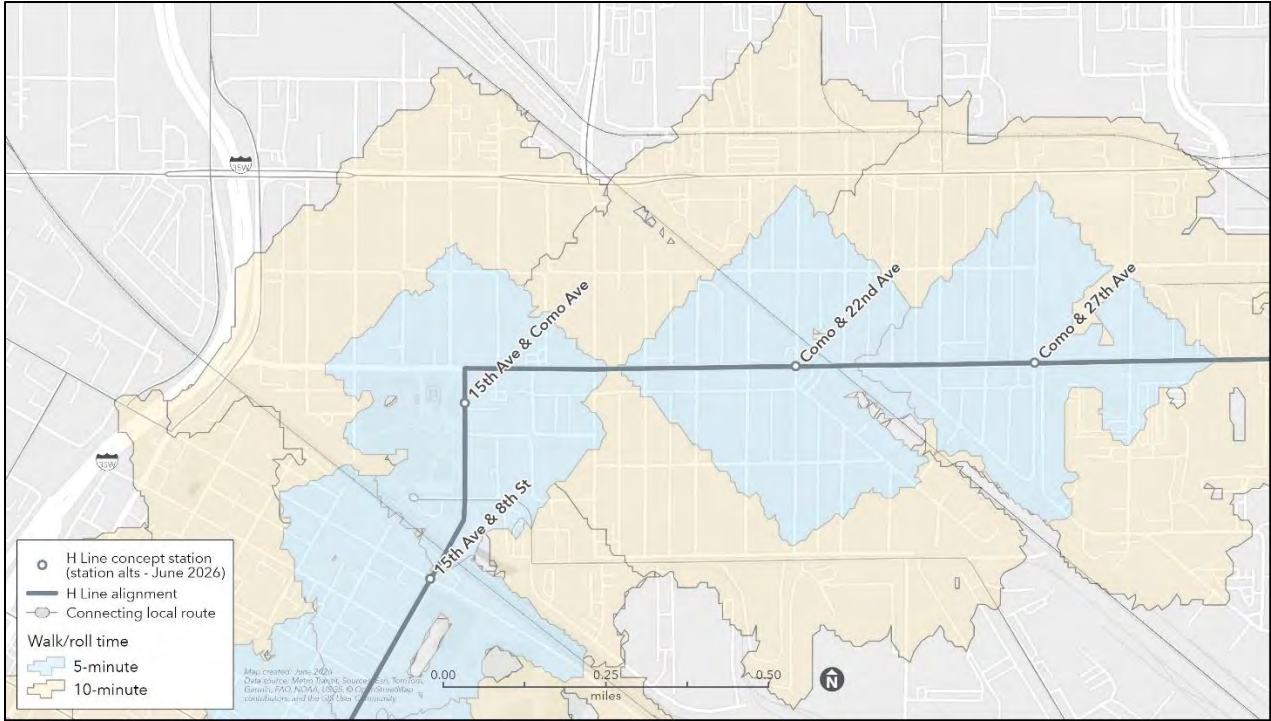
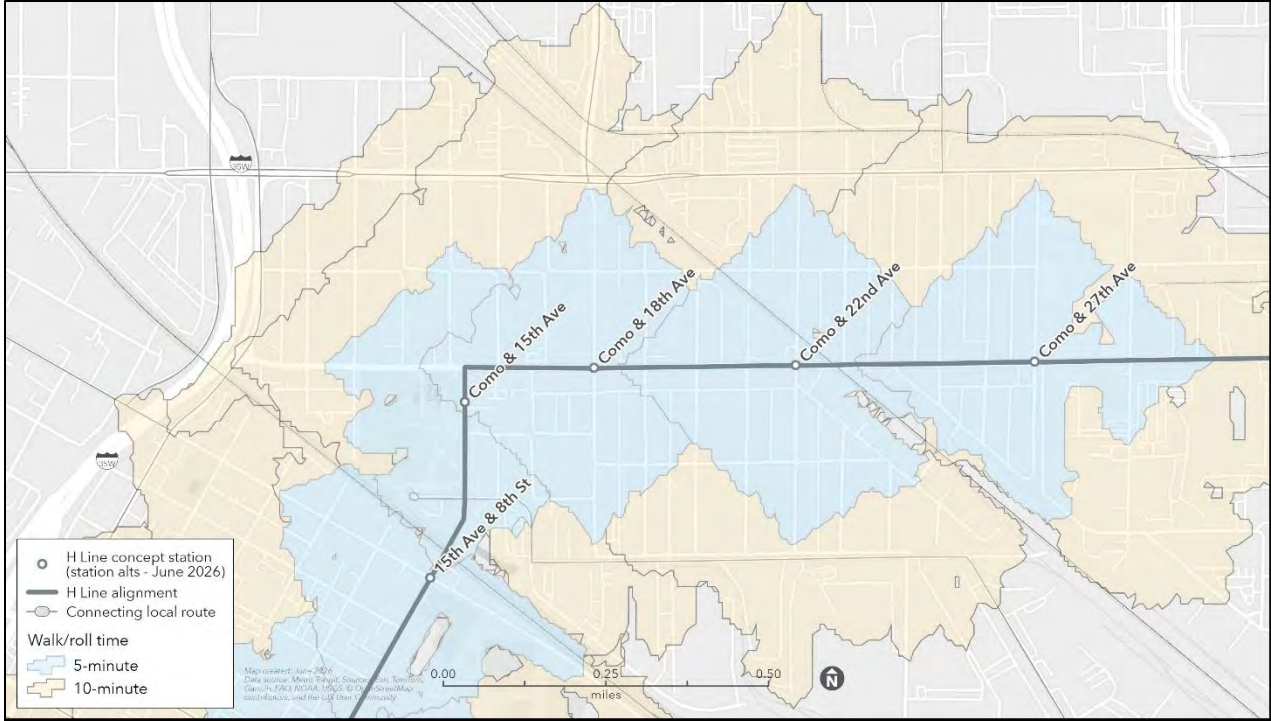
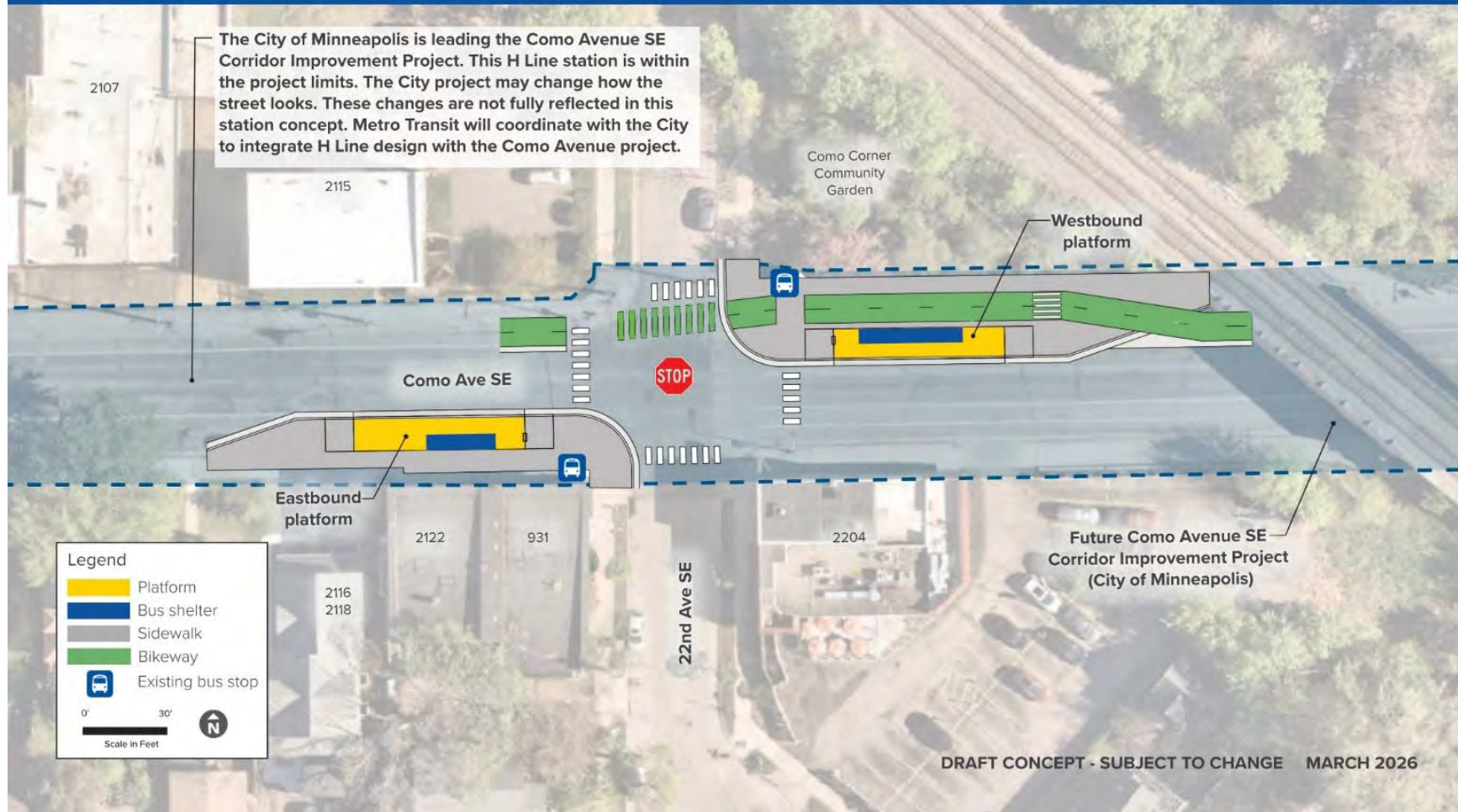
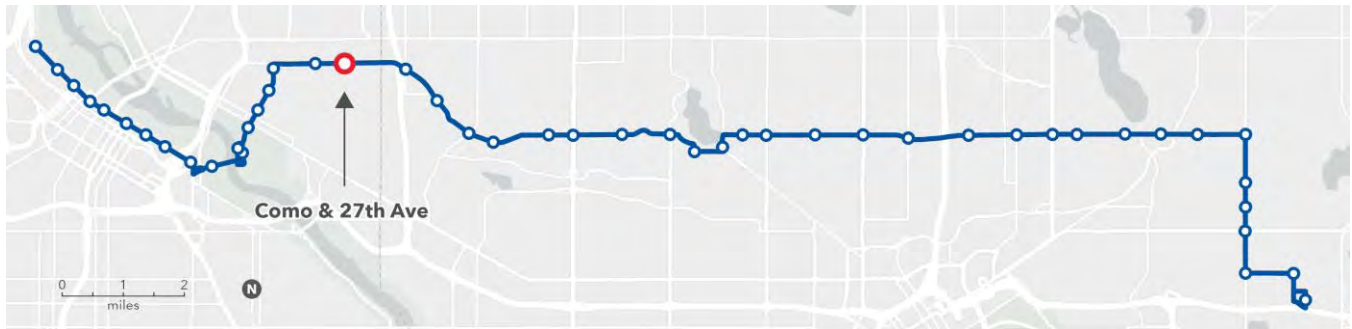


Figure 6. Como Avenue area walkshed with Como & 18th Avenue Station





## 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 2028-2029. The project may change how the street looks. These changes are not fully reflected in the H Line station concept. Metro Transit will coordinate with the City to include H Line platforms in the street design. For more details visit [minneapolismn.gov/government/projects/como-av-se-corridor](https://minneapolismn.gov/government/projects/como-av-se-corridor).

### *Additional analysis based on draft plan input*

Moving the Como & 29th Avenue Station to Como & 27th Avenue Station was evaluated based on public feedback received and a letter from the Minneapolis Park and Recreation Board (MPRB). Concerns and opportunities include high ridership and population density to the west of Como Avenue SE and 29th Avenue, station spacing along the Como Ave SE corridor, and alignment with the planned Grand Round Missing Link regional trail, which will be aligned north and south along 27th Avenue. The trail was identified in the [MPRB 2025: Grand Rounds Missing Link Proposed Final Concept Design](#) but a construction project has not yet been programmed. As part of the trail project along 27th Avenue, the

MPRB project will create a new park, Como Creek Park, on the existing east leg of 27th Avenue south of Como Avenue.

An alternative moving the H Line station from Como Avenue SE and 29th Avenue SE to Como Avenue SE and 27th Avenue SE was evaluated:

- Baseline Alternative: Como Ave & 29th Avenue Station
- Alternative 1: Como Ave & 27th Avenue Station



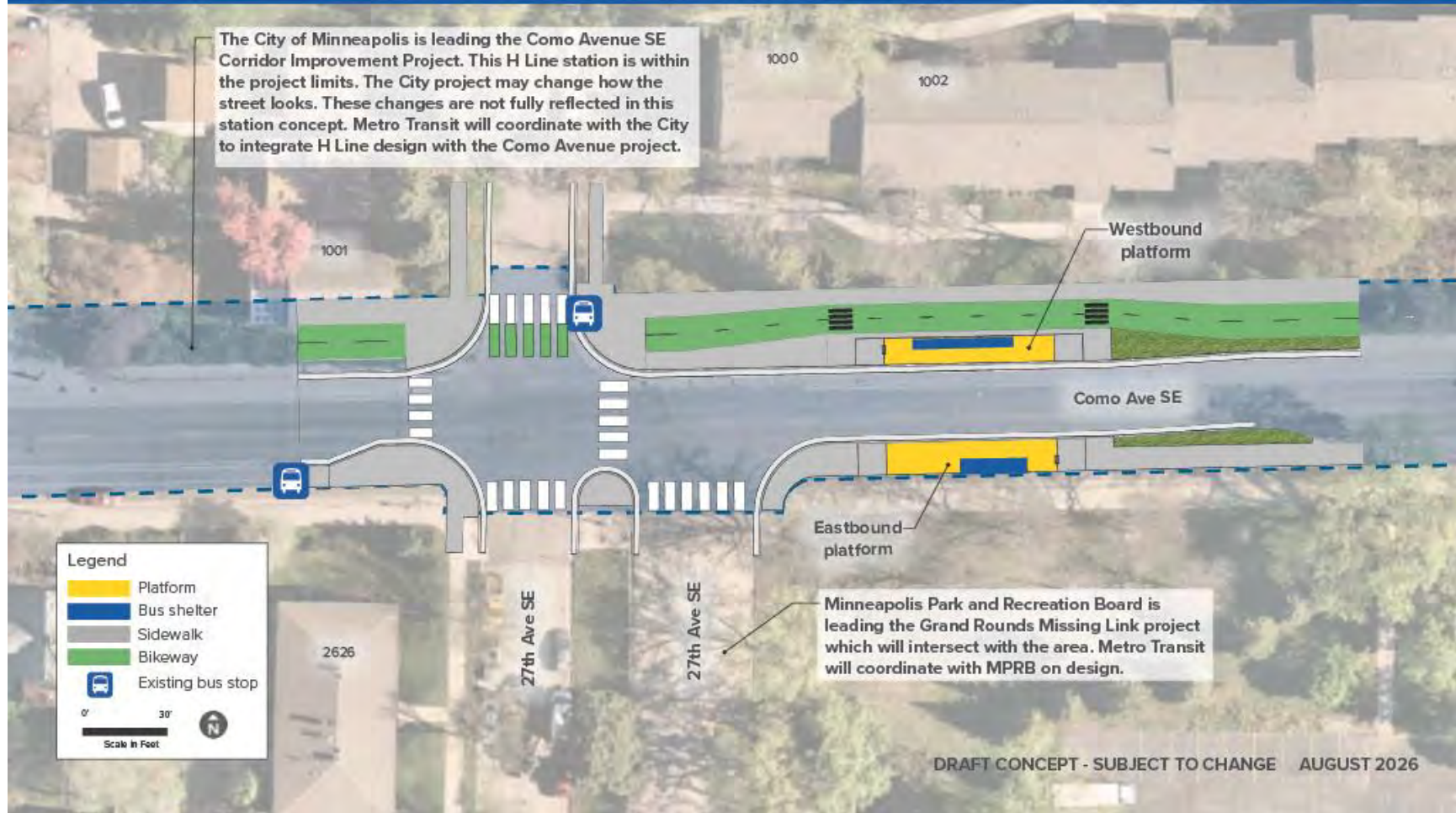
This alternative was compared with the baseline platform location on the factors shown in **Table 3**.

### *Recommendation*

Following review, Metro Transit project staff recommend moving the Como & 29th Avenue Station to Como & 27th Avenue. Como & 27th Avenue Station will be better integrated into the Como neighborhood, improving station access for residents living to the west along the Como Avenue corridor. Station alignment with the future MPRB Grand Rounds regional trail and Como Creek Park supports the Metropolitan Council and Metro Transit's [planning policy](#) to add transit stops that are convenient to regional parks and trails. The crossing of Como Avenue at 27th Avenue is not controlled today but the intent of Metro Transit, MPRB, and the City of Minneapolis is to include safety improvements at the crossing for people walking and biking to support BRT station access and the regional trail crossing.

