METRO H Line

Recommended Corridor Plan

August 24, 2026

Comment Period September 10 - October 7, 2026

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
- Email comments to 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.

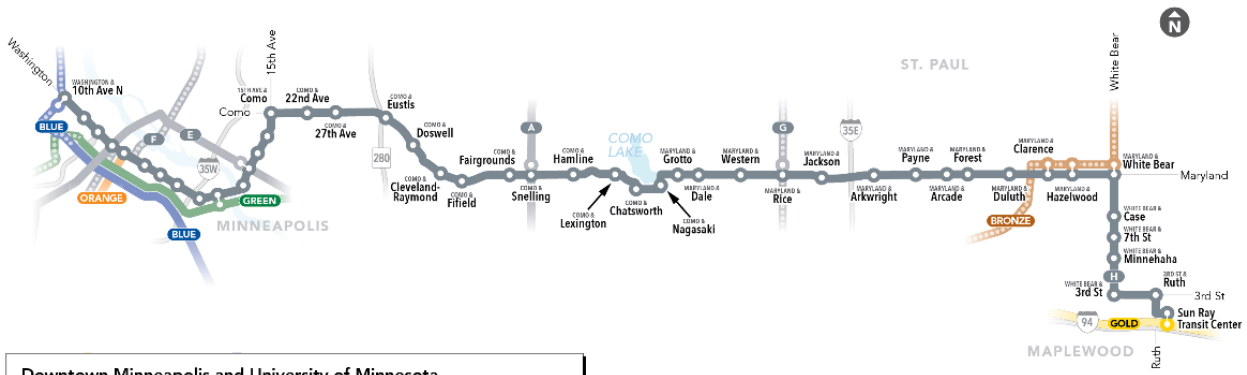
Corridor overview

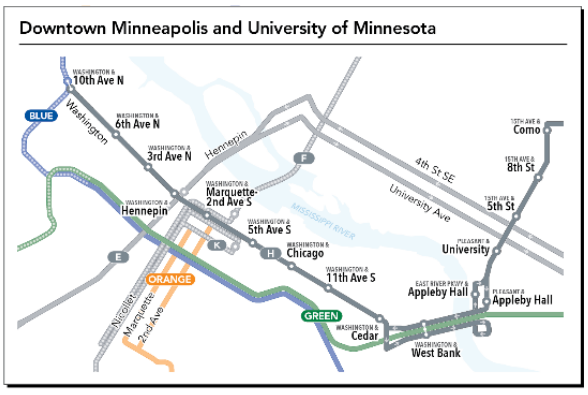
The H Line is a planned arterial bus rapid transit (BRT) line that will provide faster and more reliable transit service in the Como Avenue and Maryland Avenue corridor, which is served today primarily by Route 3 and Route 80.

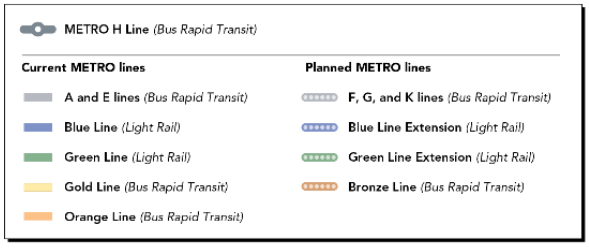
The 17-mile H Line will run from downtown Minneapolis to the Sun Ray Transit Center on Saint Paul's East Side, providing new east-west service connecting the two cities. The route will travel on Washington Avenue, Pleasant Street, 15th Avenue, and Como Avenue in Minneapolis, and on Como Avenue, Maryland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

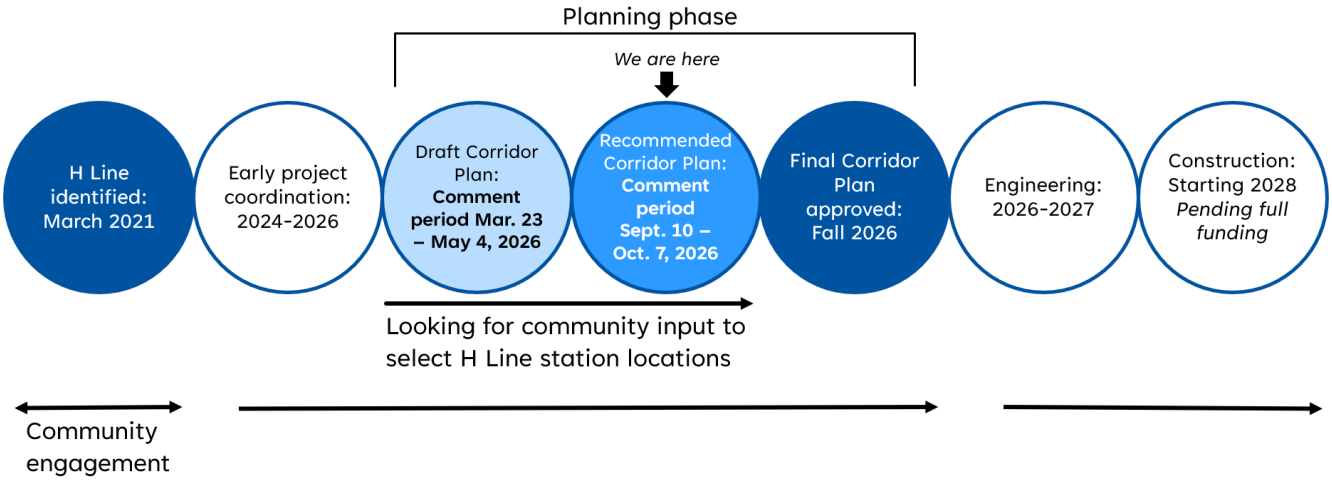
Project schedule

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.

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Introduction

Metro Transit is continuing to expand the arterial bus rapid transit (BRT) network in the region.

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

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
- Email comments to 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.

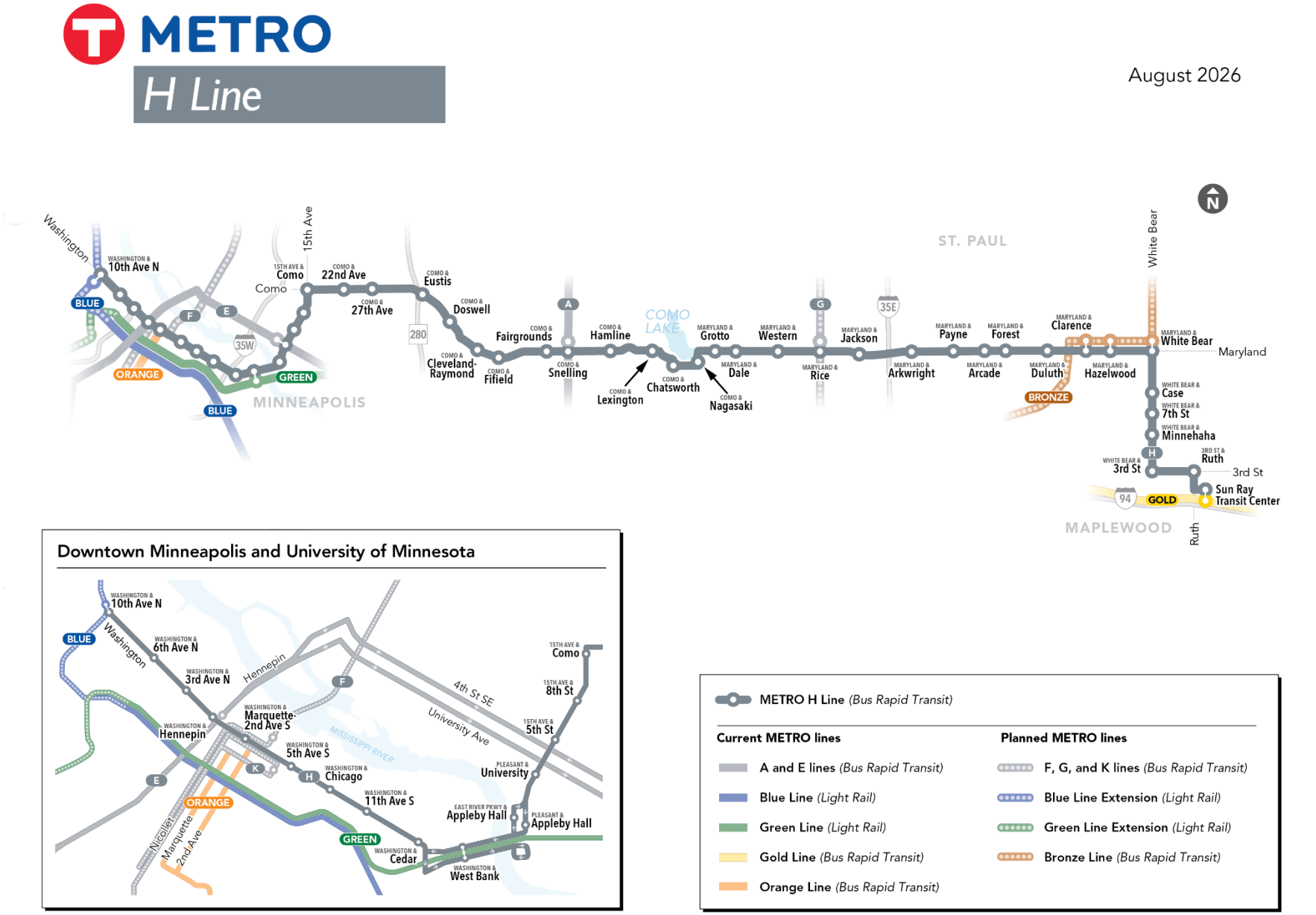
The H Line will run from downtown Minneapolis to the Sun Ray Transit Center on Saint Paul's East Side, providing new east-west service connecting the two cities. The route will travel on

- 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 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.

Figure 1. H Line corridor map



Did you know?

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

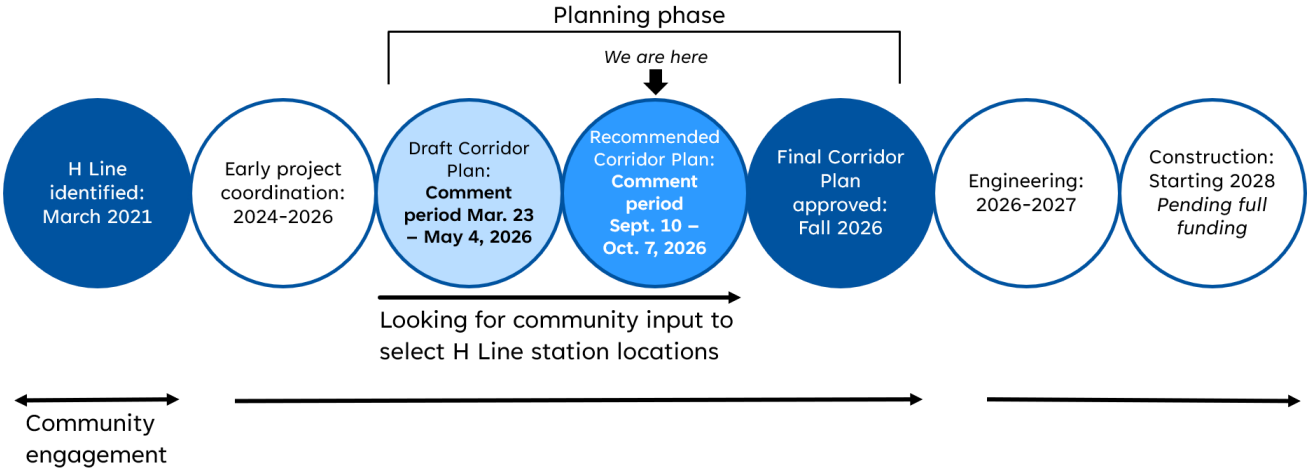
During the planning phase, the project team develops the corridor plan. The corridor plan identifies the location of stations and platforms. Metropolitan Council approval of this plan will set the location of platforms within the intersection. This is an important step before beginning project engineering. 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
- Call Customer Experience at 612-373-3333
- Sign up for project updates at metrotransit.org/h-line-project.

What is Arterial BRT?

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

Arterial BRT network

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

Existing:

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

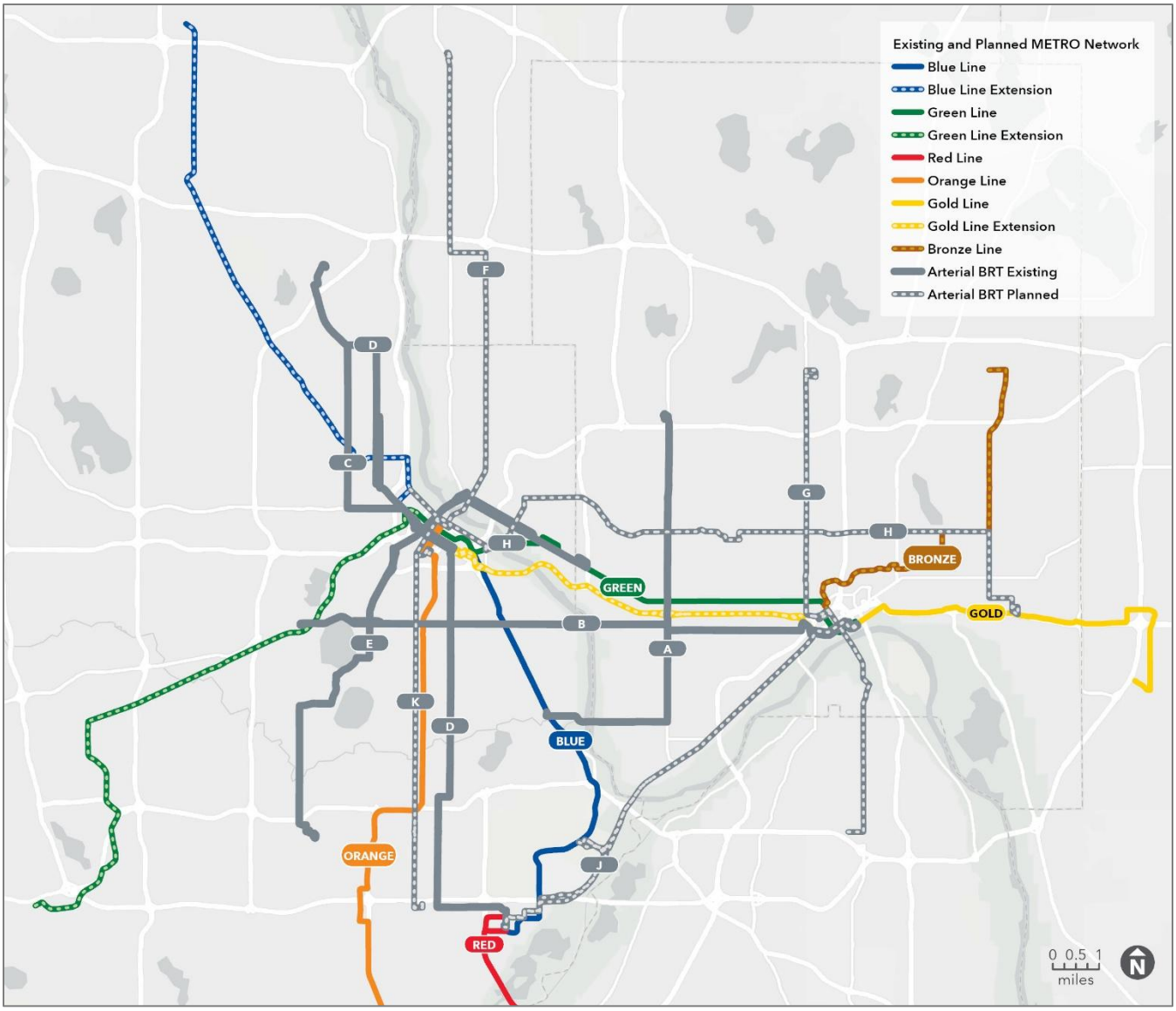
Planned:

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



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

Figure 2. Existing and Planned METRO Network

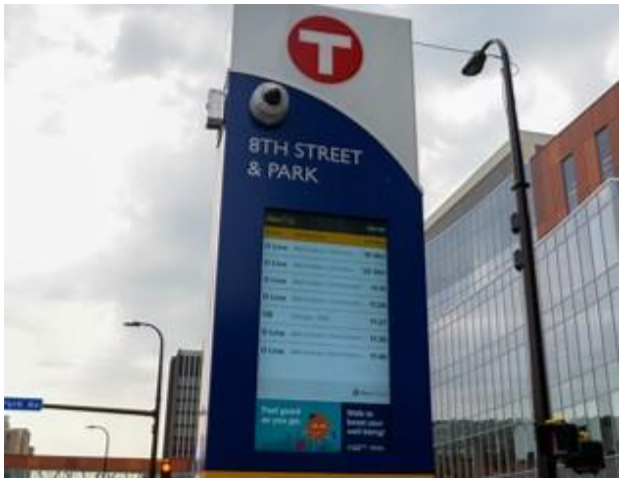


Arterial BRT attributes

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



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



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



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

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



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



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



Project elements

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



Stations

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

Station spacing

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

Existing ridership & transit connections

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

Destinations

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

Safe pedestrian crossings

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

Street design & available right-of-way

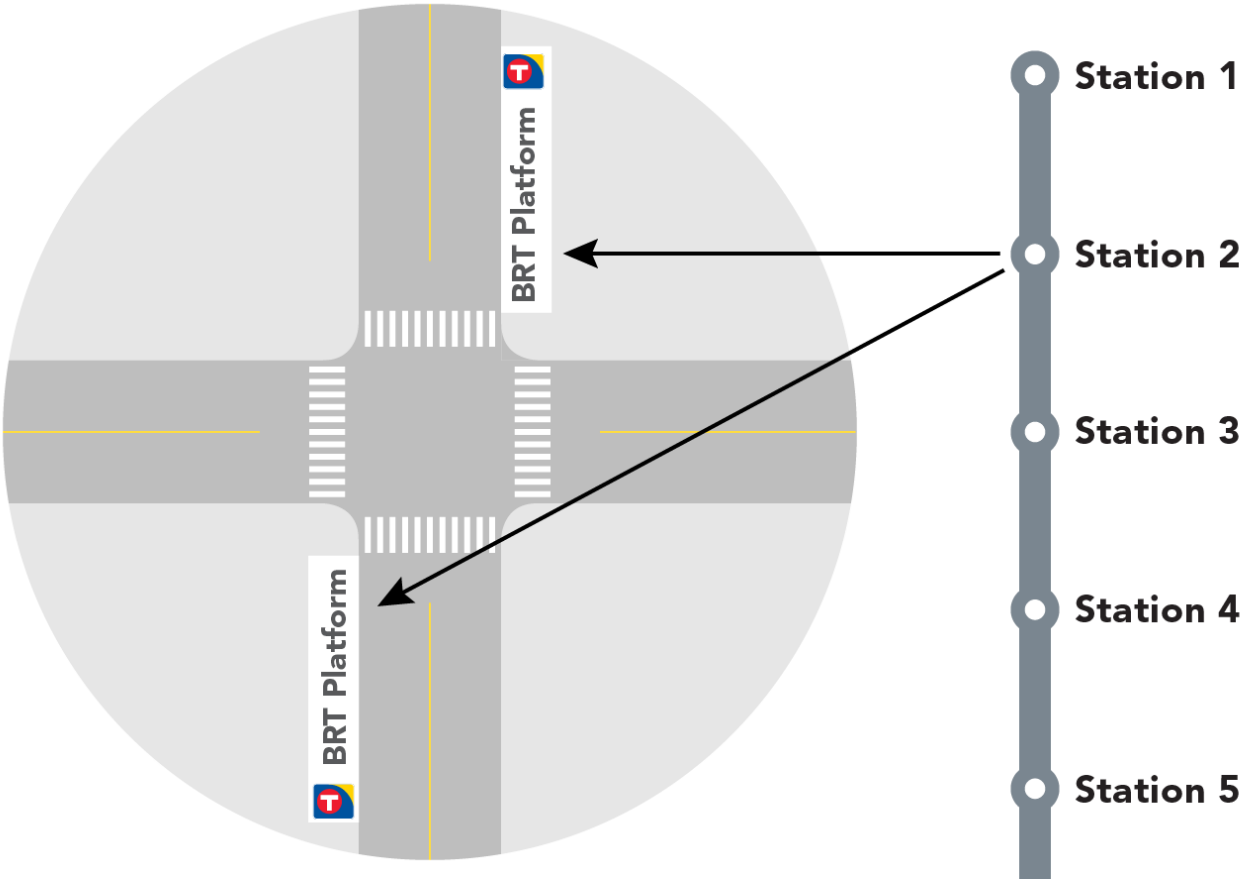
The street design affects where stations can be placed. Driveways, medians, bicycle lanes, sidewalks, and space available are all parts of the street design that are considered when locating stations.

Community feedback

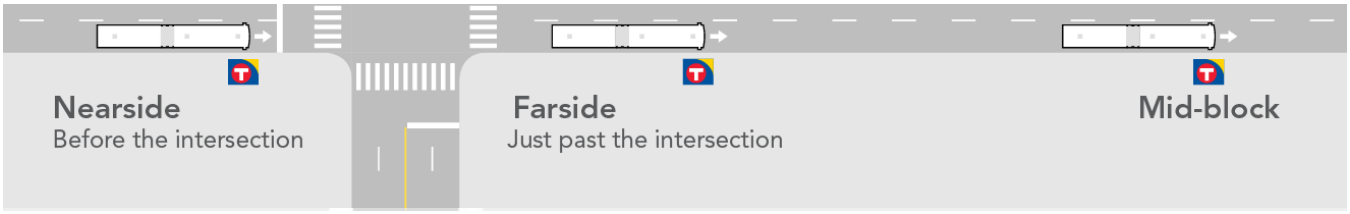
Metro Transit asks customers and the public for their feedback on station locations during the planning process. Responses help to inform the decision about where stations should be located.

Platforms

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



Platform location



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

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

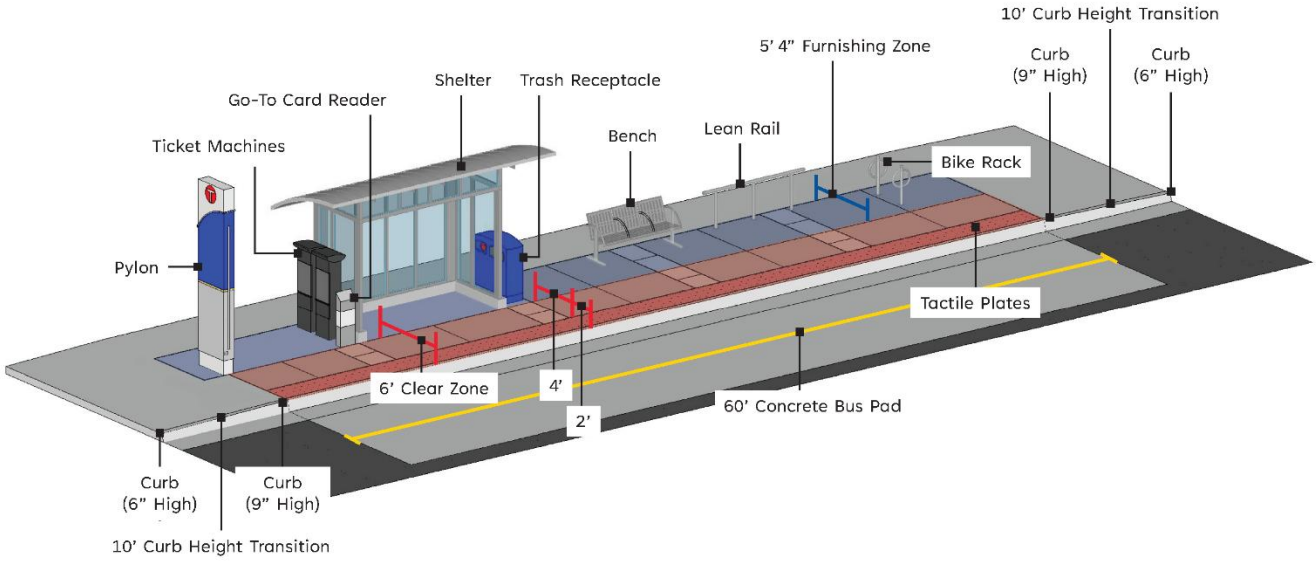
Farside platforms are usually preferred for arterial BRT service because they help the bus move faster. Transit signal priority (TSP) helps buses get through green lights and works best when the platform is farside. Farside platforms help buses to stop only once at an intersection. When a platform is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

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

Platform size

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

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



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

Near-level boarding

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

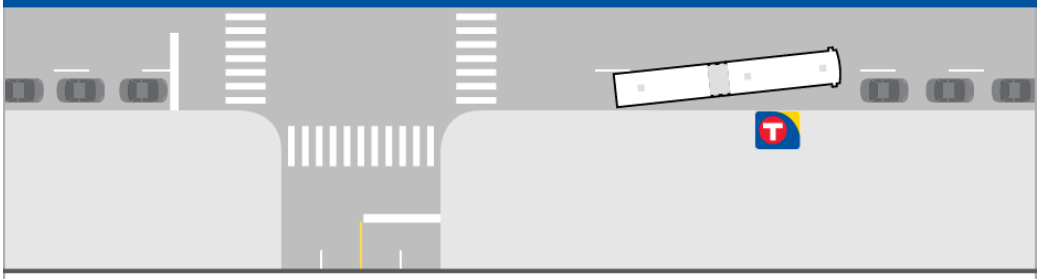
In-lane stops

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

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

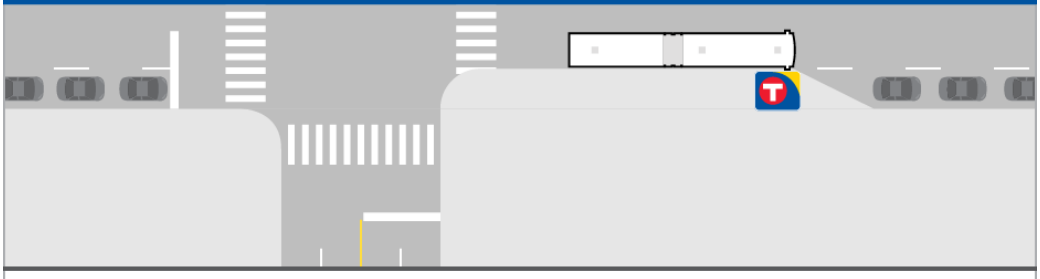
In-lane stops may not be appropriate on roads where cars and trucks travel at high speeds. For safety reasons, the bus will pull out of traffic to stop in these areas.

Station without curb extension



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

Station with curb extension



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

Shelters

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



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



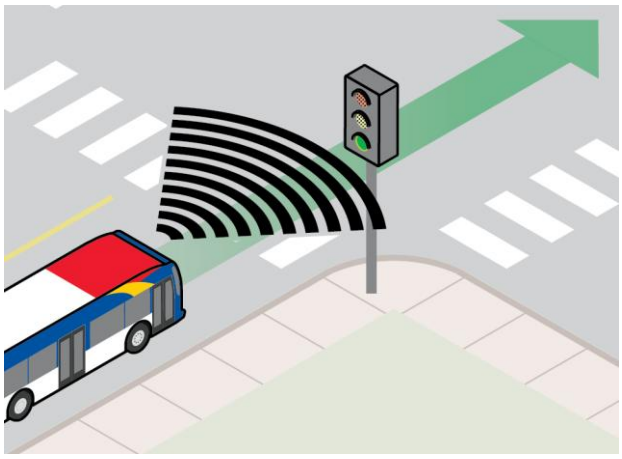
Medium shelter 24 feet long, 5 feet wide, and 9-12 feet high



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

Bus priority treatments

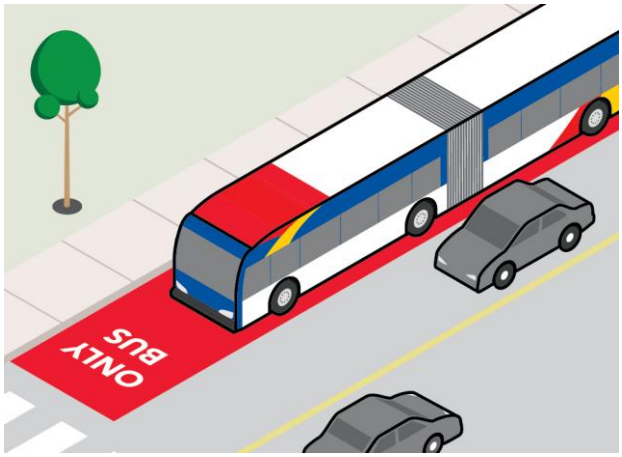
A key goal for arterial BRT projects is to provide fast and reliable service. Bus priority treatments are tools to help buses avoid delays that slow them down. When the bus can move through the corridor quickly, customers can rely on the bus to get them to their destination on time. Metro Transit works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



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



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



Bus-only lanes may be used in arterial BRT corridors to increase speed and reliability. Bus-only lanes are parts of the road that can only be used by buses. 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.

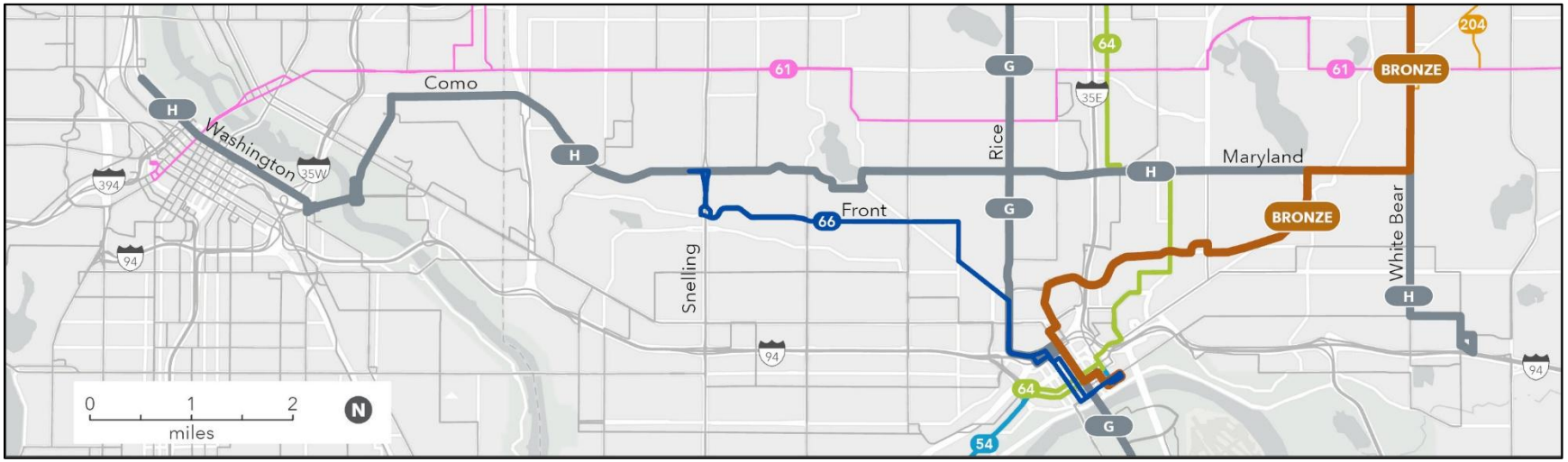
Route 64

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 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 for more details.

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

Changes to Route 54, Route 64, and Route 61 are planned to occur when the Bronze Line opens (**Figure 4**). These changes are recommended in Metro Transit's Network Now framework. Network Now is a plan for transit service improvements through 2027. Visit metrotransit.org/network-now for more details.



Five passengers board a 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

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

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.minneapolisparks.org/park-care-improvements/park-projects/current_projects/grand_rounds_missing_link/

Maryland Avenue Improvements (E Como Boulevard to Rice Street)

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

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

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

Rice Street Reconstruction

- Lead agency: Ramsey County
- H Line station affected: Maryland & Rice. Based on coordination with Metro Transit, the Rice Street project constructed enhanced transit facilities on Maryland Avenue just west of Rice Street. H Line construction is planned to upgrade these transit facilities to be full BRT platforms with standard station amenities.
- 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

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

METRO Bronze Line

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

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

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

H Line stations

The H Line has 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.

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

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.