**Table 3. Como & 27th Avenue evaluation matrix**

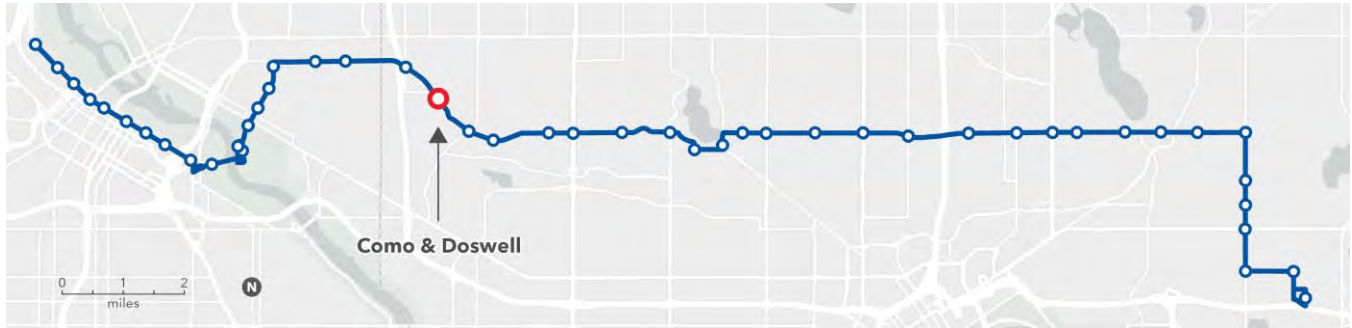
| Key                                    | Green: Preferred                                                                                                                               | Yellow: Not preferred                                                                                                           | Orange: Undesirable |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Factor                                 | Baseline: Como & 29th Avenue Station                                                                                                           | Alt. 1: Como & 27th Avenue Station                                                                                              |                     |
| 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]                                                      |                     |
| Access to destinations                 | Platform serves nearby student housing but proximity to low-density industrial land use reduces station access for riders to the west [yellow] | Platform serves nearby student housing and residential neighborhood. Platform connects to future regional trail network [green] |                     |
| Safe pedestrian crossings              | Encourages crossing at controlled intersection [green]                                                                                         | Crossing is not at a controlled intersection. Metro Transit would work with agency partners to consider enhancements [yellow]   |                     |
| Transit speed & reliability            | Normal bus operation expected [green]                                                                                                          | Normal bus operation expected [green]                                                                                           |                     |
| Street design & available right-of-way | No constraints [green]                                                                                                                         | Coordination with UMN and MPRB is needed to site station platforms [yellow]                                                     |                     |
| Park and trail access                  | Not located at planned future Como Creek Park and Grand Rounds Regional Trail [yellow]                                                         | Located at planned future Como Creek Park and Grand Rounds Regional Trail [green]                                               |                     |
| Recommendation                         | Do not advance [orange]                                                                                                                        | Move the station to Como & 27th Avenue [green]                                                                                  |                     |







## 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 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 4**.

**Table 4. 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]                                                        |
| <b>Recommendation</b>                            | 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.

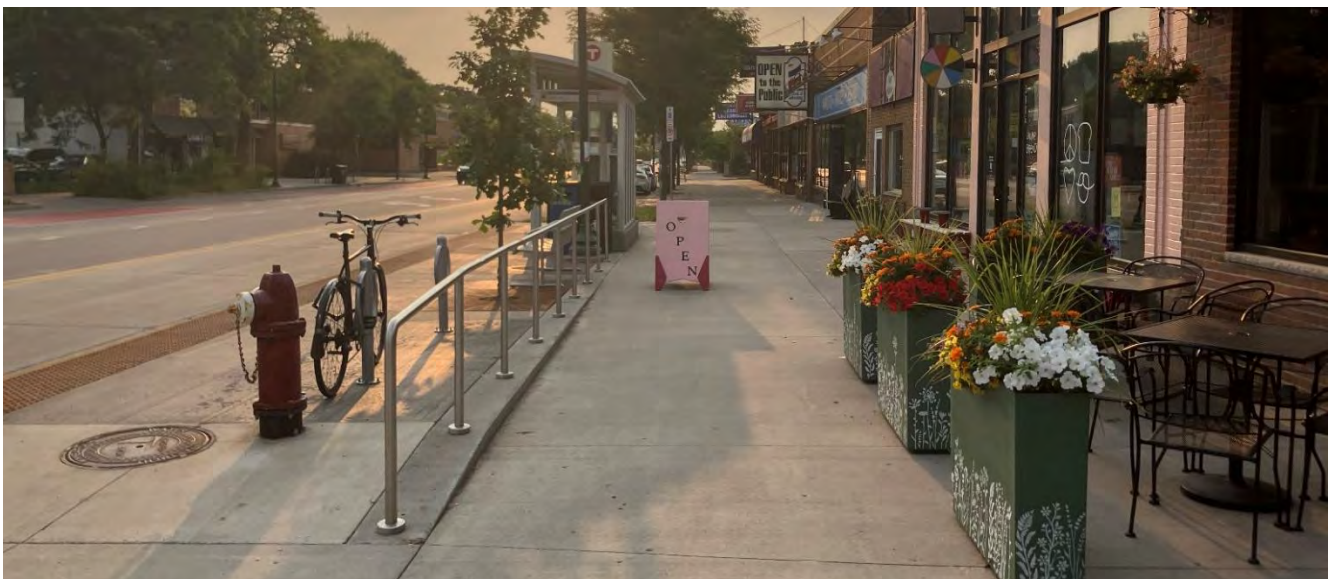
In commercial and retail areas arterial BRT station shelters are often located near business entrances to facilitate convenient access to jobs, destinations, and housing (**Figure 7**). The westbound station platform will be adjacent to a restaurant patio but will not remove or reduce the available patio 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.

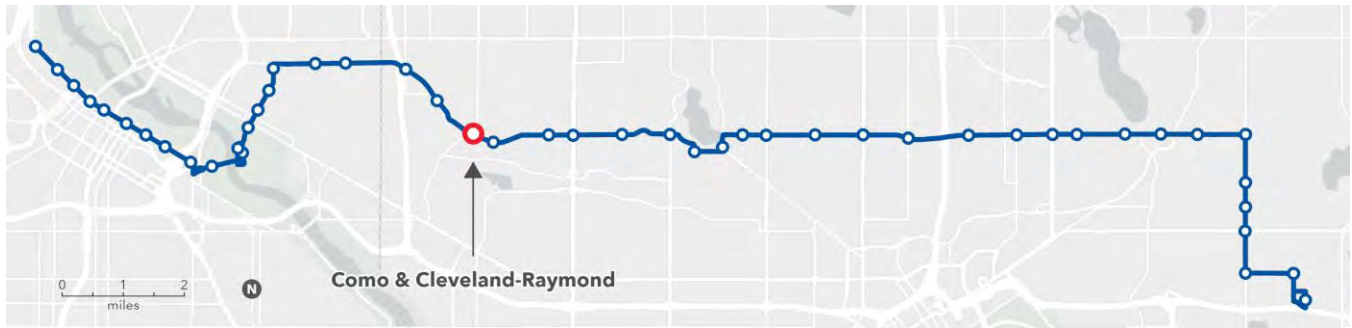
Both of the alternative station and platform locations have drawbacks that make them less ideal station locations compared to the proposed Como & Doswell Station. Moving the westbound platform to farside of Luther Place brings the platform to an uncontrolled intersection and too far away from destinations, 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 7. METRO B Line platform in proximity to patio at Lake Street and 36th Avenue S**





## Como & Cleveland-Raymond



### *Station concept*

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

### *Station spacing*

Distance from previous station: 0.5 miles from Como & Doswell

Distance to next station: 0.25 miles to Como & Fifield

### *Transit connections*

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

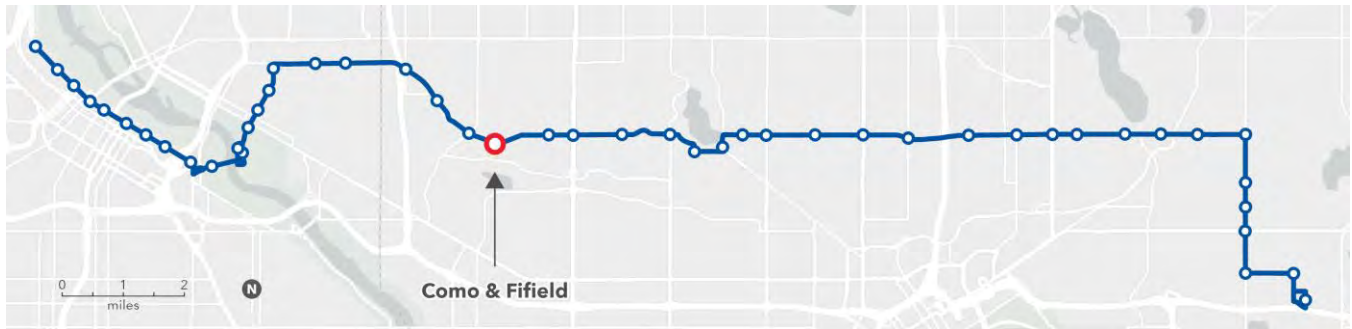
### *Destinations*

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

# Como & Cleveland-Raymond



## 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*

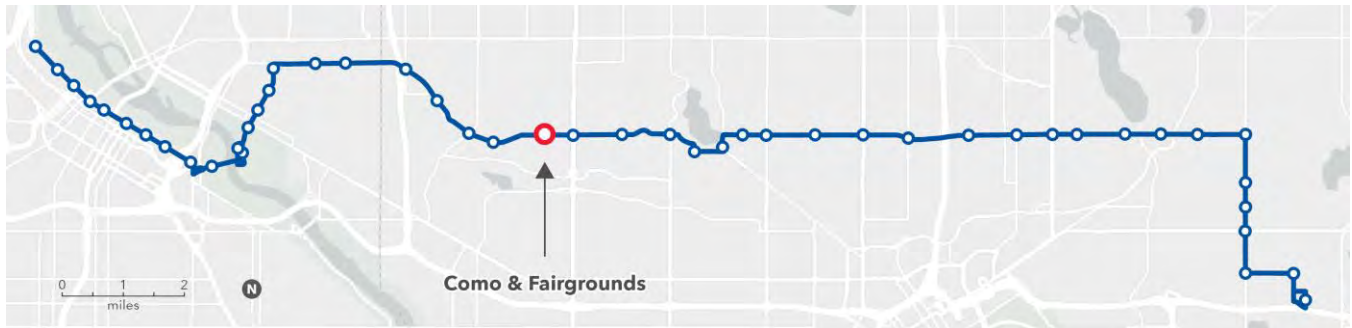
University of Minnesota Saint Paul Circulator (124)

### *Destinations*

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



## 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

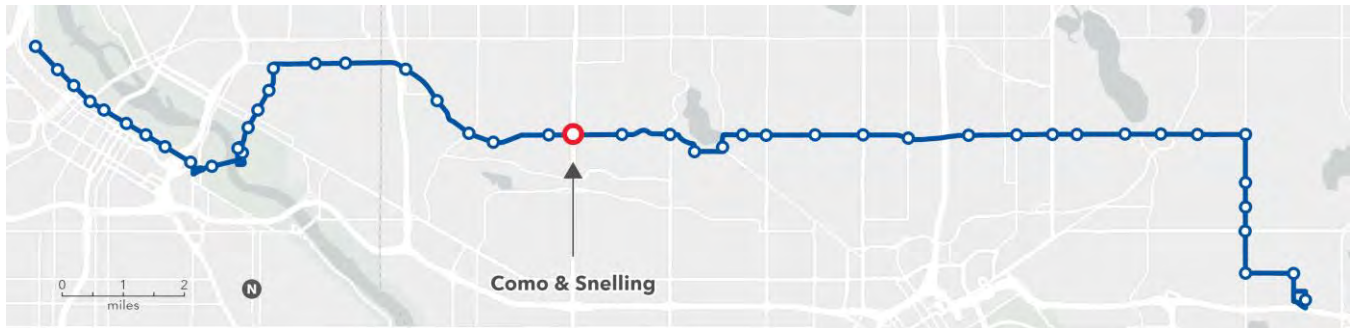
### *Destinations*

Minnesota State Fairgrounds and International Institute of Minnesota

# Como & Fairgrounds



## 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

### *Additional analysis based on draft plan input*

Public feedback received on the Draft Corridor Plan cited concerns about Como & Snelling Station eastbound platform placement and operational concerns related to transfers between the H Line and proposed Route 66 and A Line. Moving the eastbound platform to the Alternative 1 location will allow for a shorter transfer distance between eastbound H Line and southbound proposed Route 66. It is assumed that westbound H Line and northbound and southbound proposed Route 66 will both stop at the baseline westbound H Line station platform.

The priority with the Alternative 1 change is to accommodate proposed Route 66 transfers. Given the 30-minute headway, a missed transfer with proposed Route 66 results in up to 30-minute wait, while a missed transfer with A Line results in up to a 15-minute wait.

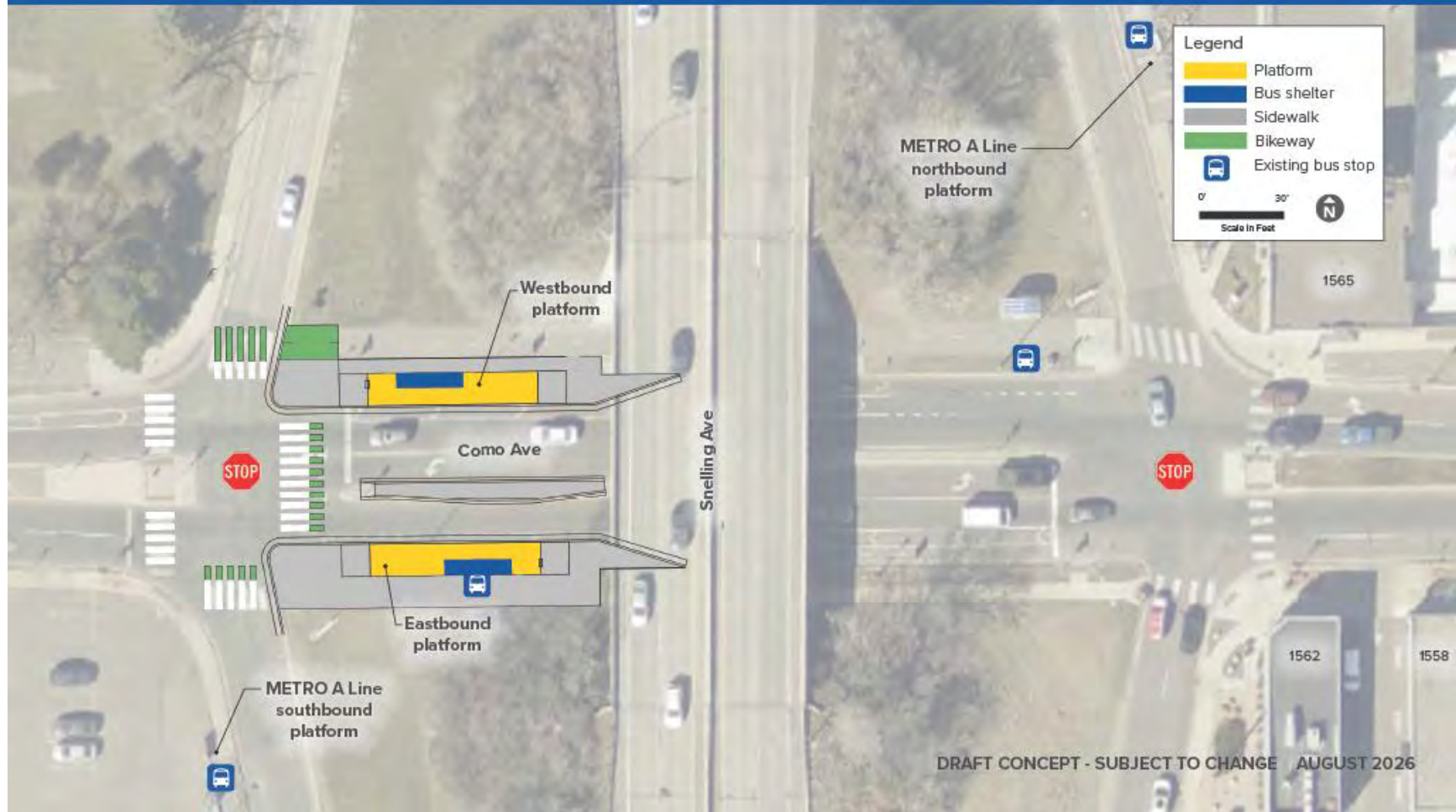
An alternative moving the Como Ave & Snelling Ave Station was evaluated:

- Baseline Alternative: Como & Snelling Station
- Alternative 1: Move Como & Snelling Station eastbound platform



### *Recommendation*

Following review, Metro Transit project staff recommend moving the Como & Snelling Station eastbound platform to be farside of the southbound Snelling Avenue on/ off ramps west of Snelling Avenue. This change prioritizes transfers to the proposed Route 66 while still accommodating transfers between H Line and A Line. The on-street bike lanes on Como Avenue currently begin and end at the northbound on/ off ramps on the east side of Snelling Avenue. The beginning and end of the on-street bike lanes will be revised to the southbound on/ off ramps on the west side of Snelling Avenue. The corner curb extension on the southside of the roadway will accommodate a bike facility transition for people biking eastbound on-street to cross Como Avenue to access the two-way separated bike lane on the north side of the roadway.



## Como & Hamline



### *Station concept*

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

### *Station spacing*

Distance from previous station: 0.25 miles from Como & Snelling

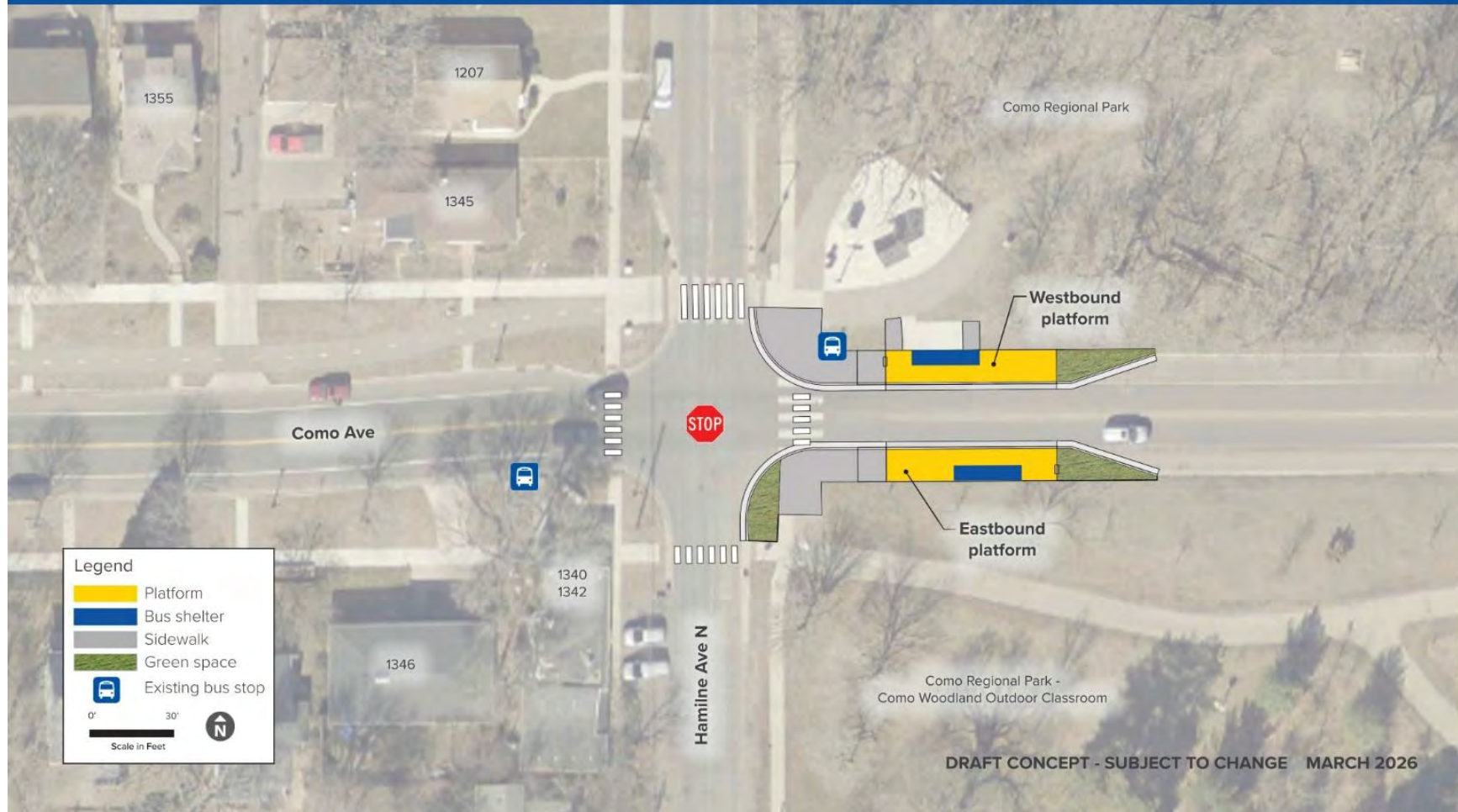
Distance to next station: 0.5 miles to Como & Lexington

### *Transit connections*

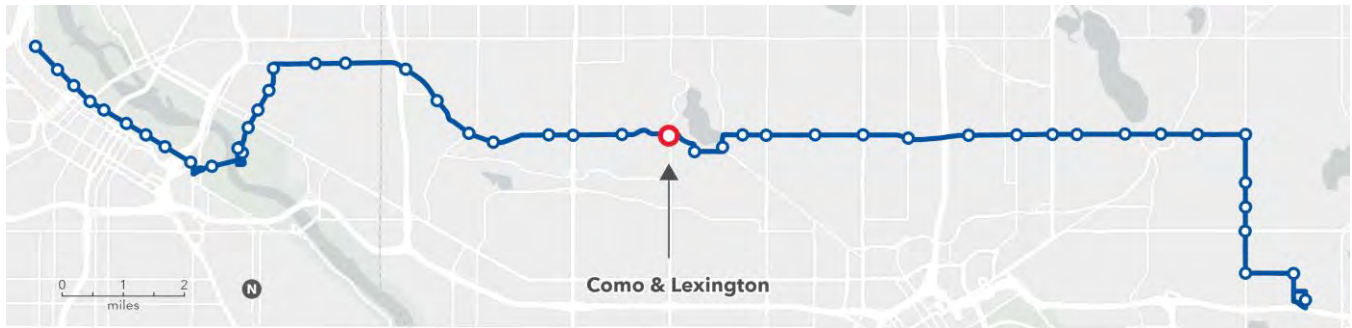
Route 83

### *Destinations*

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



## 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*

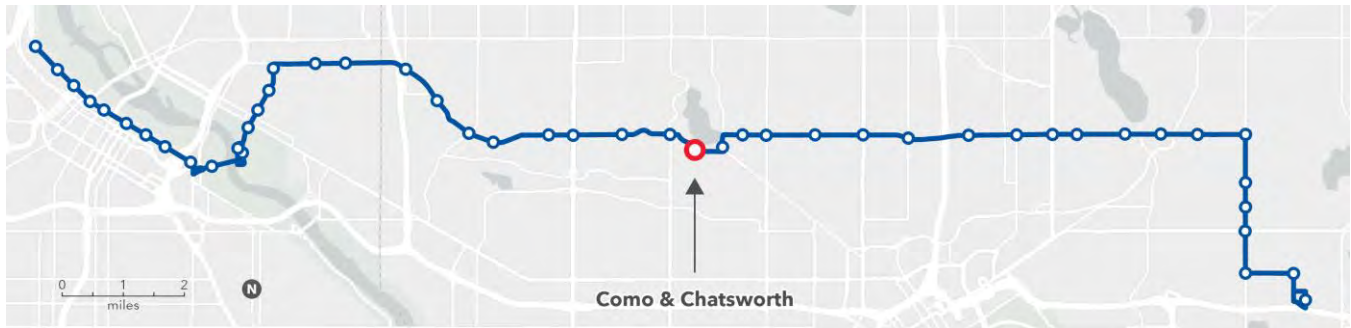
Route 83

### *Destinations*

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



## 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 draft plan input*

Public feedback received on the Draft Corridor Plan cited concerns about Como & Chatsworth Station placement, noting operational concerns related to conflict between buses and personal vehicles, bus turning challenges from the proposed station location at the intersection of Como Avenue and Chatsworth Street, impacts to neighborhood character, low ridership, on-street parking, and suggested removal of the station.

Changing the H Line alignment to Energy Park Drive and Front Avenue was analyzed separately. This was a theme that was prominent at several H Line stations throughout the Como Park area including Como & Hamline, Como & Lexington, Como & Chatsworth, and Como & Nagasaki. The analysis and summary can be found in the [Como Park Neighborhood Suggested Alignment Evaluation and Response](#) section. It is not recommended to change the H Line alignment.

Two alternatives to move or remove the Como & Chatsworth Station were evaluated:

- Baseline Alternative: Como & Chatsworth Station
- Alternative 1: Remove Como & Chatsworth Station
- Alternative 2: Move the eastbound platform to Como Avenue & Kilburn Street



The alternatives were compared with the baseline platform location on the factors shown in **Table 5**.

### *Recommendation*

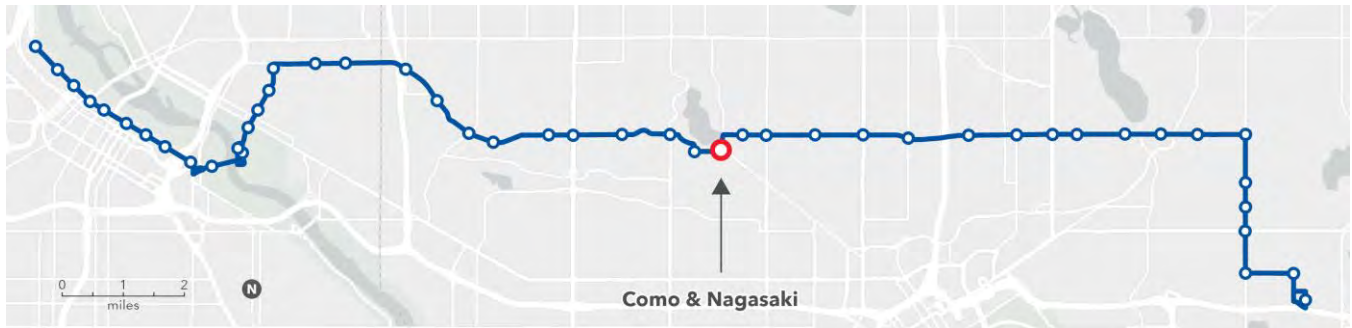
Following review, Metro Transit project staff recommend moving the eastbound platform to be nearside Kilburn Street on Como Avenue. Making this change improves operational concerns about buses turning between Como Avenue and Chatsworth by reducing the chances of conflict between an eastbound bus stopped at the station platform and a westbound bus trying to turn right to travel northbound on Chatsworth Street. Removing the Como & Chatsworth Station would have led to station spacing greater than 3/4 of a mile between Como & Lexington and Como & Nagasaki stations and limited access to the H Line, especially for people living south of the freight rail line, as Chatsworth Street is one of the only north/south through streets in this area.

**Table 5. Como & Chatsworth evaluation matrix**

| Key                                    | Green: Preferred                                                                                       | Yellow: Not preferred                                                                                | Orange: Undesirable                                                         |
|----------------------------------------|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| Factor                                 | Baseline: Como & Chatsworth Station                                                                    | Alt. 1: Remove Como & Chatsworth Station                                                             | Alt. 2: Eastbound platform moves to Como & Kilburn                          |
| Station spacing                        | Station spacing between 1/4 - 1/2 mile to neighboring stations [green]                                 | Station spacing greater than 3/4 mile between Como & Lexington and Como & Nagasaki Stations [orange] | Station spacing between 1/4 - 1/2 mile to neighboring stations [green]      |
| Access to destinations                 | Provides access to people living south of the freight rail line [green]                                | Eliminates access for people living south of the freight rail line [orange]                          | Provides access to people living south of the freight rail line [green]     |
| Bus and traffic operations             | Platform placement and curb extension platform design creates a complicated turning operation [orange] | Eliminates a platform placement that created a complicated turning operation                         | Relocates a platform placement that created a complicated turning operation |
| Street design & available right-of-way | No constraints [green]                                                                                 | No constraints [green]                                                                               | No constraints [green]                                                      |
| Proximity to single family housing     | Eastbound platform is adjacent to single family housing [yellow]                                       | Not in proximity to single family housing [green]                                                    | Eastbound platform is adjacent to single family housing [yellow]            |
| On-street parking impacts              | Net neutral on-street parking impact due to stop consolidation at Chatsworth & Como Blvd [green]       | Gain three on-street parking spaces due to bus stop removal [green]                                  | Expected loss of some on-street parking spaces [yellow]                     |
| <b>Recommendation</b>                  | Do not advance [orange]                                                                                | Do not advance [orange]                                                                              | Move the eastbound Como & Chatsworth platform to Como & Kilburn [green]     |



## 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*

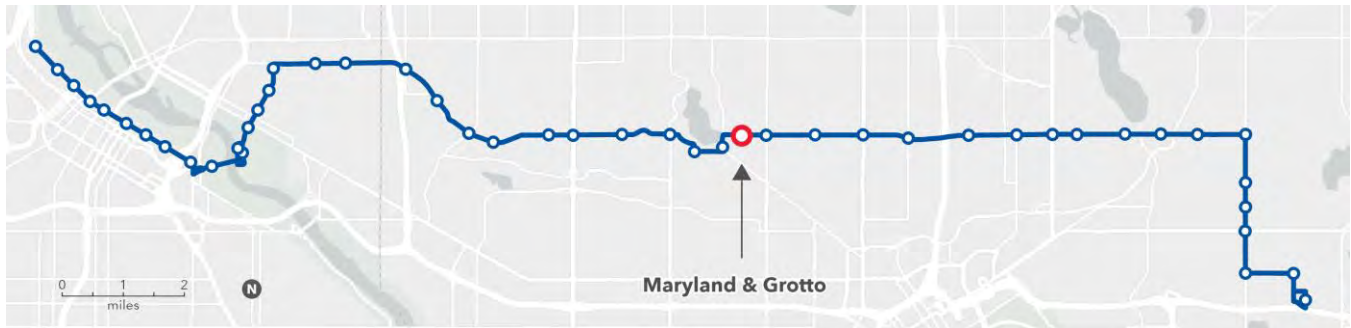
There are no other transit routes near this location

### *Destinations*

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



## 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. These changes are not reflected in the H Line station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design. For more details visit [stpaul.gov/marylandavenue](http://stpaul.gov/marylandavenue).

### Additional analysis based on draft plan input

Public feedback received on the Draft Corridor Plan cited concerns about Maryland & Grotto Station westbound platform placement, school traffic and congestion, and student activity in the neighborhood. Absent additional considerations, Metro Transit's preference is to stop nearside at stop sign-controlled intersections so that the bus stops just once—for the stop sign and to load and unload passengers—leading to the placement proposed in the Draft Corridor Plan. Based on public input, H Line project staff evaluated an alternative to move the Maryland & Grotto westbound platform to the farside of the station intersection.

An alternative moving the Maryland & Grotto Station was evaluated:

- Baseline Alternative: Maryland & Grotto Station westbound platform nearside
- Alternative 1: Maryland & Grotto Station westbound platform farside



### *Recommendation*

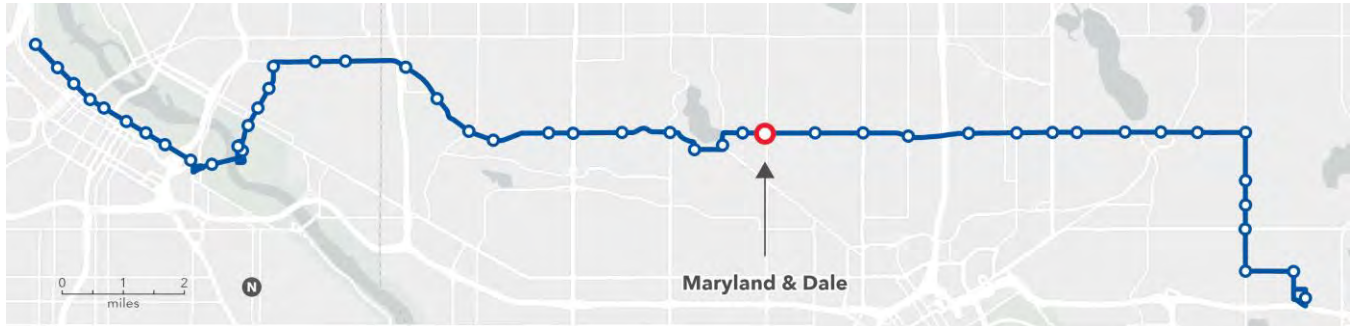
Following review, Metro Transit project staff recommend moving the Maryland & Grotto Station westbound platform to be farside of the Grotto Street intersection. Moving the platform farside removes the need to cross one leg of Grotto Street, providing safer and more direct access to Como Park Senior High School.

The City of Saint Paul and Ramsey County are leading the Maryland Avenue Improvements (E Como Boulevard to Rice Street). This H Line station is within the project limits.

The project may change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.



## 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*

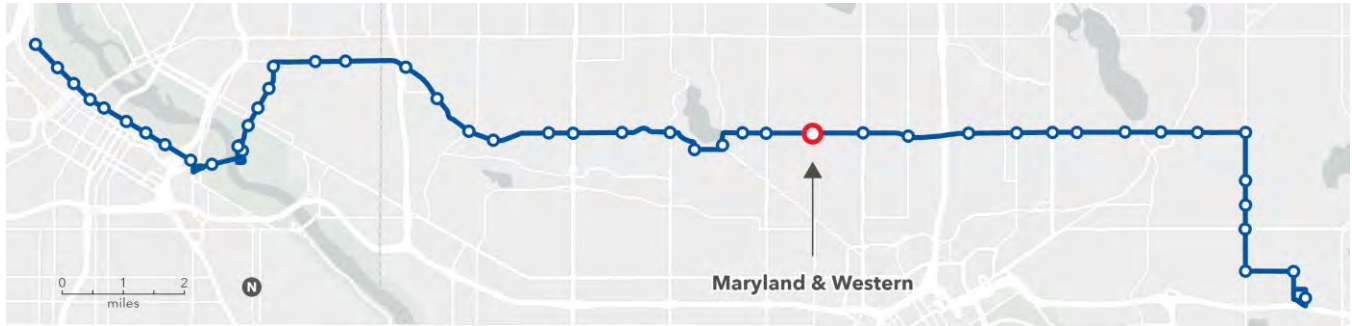
Small businesses, Marydale Park, and Arbor Pointe Senior Apartments

### *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. These changes are not reflected in the H Line station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design. For more details visit [stpaul.gov/marylandavenue](http://stpaul.gov/marylandavenue).