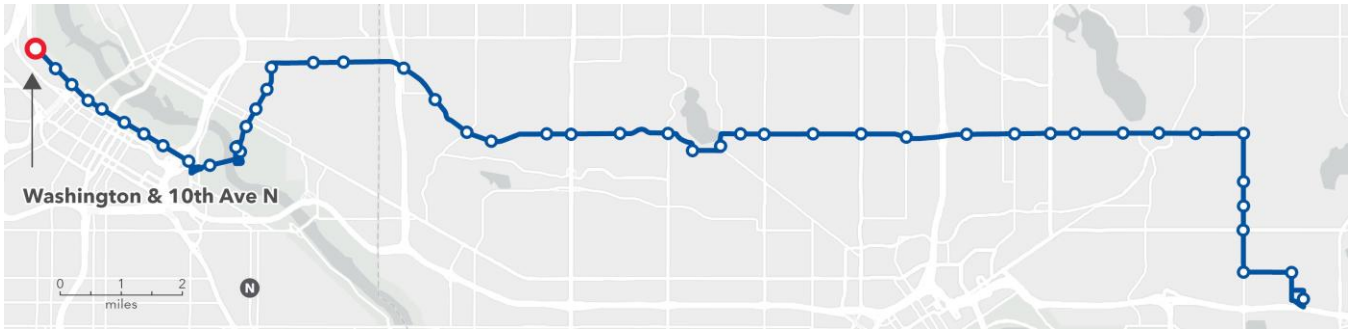
Como & Chatsworth

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

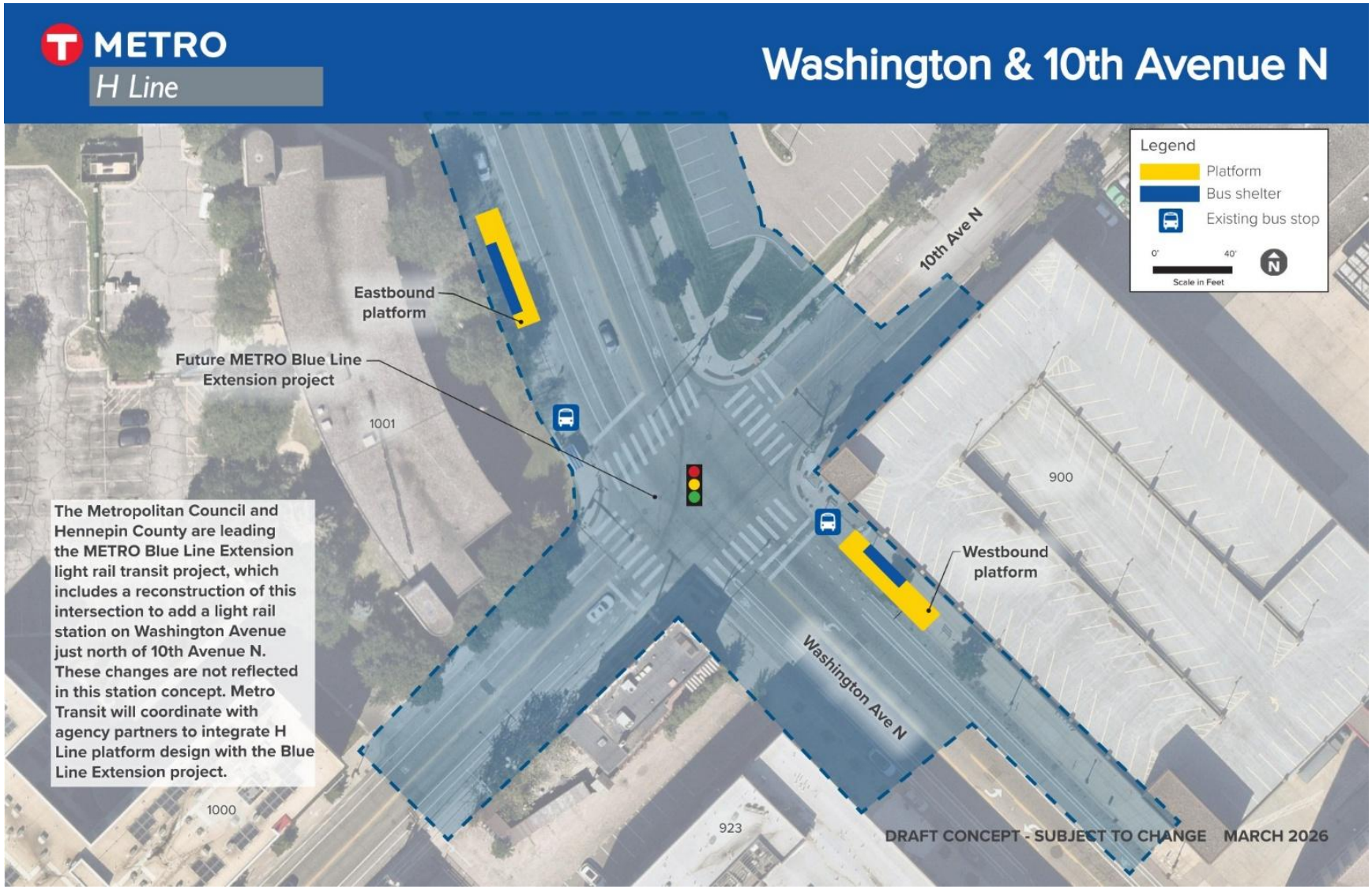
Routes 7 and 14, future METRO Blue Line Extension

Destinations

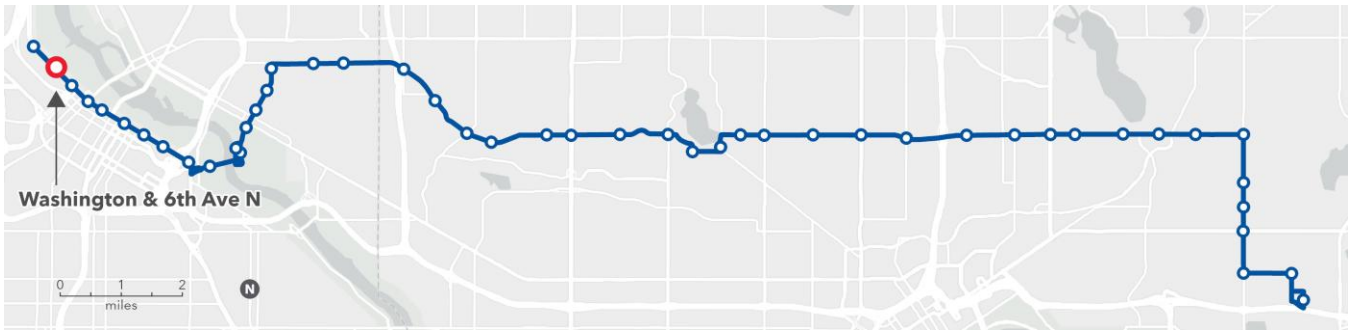
Minneapolis Public Housing Authority headquarters, residential buildings, and various commercial destinations in the North Loop district

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.


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

Washington & 6th Avenue N



Station concept

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

Station spacing

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

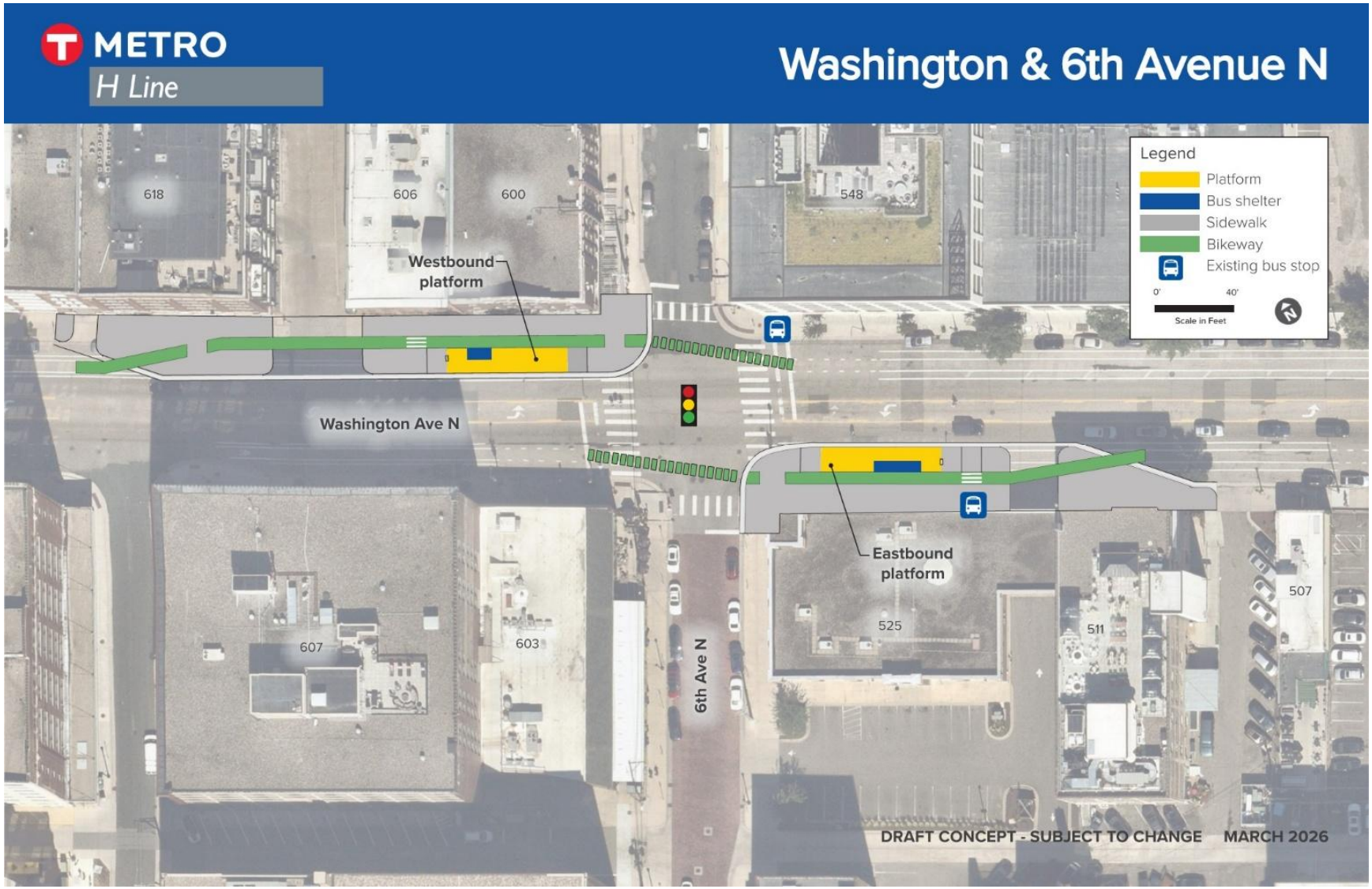
Distance to next station: 0.25 miles to Washington & 3rd Avenue N

Transit connections

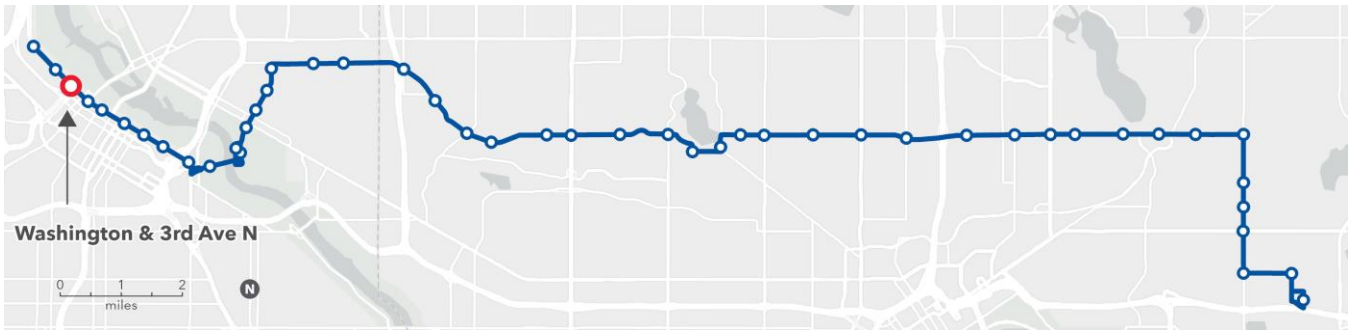
Routes 7 and 14

Destinations

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


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

Washington & 3rd Avenue N



Station concept

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

Station spacing

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

Distance to next station: 0.25 miles to Washington & Hennepin

Transit connections

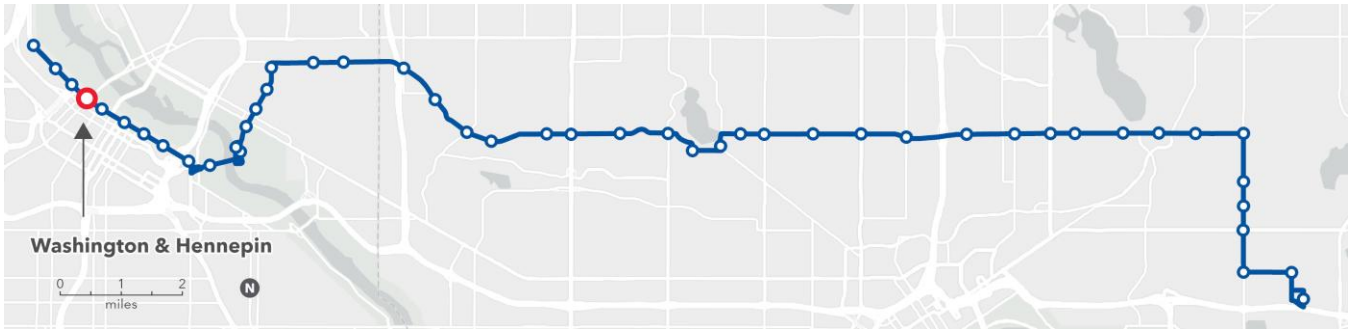
Routes 7 and 14

Destinations

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


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

Washington & Hennepin



Station concept

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

Station spacing

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

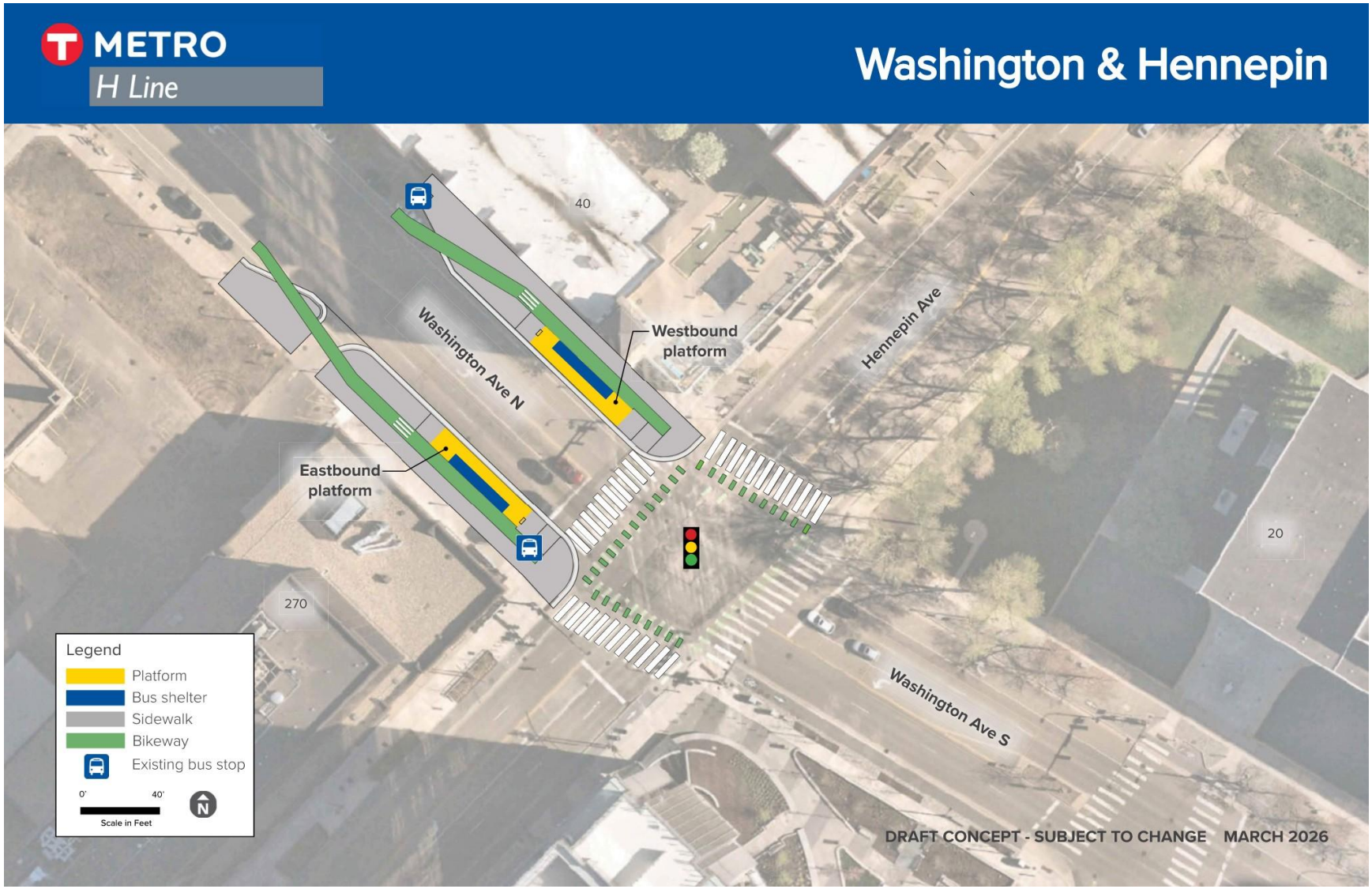
Distance to next station: 0.2 miles to Washington & Marquette-2nd Avenue S

Transit connections

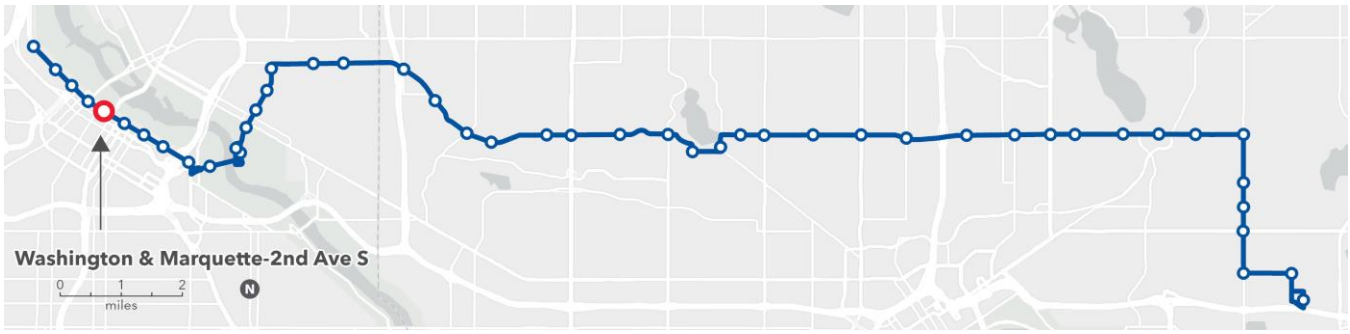
METRO E Line, Routes 4, 7, 14, 61, and 698

Destinations

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


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

Washington & Marquette-2nd Avenue S



Station concept

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

Station spacing

Distance from previous station: 0.2 miles from Washington & Hennepin

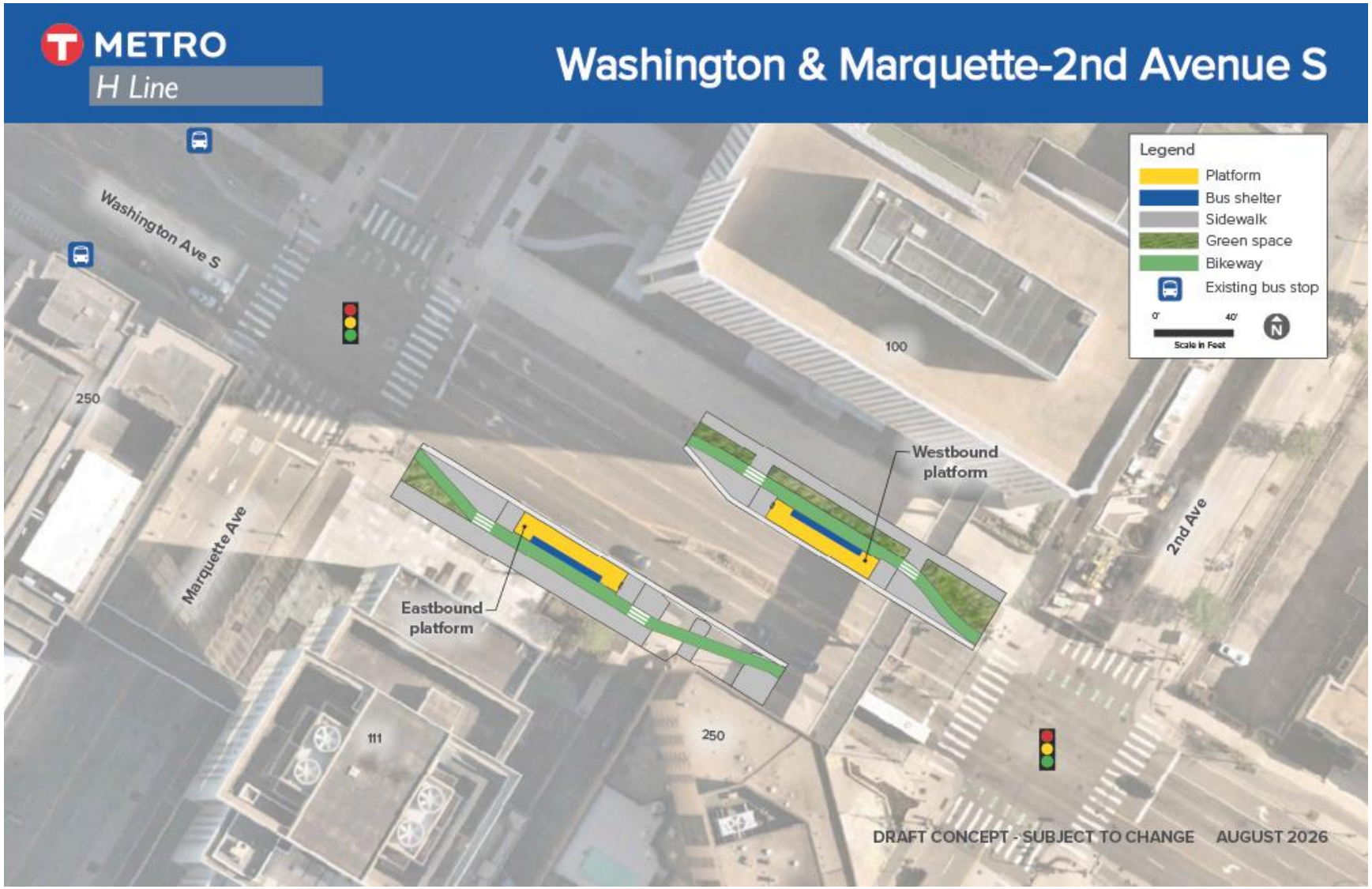
Distance to next station: 0.25 miles to Washington & 5th Avenue S

Transit connections

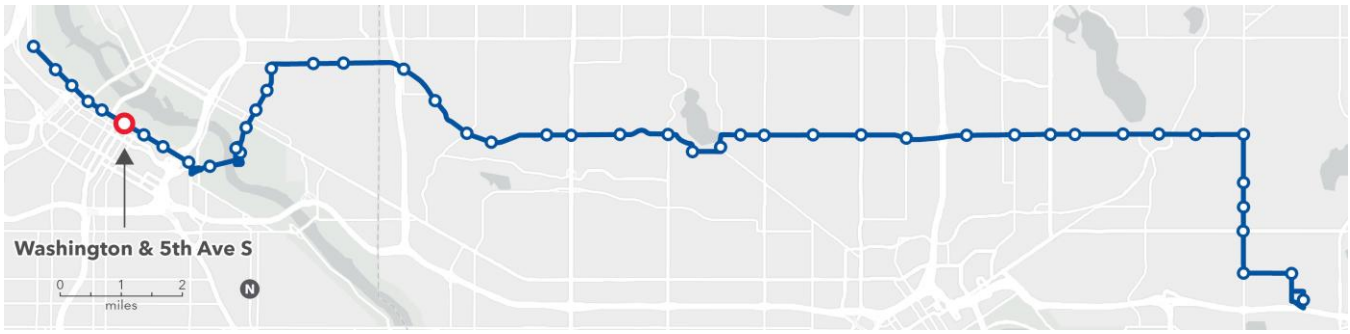
Many. Several local routes serve Nicollet Mall. Several express and limited-stop routes, along with the METRO Orange Line, serve the Marquette-2nd Avenue corridor.

Destinations

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


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

Washington & 5th Avenue S



Station concept

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

Station spacing

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

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

Transit connections

Routes 7 and 22

Destinations

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

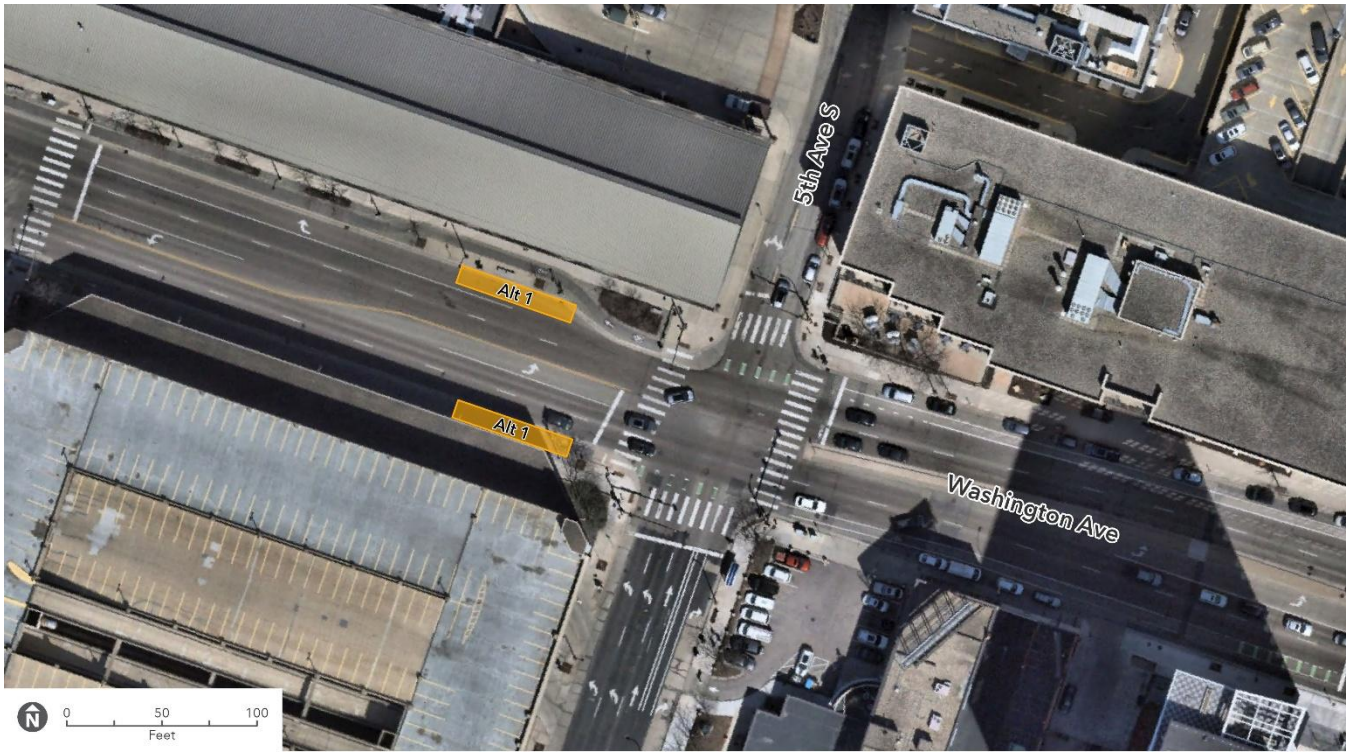
Additional analysis based on draft plan input

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**.

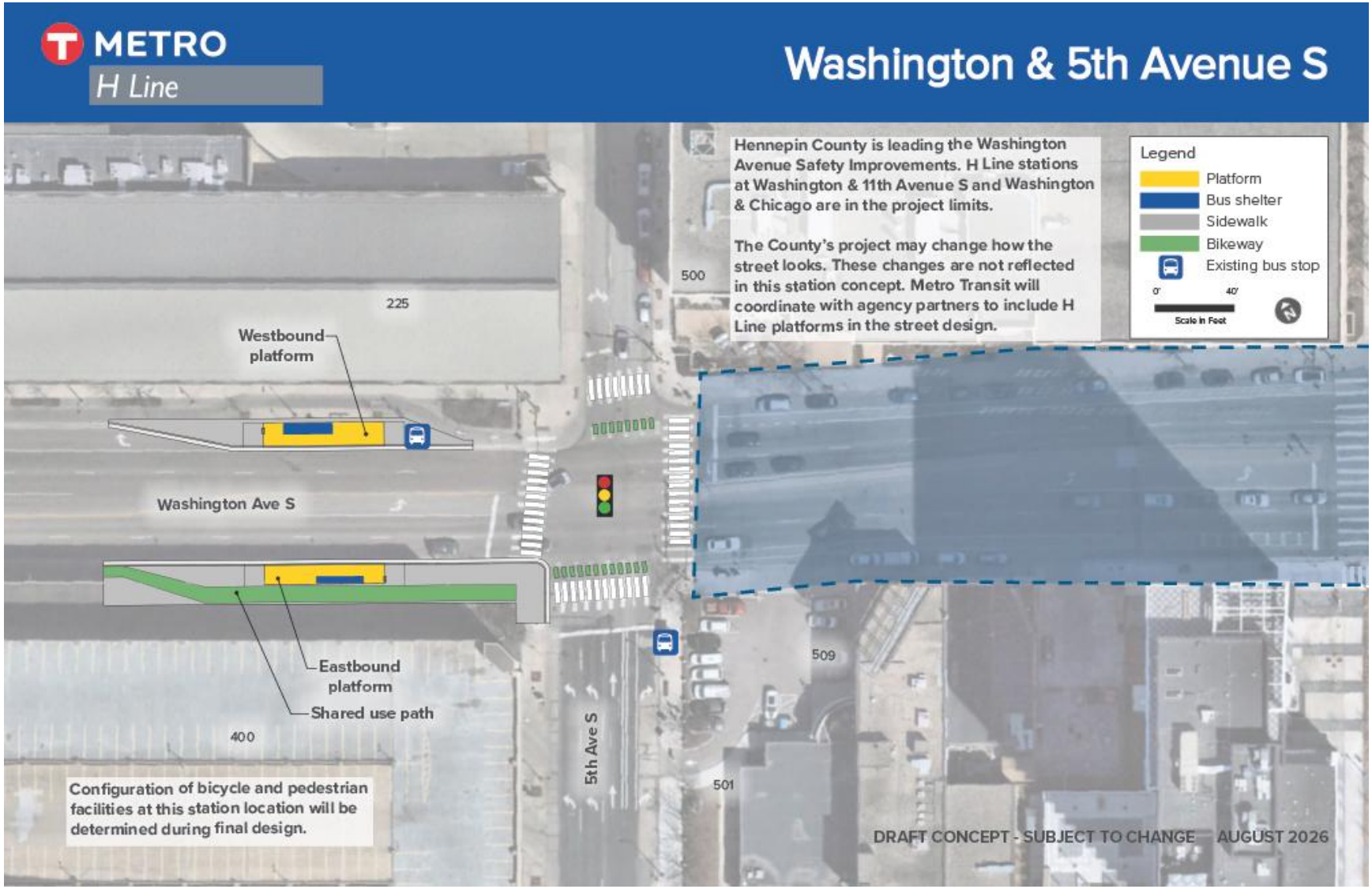
Recommendation

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.