## 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*

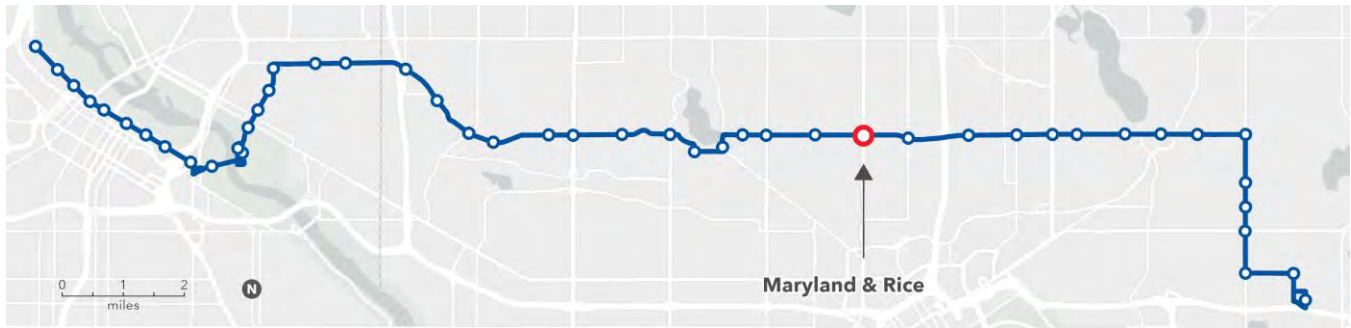
This section of the H Line corridor has a few businesses nearby but is largely residential in nature

### *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. These changes are not reflected in the H Line station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design. For more details visit [stpaul.gov/marylandavenue](http://stpaul.gov/marylandavenue).



## 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

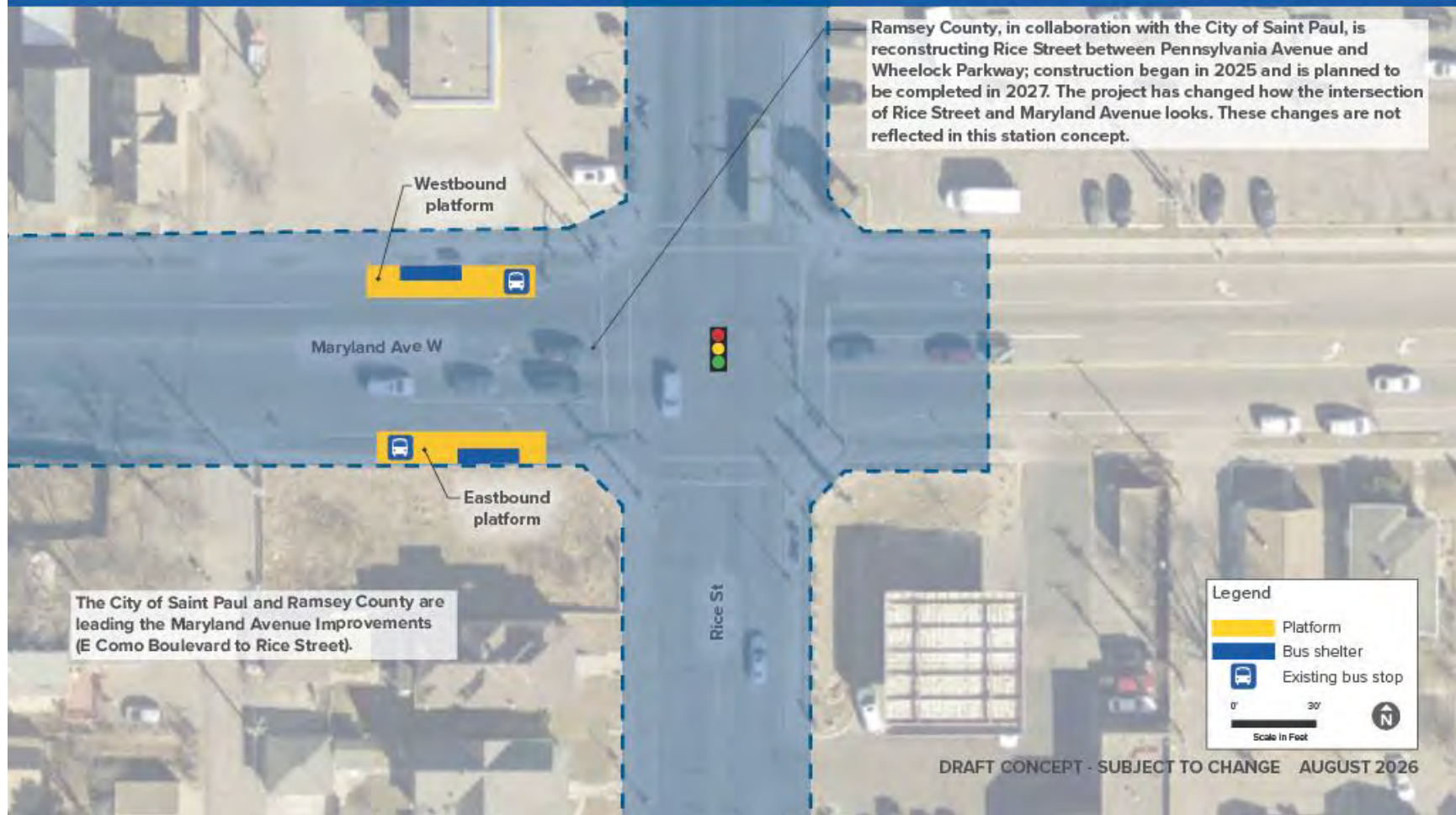
Rice Street commercial corridor, Double Dragon Foods grocery store, MEK Latin & Asian Grocery Store, Prodeo Academy – Saint Paul primary school, and other businesses near the intersection, as well as Sylvan Park

### Coordinated projects

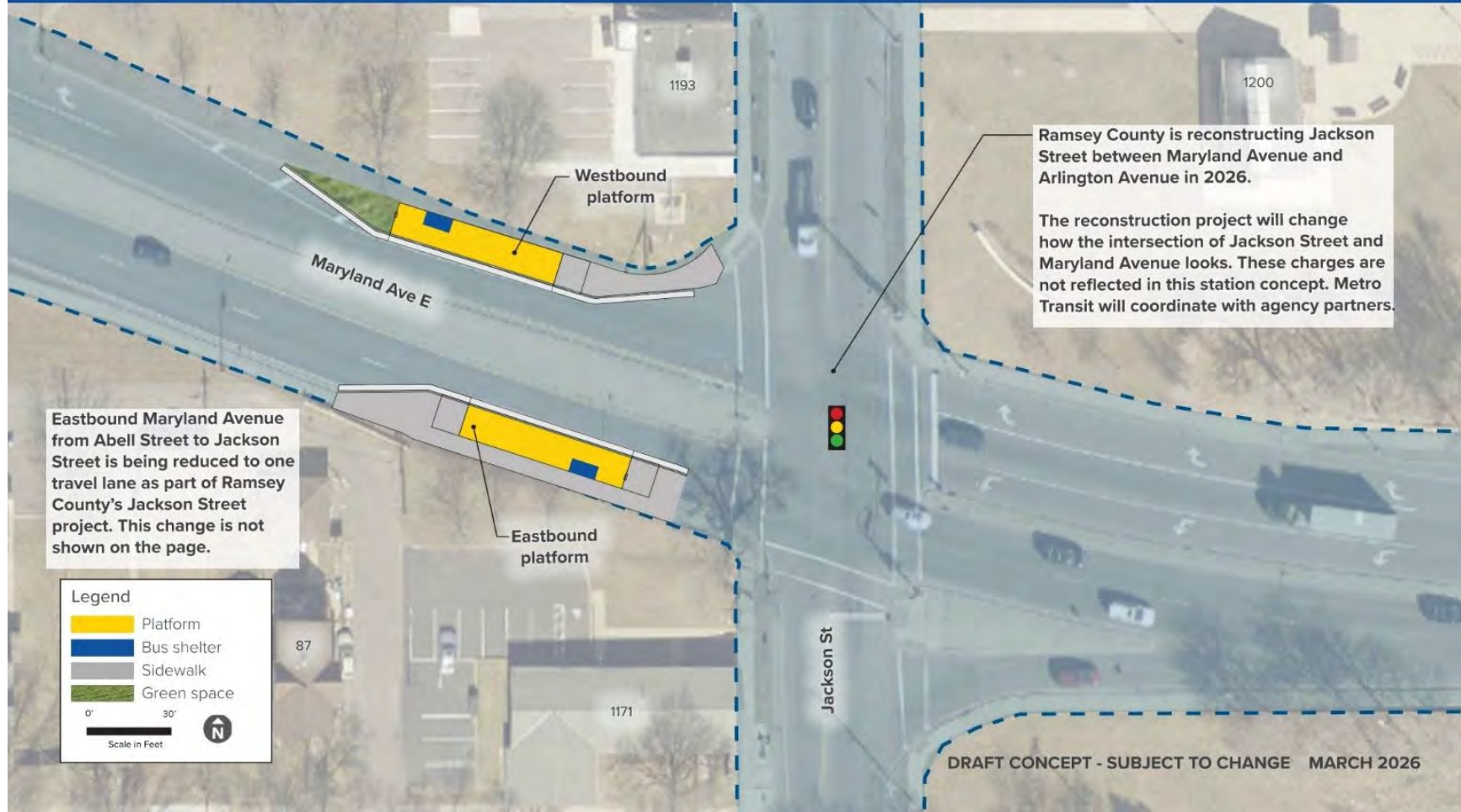
Ramsey County, in collaboration with the City of Saint Paul, is [Rice Street Reconstruction](https://www.ramseycountymn.gov/residents/roads-transportation/current-road-projects/rice-street-reconstruction), including the intersection with Maryland Avenue in 2025-2026. The project will change how the intersection 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](https://www.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.

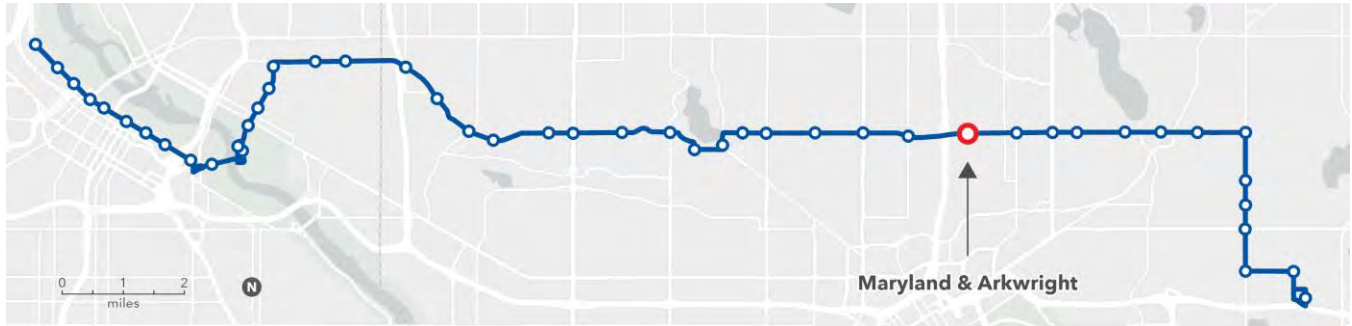
Separately, the City of Saint Paul, in partnership with Ramsey County, is advancing the [Maryland Avenue Improvements Project \(E Como Boulevard to Rice Street\)](https://www.stpaul.gov/marylandavenue). Changes to Maryland Avenue are planned for 2028-2029. The project may change how the street looks. These changes are not reflected in the H Line station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design. For more details visit [stpaul.gov/marylandavenue](https://www.stpaul.gov/marylandavenue).







## 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*

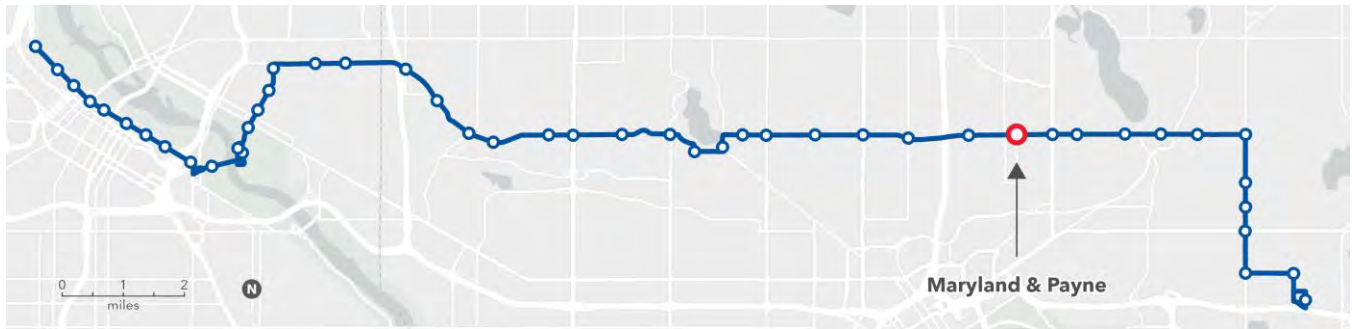
Route 71, [planned Route 64](#)

### *Destinations*

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



## 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*

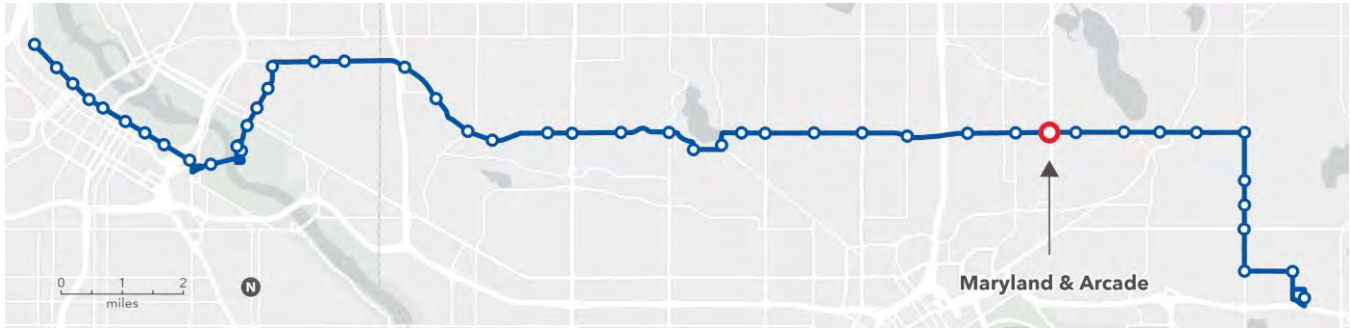
Route 64

### *Destinations*

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



## 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*

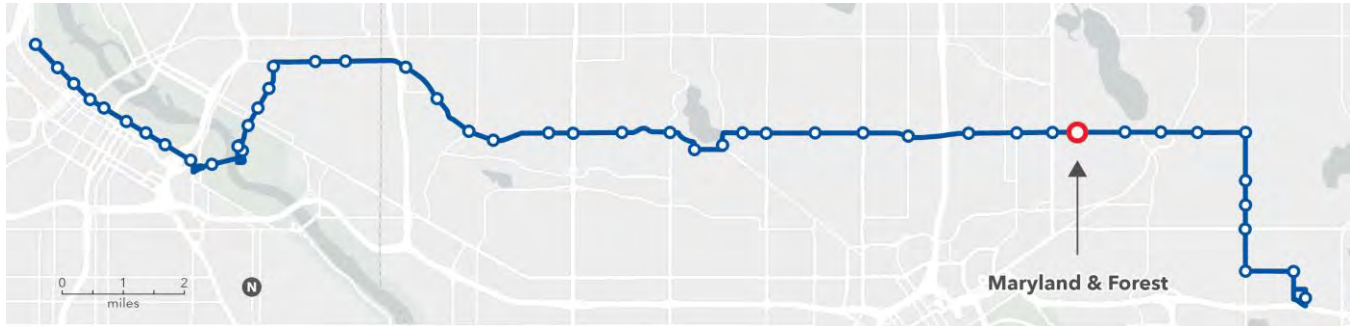
Routes 54 and 61

### *Destinations*

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



## 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*

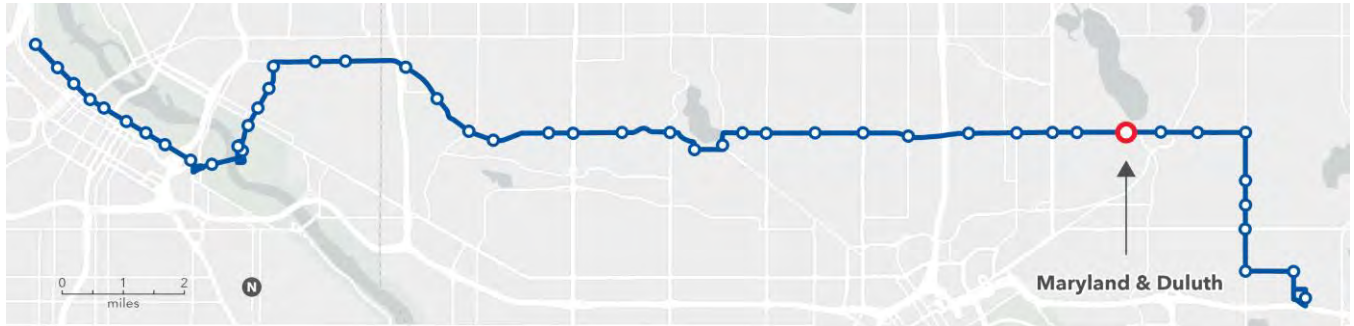
The City of Saint Paul's [Maryland Avenue Traffic Signal Modernization Project \(Dale Street to Johnson Parkway\)](#) will replace traffic signals and curb ramps at multiple intersections along a Maryland Avenue, including at Maryland Avenue and Forest Street. Construction is planned for 2027.