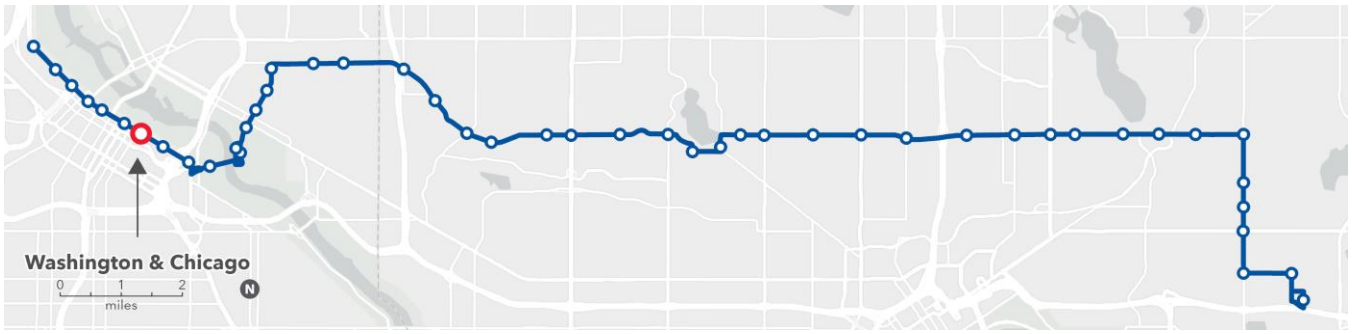
Table 1. Washington & 5th Avenue S evaluation matrix

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]


METRO
H Line
Washington & 5th Avenue S
Hennepin County is leading the Washington Avenue Safety Improvements. H Line stations at Washington & 11th Avenue S and Washington & Chicago are in the project limits.
The County's project may change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with agency partners to include H Line platforms in the street design.
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
40'
Scale in Feet
225
500
Westbound platform
Washington Ave S
Eastbound platform
Shared use path
400
5th Ave S
509
501
Configuration of bicycle and pedestrian facilities at this station location will be determined during final design.
DRAFT CONCEPT - SUBJECT TO CHANGE AUGUST 2026

Washington & Chicago



Station concept

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

Station spacing

Distance from previous station: 0.25 miles from Washington & 5th Avenue S

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

Transit connections

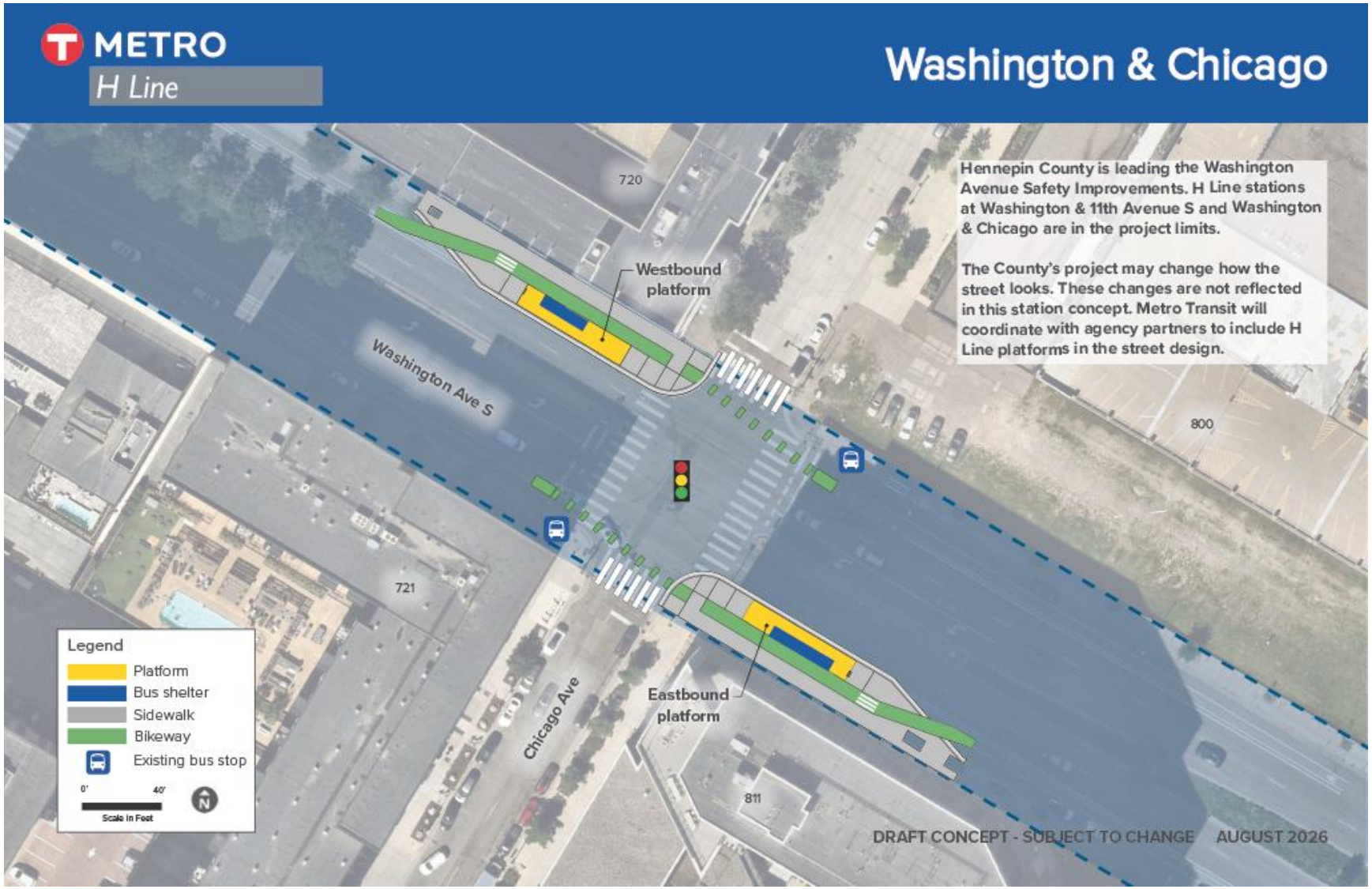
Routes 7 and 22

Destinations

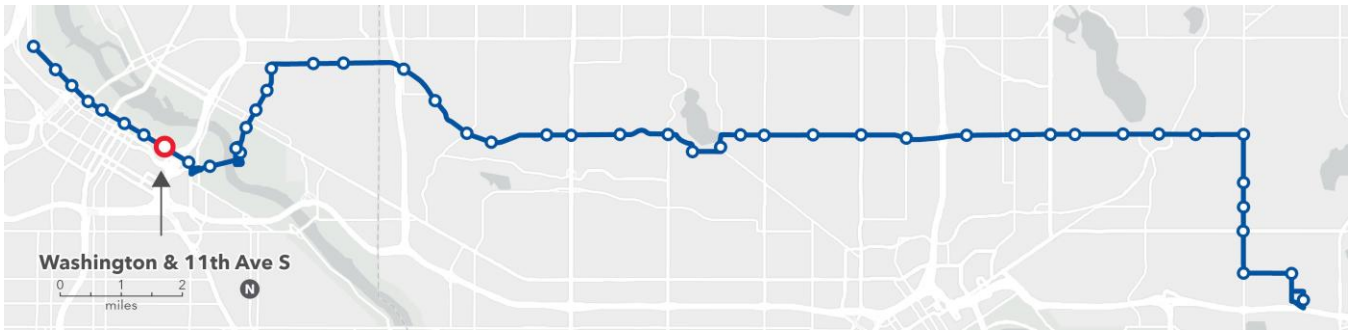
Trader Joe's grocery store, US Bank Stadium, Mill City Farmers Market, residential housing, and various destinations in the downtown commercial district

Coordinated projects

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


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

Washington & 11th Avenue S



Station concept

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

Station spacing

Distance from previous station: 0.25 miles from Washington & Chicago

Distance to next station: 0.33 miles to Washington & Cedar

Transit connections

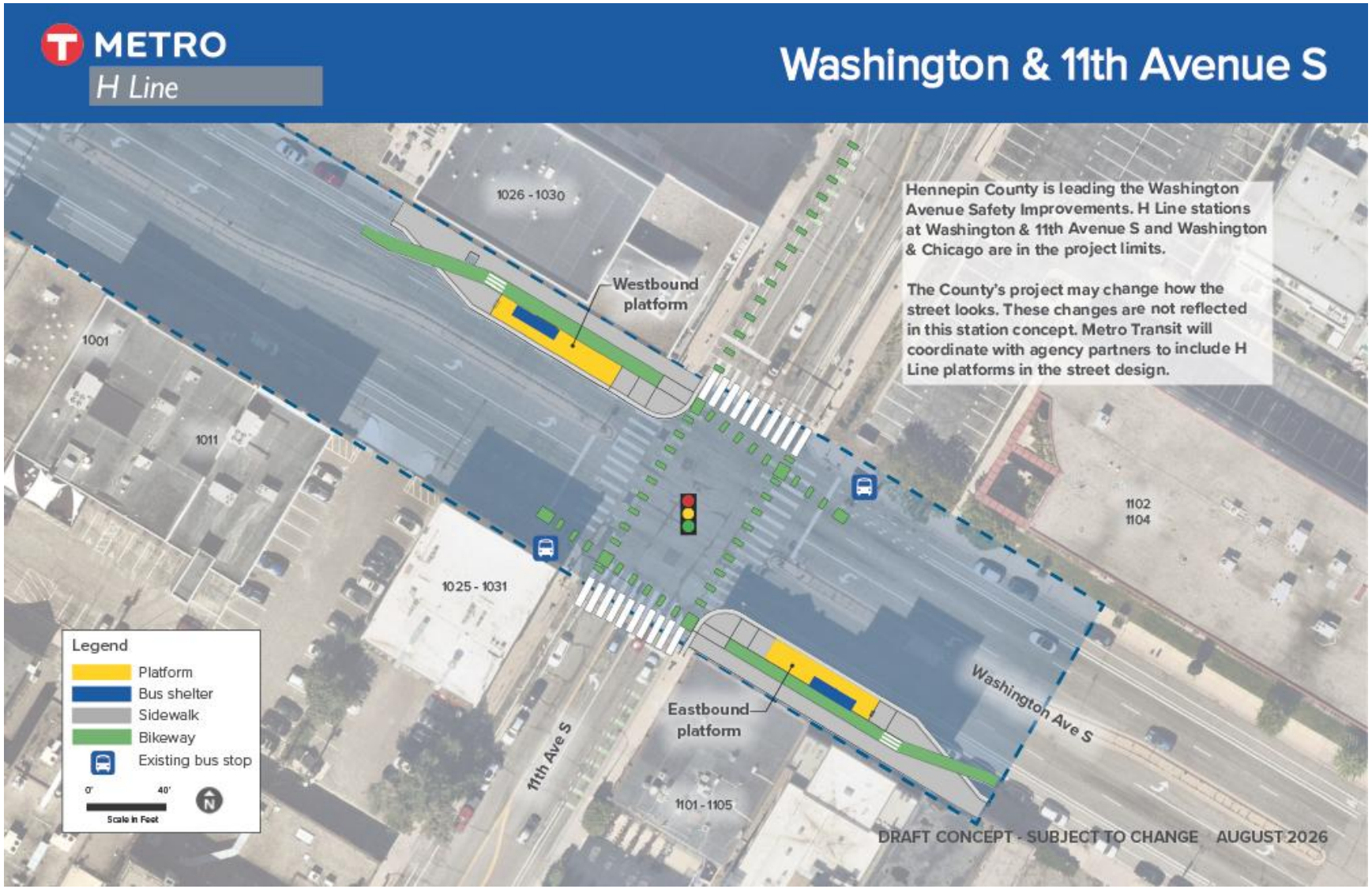
Routes 7 and 22

Destinations

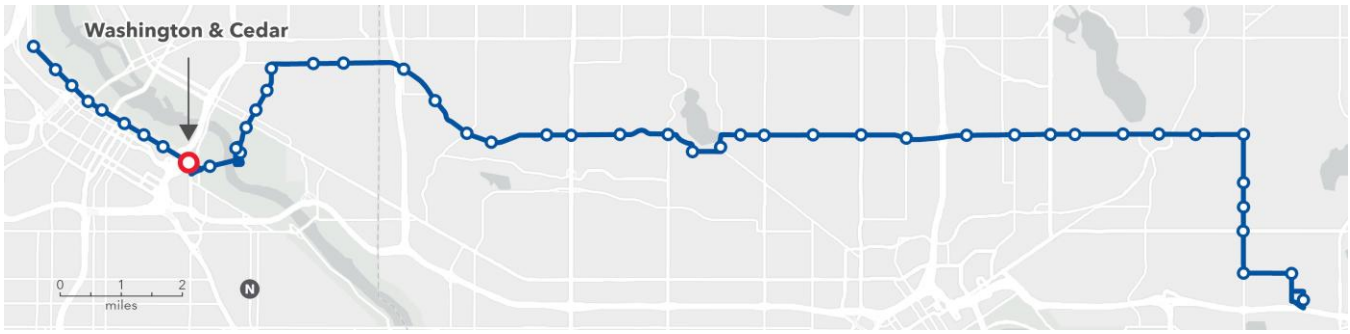
This station provides access to US Bank Stadium, Gold Medal Park, residential housing, and various destinations in the downtown commercial district

Coordinated projects

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


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

Washington & Cedar



Station concept

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

Station spacing

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

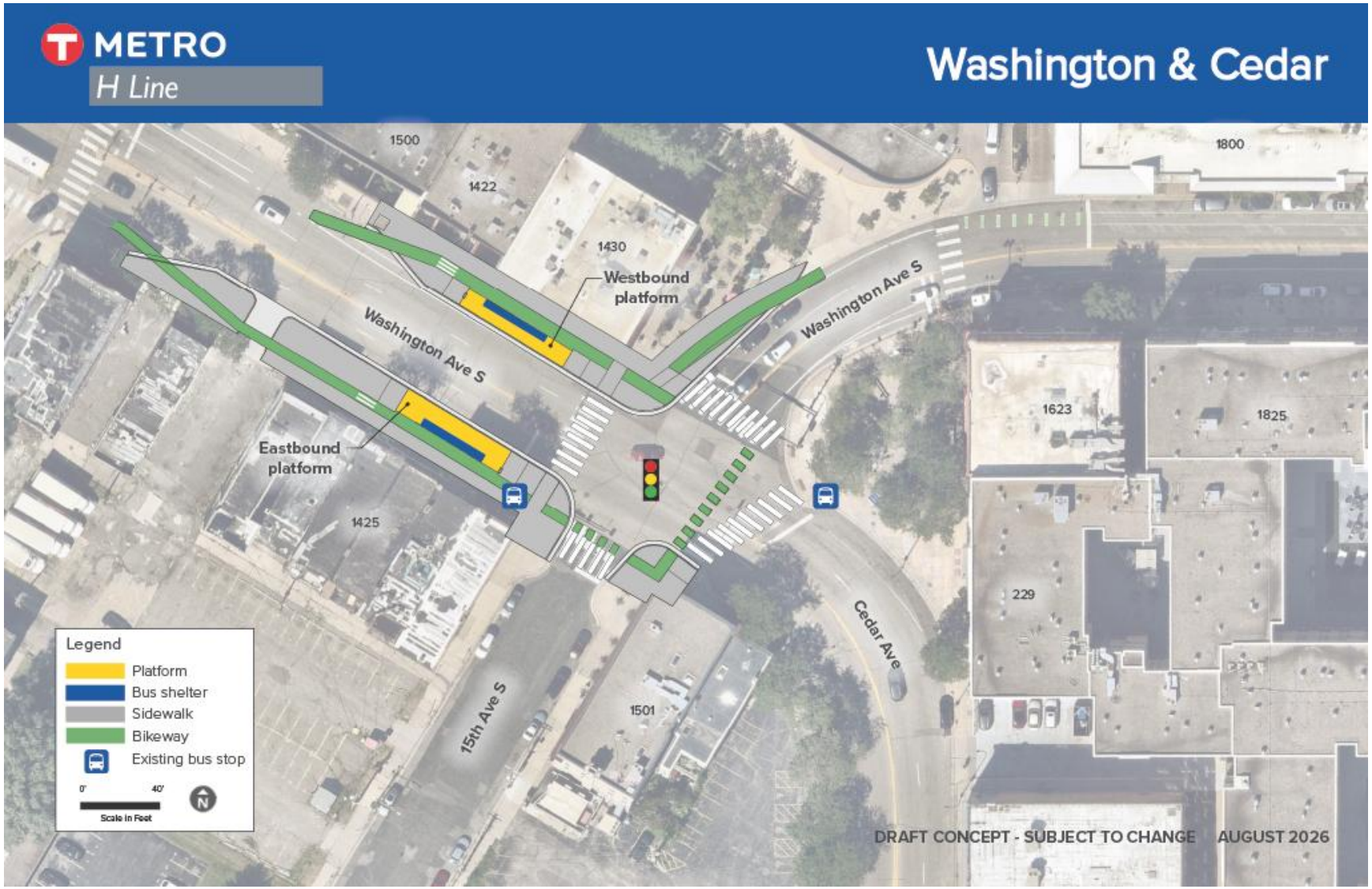
Distance to next station: 0.25 miles to Washington & West Bank

Transit connections

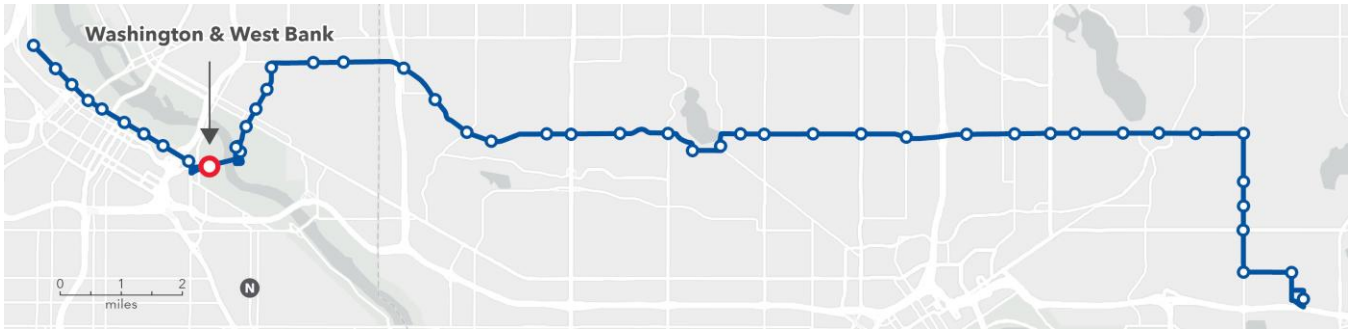
Routes 7, 22, and 252

Destinations

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


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

Washington & West Bank



Station concept

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

Station spacing

Distance from previous station: 0.25 miles from Washington & Cedar

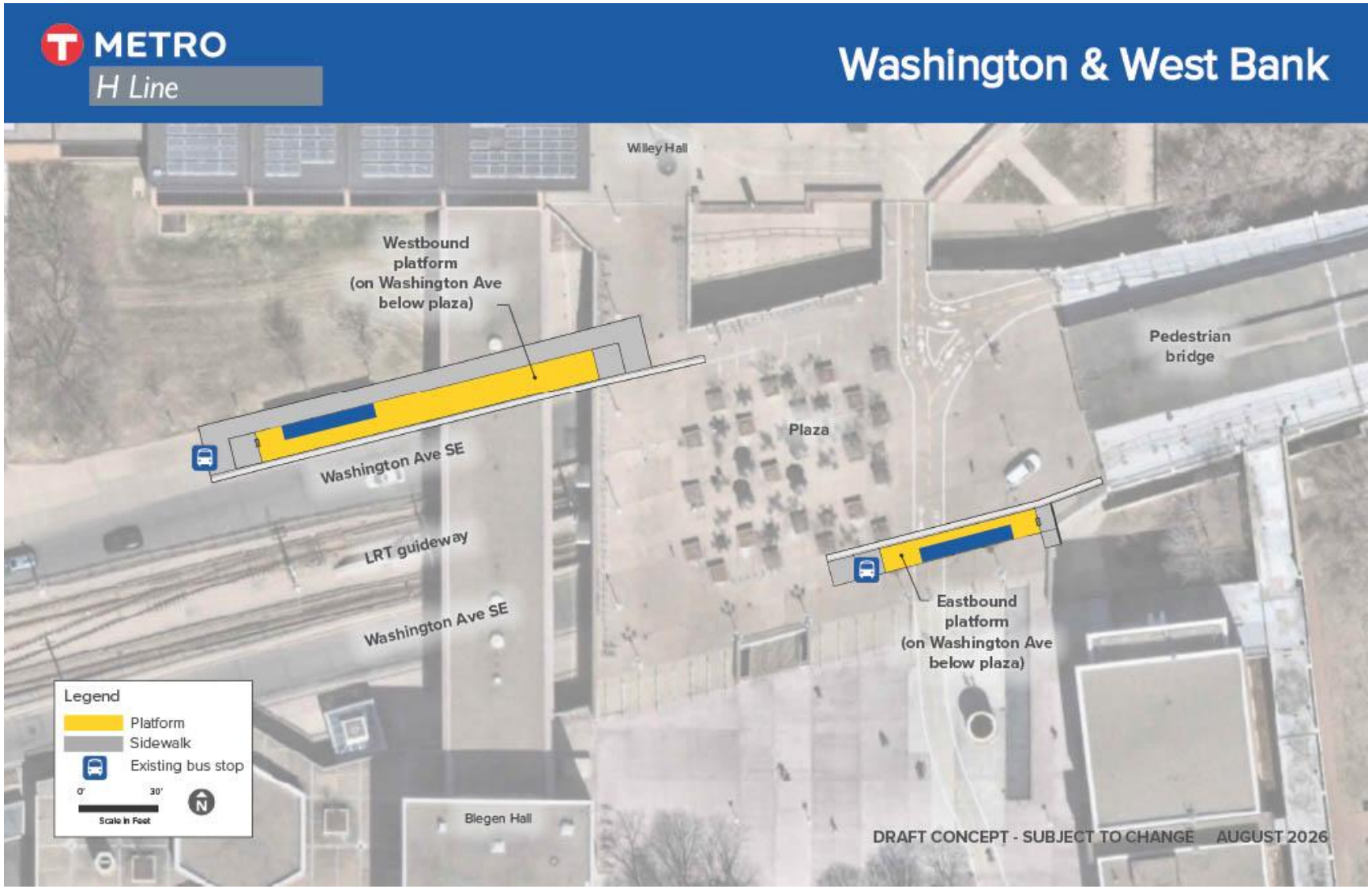
Distance to next station: 0.6 miles to Pleasant-E River & Appleby Hall

Transit connections

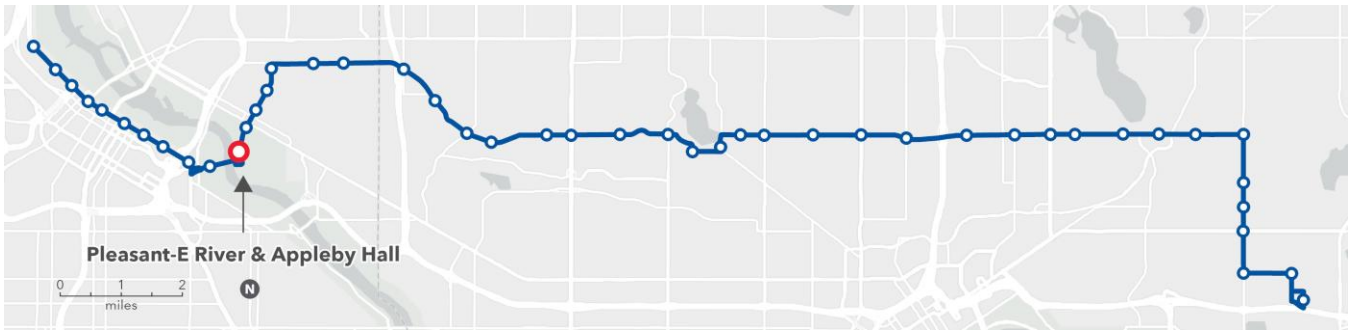
METRO Green Line, Routes 2, 113, 114. Express routes 252, 465, 475, 490, 695, 698, 774, 789, 795. University of Minnesota Campus Connector (Route 121), University Avenue Circulator (Route 122), and 4th Street Circulator (123)

Destinations

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


METRO
H Line
Washington & West Bank
Willey Hall
Westbound platform (on Washington Ave below plaza)
Pedestrian bridge
Plaza
Washington Ave SE
LRT guideway
Washington Ave SE
Eastbound platform (on Washington Ave below plaza)
Legend
Platform
Sidewalk
Existing bus stop
0'
30'
Scale in Feet
N
Blegen Hall
DRAFT CONCEPT - SUBJECT TO CHANGE AUGUST 2026

Pleasant-E River & Appleby Hall



Station concept

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

Station spacing

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

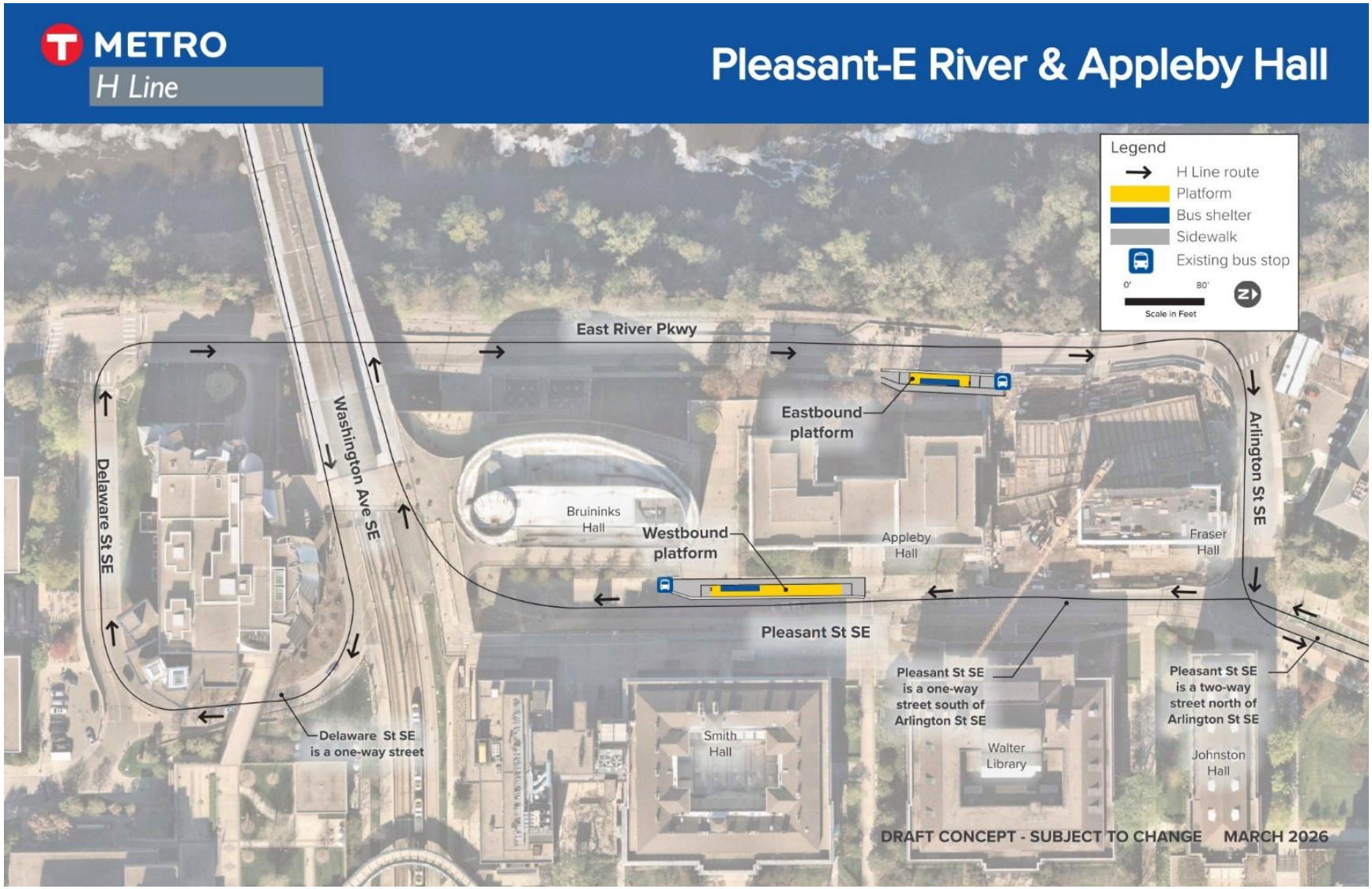
Distance to next station: 0.25 miles to Pleasant & University

Transit connections

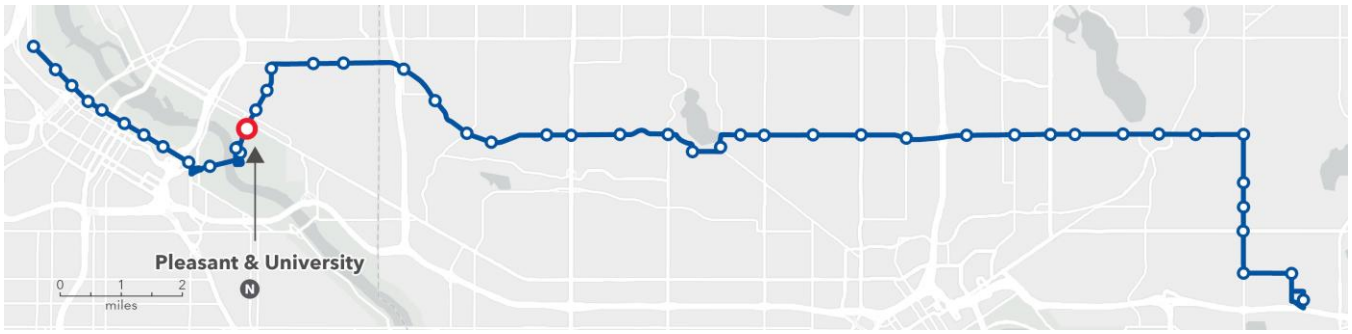
University of Minnesota Campus Connector (Route 121)

Destinations

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


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

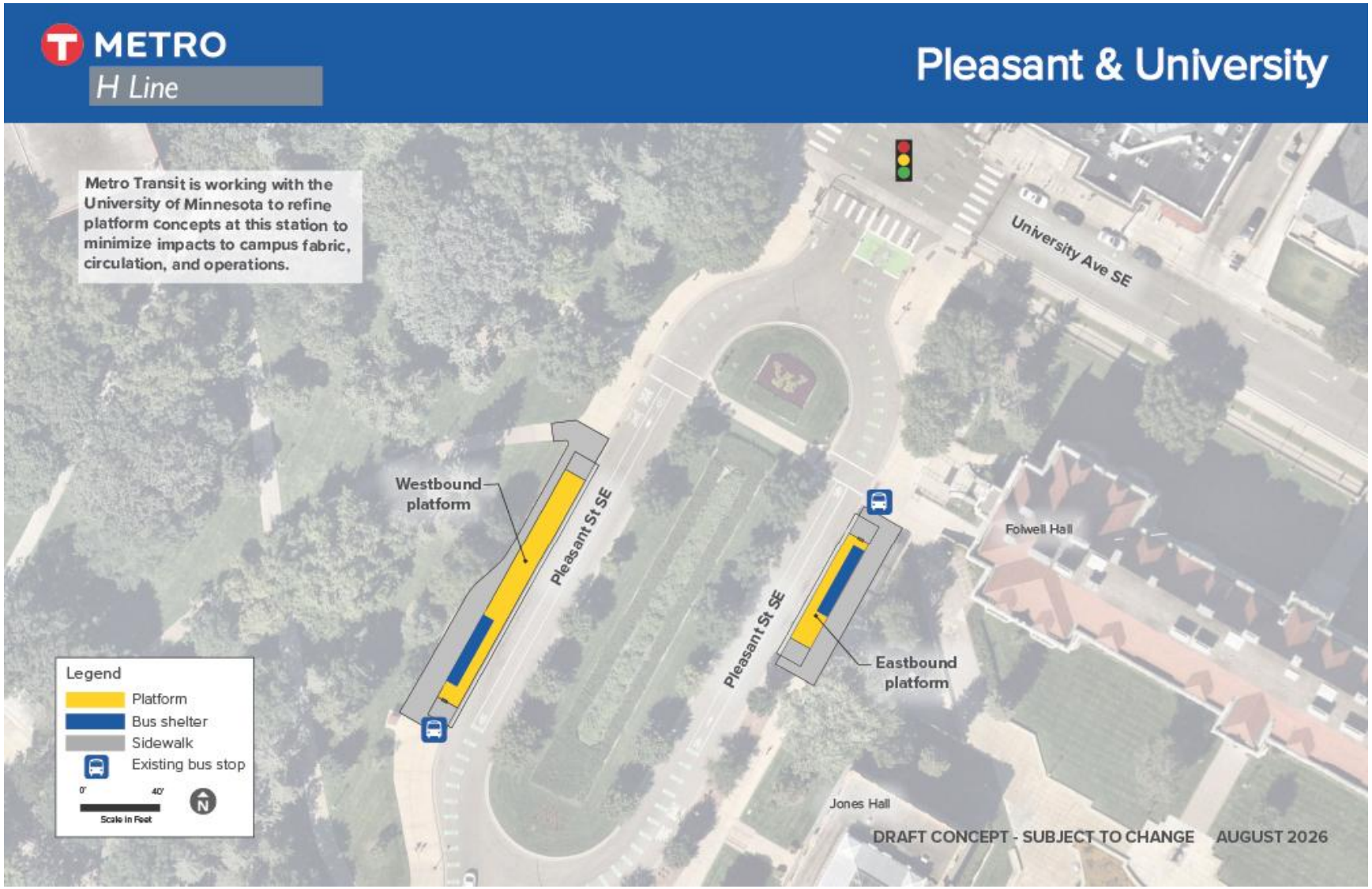
Distance to next station: 0.2 miles to 15th Avenue & 5th Street

Transit connections

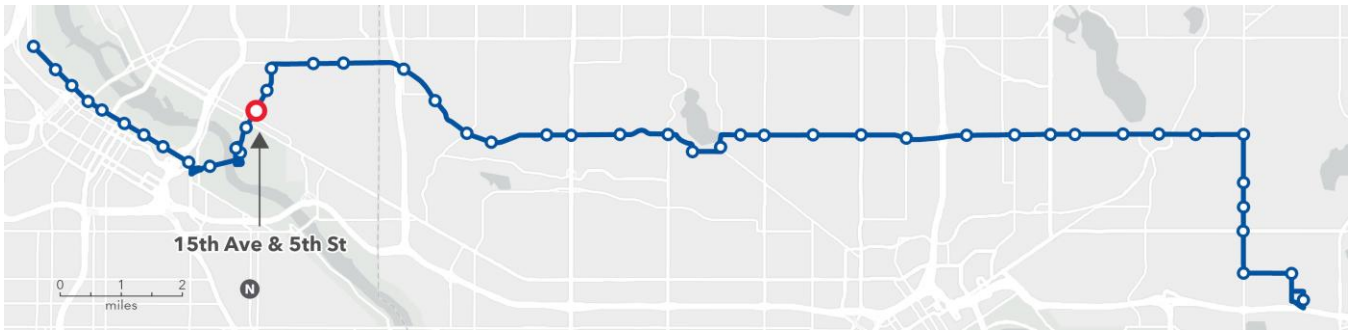
METRO E Line, Route 2 (on University Avenue), and University of Minnesota University Avenue Circulator (Route 122)

Destinations

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


METRO
H Line
Pleasant & University
Metro Transit is working with the University of Minnesota to refine platform concepts at this station to minimize impacts to campus fabric, circulation, and operations.
University Ave SE
Westbound platform
Pleasant St SE
Pleasant St SE
Folwell Hall
Eastbound platform
Jones Hall
Legend
Platform
Bus shelter
Sidewalk
Existing bus stop
0'
40'
Scale in Feet
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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

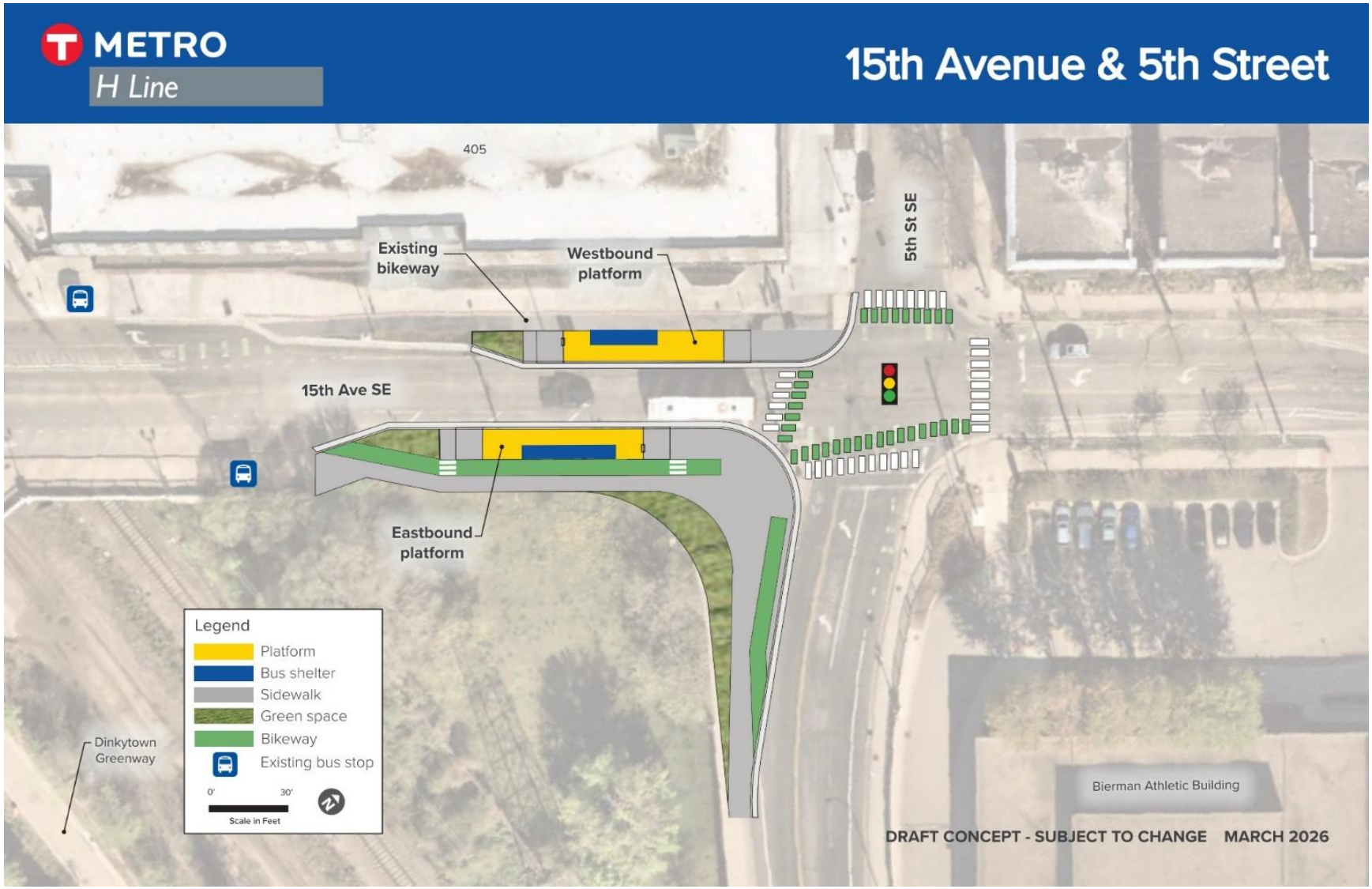
Distance to next station: 0.25 miles to 15th Avenue & 8th Street

Transit connections

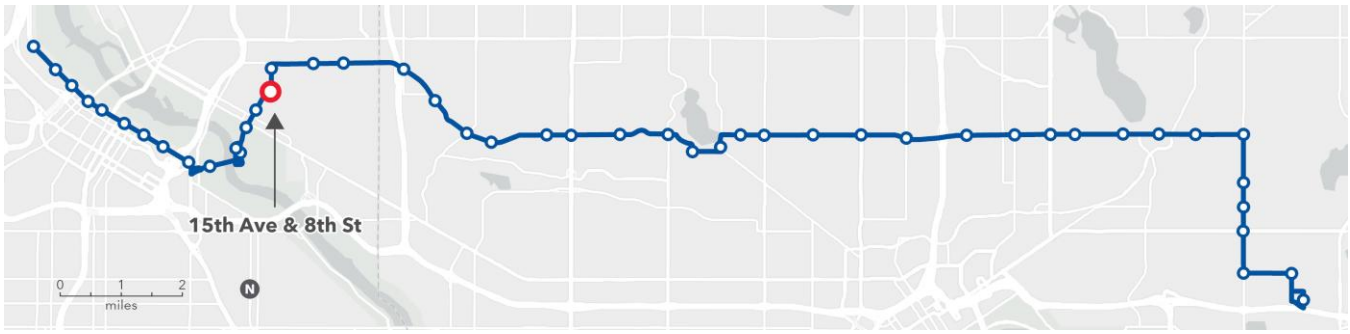
METRO E Line, Route 33, University of Minnesota 4th Street Circulator (123), and Dinkytown Connector (125)

Destinations

Dinkytown commercial district and neighborhood including several multifamily housing buildings


METRO
H Line
15th Avenue & 5th Street
405
Existing bikeway
Westbound platform
5th St SE
15th Ave SE
Eastbound platform
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
30'
Scale in Feet
Dinkytown Greenway
Bierman Athletic Building
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15th Avenue & 8th Street



Station concept

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

Station spacing

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

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

Transit connections

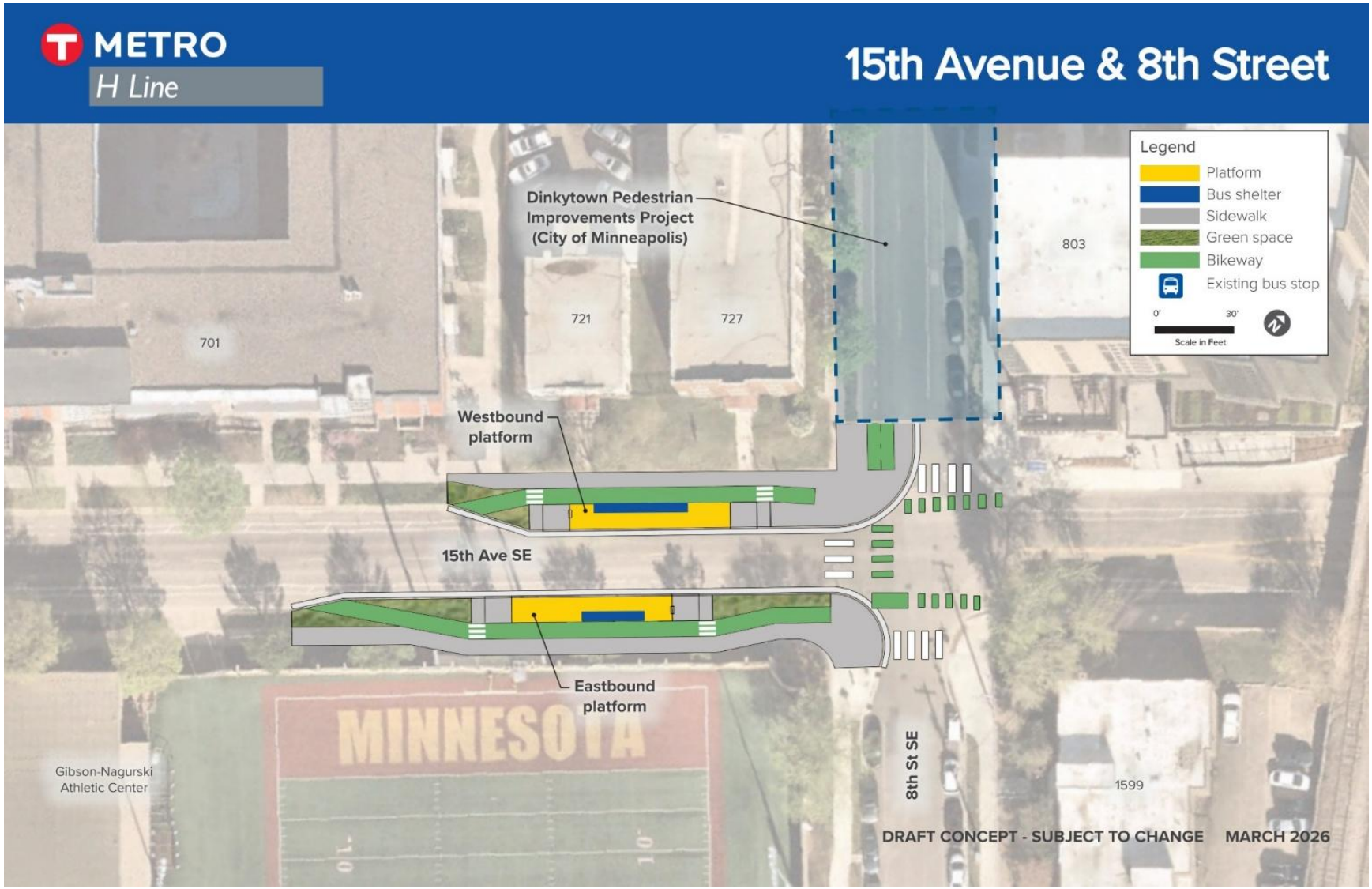
Route 33, University of Minnesota 4th Street Circulator (123), and Dinkytown Connector (125)

Destinations

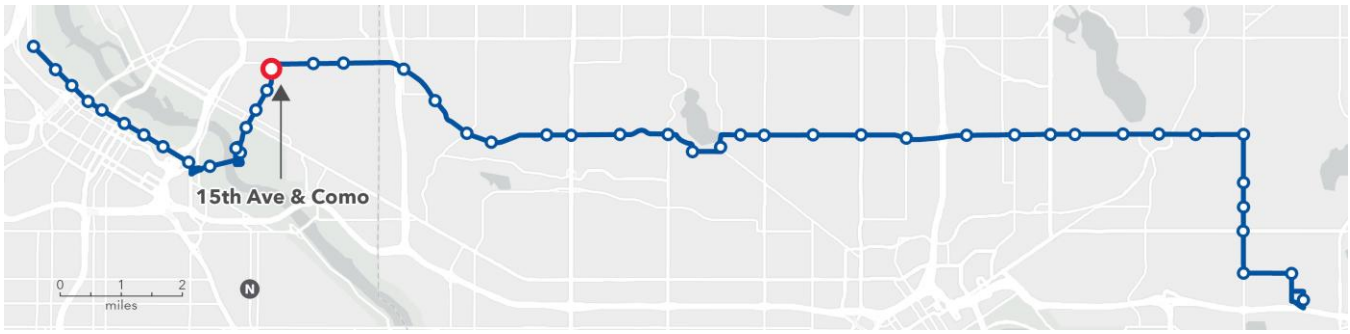
Dinkytown neighborhood including several multifamily housing buildings

Coordinated projects

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


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

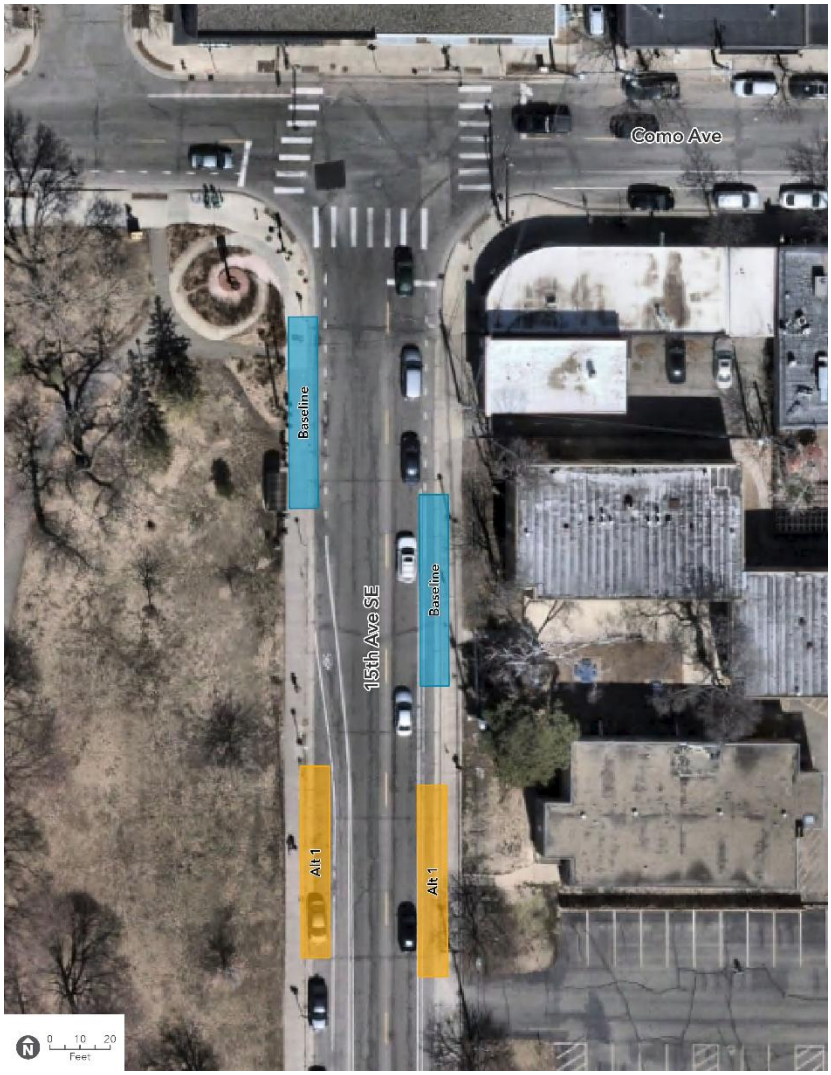
Separated bike lanes on 15th Avenue and improvements to Brook Avenue will be coordinated with the City of Minneapolis. The City of Minneapolis's Como Avenue SE Corridor Improvement Project (10th Avenue SE to 33rd Avenue SE) is planned for 2029. These changes are not fully reflected in the H Line station 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.

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

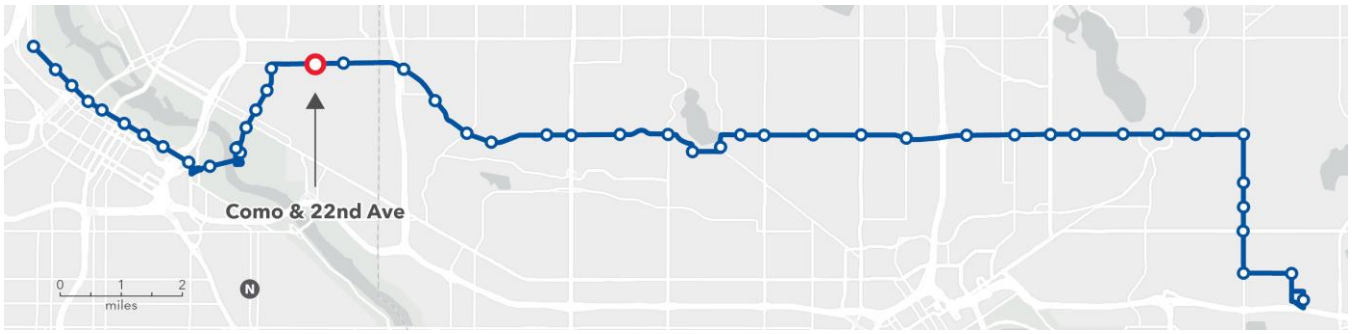


Recommendation

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.


METRO
H Line
15th Avenue & Como
The City of Minneapolis is leading the Como Avenue SE Corridor Improvement Project. The project may change how the street looks. These changes are not reflected in this station concept. Metro Transit will coordinate with the City to integrate H Line design with the Como Avenue project.
Van Cleve Park
Como Ave SE
Westbound platform
15th Ave SE
Eastbound platform
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
40'
Scale in Feet
SE Brook Ave
958
960
982
990
982
1504
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Como & 22nd Avenue



Station concept

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

Station spacing

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

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

Transit connections

There are no other transit routes near this location

Destinations

Como neighborhood and nearby businesses

Coordinated projects

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

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

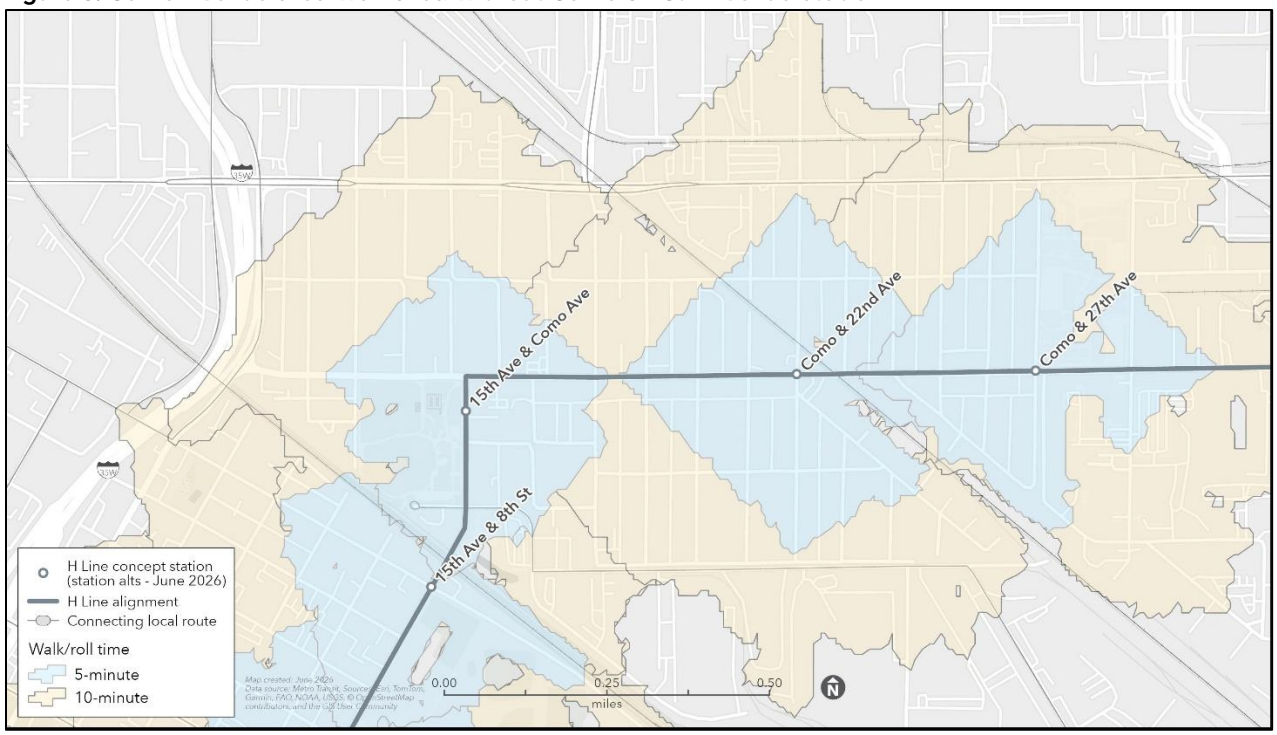
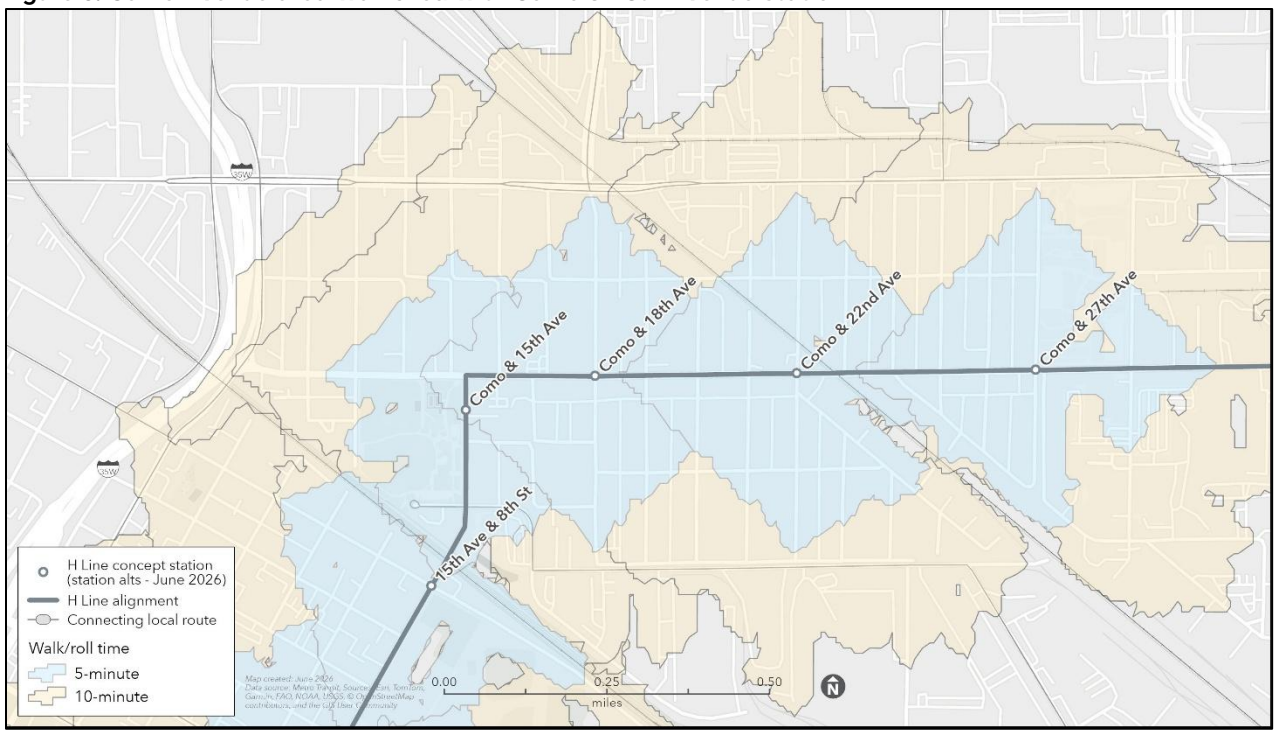
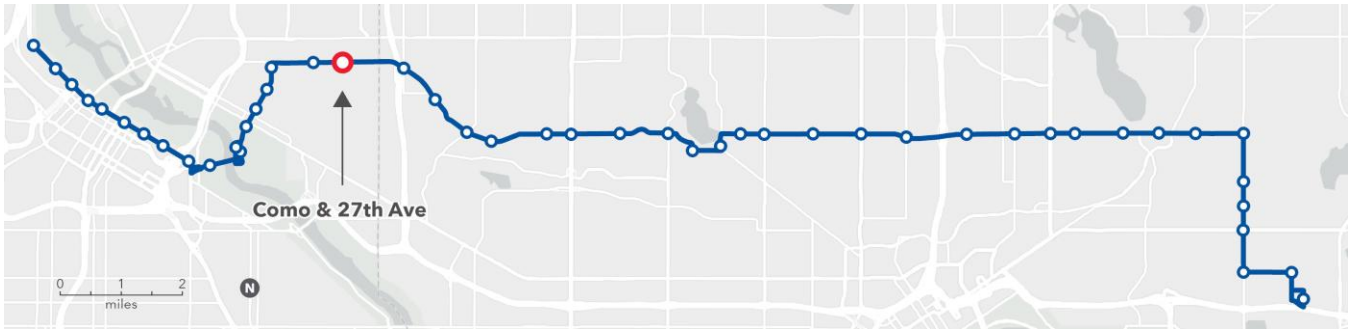


Figure 6. Como Avenue area walkshed with Como & 18th Avenue Station




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

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**.

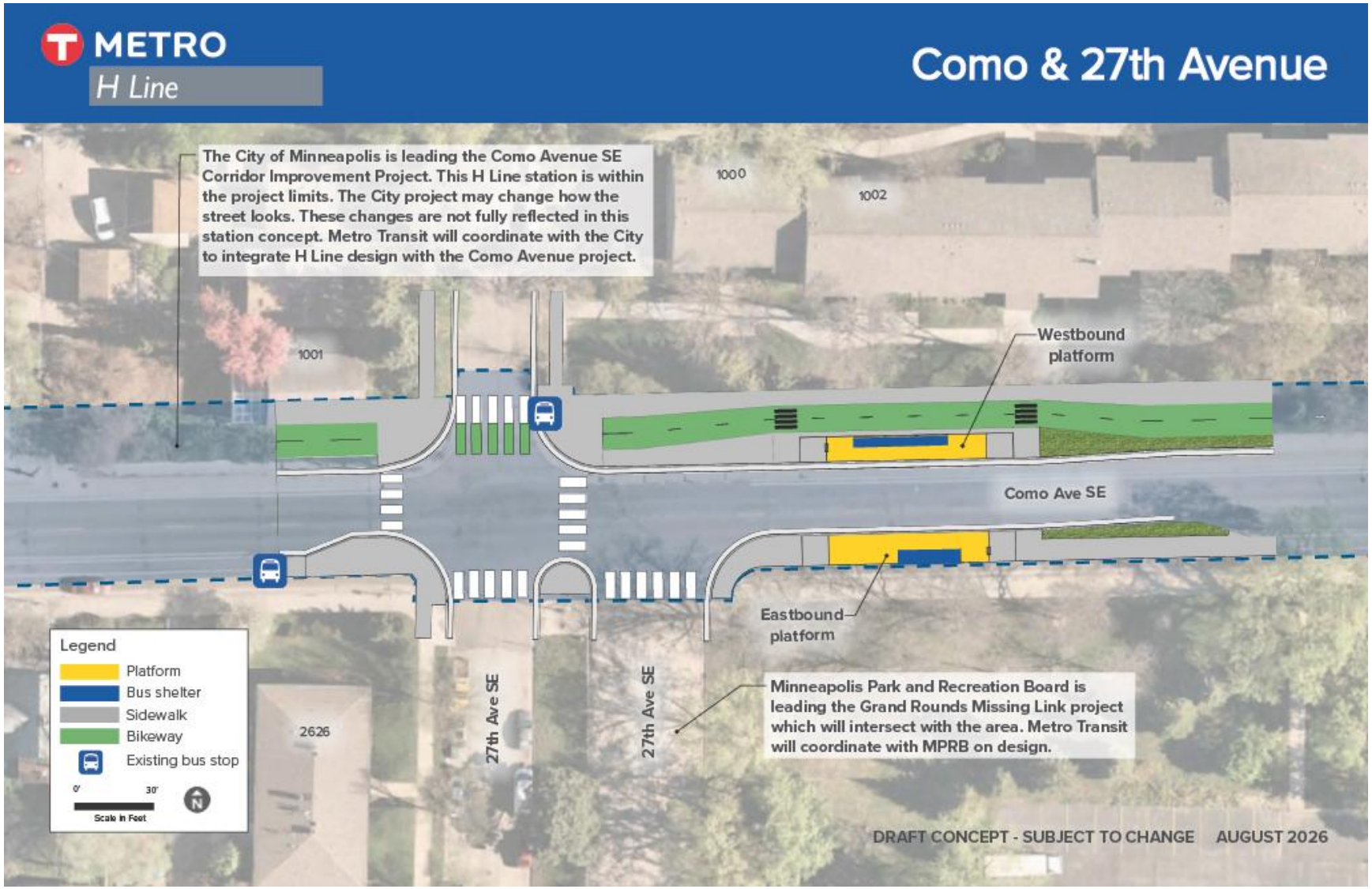
Recommendation

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.