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.



DRAFT CONCEPT - SUBJECT TO CHANGE MARCH 2026

## Maryland & Duluth



### *Station concept*

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

### *Station spacing*

Distance from previous station: 0.5 miles from Maryland & Forest

Distance to next station: 0.4 miles to Maryland & Clarence

### *Transit connections*

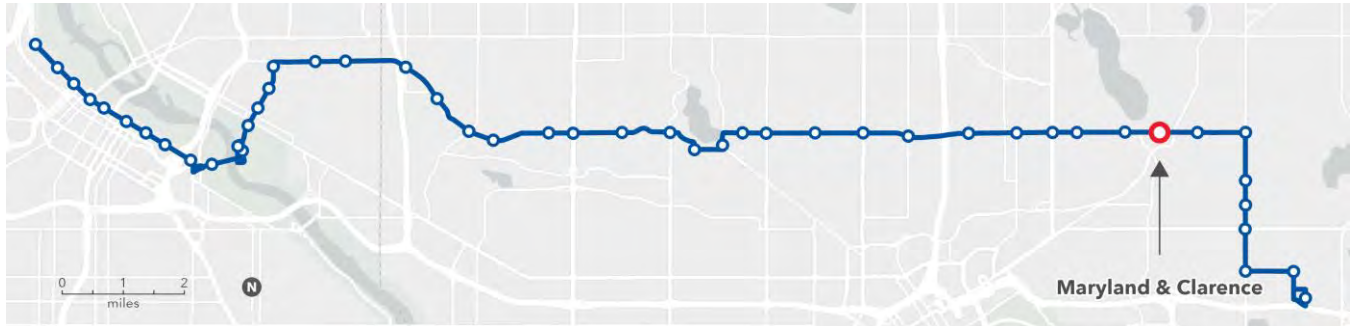
Route 64

### *Destinations*

Convenience store, dentist office, Phalen Regional Park



## 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*

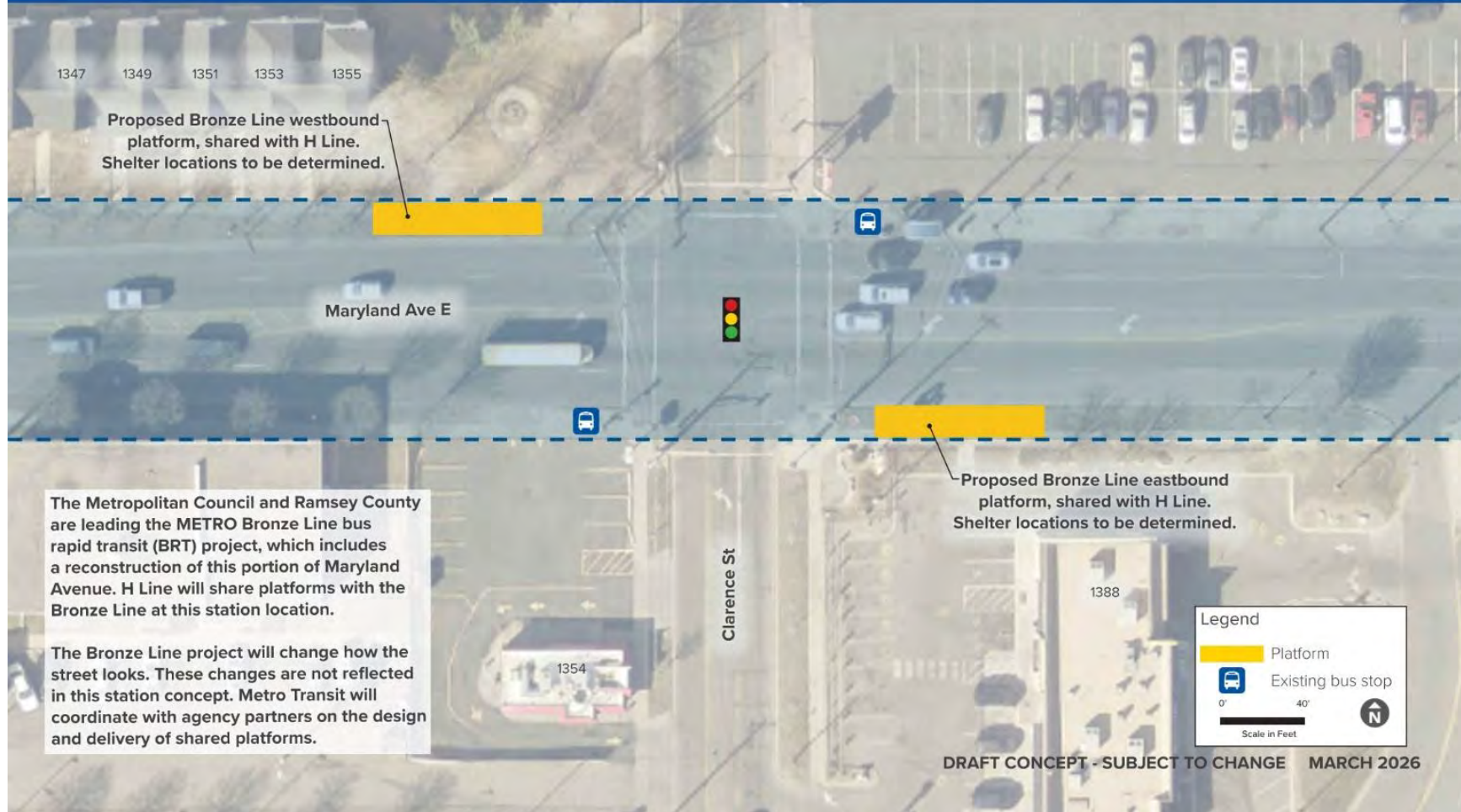
Routes 54 (replaced by future [METRO Bronze Line](#)) and 64

### *Destinations*

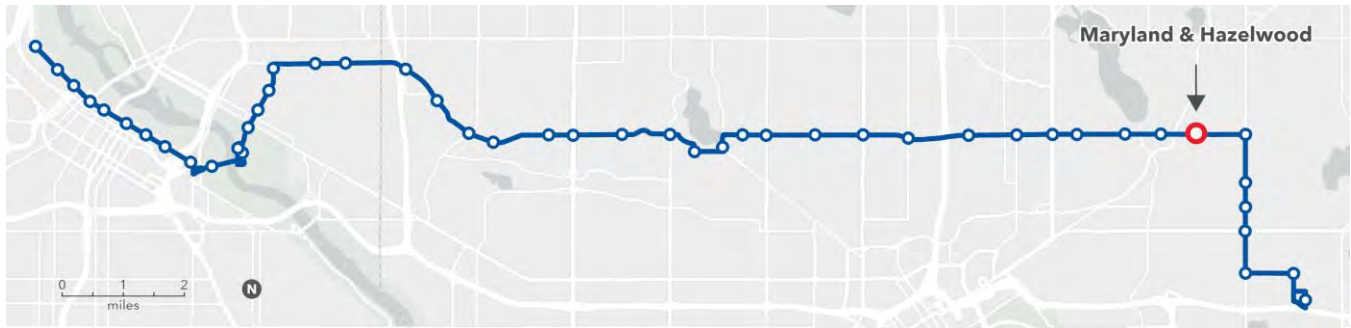
Cub Foods grocery and pharmacy, ALDI grocery store, Reyes Market grocery store, M Health Fairview Clinic, and several other businesses

### *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](https://metrotransit.org/Bronze-line-project).



## 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*

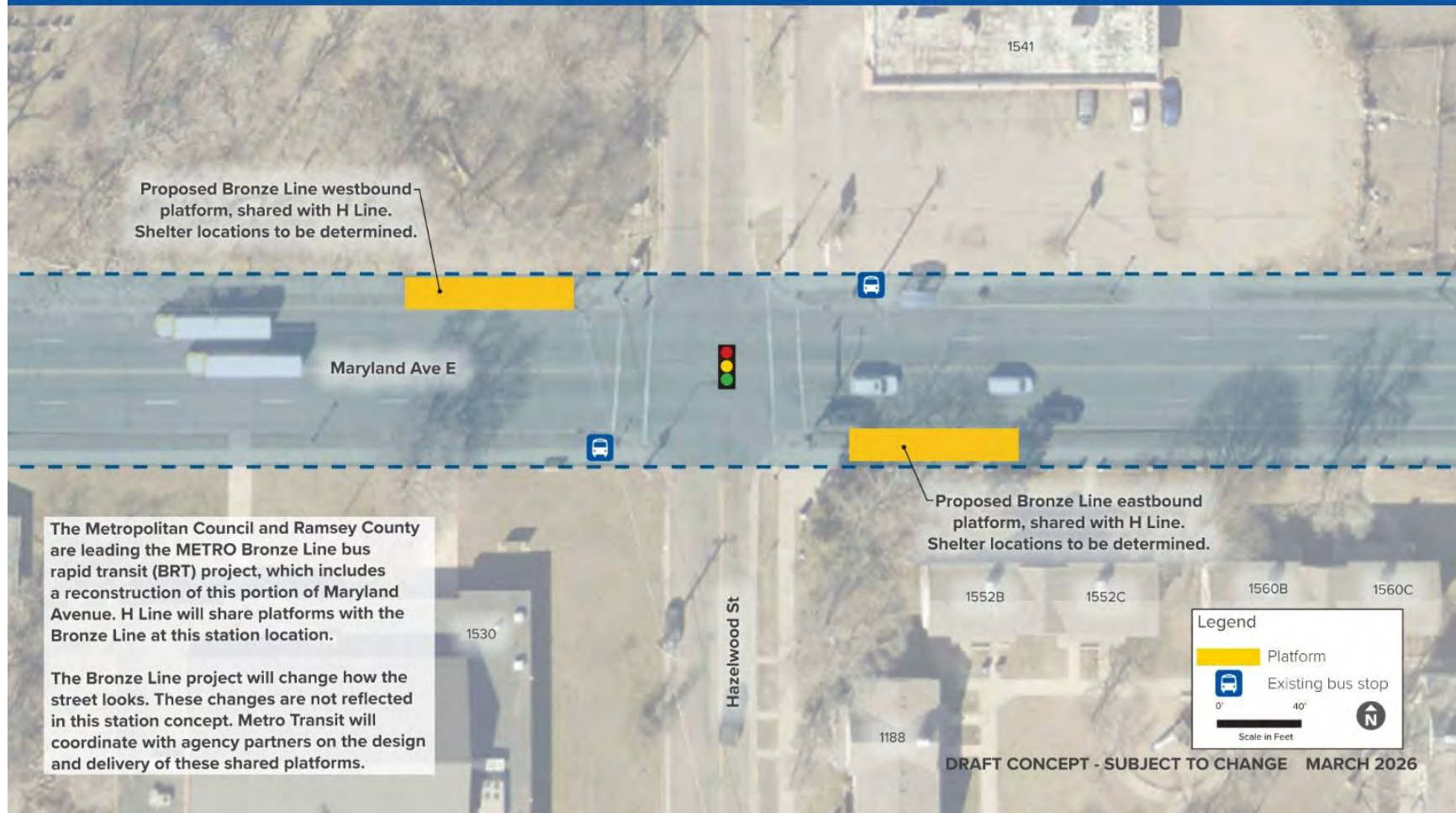
Routes 54 (replaced by future [METRO Bronze Line](#)) and 64

### *Destinations*

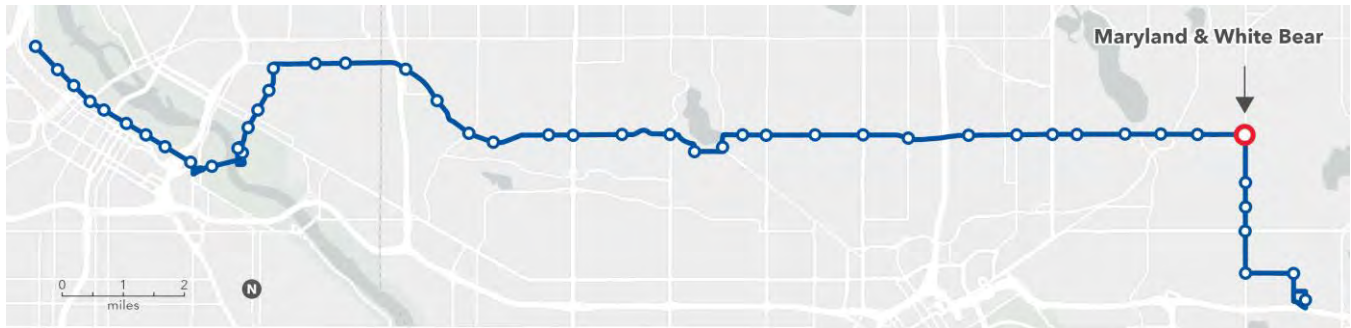
Roosevelt Homes and Community Center, East Side Boys & Girls Club, Montessori Center of Minnesota, Sackett Park, and several multifamily housing buildings

### *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](https://metrotransit.org/Bronze-line-project).



## Maryland & White Bear



### *Station concept*

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

### *Station spacing*

Distance from previous station: 0.5 miles from Maryland & Hazelwood

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

### *Transit connections*

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

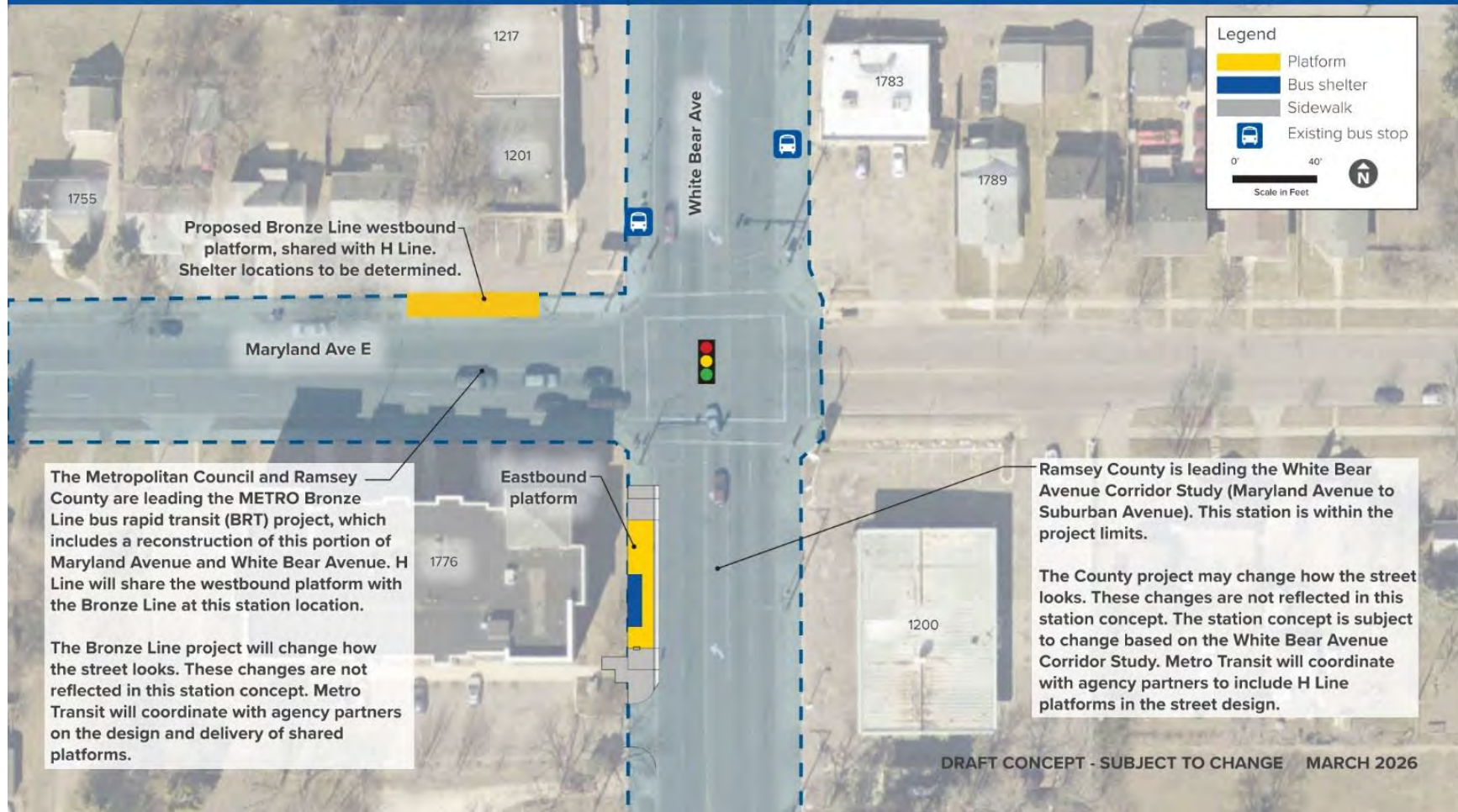
### *Destinations*

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

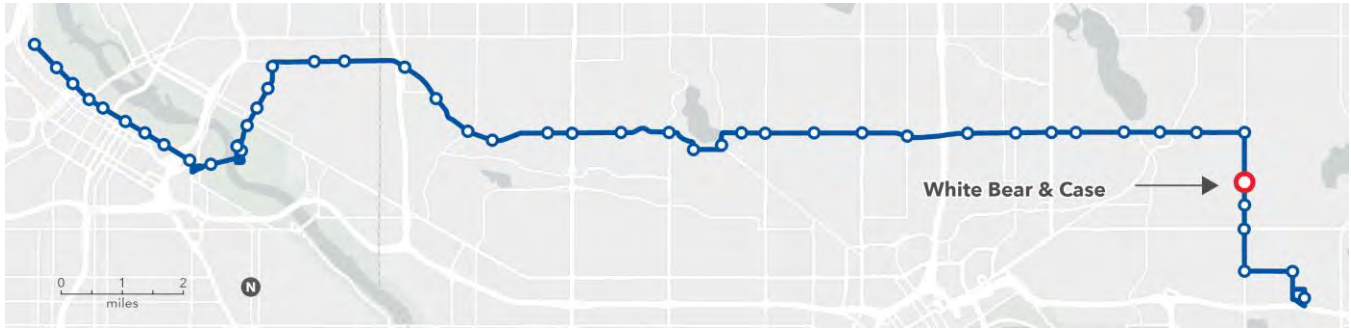
### *Coordinated projects*

This proposed station may be constructed with the [METRO Bronze Line](#). H Line and Bronze Line will both serve the westbound platform. For more details visit [metrotransit.org/Bronze-line-project](https://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](https://ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study).