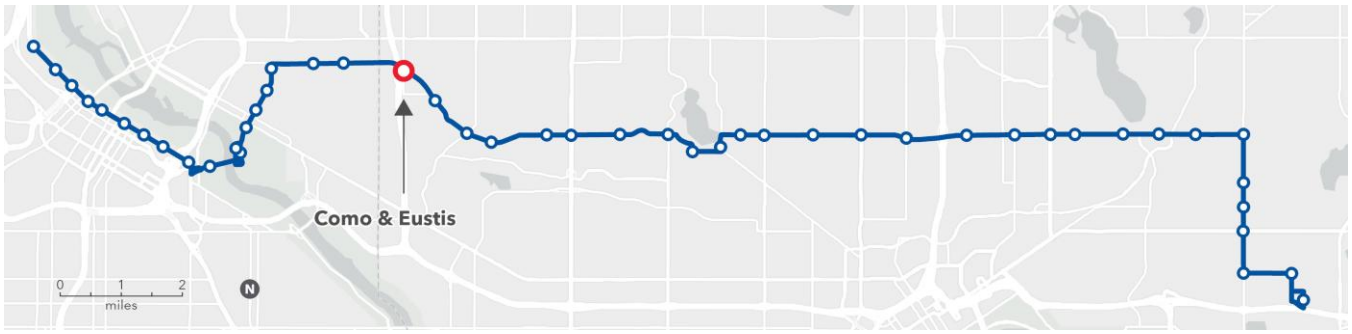
Table 3. Como & 27th Avenue evaluation matrix

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 parters 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]


METRO
H Line
Como & 27th Avenue
The City of Minneapolis is leading the Como Avenue SE Corridor Improvement Project. This H Line station is within the project limits. The City project may change how the street looks. These changes are not fully reflected in this station concept. Metro Transit will coordinate with the City to integrate H Line design with the Como Avenue project.
1000
1002
1001
Westbound platform
Como Ave SE
Eastbound platform
Minneapolis Park and Recreation Board is leading the Grand Rounds Missing Link project which will intersect with the area. Metro Transit will coordinate with MPRB on design.
2626
27th Ave SE
27th Ave SE
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE AUGUST 2026

Como & Eustis



Station concept

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

Station spacing

Distance from previous station: 0.6 miles from Como & 27th Avenue

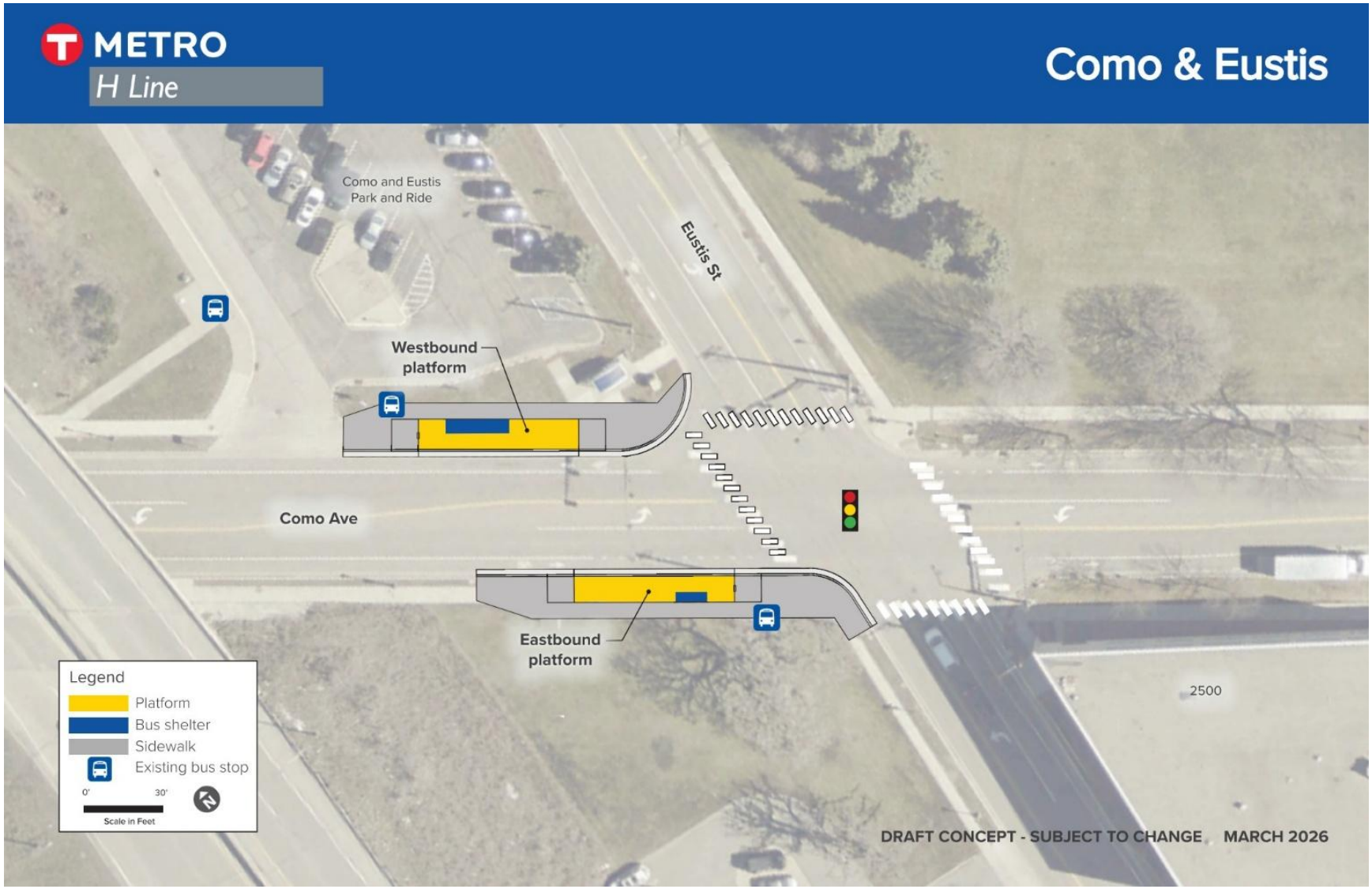
Distance to next station: 0.5 miles to Como & Doswell

Transit connections

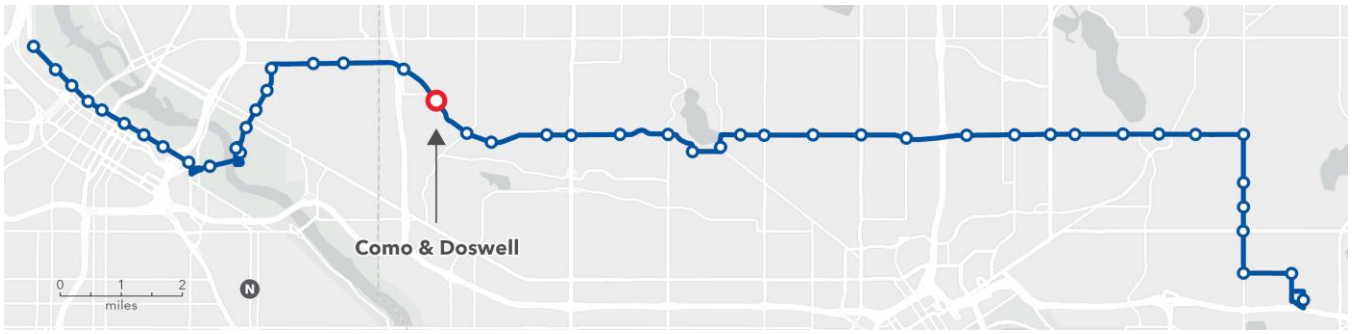
Route 30

Destinations

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


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

Como & Doswell



Station concept

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

Station spacing

Distance from previous station: 0.5 miles from Como & Eustis

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

Transit connections

There are no other transit routes near this location

Destinations

Saint Anthony Park commercial district and public library, 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]
Recommendation	Keep the station at Como & Doswell [green]	Do not advance [orange]	Do not advance [orange]

Recommendation

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

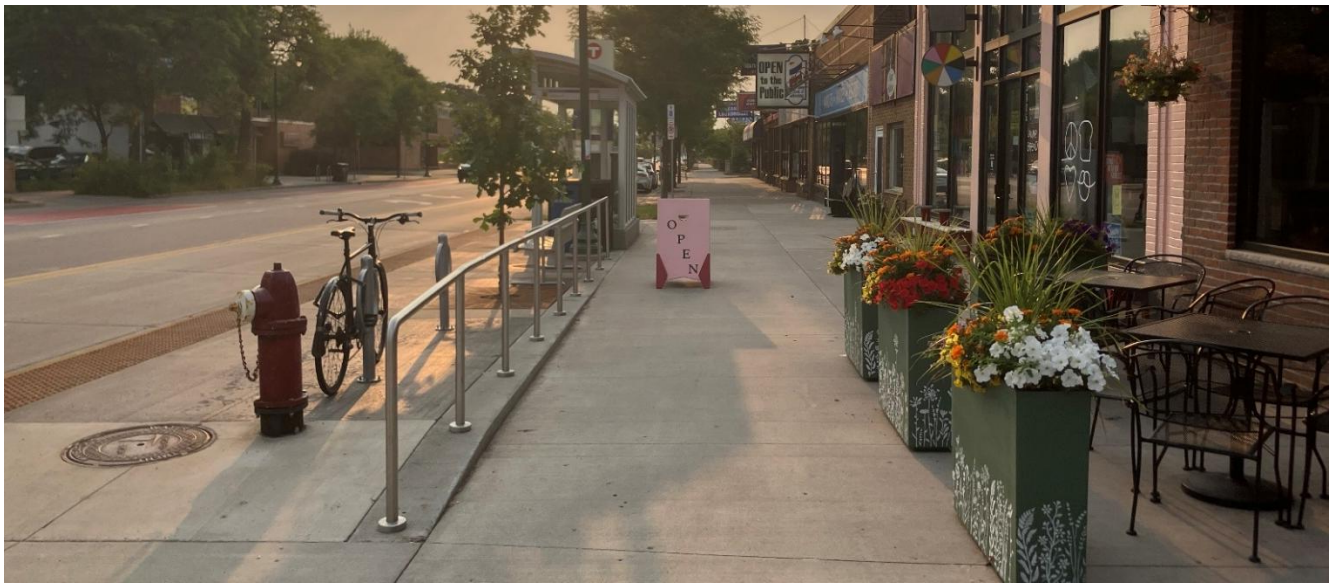
In commercial and retail areas arterial BRT station shelters are often located near business entrances to facilitate convenient access to jobs, destinations, and housing (**Figure 7**). The westbound station platform will be adjacent to a restaurant patio but will not remove or reduce the available patio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

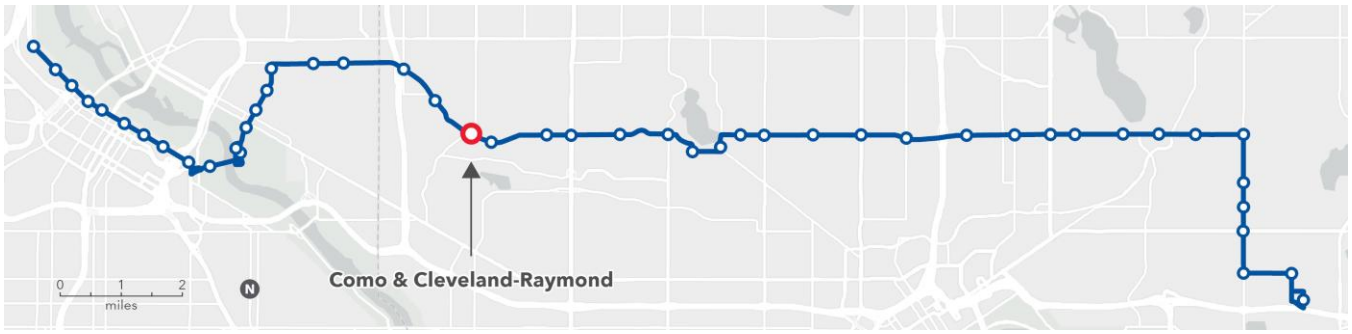
Both of the alternative station and platform locations have drawbacks that make them less ideal station locations compared to the proposed Como & Doswell Station. Moving the westbound platform to farside of Luther Place brings the platform to an uncontrolled intersection and too far away from destinations, 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




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

Como & Cleveland-Raymond



Station concept

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

Station spacing

Distance from previous station: 0.5 miles from Como & Doswell

Distance to next station: 0.25 miles to Como & Fifield

Transit connections

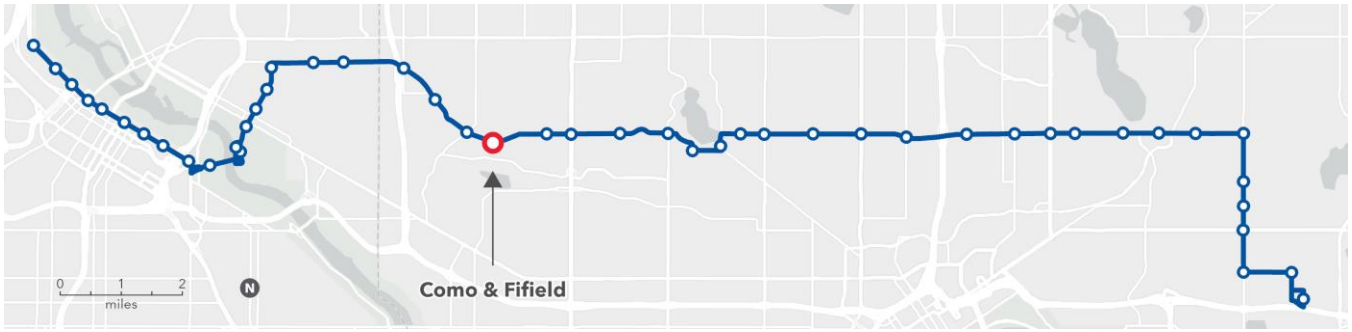
Route 87, University of Minnesota Saint Paul Circulator (124)

Destinations

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


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

Como & Fifield



Station concept

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

Station spacing

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

Distance to next station: 0.6 miles to Como & Fairgrounds

Transit connections

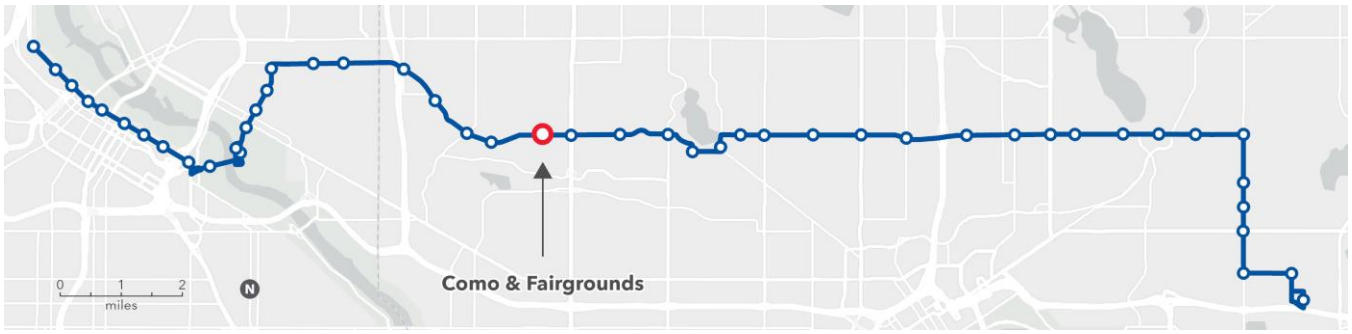
University of Minnesota Saint Paul Circulator (124)

Destinations

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


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

Como & Fairgrounds



Station concept

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

Station spacing

Distance from previous station: 0.6 miles from Como & Fifield

Distance to next station: 0.25 miles to Como & Snelling

Transit connections

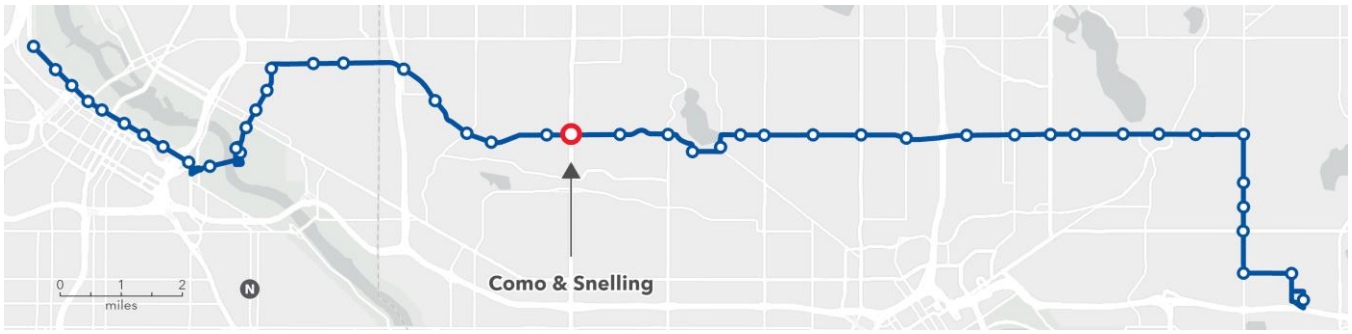
There are no other transit routes near this location

Destinations

Minnesota State Fairgrounds and International Institute of Minnesota


METRO
H Line
Como & Fairgrounds
State Fairgrounds
Bike parking
Metro Transit will continue to work with the Minnesota State Fair on the station design and platform locations.
State Fair entry gate
Westbound platform
Como Ave
Eastbound platform
International Institute of Minnesota
Legend
Platform
Bus shelter
Sidewalk
Green space
Bikeway
Existing bus stop
0'
40'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE AUGUST 2026

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

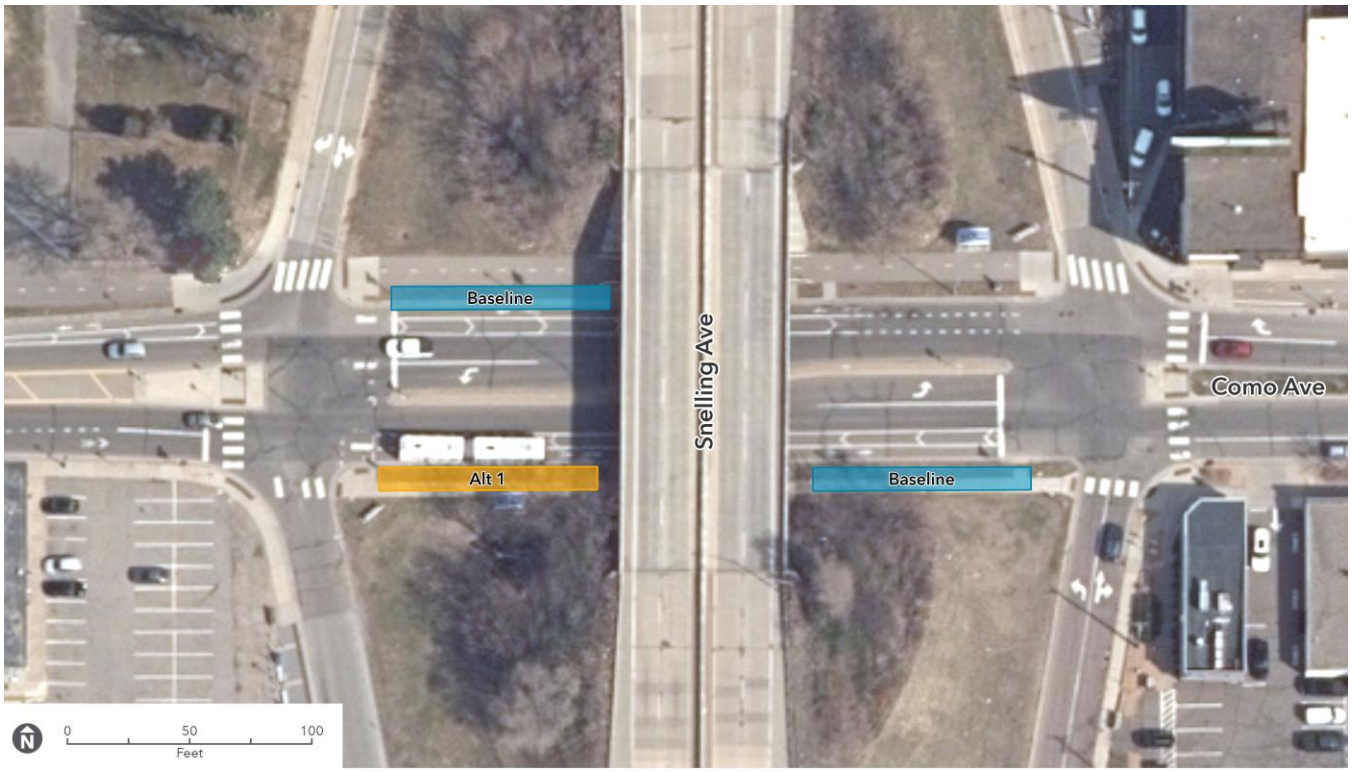
Additional analysis based on draft plan input

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.


METRO
H Line
Como & Snelling
Legend
Platform
Bus shelter
Sidewalk
Bikeway
Existing bus stop
0'
30'
Scale in Feet
N
METRO A Line
northbound
platform
Westbound
platform
Como Ave
Snelling Ave
STOP
STOP
Eastbound
platform
METRO A Line
southbound
platform
1565
1562
1558
DRAFT CONCEPT - SUBJECT TO CHANGE AUGUST 2026

Como & Hamline



Station concept

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

Station spacing

Distance from previous station: 0.25 miles from Como & Snelling

Distance to next station: 0.5 miles to Como & Lexington

Transit connections

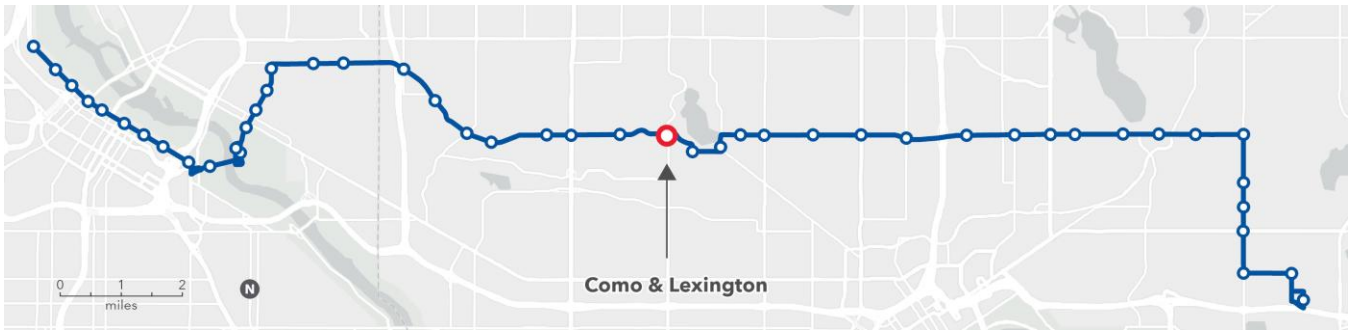
Route 83

Destinations

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


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

Como & Lexington



Station concept

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

Station spacing

Distance from previous station: 0.5 miles from Como & Hamline

Distance to next station: 0.4 miles to Como & Chatsworth

Transit connections

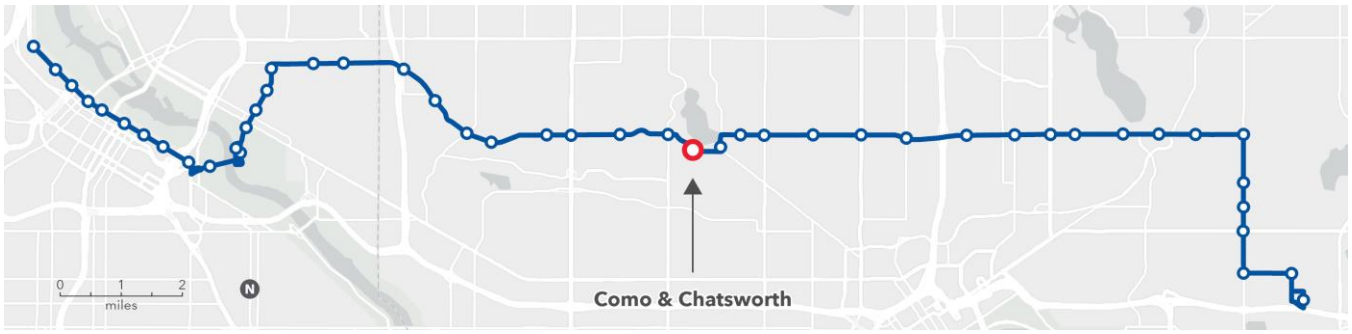
Route 83

Destinations

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


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

Como & Chatsworth



Station concept

View the station concept on the next page. The eastbound platform is 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.

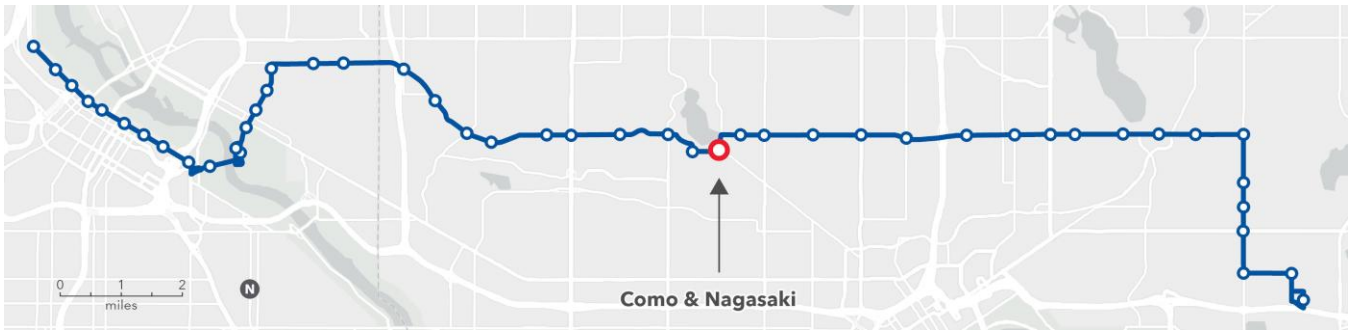
Table 5. Como & Chatsworth evaluation matrix

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]
Recommendation	Do not advance [orange]	Do not advance [orange]	Move the eastbound Como & Chatsworth platform to Como & Kilburn [green]


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

Como & Nagasaki



Station concept

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

Station spacing

Distance from previous station: 0.33 miles from Como & Chatsworth

Distance to next station: 0.33 miles to Maryland & Grotto

Transit connections

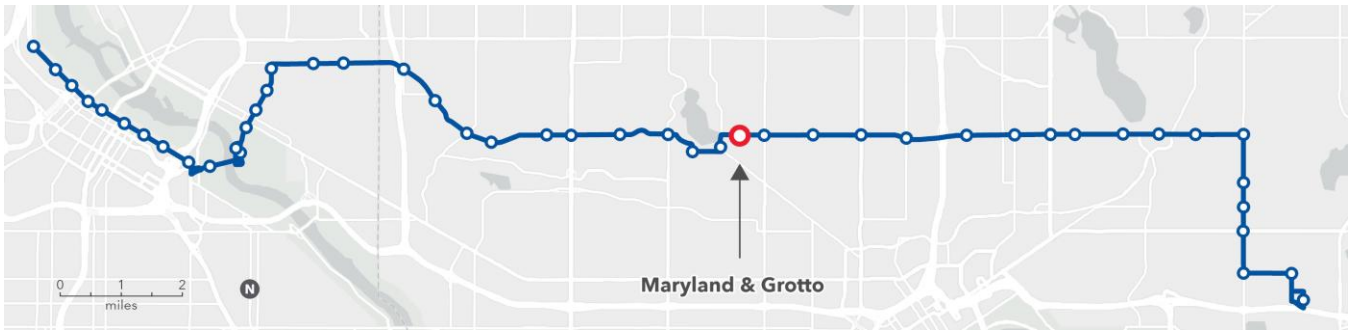
There are no other transit routes near this location

Destinations

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


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

Maryland & Grotto



Station concept

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

Station spacing

Distance from previous station: 0.33 miles from Como & Nagasaki

Distance to next station: 0.25 miles to Maryland & Dale

Transit connections

There are no other transit routes near this location

Destinations

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

Coordinated projects

The City of Saint Paul, in partnership with Ramsey County, is advancing the Maryland Avenue Improvements Project (E Como Boulevard to Rice Street). Changes to Maryland Avenue are planned for 2028-2029. The project may change how the street looks. 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.

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.

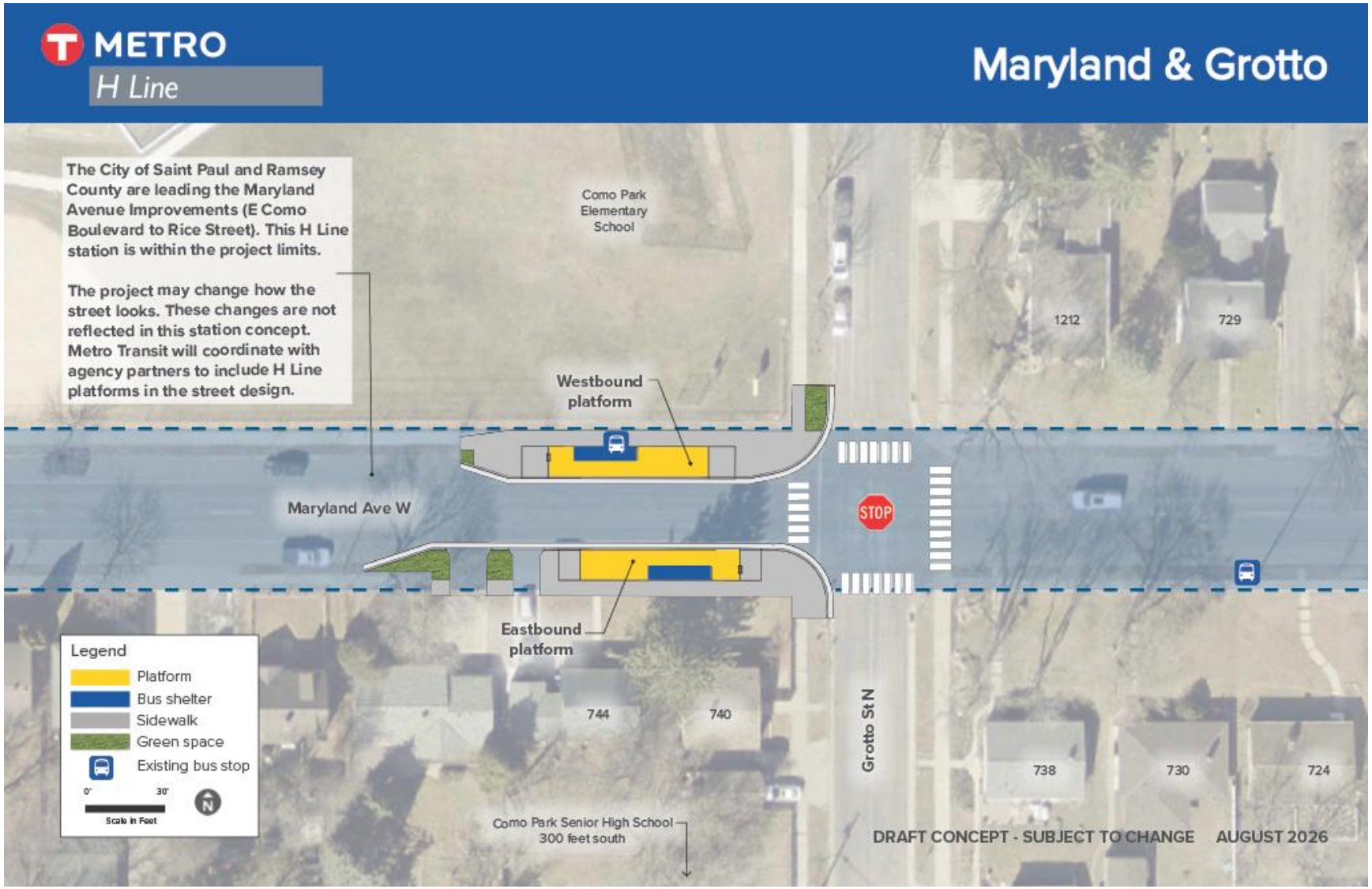
An alternative moving the Maryland & Grotto Station was evaluated:

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

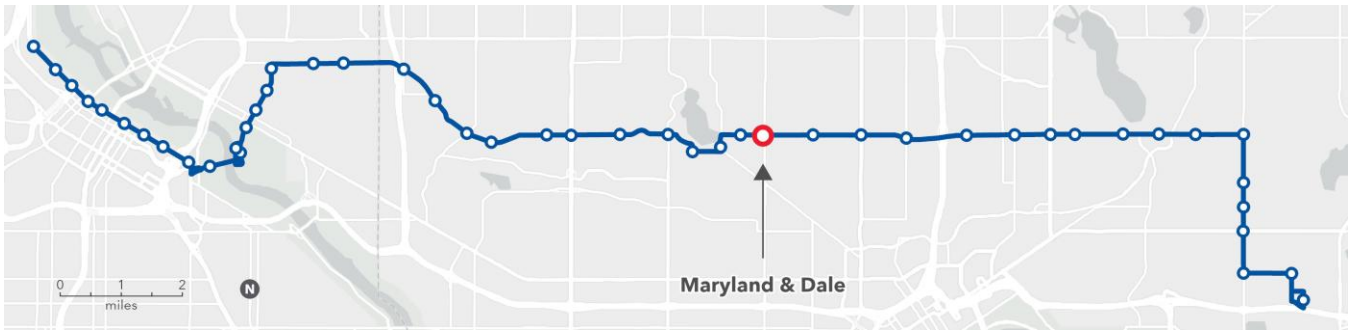


Recommendation

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.


METRO
H Line
Maryland & Grotto
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.
Como Park Elementary School
1212
729
Westbound platform
Maryland Ave W
STOP
Eastbound platform
744
740
Grotto St N
738
730
724
Como Park Senior High School 300 feet south
DRAFT CONCEPT - SUBJECT TO CHANGE AUGUST 2026
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
N

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

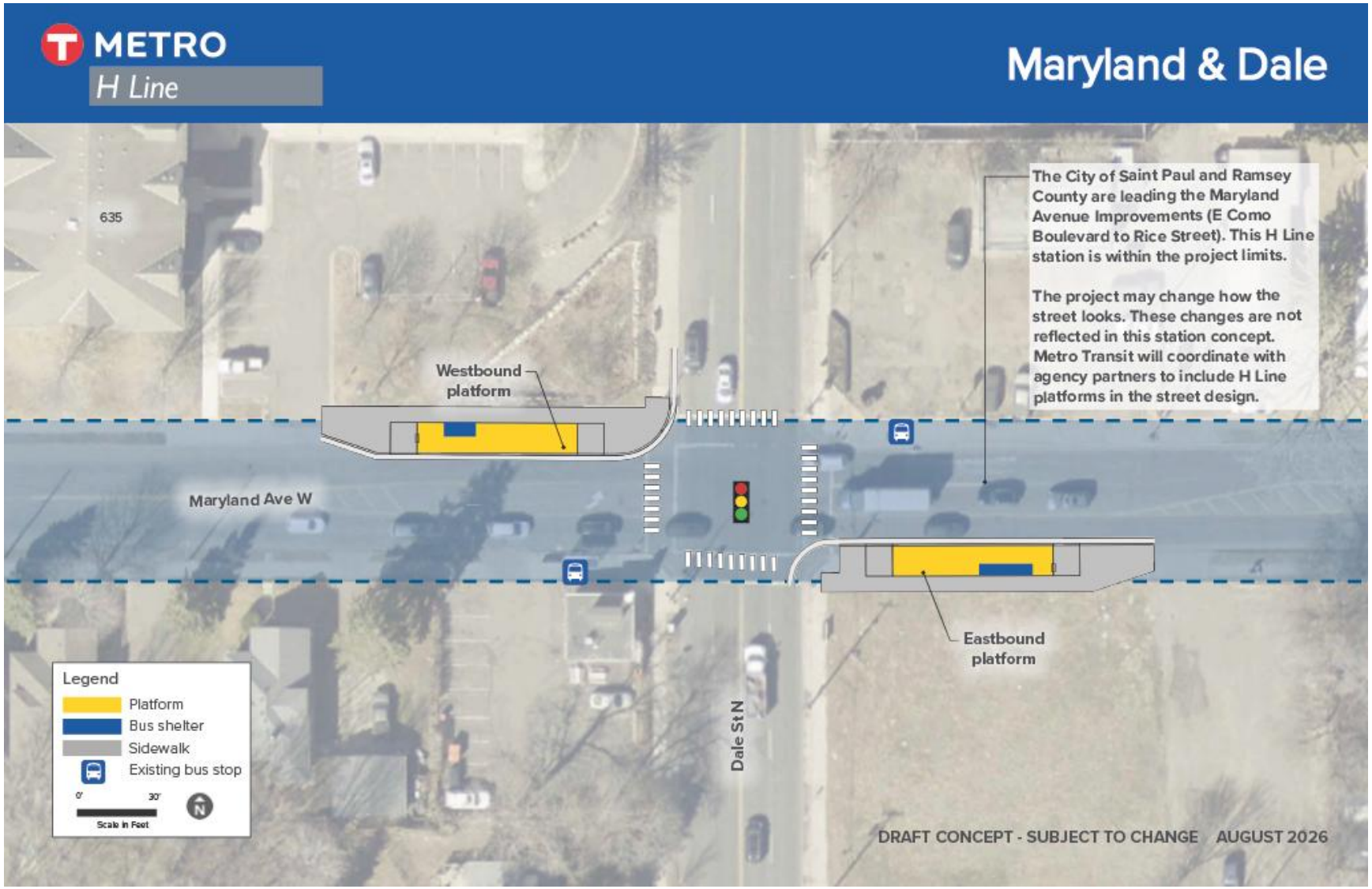
Route 65

Destinations

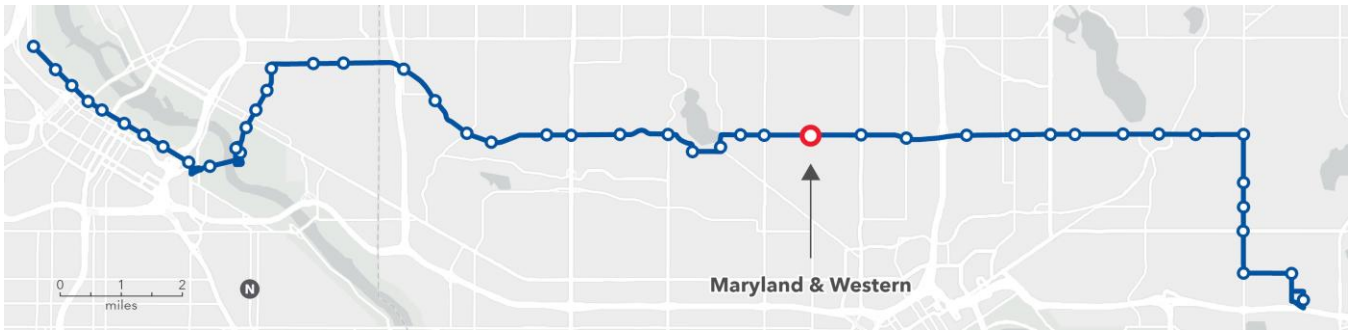
Small businesses, Marydale Park, and Arbor Pointe Senior Apartments

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.


METRO
H Line
Maryland & Dale
635
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.
Westbound platform
Maryland Ave W
Eastbound platform
Dale St N
Legend
Platform
Bus shelter
Sidewalk
Existing bus stop
0'
30'
Scale in Feet
DRAFT CONCEPT - SUBJECT TO CHANGE AUGUST 2026

Maryland & Western



Station concept

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

Station spacing

Distance from previous station: 0.5 miles from Maryland & Dale

Distance to next station: 0.5 miles to Maryland & Rice

Transit connections

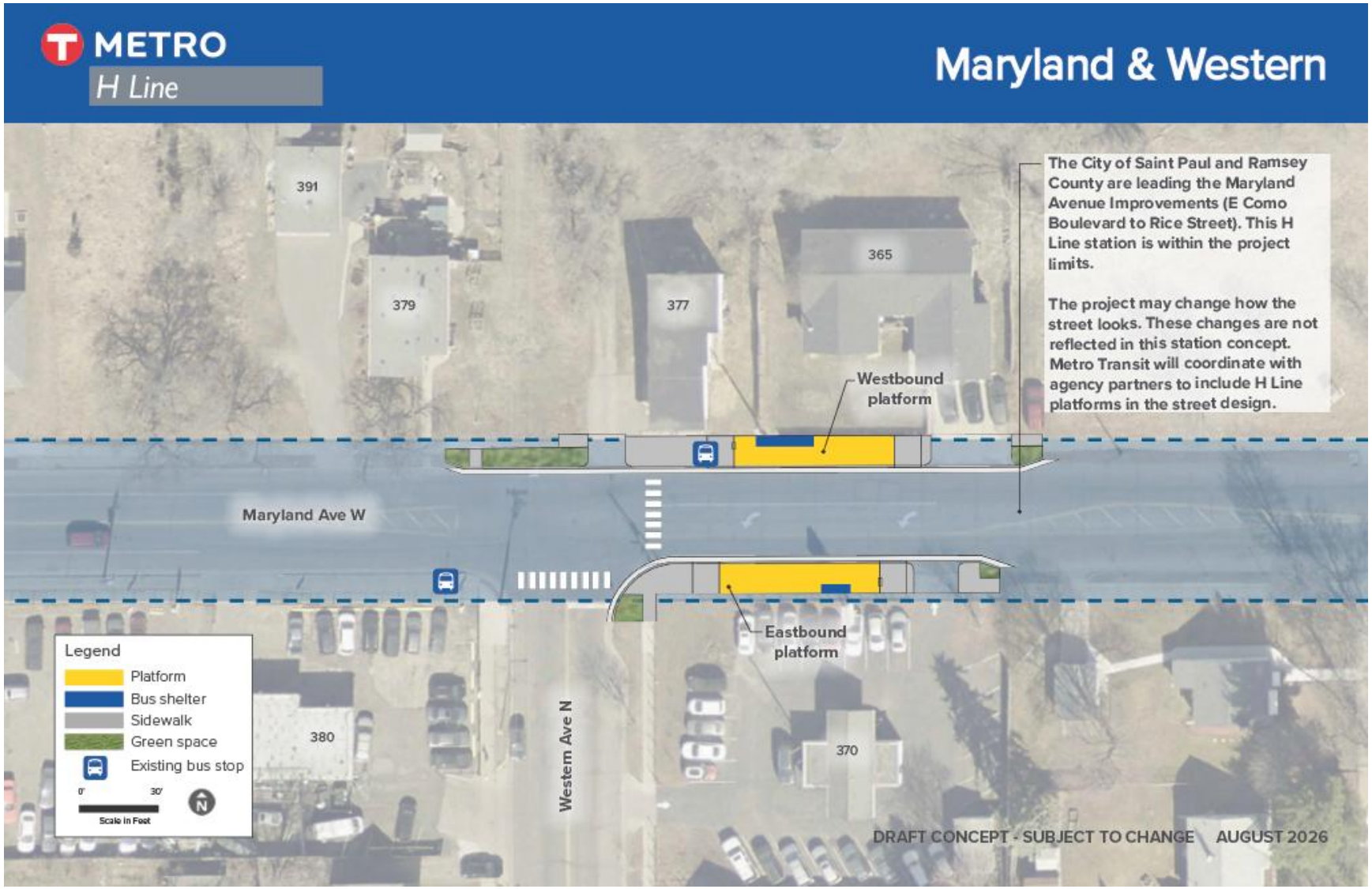
There are no other transit routes near this location

Destinations

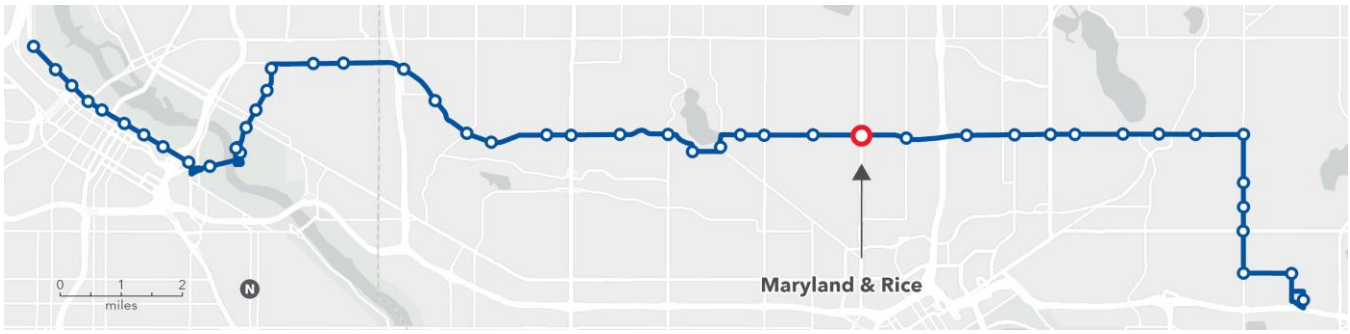
This section of the H Line corridor has a few businesses nearby but is largely residential in nature

Coordinated projects

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


METRO
H Line
Maryland & Western
391
379
377
365
380
370
Maryland Ave W
Western Ave N
Westbound platform
Eastbound platform
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.
Legend
Platform
Bus shelter
Sidewalk
Green space
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE AUGUST 2026

Maryland & Rice



Station concept

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

Station spacing

Distance from previous station: 0.5 miles from Maryland & Western

Distance to next station: 0.6 miles to Maryland & Jackson

Transit connections

Route 62 (replaced by future METRO G Line)

Destinations

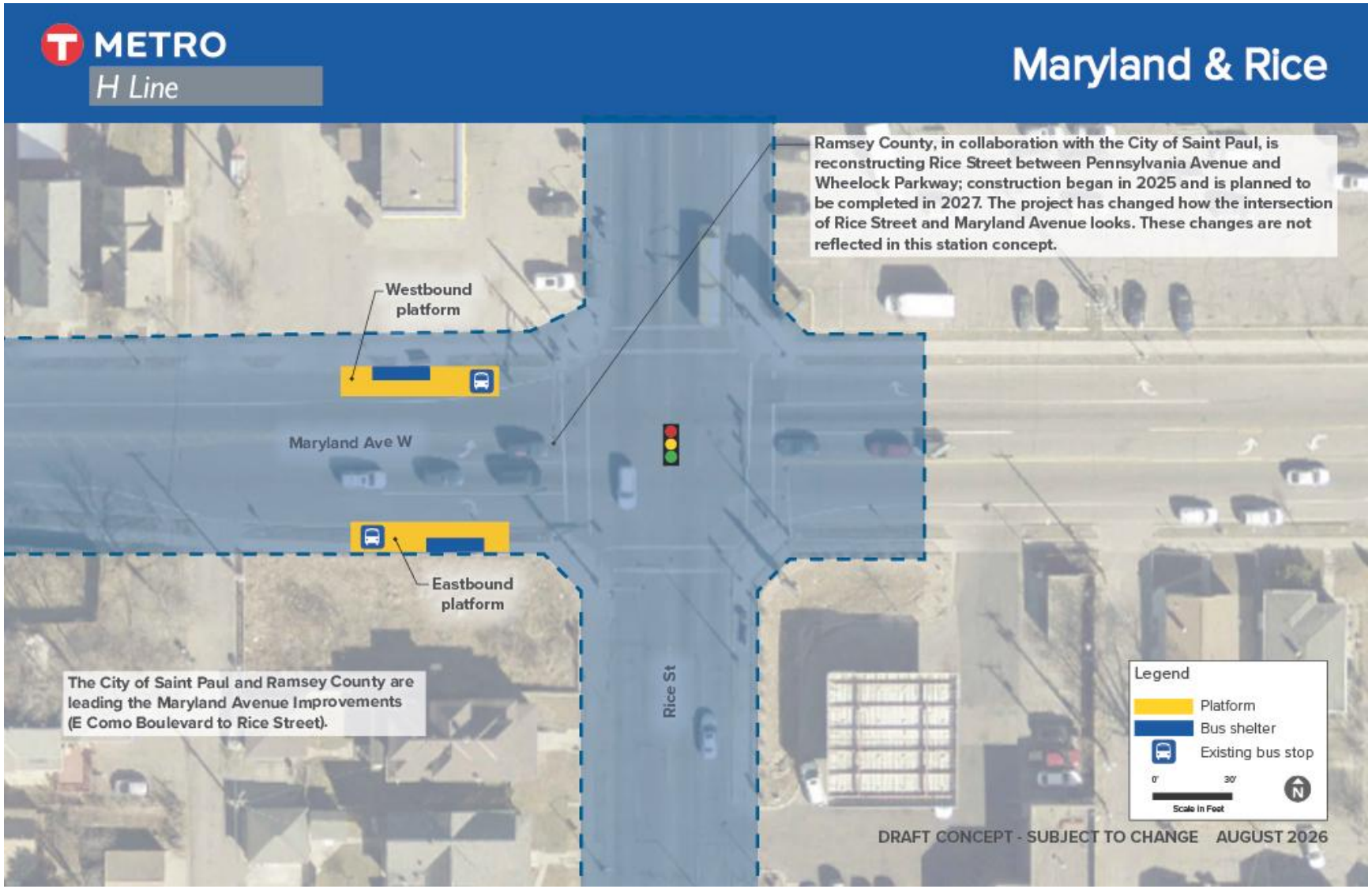
Rice Street commercial corridor, Double Dragon Foods grocery store, MEK Latin & Asian Grocery Store, Prodeo Academy – Saint Paul primary school, and other businesses near the intersection, as well as Sylvan Park

Coordinated projects

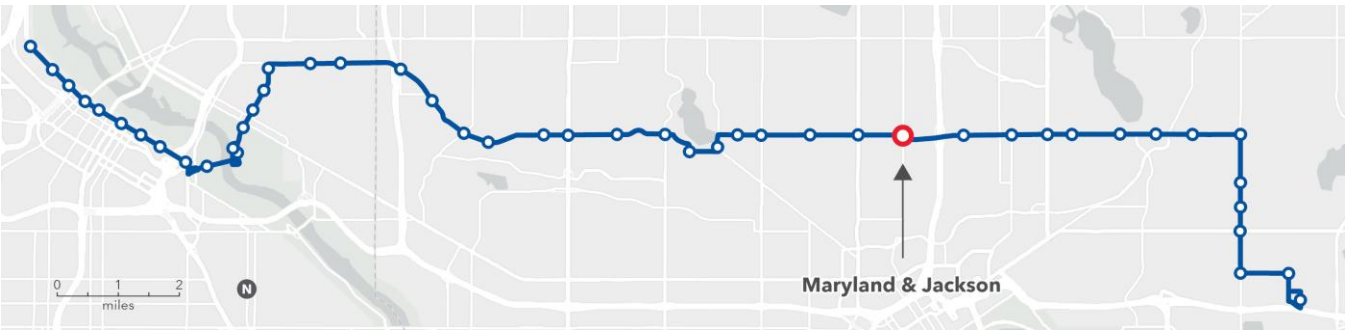
Ramsey County, in collaboration with the City of Saint Paul, is Rice Street Reconstruction, including the intersection with Maryland Avenue in 2025-2026. The project will change how the intersection of Rice Street and Maryland Avenue looks. These changes are not reflected in the H Line station concept.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

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

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


METRO
H Line
Maryland & Rice
Ramsey County, in collaboration with the City of Saint Paul, is reconstructing Rice Street between Pennsylvania Avenue and Wheelock Parkway; construction began in 2025 and is planned to be completed in 2027. The project has changed how the intersection of Rice Street and Maryland Avenue looks. These changes are not reflected in this station concept.
Westbound platform
Maryland Ave W
Eastbound platform
Rice St
The City of Saint Paul and Ramsey County are leading the Maryland Avenue Improvements (E Como Boulevard to Rice Street).
Legend
Platform
Bus shelter
Existing bus stop
0'
30'
Scale in Feet
N
DRAFT CONCEPT - SUBJECT TO CHANGE AUGUST 2026

Maryland & Jackson



Station concept

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

Station spacing

Distance from previous station: 0.5 miles from Maryland & Rice

Distance to next station: 0.6 miles to Maryland & Arkwright

Transit connections

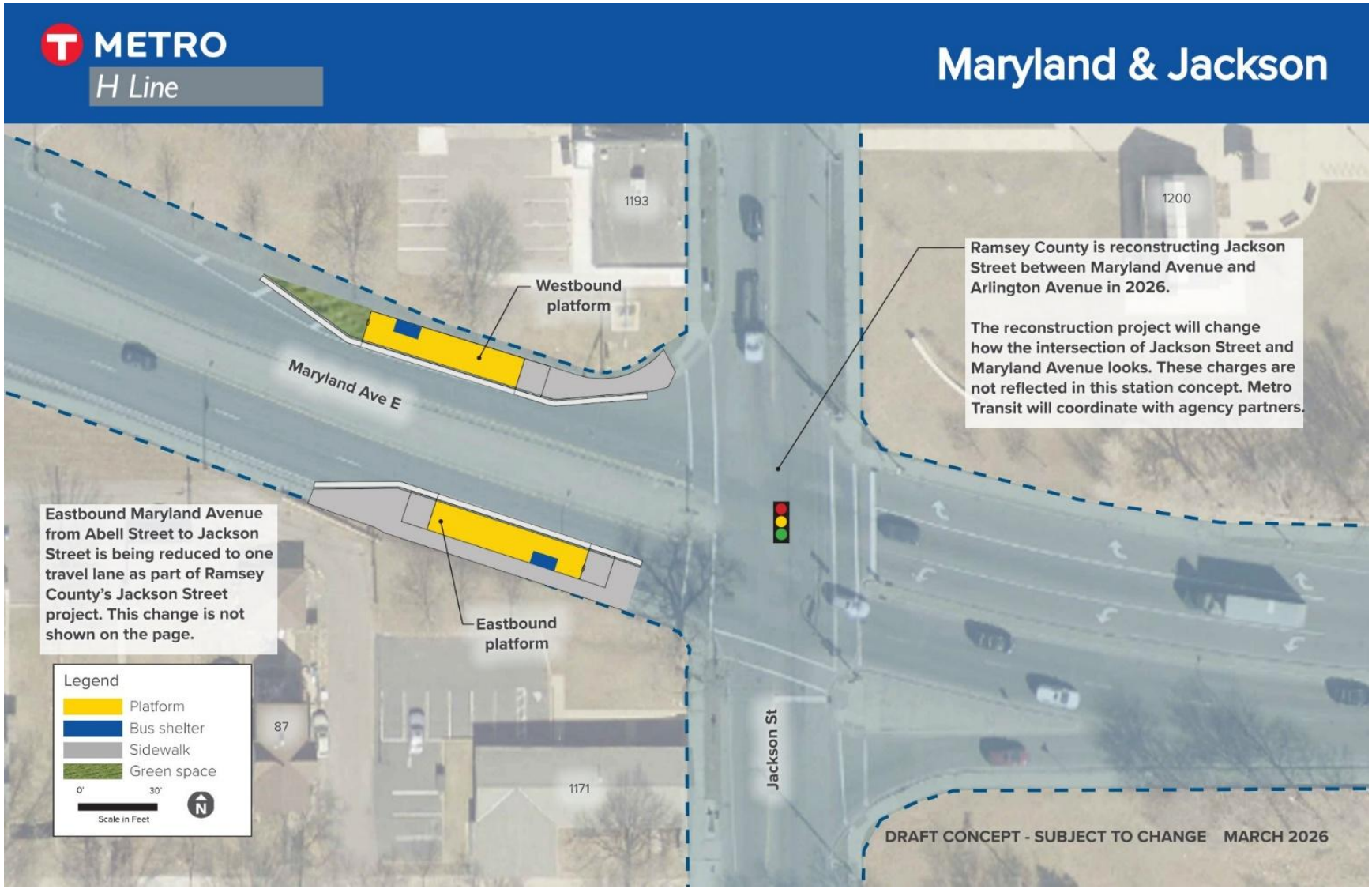
Route 68

Destinations

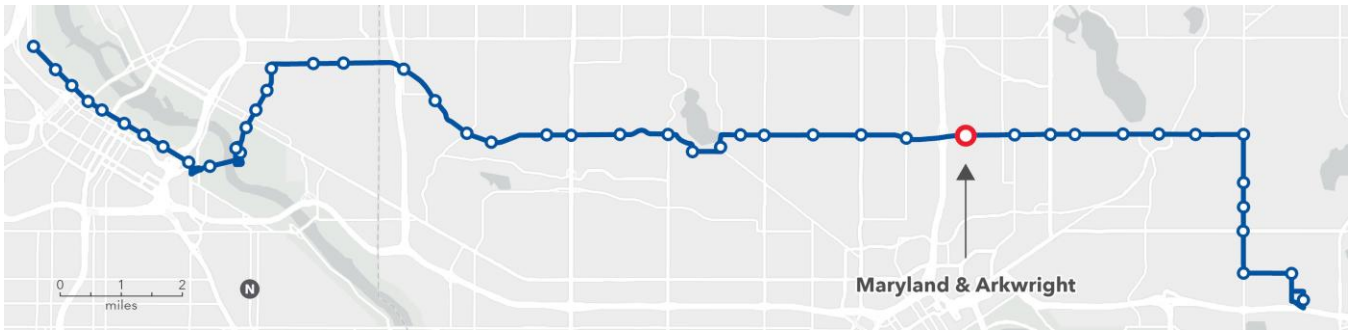
Trout Brook Nature Sanctuary, Saint Paul Music Academy, and small businesses

Coordinated projects

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


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

Maryland & Arkwright



Station concept

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

Station spacing

Distance from previous station: 0.6 miles from Maryland & Jackson

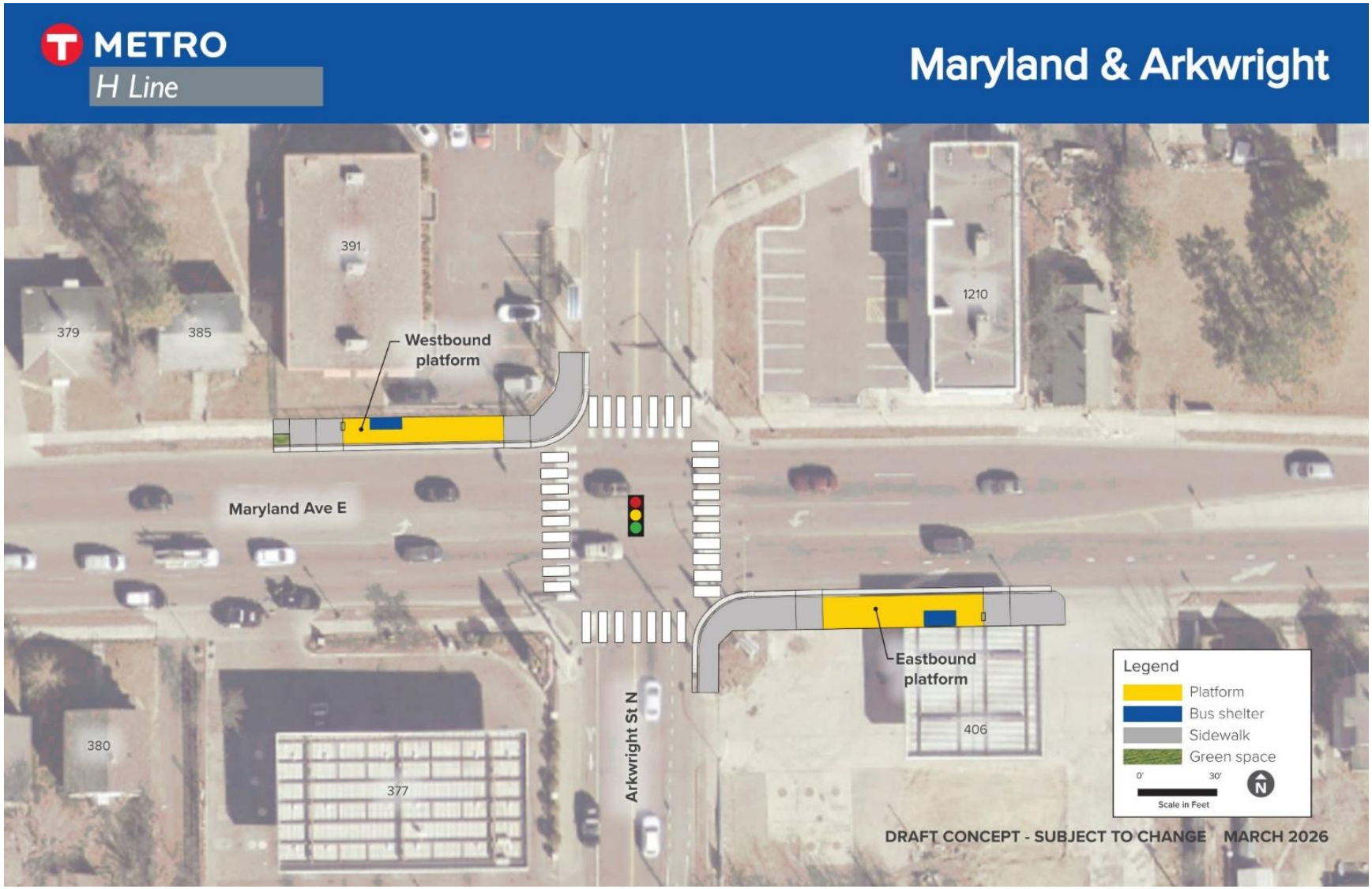
Distance to next station: 0.5 miles to Maryland & Payne

Transit connections

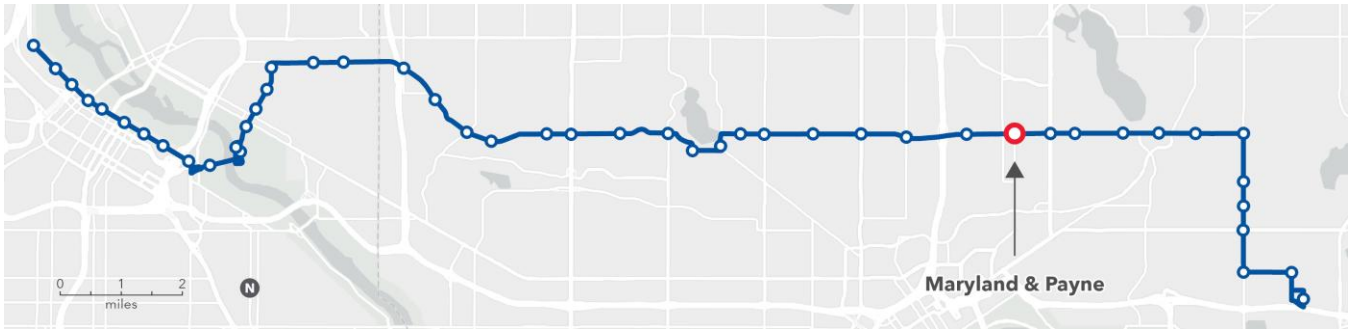
Route 71, planned Route 64

Destinations

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


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

Maryland & Payne



Station concept

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

Station spacing

Distance from previous station: 0.5 miles from Maryland & Arkwright

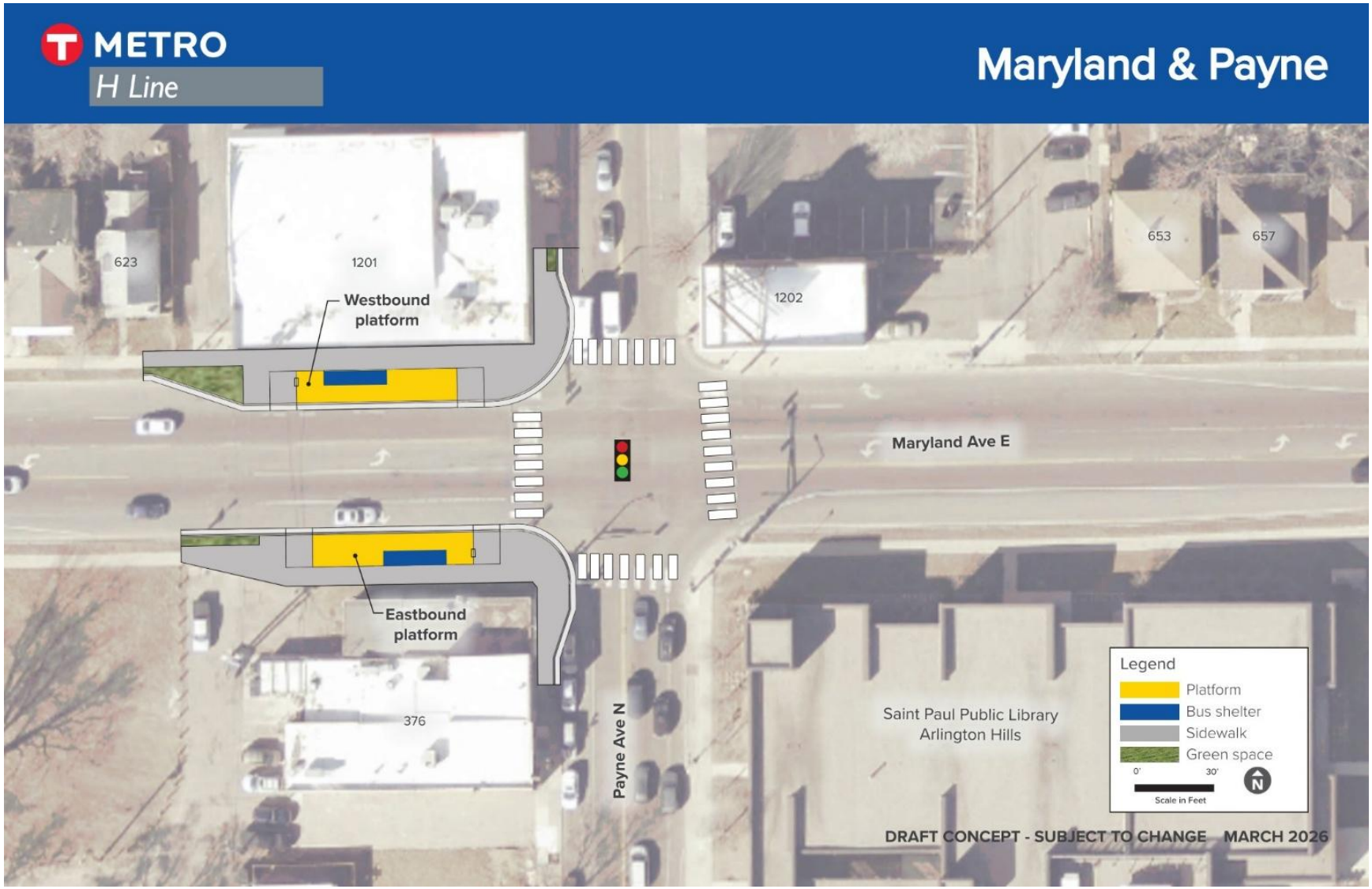
Distance to next station: 0.4 miles to Maryland & Arcade