## White Bear & Case



### *Station concept*

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

### *Station spacing*

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

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

### *Transit connections*

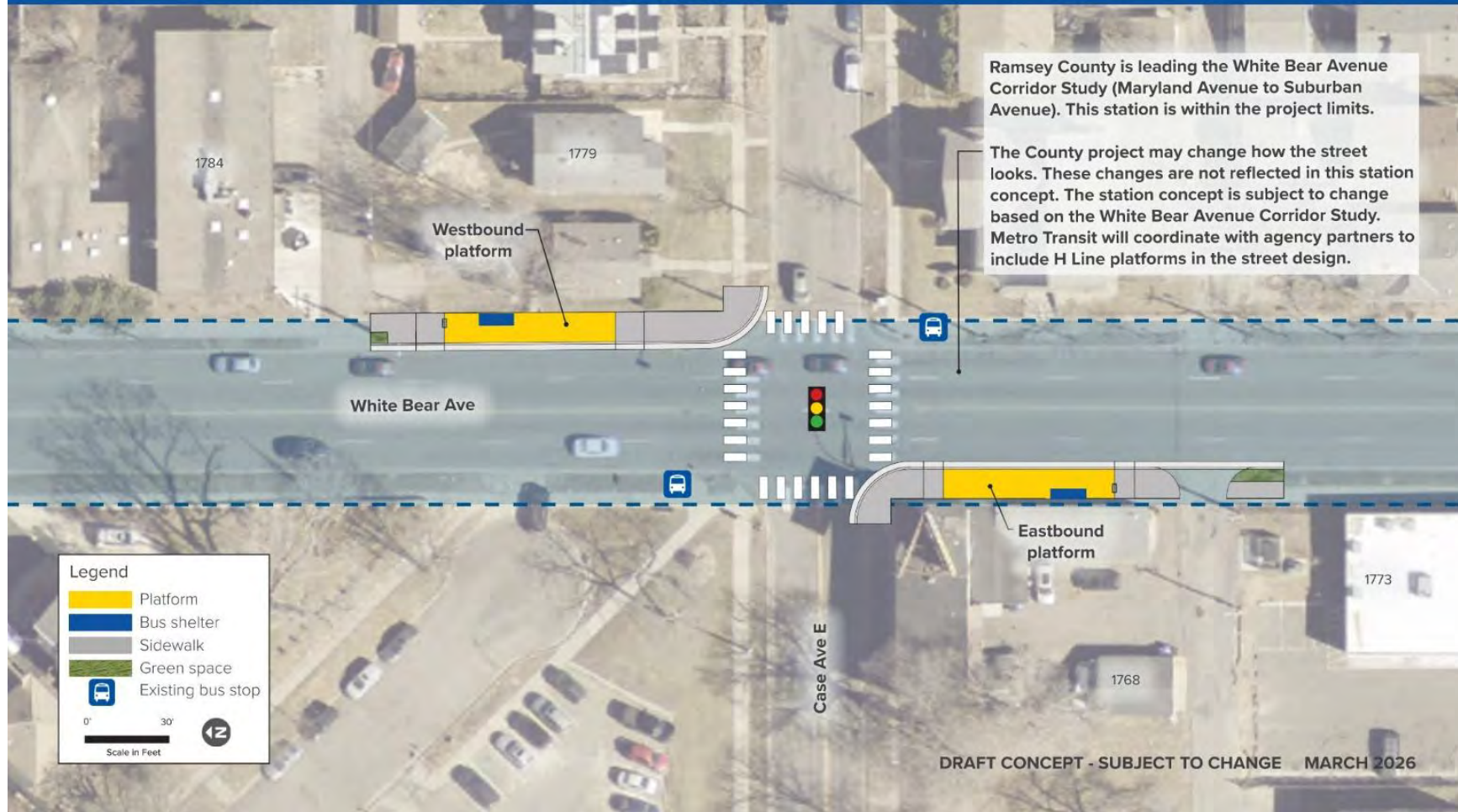
Route 80

### *Destinations*

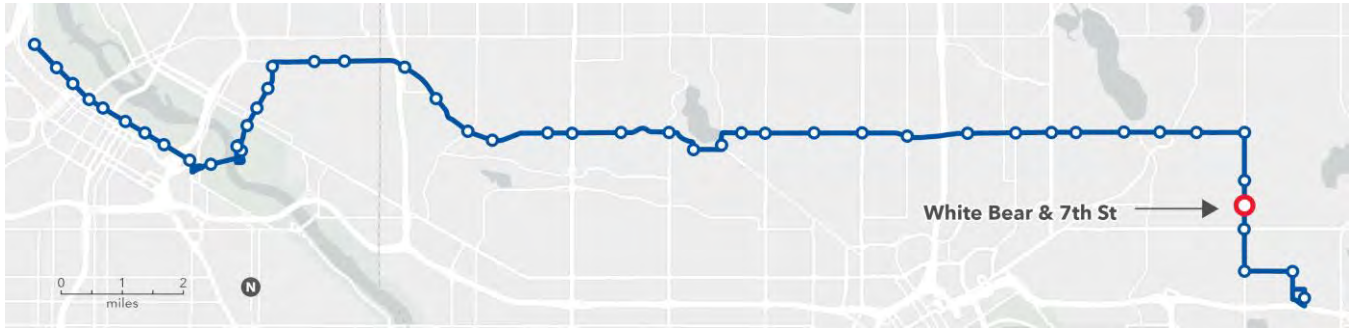
L'Etoile du Nord French Immersion School, Academia Cesar Chavez, Hazel Park Recreation Center, NL Oriental Food & Deli, 3M Distribution Center, small businesses, and several multifamily housing buildings

### *Coordinated projects*

Ramsey County's [White Bear Avenue Corridor Study \(Maryland Avenue to Suburban Avenue\)](https://ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study) 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](https://ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study).



## White Bear & 7th Street



### *Station concept*

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

### *Station spacing*

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

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

### *Transit connections*

Routes 74 and 80

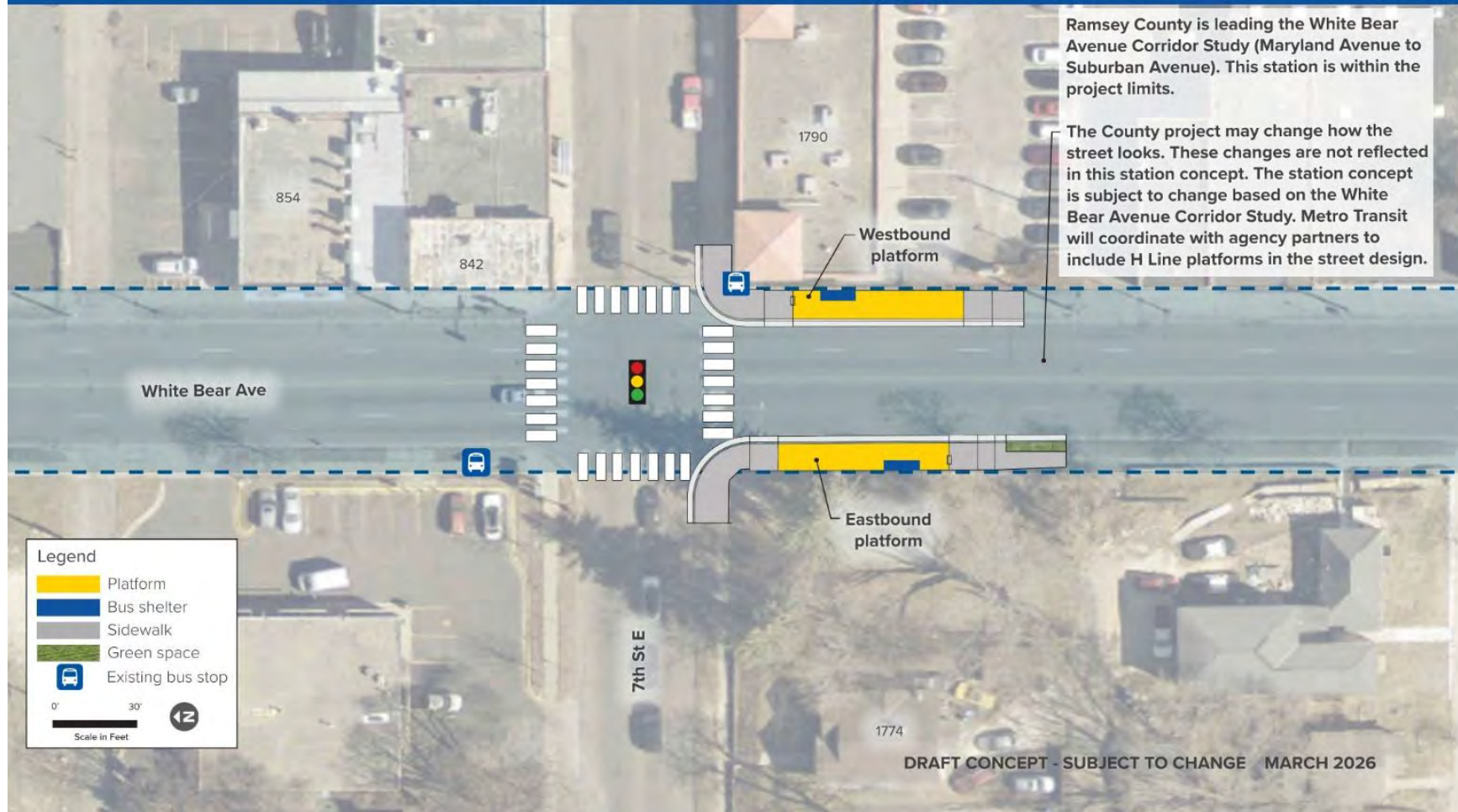
### *Destinations*

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

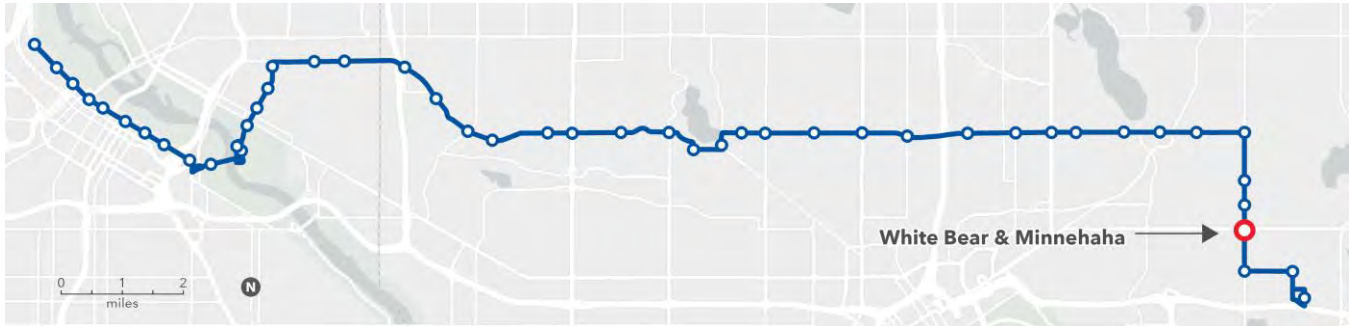
### *Coordinated projects*

Ramsey County's [White Bear Avenue Corridor Study \(Maryland Avenue to Suburban Avenue\)](https://www.ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study) 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](https://www.ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study).

# White Bear & 7th Street



## White Bear & Minnehaha



### *Station concept*

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

### *Station spacing*

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

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

### *Transit connections*

Route 80

### *Destinations*

Restaurants, butcher shop, and other small businesses

### *Coordinated projects*

Ramsey County's [White Bear Avenue Corridor Study \(Maryland Avenue to Suburban Avenue\)](https://www.ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study) 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](https://www.ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study).

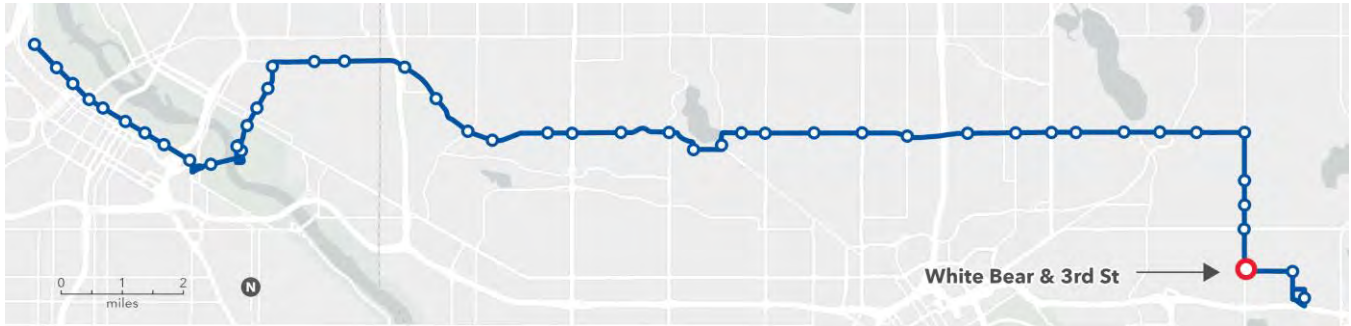
# White Bear & Minnehaha

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.



## White Bear & 3rd Street



### *Station concept*

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

### *Station spacing*

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

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

### *Transit connections*

Routes 63 and 80

### *Destinations*

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

### *Coordinated projects*

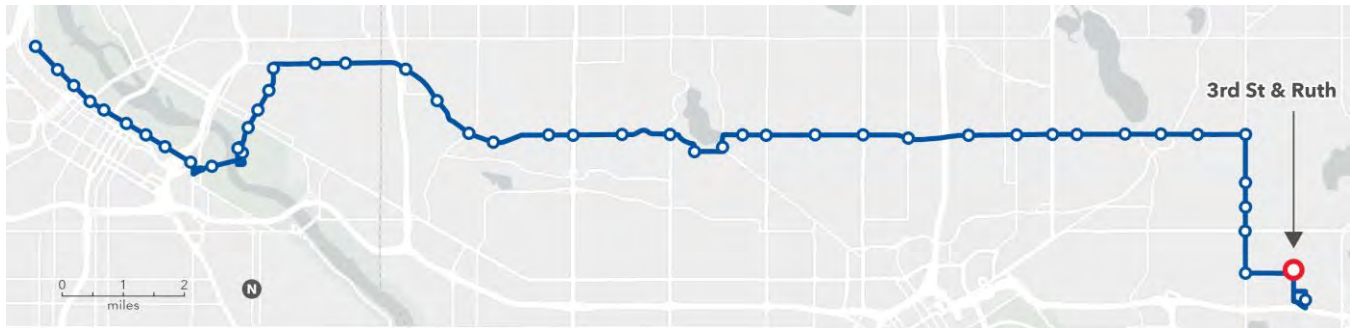
Ramsey County's [White Bear Avenue Corridor Study \(Maryland Avenue to Suburban Avenue\)](https://www.ramseycountymn.gov/residents/roads-transportation/current-road-projects/white-bear-avenue-corridor-study) is exploring changes to White Bear Avenue. Construction is planned for 2029-2030. For more details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

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.



## 3rd Street & Ruth



### *Station concept*

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

### *Station spacing*

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

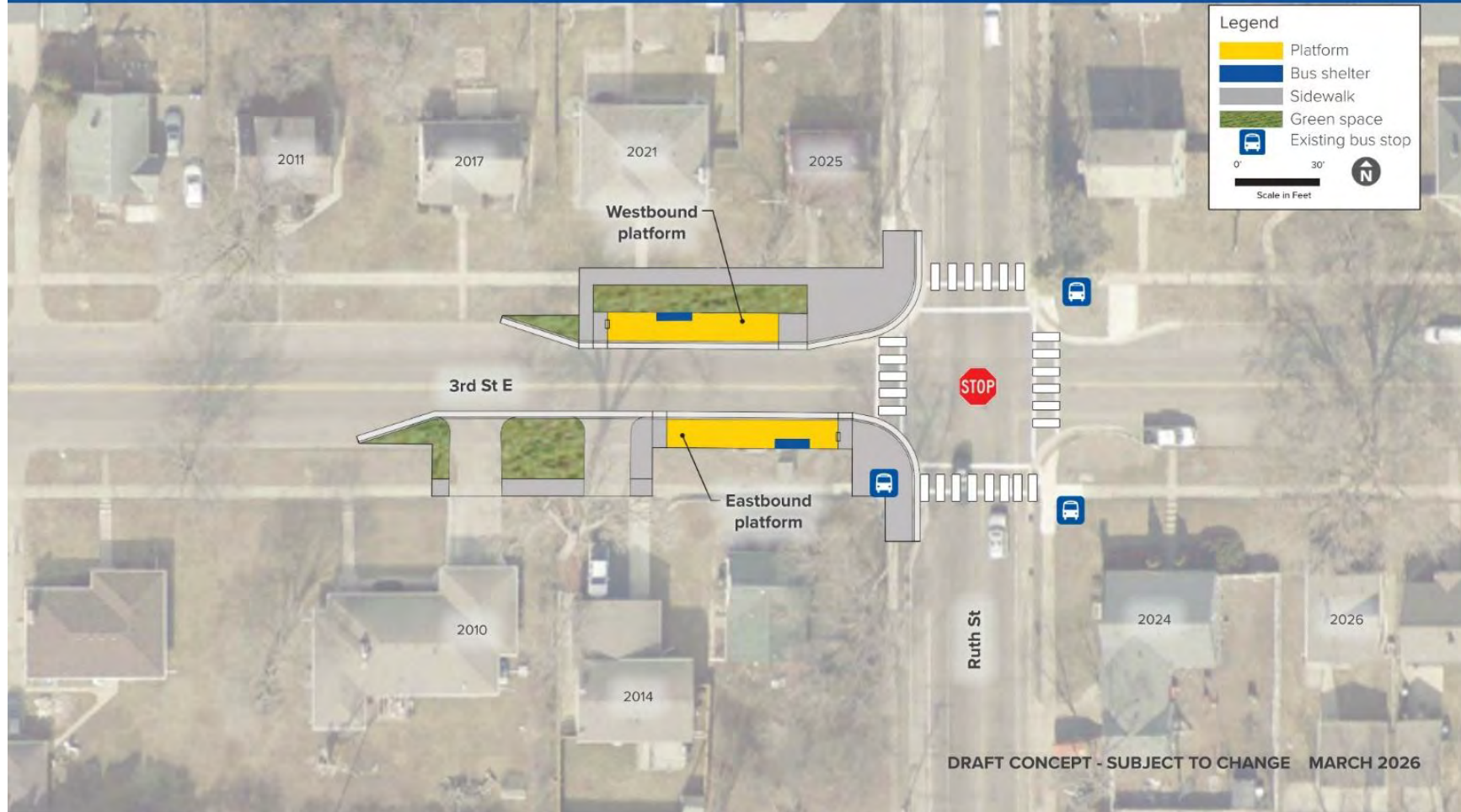
Distance to next station: 0.5 miles to Sun Ray Transit Center

### *Transit connections*

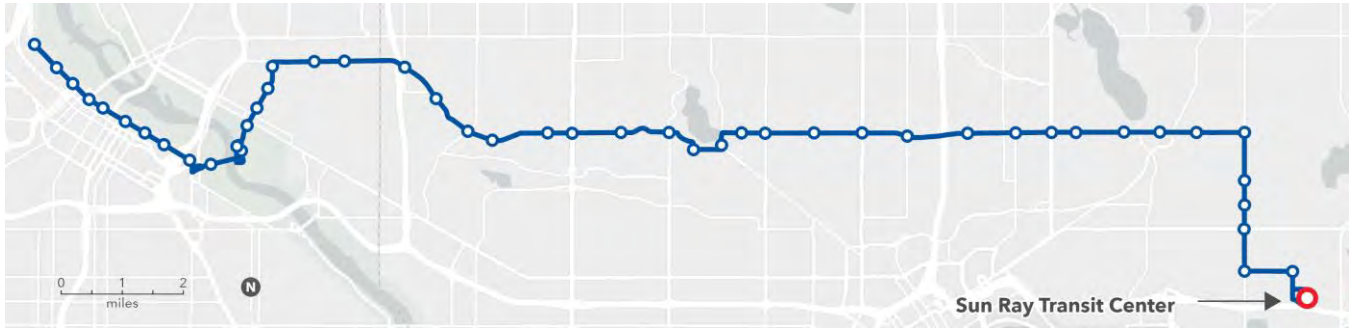
Routes 74, 80, and 219

### *Destinations*

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



## Sun Ray Transit Center



### *Station concept*

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

### *Station spacing*

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

### *Transit connections*

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

### *Destinations*

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

# Sun Ray Transit Center



## Appendix A: Draft Corridor Plan engagement summary

### Draft Corridor Plan engagement summary

Community feedback is a key consideration in the planning of a new Arterial BRT line. Draft Corridor Plan (DCP) engagement, the first of two public engagement periods during the H Line planning phase, is complete. This feedback has helped to shape the Recommended Corridor Plan.

The METRO H Line Draft Corridor Plan was released on March 23, 2026, initiating a six-week comment period. The primary goal of the comment period was to gather feedback from the public regarding station and platform locations. The DCP included 45 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

During the six-week engagement period, Metro Transit project staff conducted **43** engagement activities across the corridor and directly engaged with approximately **785** individuals.

These totals reflect participation through:

- **9** community events
- **19** pop-up engagement activities
- **3** college class presentations
- **7** neighborhood association and district council presentations
- **5** internal and partner meetings

These totals do not include phone conversations, email correspondence, or door-knocking interactions.

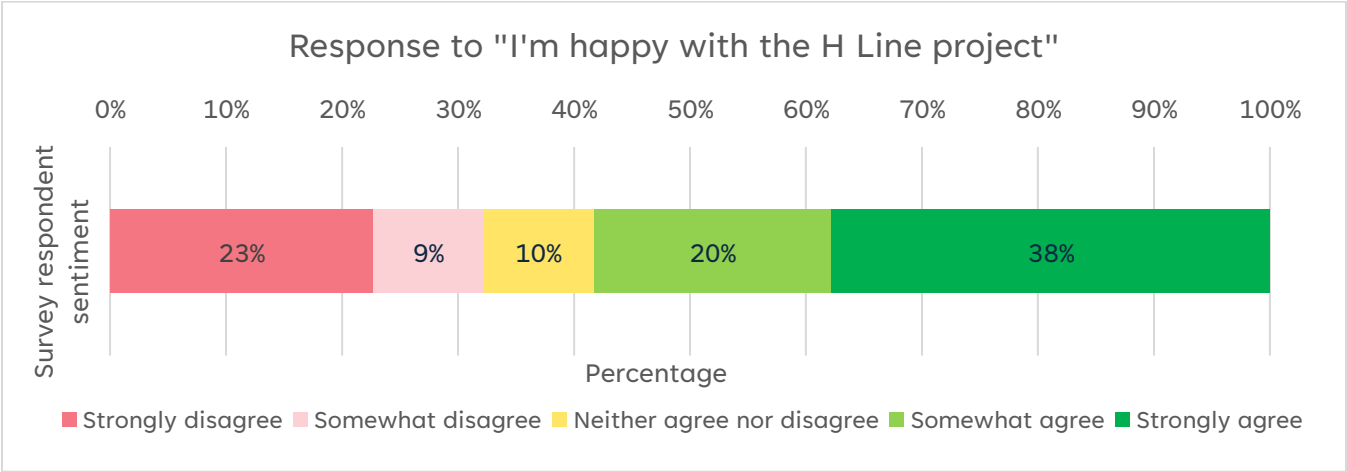
In addition to event-based engagement, outreach staff knocked on approximately **300** doors of station neighbors near proposed station intersections throughout the corridor.



# Overview of survey results

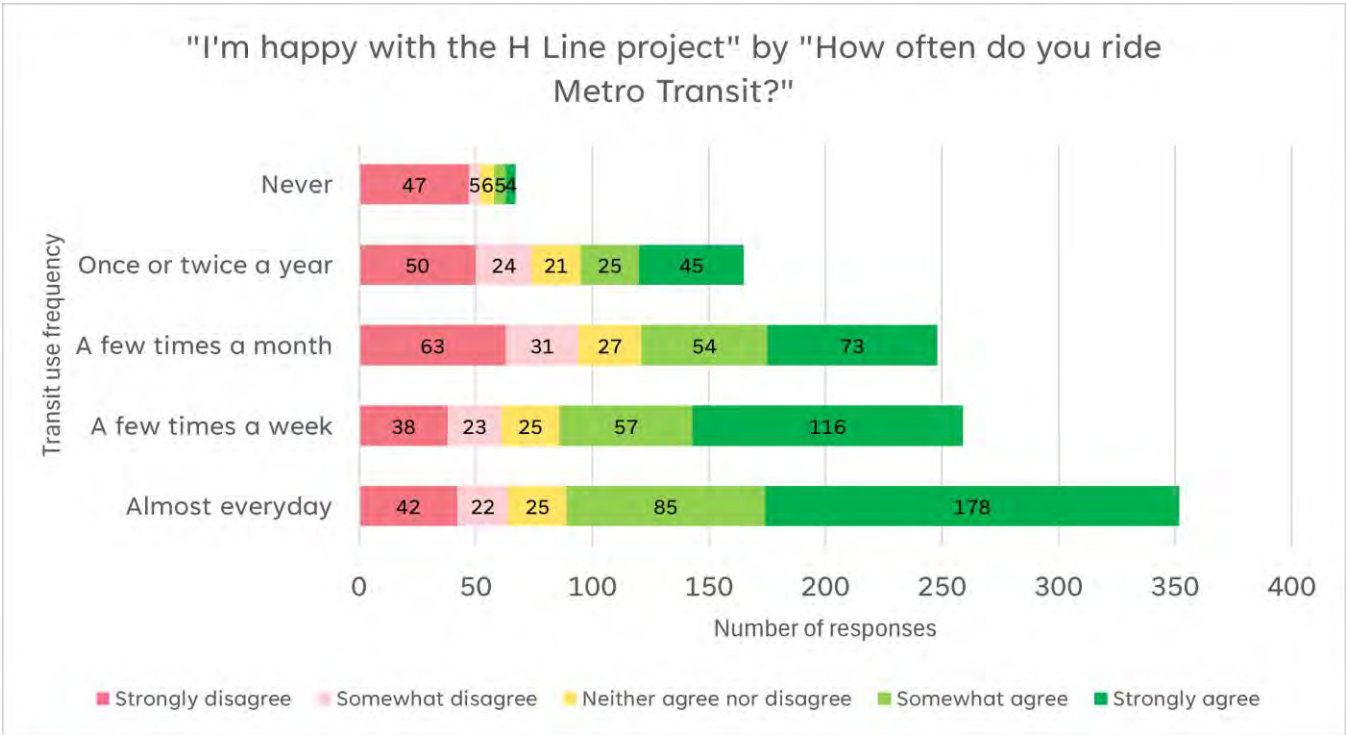
The H Line Draft Corridor Plan survey received 1,122 responses. Of those, approximately three-fifths (58%; 654 respondents) indicated that they “somewhat” or “strongly” agree with the statement, “I’m happy with the H Line project,” while 10% of respondents (107) indicated that they “neither agree nor disagree”, and 32% (361) responded that they “somewhat” or “strongly” disagree (**Figure 8**).

Figure 8. Overall project sentiment



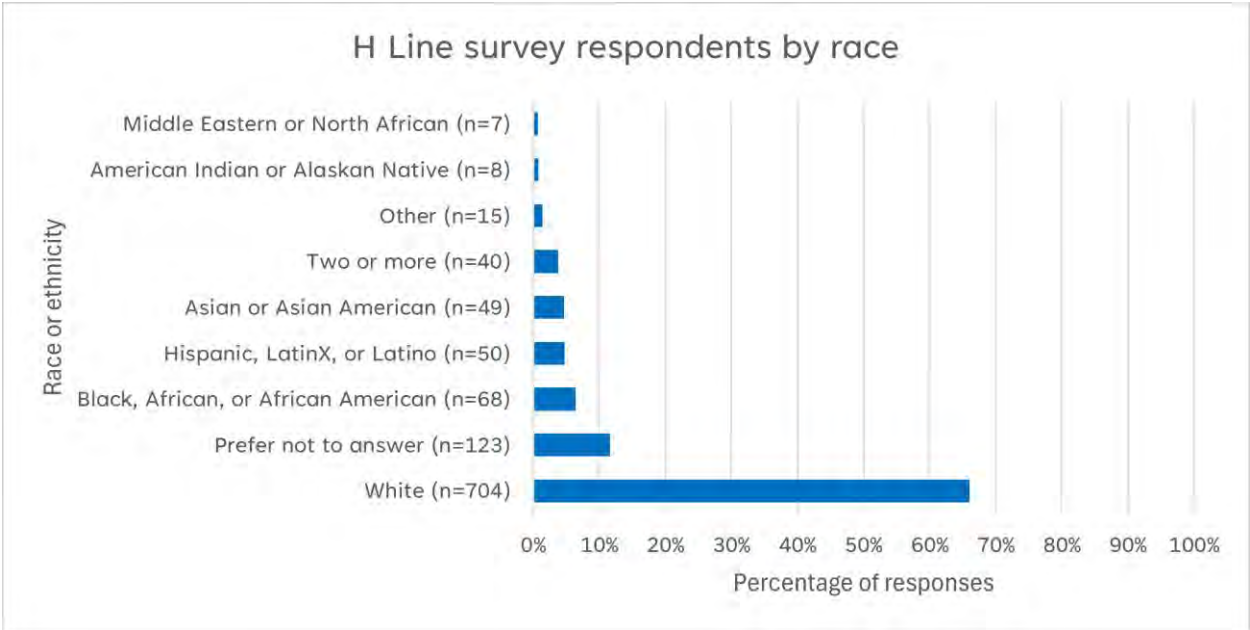
Project sentiment based on how often someone indicated that they ride Metro Transit is shown in **Figure 9**. More frequent riders agree or strongly agree at higher percentages with the statement “I’m happy with the H Line project” than infrequent transit riders or those who never use transit.

Figure 9. Project sentiment based on frequency of transit usage



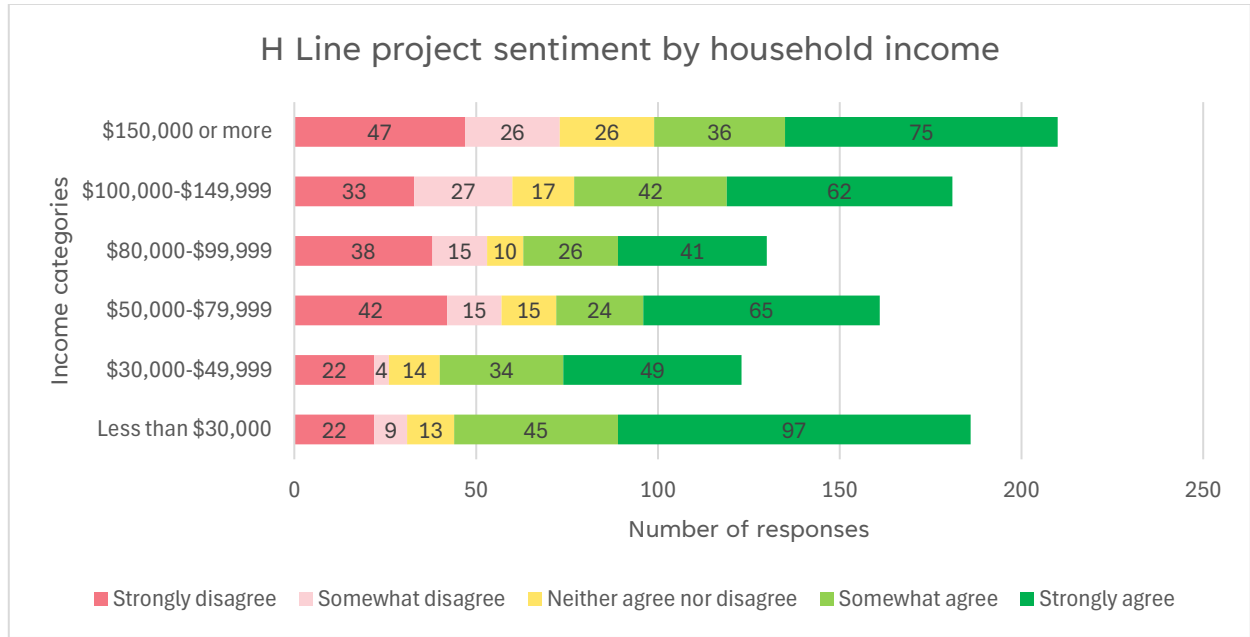
Of survey respondents who answered the optional question, “How do you describe your race, ethnicity and/ or origin?” 237 (25%) people identified as BIPOC, 704 (75%) people identified as white, and 123 people preferred not to answer. Across the entire H Line corridor about half of residents identify as white and half identify as BIPOC. **Figure 10** shows the distribution of survey respondents by how they identified their race, ethnicity and/ or origin.