Transit connections

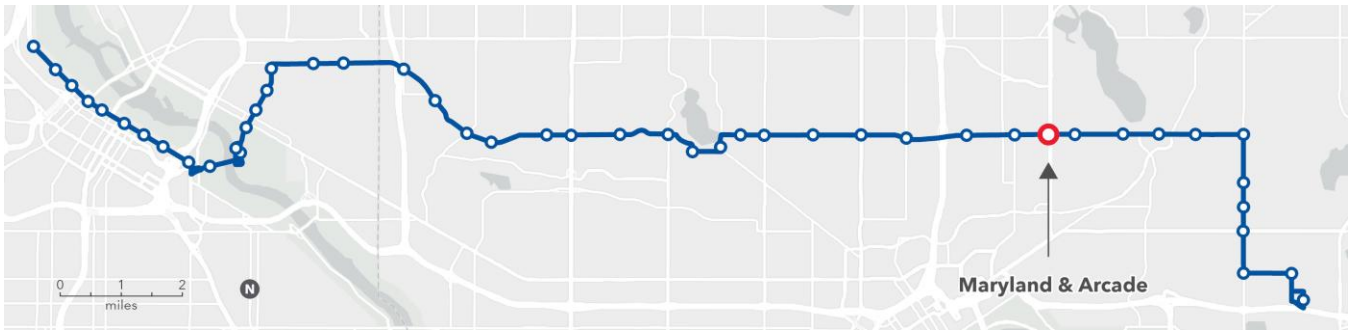
Route 64

Destinations

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


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

Maryland & Arcade



Station concept

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

Station spacing

Distance from previous station: 0.4 miles from Maryland & Payne

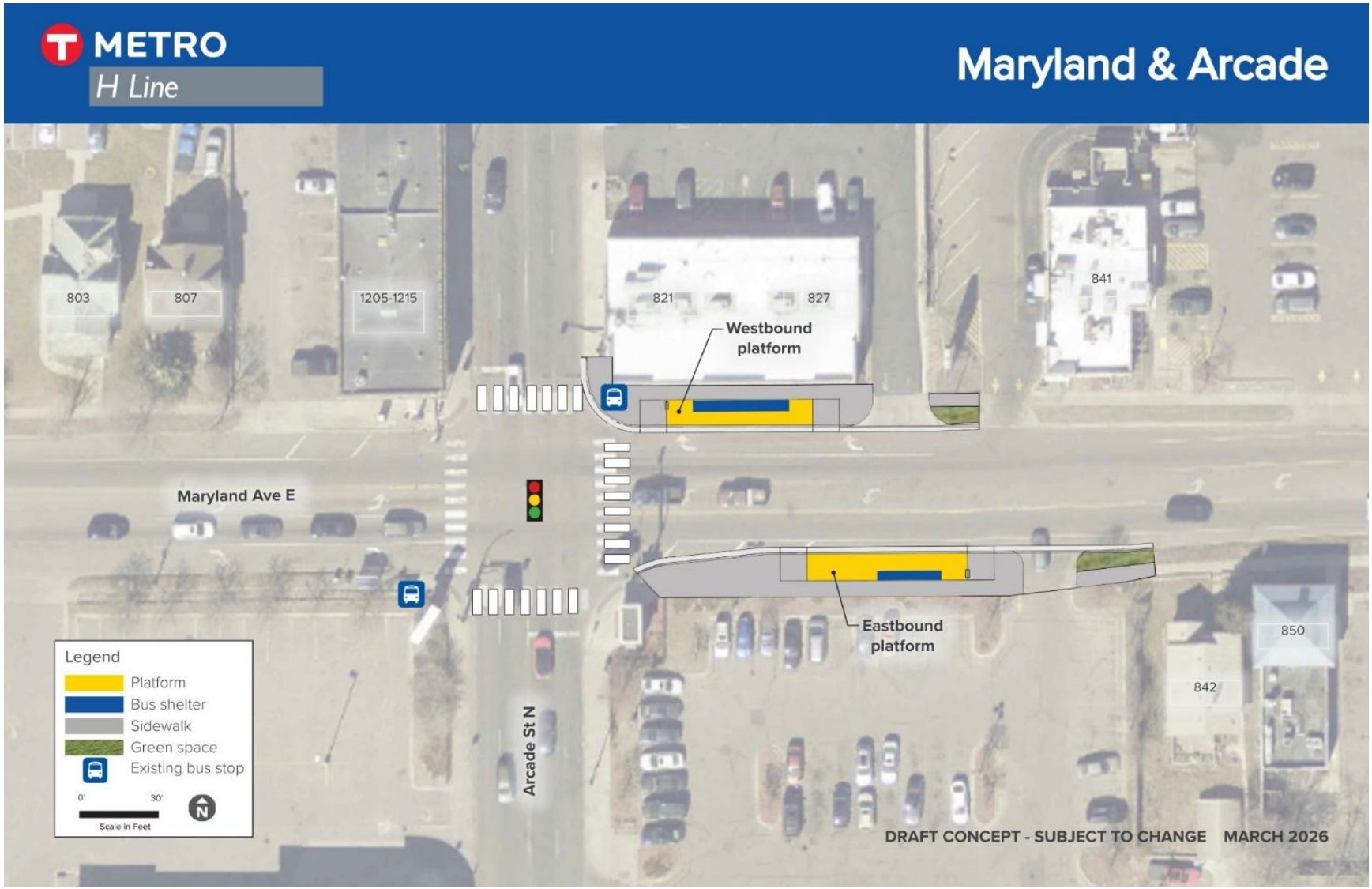
Distance to next station: 0.25 miles to Maryland & Forest

Transit connections

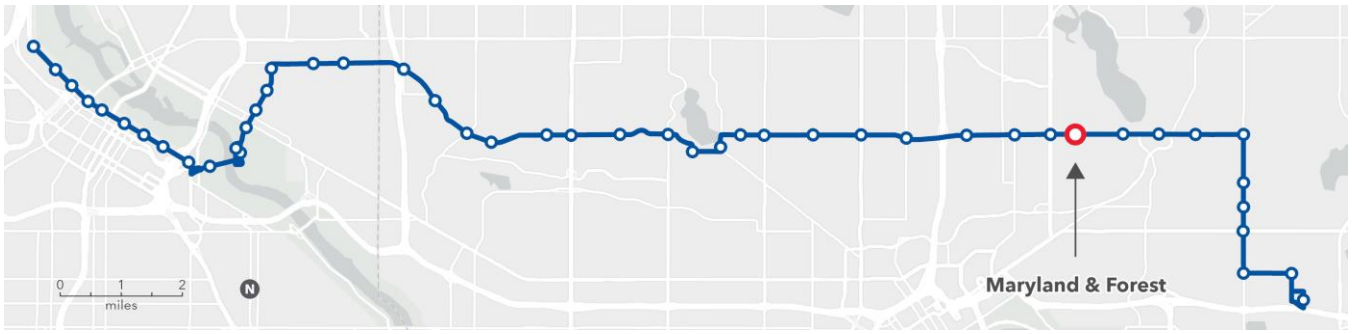
Routes 54 and 61

Destinations

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


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

Maryland & Forest



Station concept

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

Station spacing

Distance from previous station: 0.25 miles from Maryland & Arcade

Distance to next station: 0.5 miles to Maryland & Duluth

Transit connections

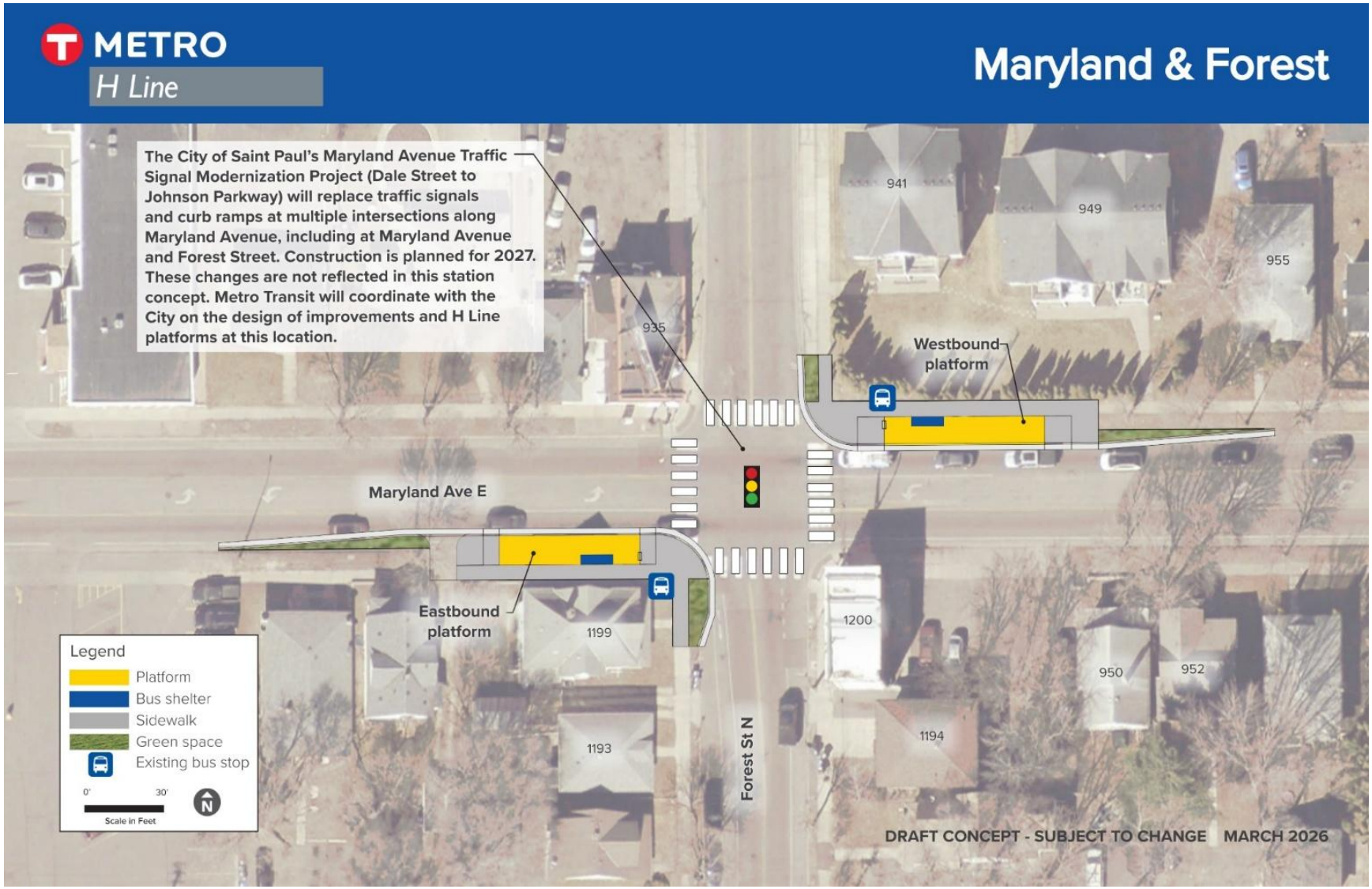
Route 64

Destinations

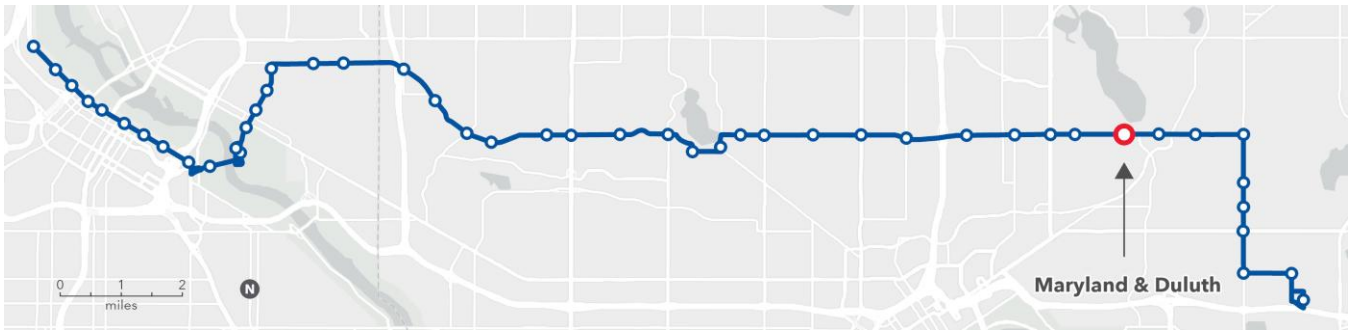
Golden Harvest Foods grocery store, LIFE Prep School, and small businesses

Coordinated projects

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


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

Maryland & Duluth



Station concept

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

Station spacing

Distance from previous station: 0.5 miles from Maryland & Forest

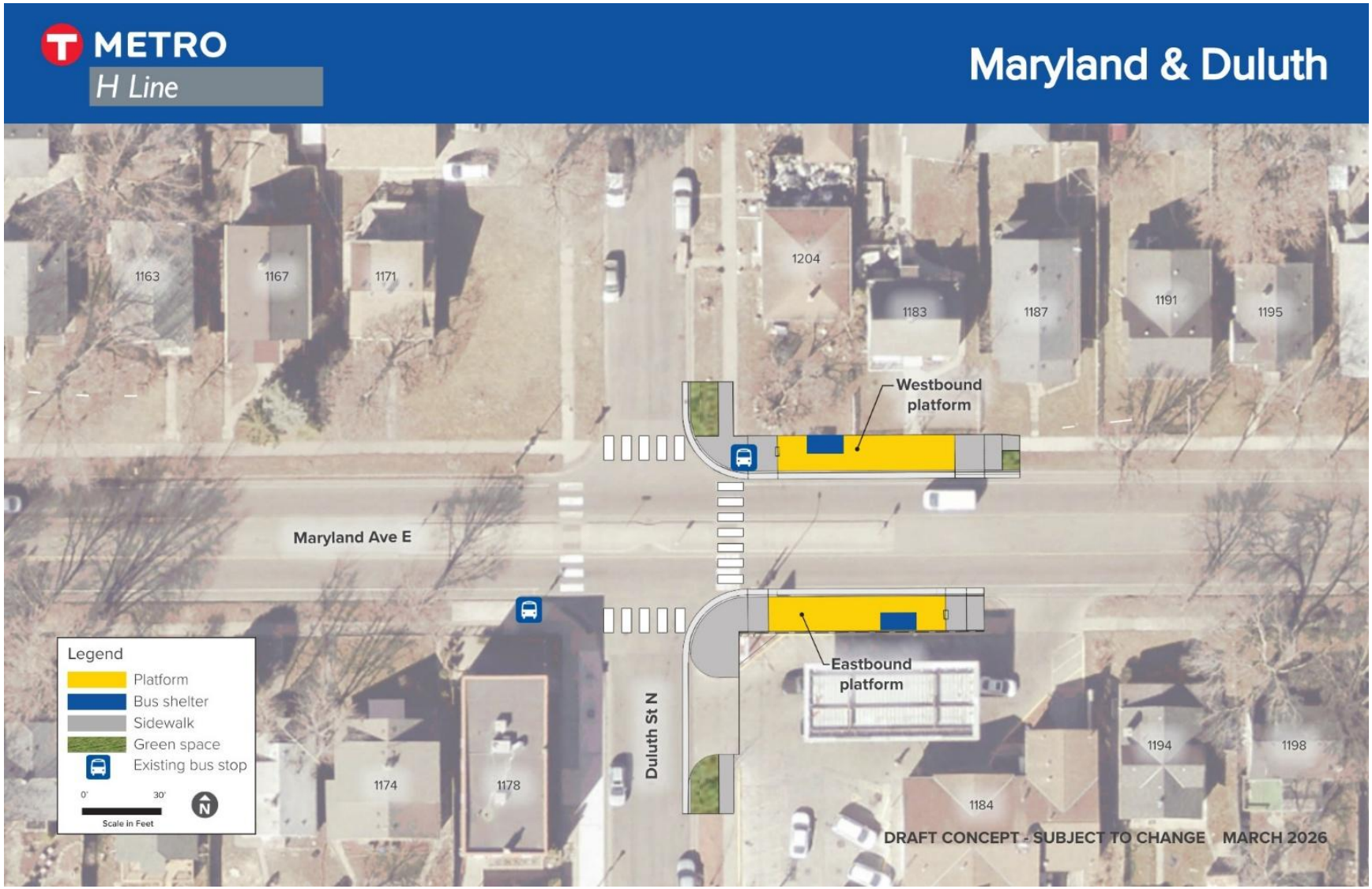
Distance to next station: 0.4 miles to Maryland & Clarence

Transit connections

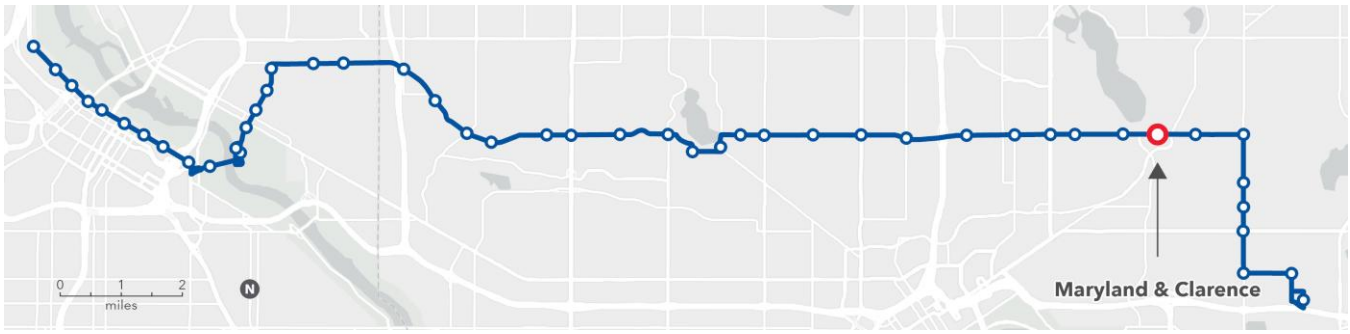
Route 64

Destinations

Convenience store, dentist office, Phalen Regional Park


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

Maryland & Clarence



Station concept

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

Station spacing

Distance from previous station: 0.4 miles from Maryland & Duluth

Distance to next station: 0.4 miles to Maryland & Hazelwood

Transit connections

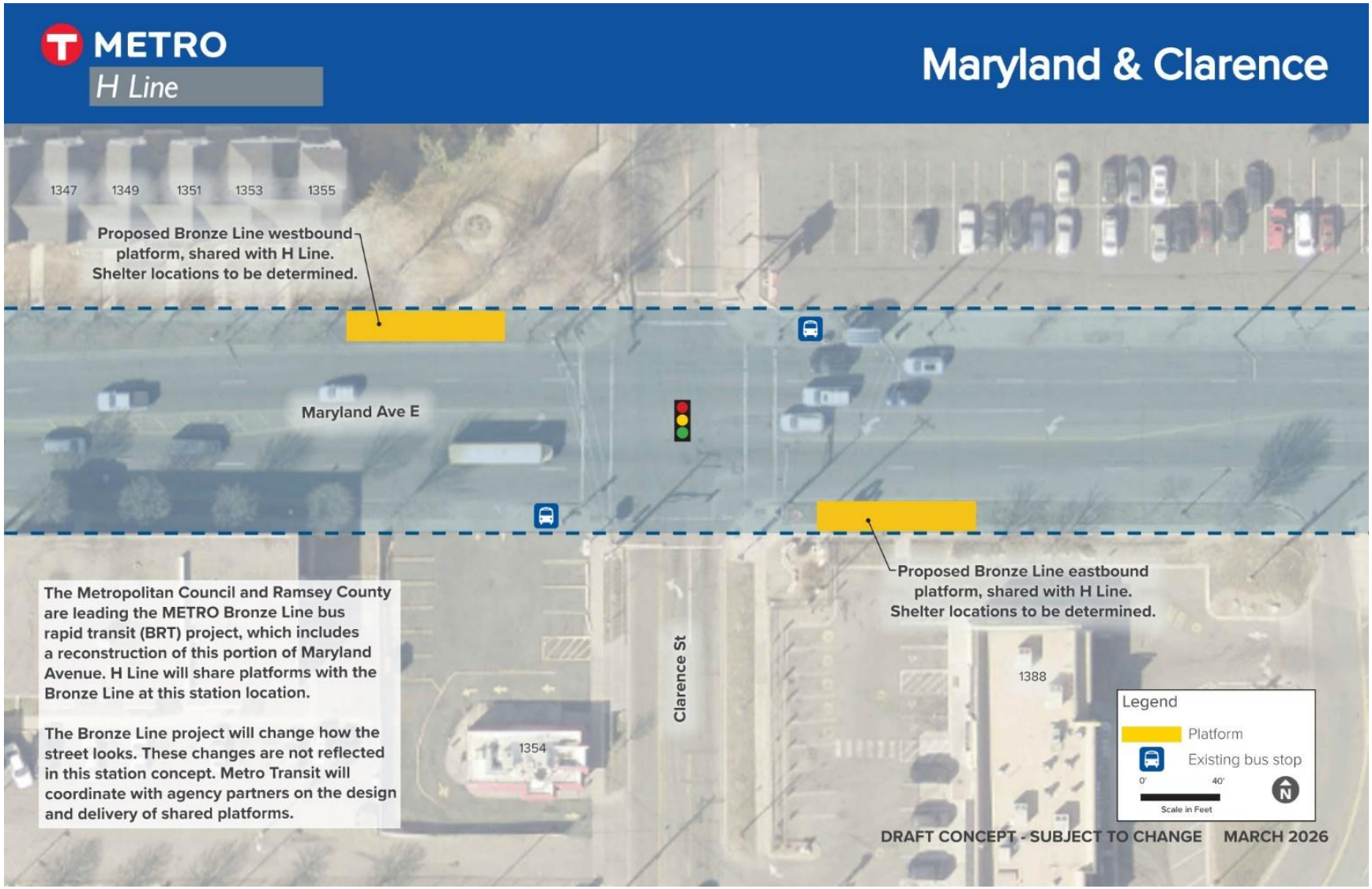
Routes 54 (replaced by future METRO Bronze Line) and 64

Destinations

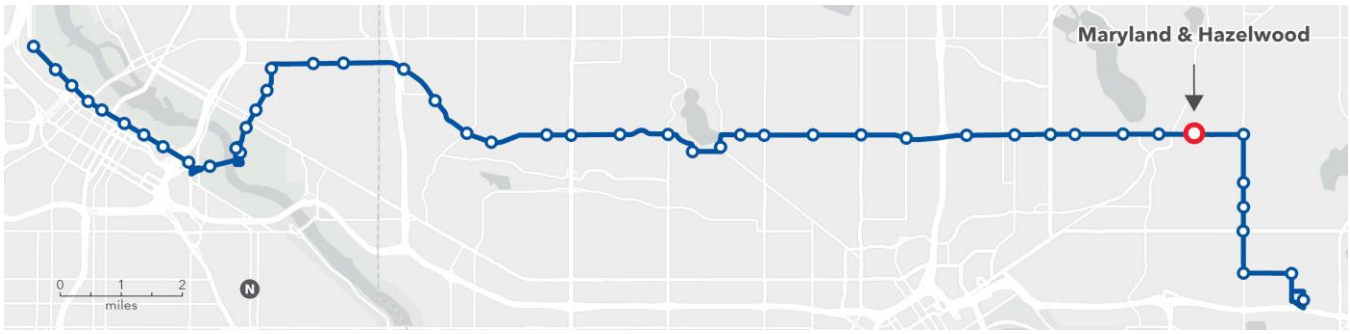
Cub Foods grocery and pharmacy, ALDI grocery store, Reyes Market grocery store, M Health Fairview Clinic, and several other businesses

Coordinated projects

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


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

Maryland & Hazelwood



Station concept

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

Station spacing

Distance from previous station: 0.4 miles from Maryland & Clarence

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

Transit connections

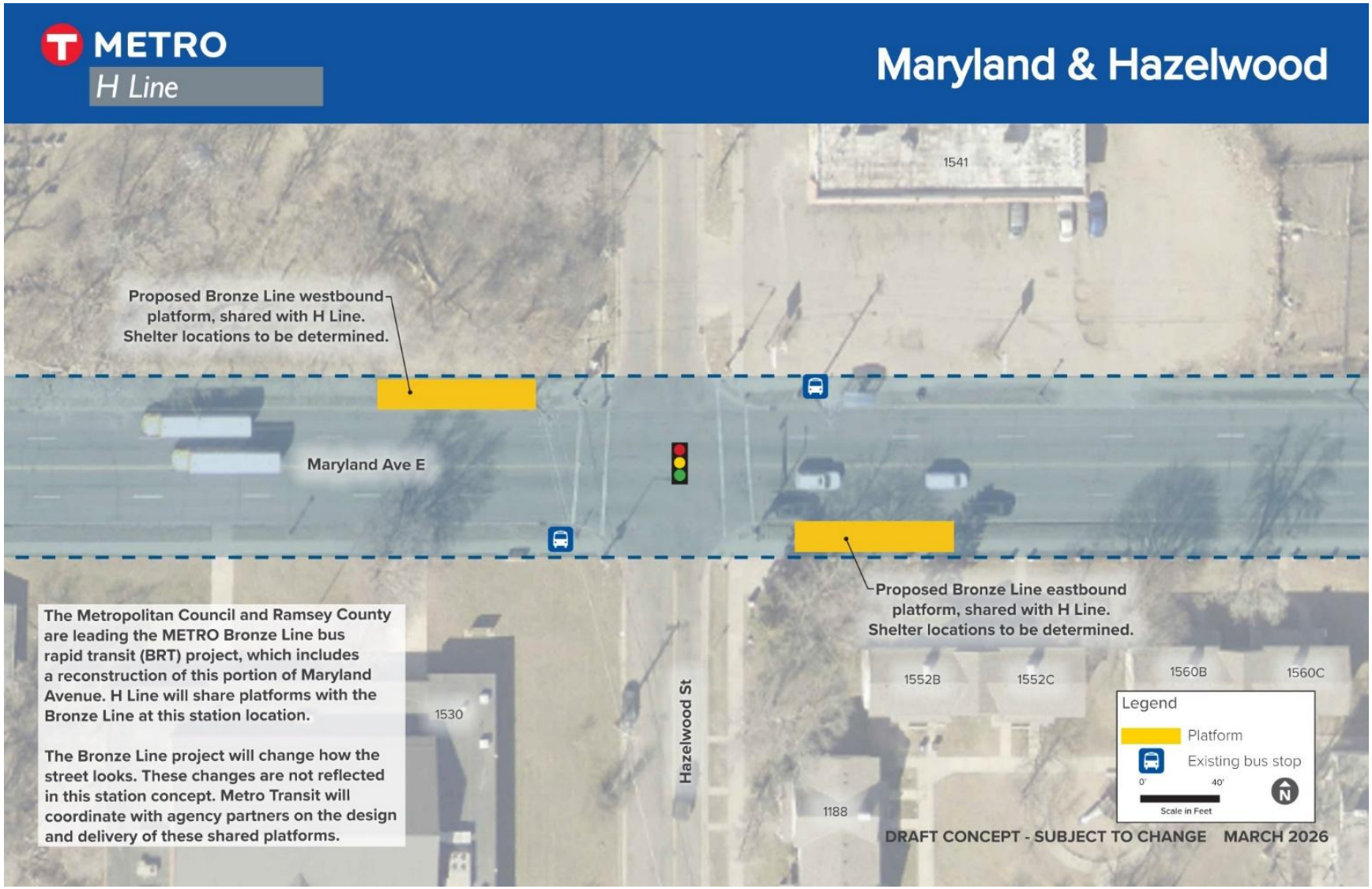
Routes 54 (replaced by future METRO Bronze Line) and 64

Destinations

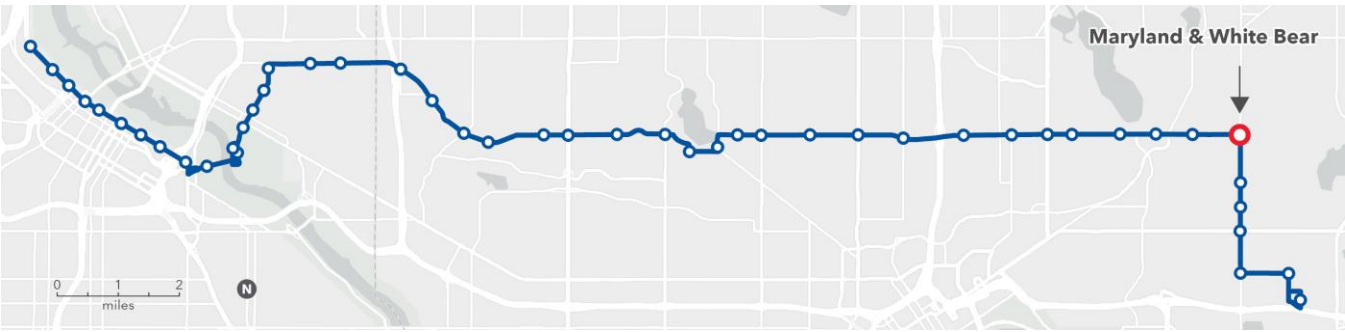
Roosevelt Homes and Community Center, East Side Boys & Girls Club, Montessori Center of Minnesota, Sackett Park, and several multifamily housing buildings