**Figure 10. Survey respondents by race**



Survey response by household income was generally evenly distributed across six income brackets. **Figure 11** shows total number of survey responses across income brackets with respondent sentiment to the survey statement, “I’m happy with the H Line project”.

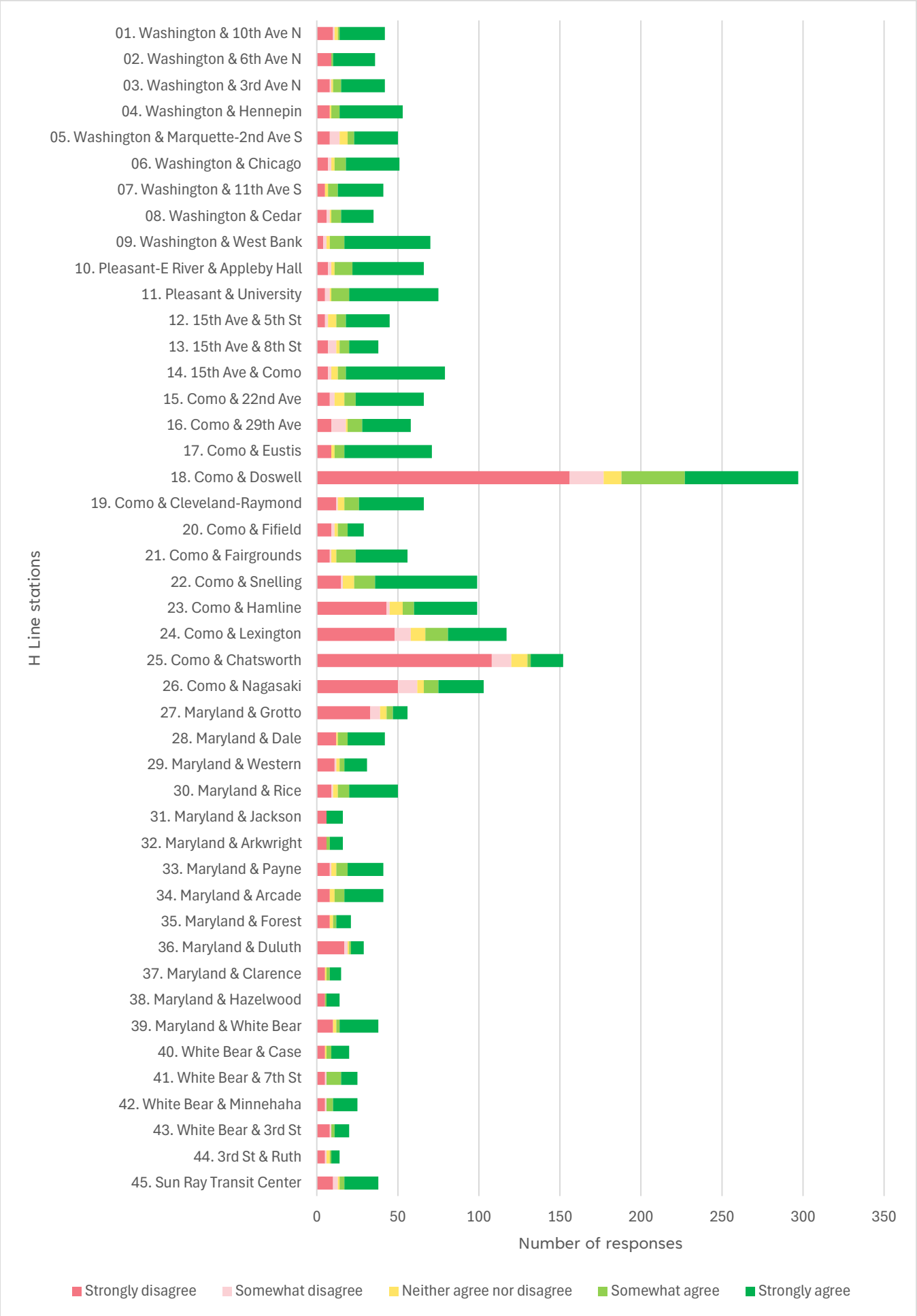
**Figure 11. H Line project sentiment by household income**



## Station specific feedback

Comments on specific station locations helped to identify station locations to evaluate and make changes to as part of the Recommended Corridor Plan. Responses to the statement, “I’m happy that the H Line will stop at this intersection” based on level of agreement are shown in the chart in **Figure 12**.

**Figure 12. “I’m happy that the H Line will stop at this intersection”, sentiment by station location**



## Station specific feedback

### *Station and platform locations*

The primary goal of the Draft Corridor Plan was to receive public input on the location of H Line stations and platforms. In response to public comment and additional review and coordination with project partners, Metro Transit evaluated station and platform changes at eight locations. More detail about each of the locations, the changes evaluated, and the recommendation is included in the [H Line Stations](#) section of the Recommended Corridor Plan. Use the links below to go directly to the full analysis.

#### [Washington & 5th Avenue S](#)

Evaluation of a new H Line Station at the Washington & 5th Avenue S intersection.

#### [15th Avenue & Como](#)

Evaluation of moving the station mid-block between Como Avenue and Brook Avenue.

#### [Como & 18th Avenue](#)

Evaluation of adding a new station at Como Avenue and 18th Avenue.

#### [Como & 27th Avenue](#)

Evaluation of moving the Como & 29th Avenue Station to Como Avenue and 27th Avenue.

#### [Como & Doswell](#)

Evaluation of moving the Como & Doswell Station.

#### [Como & Snelling](#)

Evaluation of moving the eastbound platform to the west side of Snelling Avenue.

#### [Como & Chatsworth](#)

Evaluation of moving the eastbound platform to Como Avenue nearside of Kilburn Avenue or removing the station.

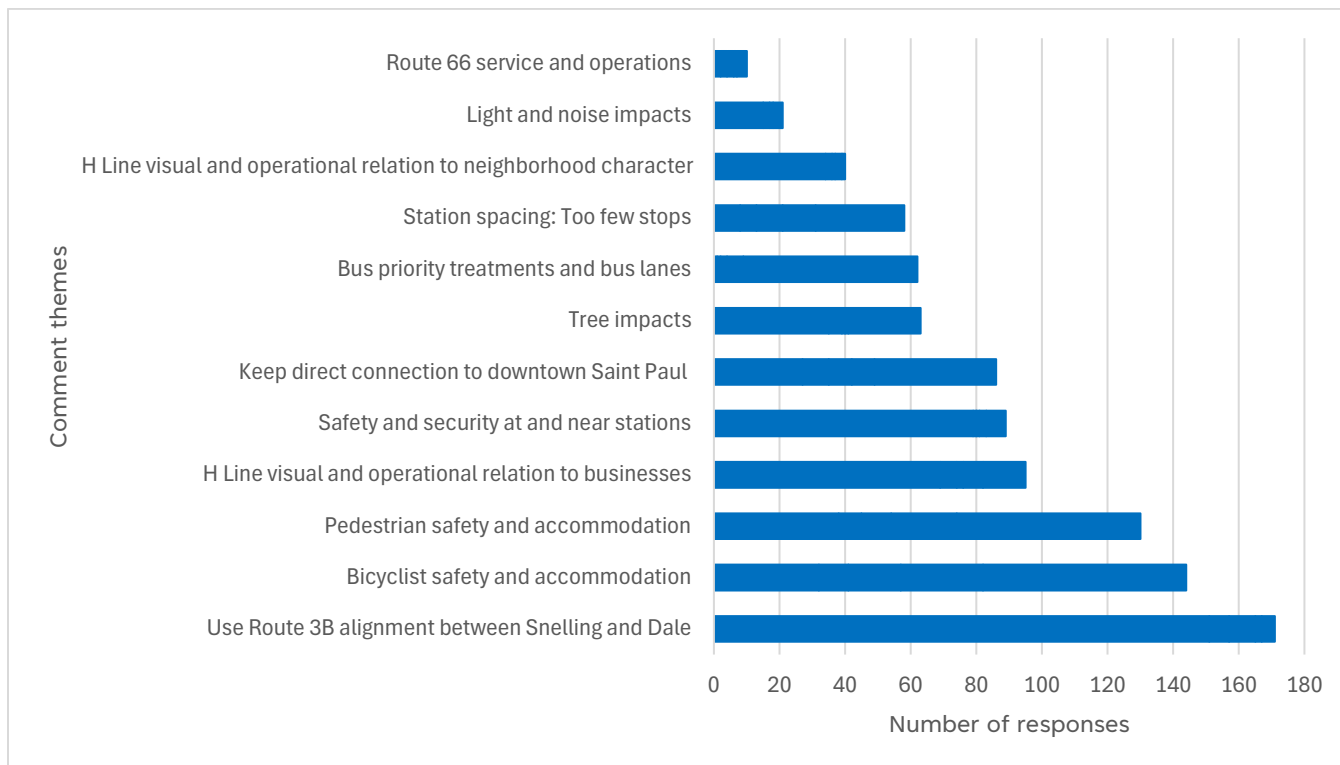
#### [Maryland & Grotto](#)

Evaluation of moving the westbound platform farside of the Grotto Street intersection.

## Key themes

Metro Transit project staff identified key themes following a review and organization of all comments received on the H Line Draft Corridor Plan survey. The themes shown in **Figure 13** represent comment themes combined across all H Line station and platform locations.

**Figure 13. Key themes across all stations and platforms**



### *Bicyclist safety and accommodation*

Some respondents expressed concern for BRT stations interacting with existing or future bikeway projects.

Metro Transit collaborates closely with agency partners to ensure safe interaction between BRT stations and bikeway projects, whether they are existing or programmed. Bikeways are considered during the planning phase, and details of safe bikeway and BRT interaction are determined during the design phase. There are existing examples of arterial BRT stations adjacent to a bikeway, such as the E Line Hennepin & Washington Station.

Many survey respondents specifically noted that Como Avenue in Saint Paul between 33rd Ave SE and Cleveland-Raymond Aves lacks a separated bikeway and that this will be a gap in the separated bikeway network once the City of Minneapolis completes its [Como Ave SE corridor improvement project](#), adding a two-way separated bikeway to the west of 33rd Avenue SE. The City of Saint Paul is currently undertaking a feasibility study looking at a Como Avenue separated bikeway. Once this is complete, Metro Transit will collaborate with the City of Saint Paul to develop the H Line platform design on Como Avenue.

### *Pedestrian safety and accommodation*

Some respondents expressed concern for the safety of pedestrians accessing H Line platforms.

Pedestrian safety is a key consideration for recommended platform locations. Most platform locations will include curb extensions that will reduce the crossing distance for people walking and rolling. Other pedestrian crossing improvements will be considered during the engineering phase of the project. Platform locations are typically located near intersections, rather than at midblock locations, to encourage transit riders to cross the road at intersections. Where possible, Metro Transit tries to locate stations at intersections controlled with a traffic signal or stop sign rather than at uncontrolled intersections to promote pedestrian safety.

### *H Line visual and operational impacts*

Some respondents expressed concern for visual impacts caused by the presence of a BRT station near their home or business around some station locations.

Metro Transit engages with station neighbors, including residents and business owners, throughout the project from planning through design and construction.

Consistent station design is important for providing predictable, accessible and recognizable BRT service. 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 H Line engineering (late 2026–2027), Metro Transit will identify specific placement of BRT shelters and other amenities. The station design will consider adjacent land uses and, where applicable, station features will also 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 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.

Existing examples of accommodating design include “night mode” on real-time screens at stations, where the background goes from white to black during dark hours, to lessen nighttime visual impacts and brightness. Artistic wraps can be used on shelters and electrical cabinets where appropriate with the ability to work with neighborhood organizations on designs.

### *Safety and security at and near stations*

Some respondents expressed concern for safety and security of buildings adjacent to stations, or riders 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, 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.

### *Keep a direct connection to downtown Saint Paul*

Some 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.

- The H Line alignment was identified during Metro Transit’s Network Next process in 2021 and adopted by the Metropolitan Council.
- Arterial BRT lines are designed to serve areas where many people live and use the bus. Lines are planned to be direct and easy to understand.
- The proposed Route 66 will retain the connection to downtown Saint Paul via Energy Park Drive, Front Avenue, and Como Avenue.
- The METRO G Line will open in 2027, prior to the H Line, and will have a convenient and high frequency north-south transfer with the H Line at Maryland & Rice. The G Line will serve downtown Saint Paul with 10- to 15-minute bus frequency. Customers transferring from the H Line to the G Line will wait at a comfortable station including a shelter with light and heat, benches, and real time bus arrival information. Estimated wait times are around five minutes on average for the next bus to take them southbound into downtown Saint Paul.

### *Tree impacts*

Some respondents expressed concern for the impacts that an H Line station may have on existing trees at platform locations or surrounding green space.

Trees provide many benefits, including providing shade for riders waiting at stops. Metro Transit seeks to minimize impacts to existing trees in designing and building BRT stations. Where possible, platform design will incorporate existing mature trees to avoid removing or damaging them. Where direct impacts on existing trees cannot be avoided in platform design, Metro Transit will coordinate with the City of Minneapolis, Minneapolis Park & Recreation Board, City of Saint Paul, and other appropriate parties regarding potential relocation and on-site tree replacement options. H Line platform designs include space to plant new trees within the platform.

BRT projects aim for a one-to-one tree replacement when tree removal is required for construction. The priority is to replant a tree at the same intersection quadrant, and if that isn’t feasible, at another quadrant of the same intersection. If that is also not feasible, Metro Transit will work with the city to determine the best place to replant an additional tree.

### *Bus priority treatments and bus lanes*

Some respondents expressed interest and questions about what bus priority treatments will be implemented as part of the H Line project.

- Metro Transit works with its partners to add bus priority treatments, including bus-only lanes, transit signal priority (TSP), and queue jumps to arterial BRT corridors. Planning and coordination with project partners on bus priority treatments will continue through H Line project development.
- Like other Arterial BRT lines, the H Line will use TSP at the majority of signalized intersections along the corridor.
- Arterial BRT platforms are preferred to be “farside” of the station intersection (meaning after the signal / intersection, as opposed to before). Farside platforms are usually preferred at signalized intersections because they are more compatible with TSP and help the bus keep moving after

serving a stop. When a platform is nearside, it is more likely that the bus will stop to serve passengers and then wait at a red light. Farside platforms also help buses avoid conflicts with right-turning vehicles.

### *Station spacing: Too few stops*

Some respondents expressed concern about having too few stops or too many 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. 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.

### *Route 66 service and operations*

Route 3B service between downtown Saint Paul and Como Avenue & 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 Draft 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.

## How to give your feedback

The Draft Corridor Plan engagement period utilized a broad range of outreach strategies to engage corridor communities and gather feedback on proposed station locations and service changes.

The current phase of engagement for the Recommended Corridor Plan will build upon lessons learned during this period with an increased focus on targeted outreach, demographic representation, and continued clarification regarding proposed service changes.

Community feedback is an important part of the arterial BRT planning process. Metro Transit is asking for public comment on updates to proposed H Line station locations. Explore the plan and provide your feedback by October 7. There are several ways to share your feedback:

- Comment online [here](#) by October 7, 2026
- Email comments to [HLine@MetroTransit.org](mailto:HLine@MetroTransit.org)
- Call Customer Experience at 612-373-3333

The Recommended Corridor Plan survey will be open from September 10 to October 7, 2026.

To stay in touch, sign up for the H Line project updates at the project website:

<https://www.metrotransit.org/h-line-project>

The Recommended Corridor Plan engagement will help inform the Final Corridor Plan.

## Public agency and community letters received during the Draft Corridor Plan engagement

### Technical Advisory Committee (TAC)

Staff members from agencies along the H Line corridor supported the development of the Draft Corridor Plan. TAC members gave feedback to the project team and reviewed station and platform locations.

Participating agencies include:

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

May 4, 2026

Dear Mr. Burrows,

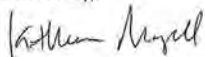
Minneapolis Public Works appreciates the opportunity to review and comment on the Draft Corridor Plan for the METRO H Line Arterial Bus Rapid Transit (BRT) project. The H Line is proposed to operate along Washington Ave, Pleasant St, 15<sup>th</sup> Ave SE, and Como Ave SE which are major thoroughfares 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



**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

**Phone**  
612-230-6400

**Fax**  
612-230-6500

[www.minneapolis-parks.org](http://www.minneapolis-parks.org)

**President**  
Tom Olsen

**Vice President**  
Kedar Deshpande

**Commissioners**  
Cathy Abene  
Kay Carvajal Moran  
Dan Engelhart  
Meg Forney  
Amber A. Frederick  
Jason Garcia  
Charles Rucker

**Superintendent**  
Al Bangoura

**Secretary to the Board**  
Jennifer B. Ringold

2024



Gold Medal  
Winner

Accredited



Since 2010

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. 15<sup>th</sup> 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 15<sup>th</sup> is finally designed.
4. Como & 29<sup>th</sup> 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 27<sup>th</sup> 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 27<sup>th</sup> 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 between the H-Line and an active park could be a great benefit to the community. Should the station remain at 29<sup>th</sup> 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



**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 6<sup>th</sup> 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.



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 3<sup>rd</sup> 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



**SAINT PAUL  
MINNESOTA**

**DEPARTMENT OF PUBLIC WORKS  
DEB BARBER, DIRECTOR**

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

- 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

May 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](mailto:kyle.burrows@metrotransit.org)

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 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.



























