Coordinated projects

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


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

Maryland & White Bear



Station concept

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

Station spacing

Distance from previous station: 0.5 miles from Maryland & Hazelwood

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

Transit connections

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

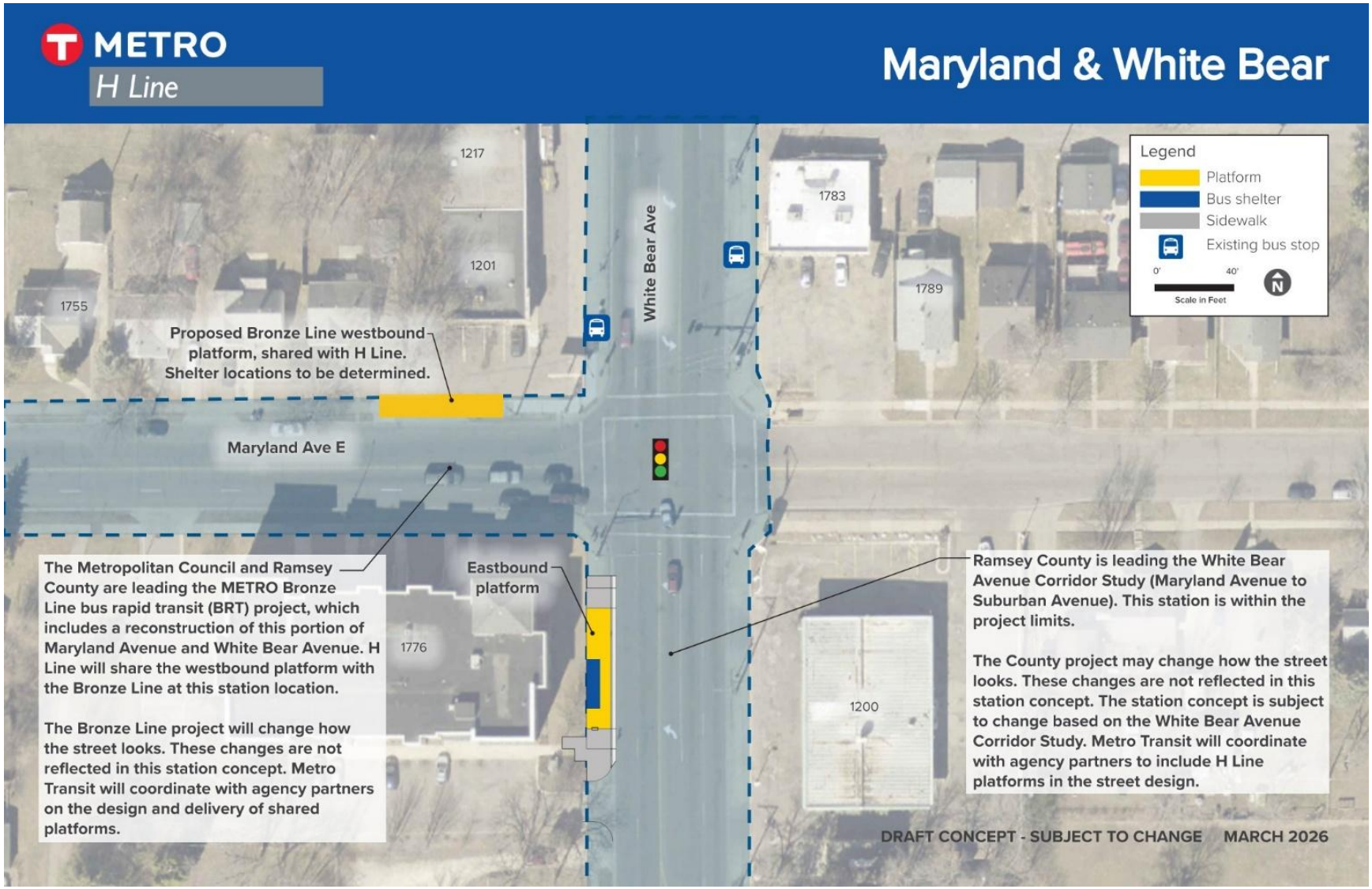
Destinations

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

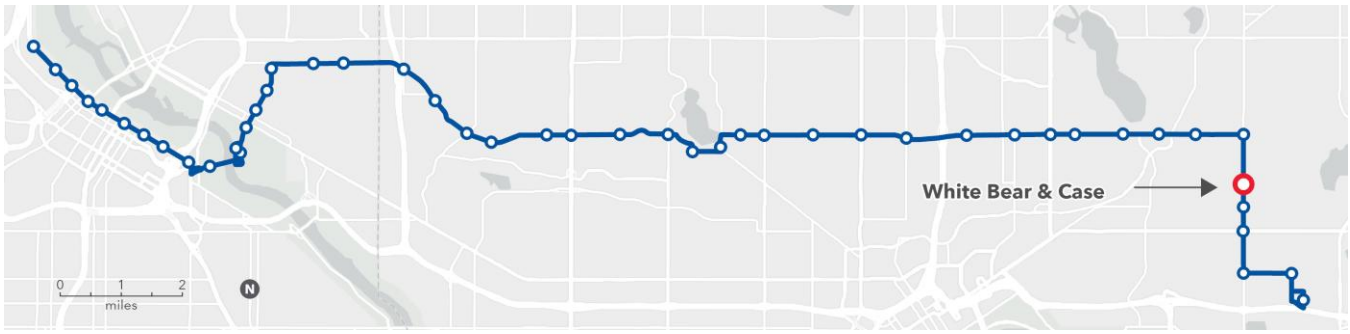
Coordinated projects

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

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


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

White Bear & Case



Station concept

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

Station spacing

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

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

Transit connections

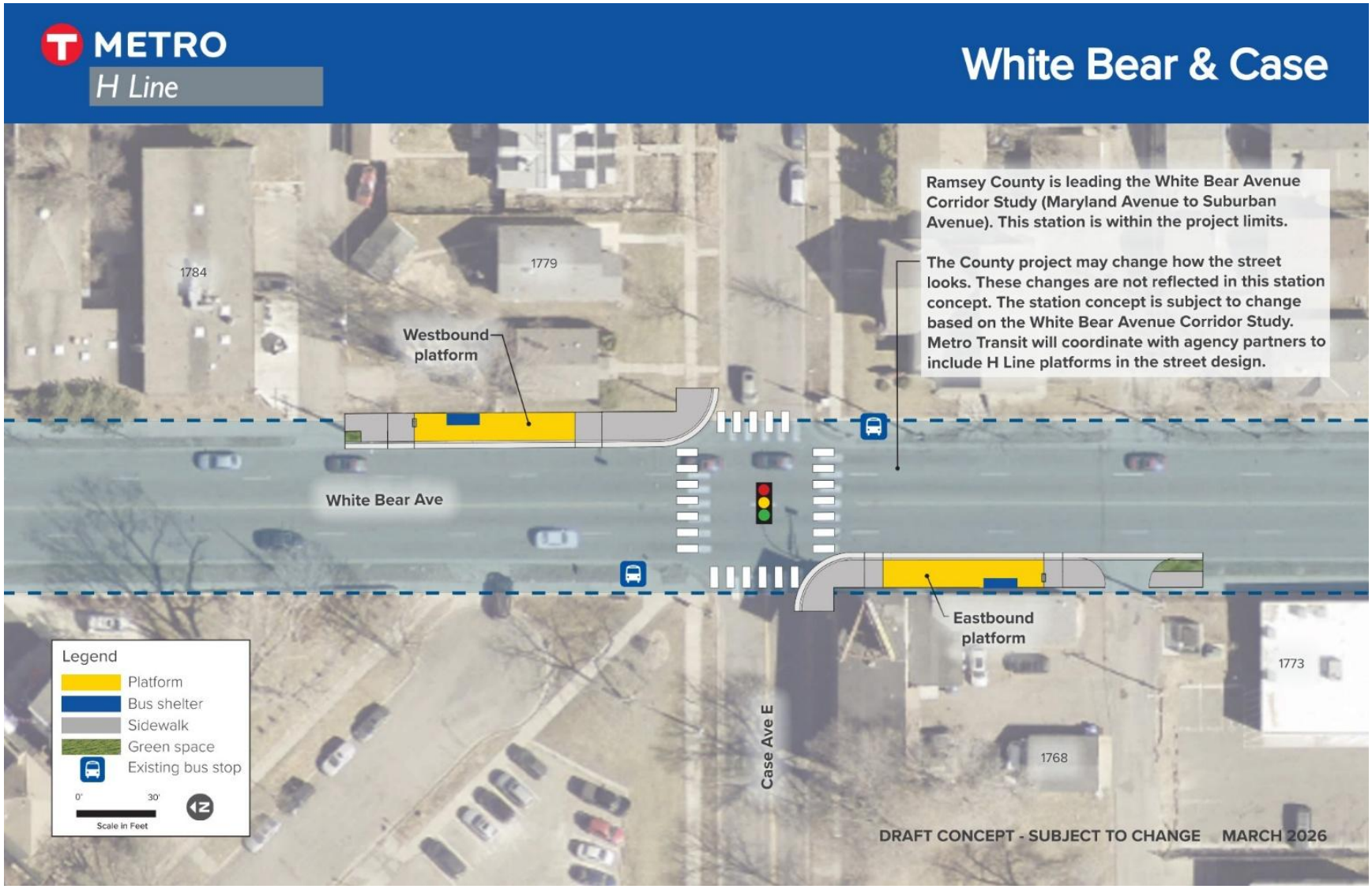
Route 80

Destinations

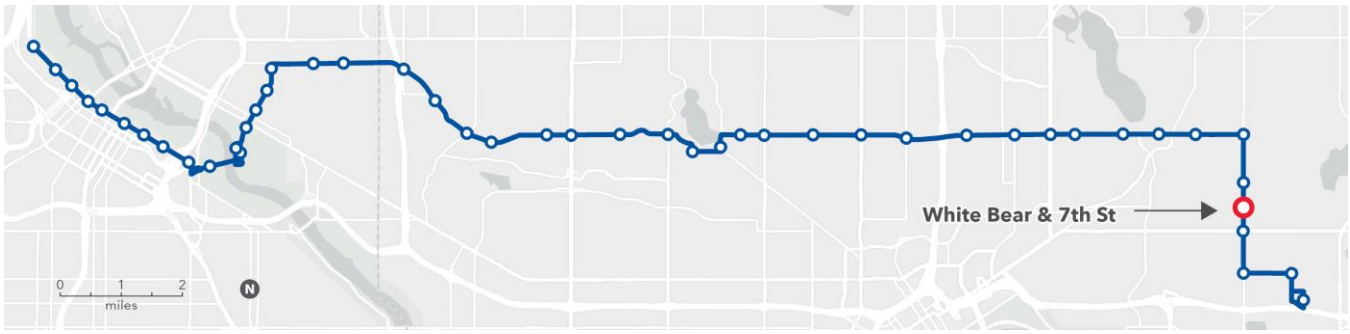
L'Etoile du Nord French Immersion School, Academia Cesar Chavez, Hazel Park Recreation Center, NL Oriental Food & Deli, 3M Distribution Center, small businesses, and several multifamily housing buildings

Coordinated projects

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


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

White Bear & 7th Street



Station concept

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

Station spacing

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

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

Transit connections

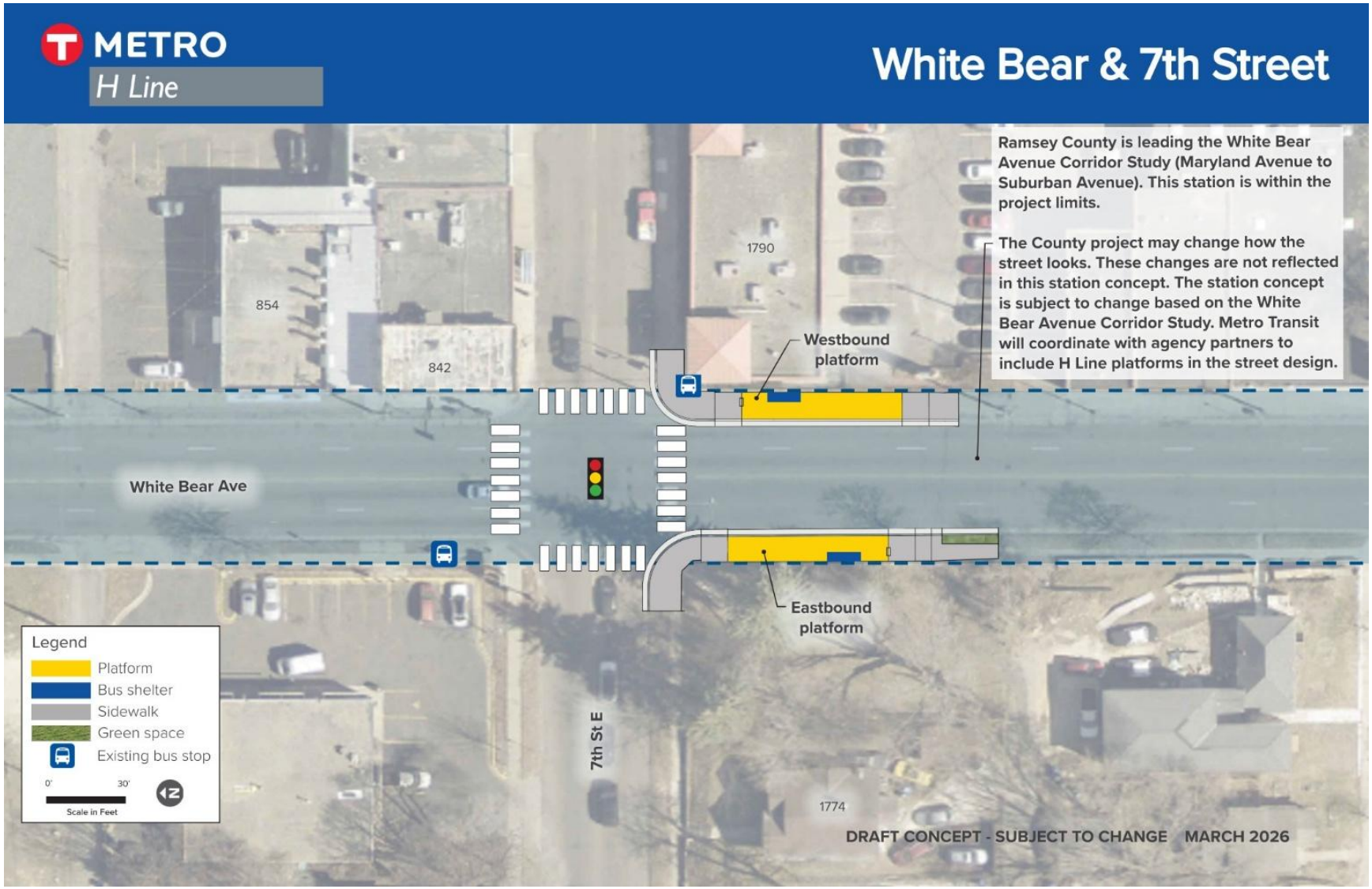
Routes 74 and 80

Destinations

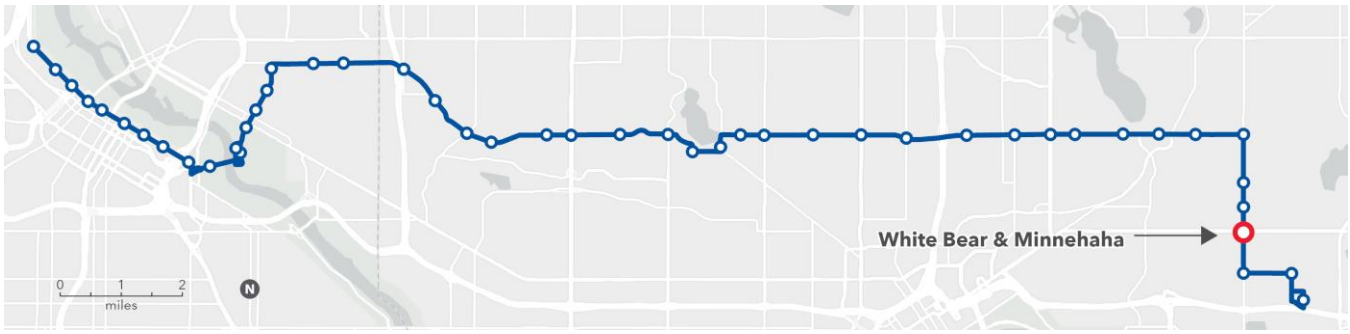
Dentist office, multiple small grocery stores, and other small businesses

Coordinated projects

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


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

White Bear & Minnehaha



Station concept

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

Station spacing

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

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

Transit connections

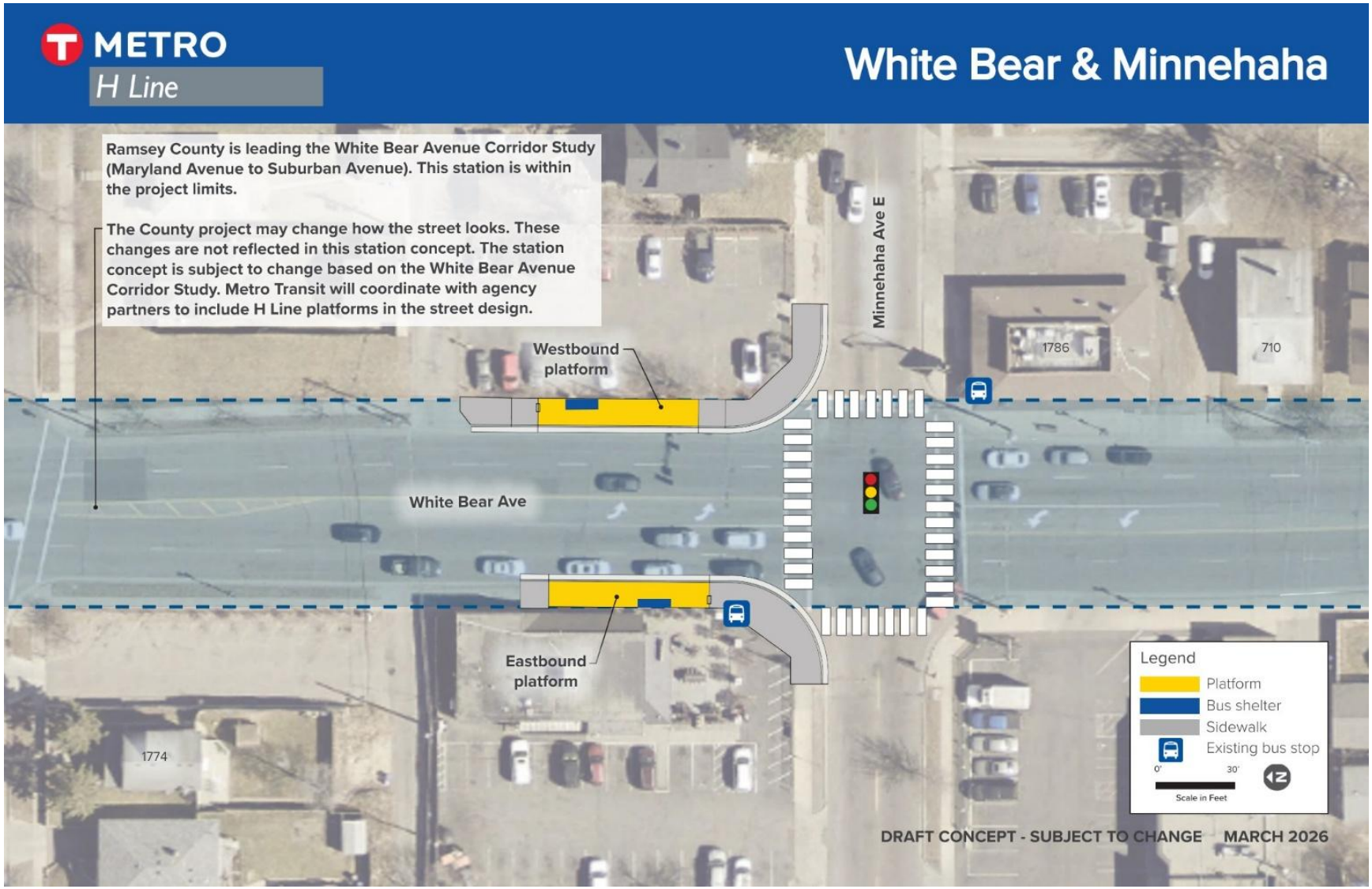
Route 80

Destinations

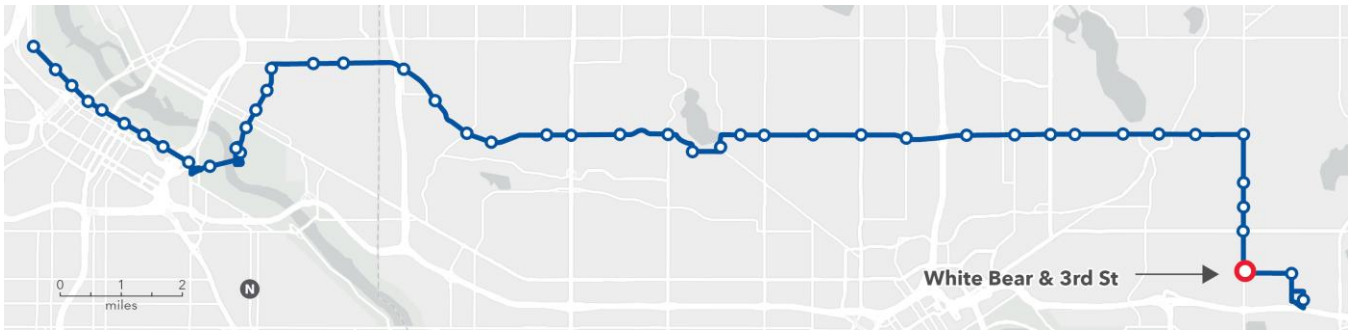
Restaurants, butcher shop, and other small businesses

Coordinated projects

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


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

White Bear & 3rd Street



Station concept

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

Station spacing

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

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

Transit connections

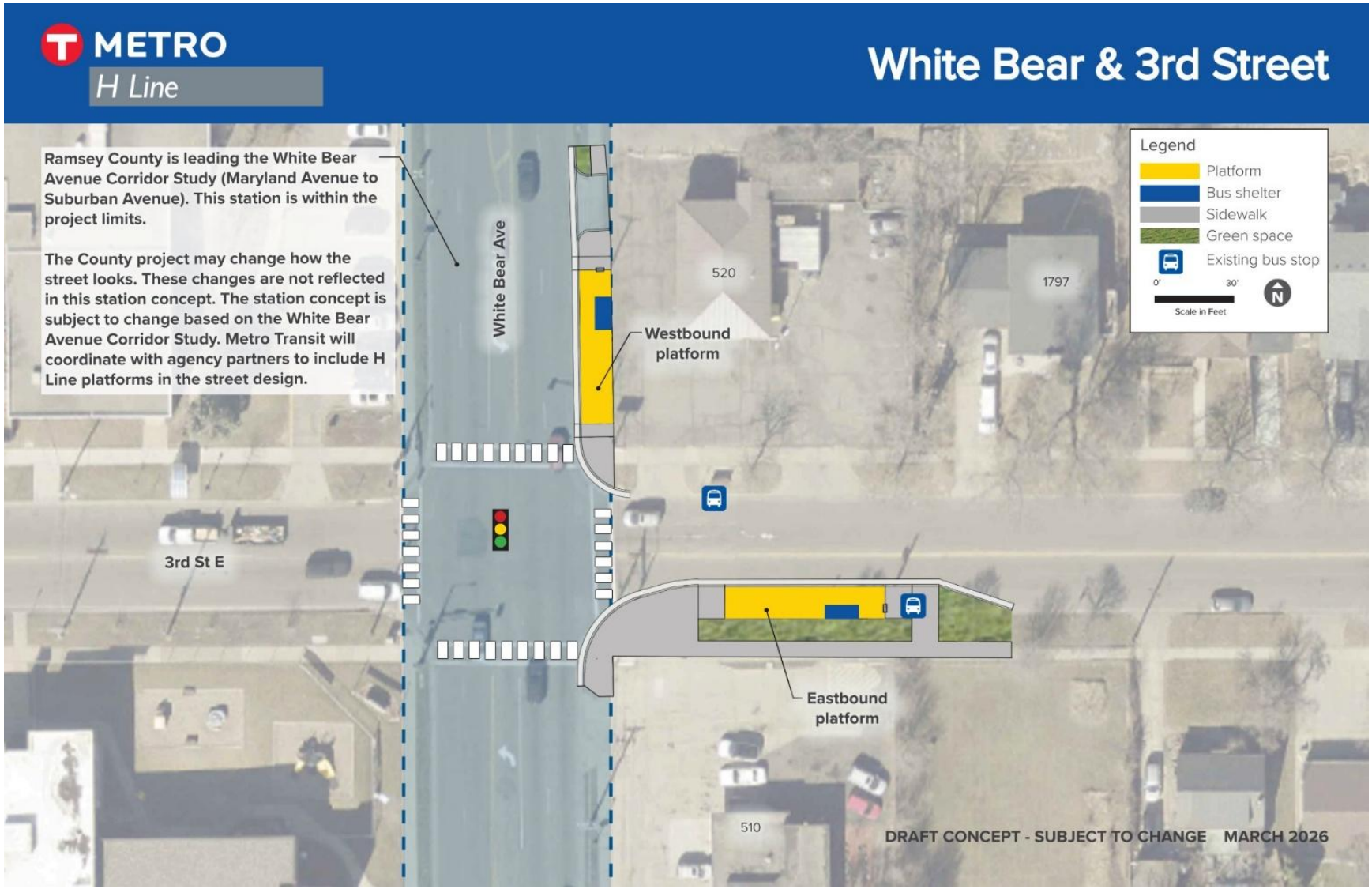
Routes 63 and 80

Destinations

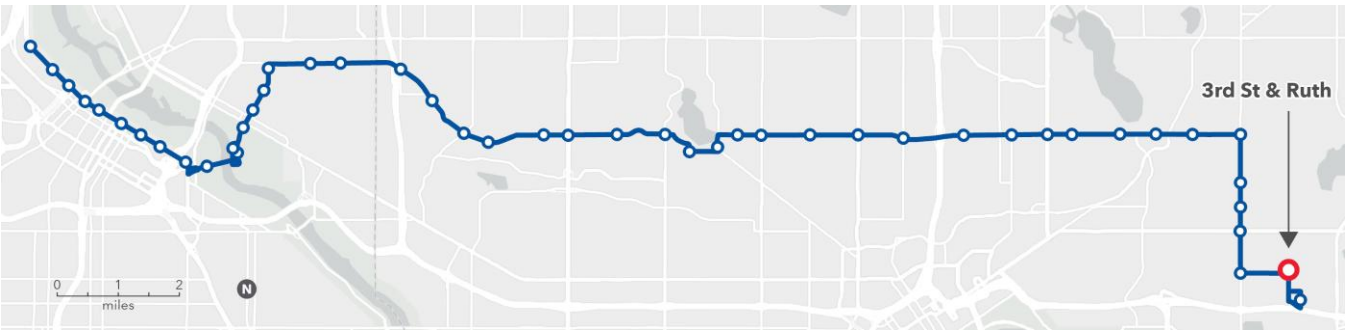
Nokomis Montessori South Campus, St. Pascal Regional Catholic School, Harding High School, a convenience store, restaurants, and other small businesses, and several multifamily housing buildings along Hazel Street and Wilson Avenue

Coordinated projects

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


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

3rd Street & Ruth



Station concept

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

Station spacing

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

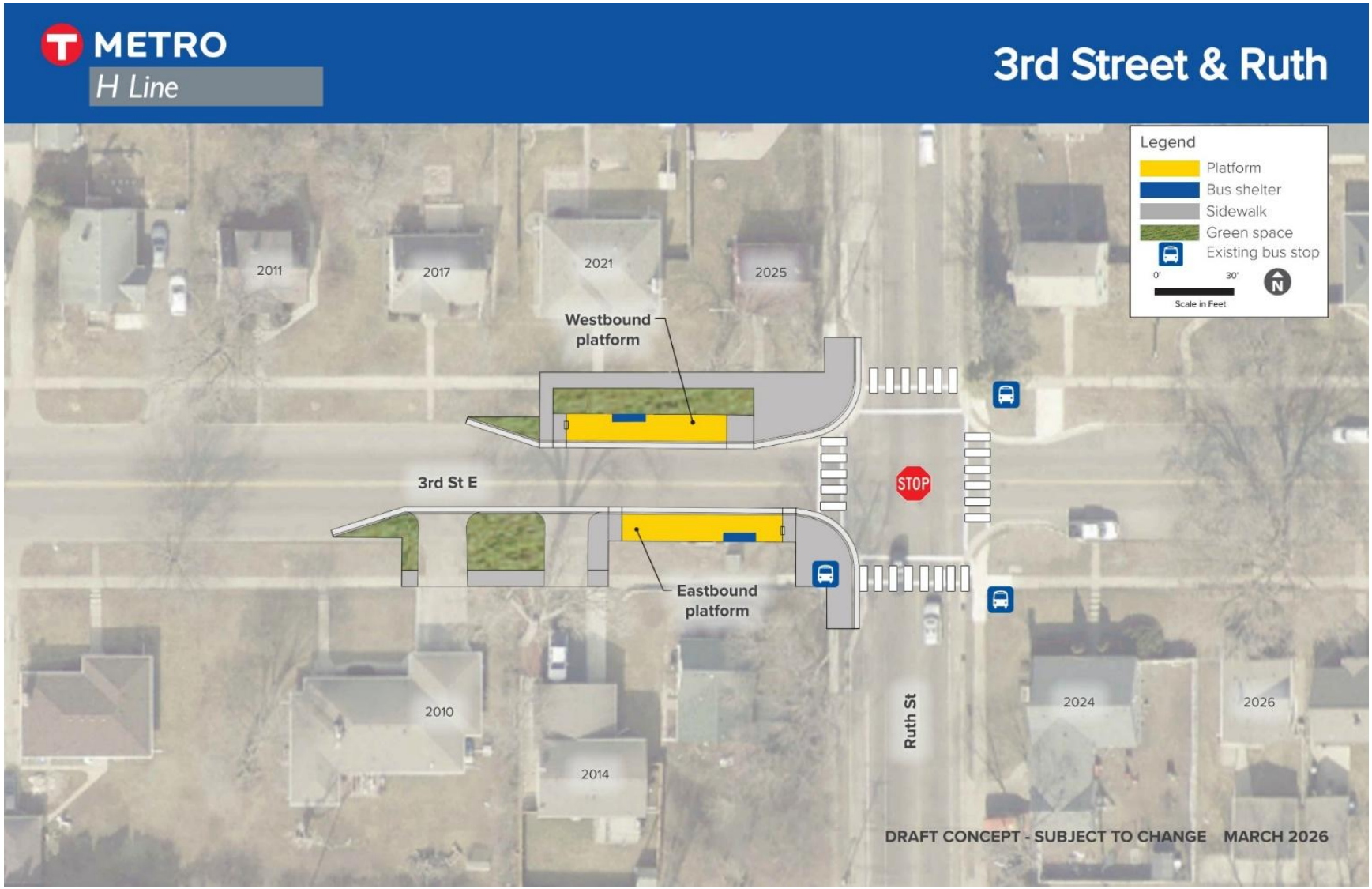
Distance to next station: 0.5 miles to Sun Ray Transit Center

Transit connections

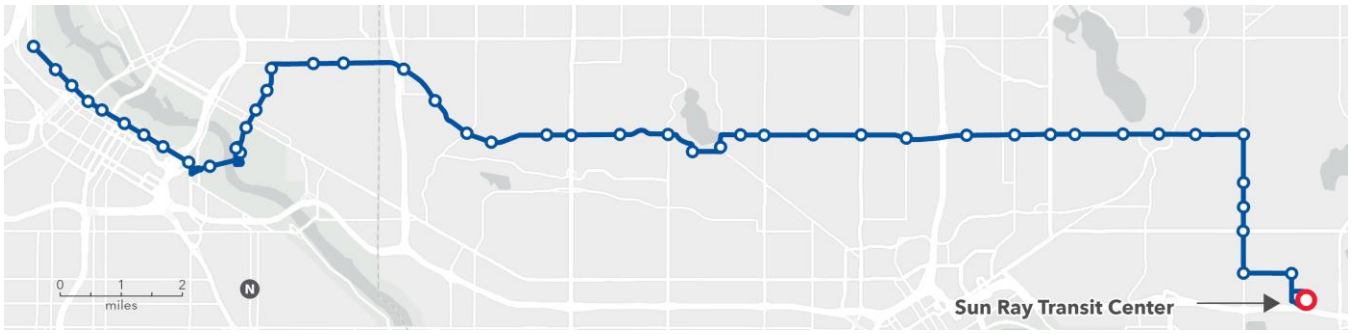
Routes 74, 80, and 219

Destinations

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


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

Sun Ray Transit Center



Station concept

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

Station spacing

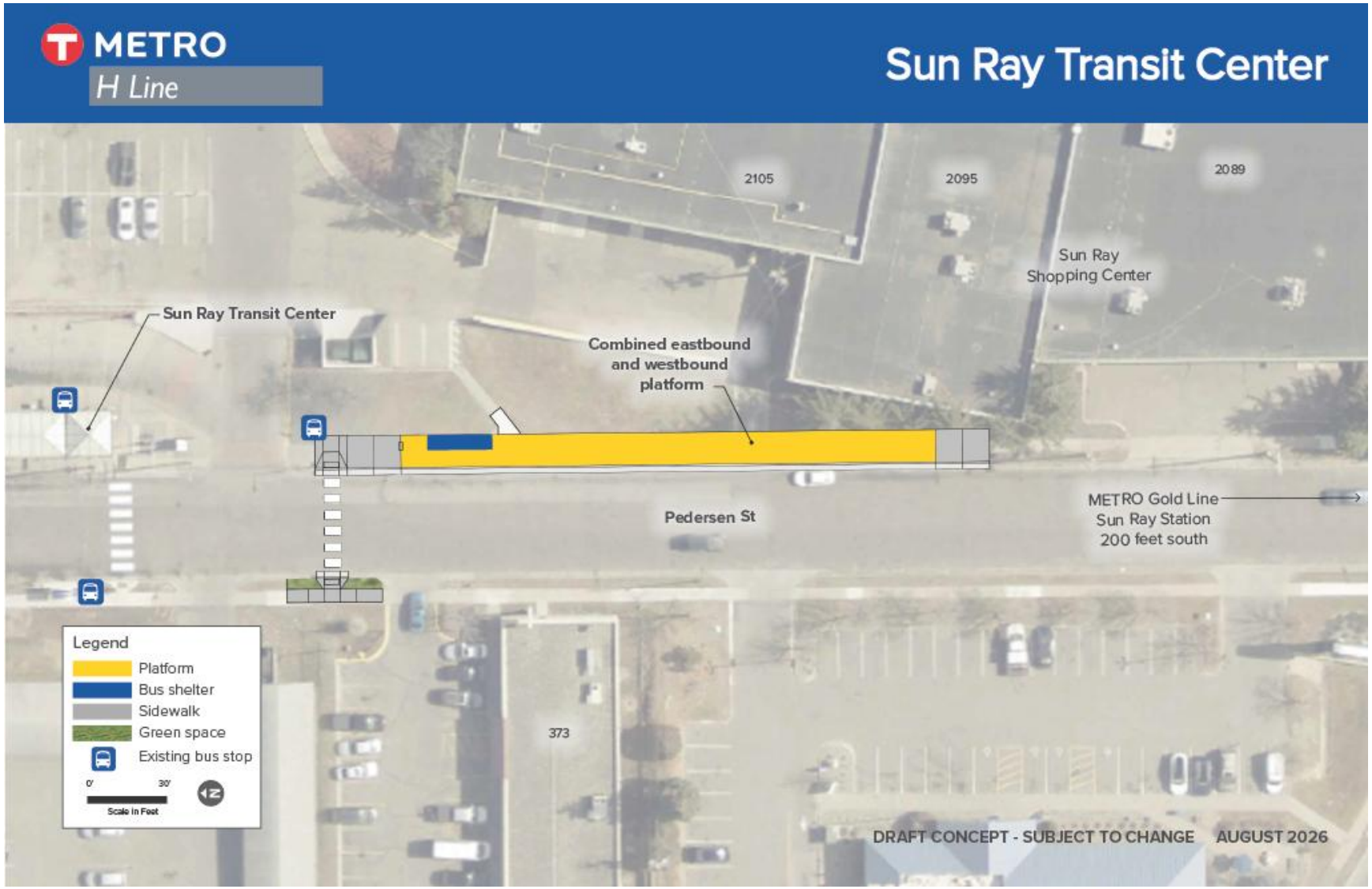
Distance from previous station: 0.5 miles from 3rd St & Ruth

Transit connections

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

Destinations

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


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

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.

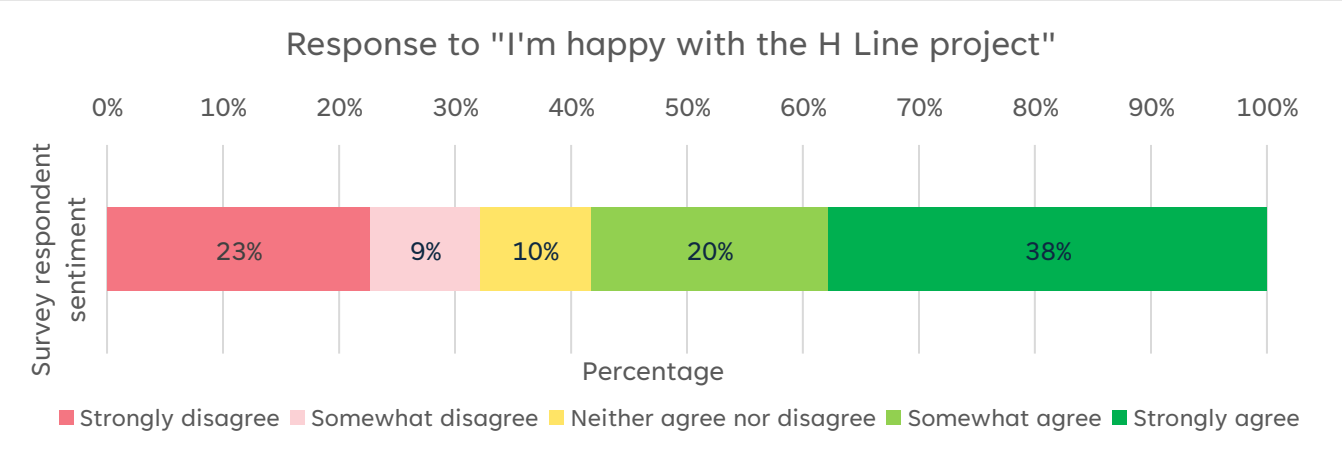
In addition to event-based engagement, outreach staff knocked on approximately **300** doors of station neighbors near proposed station intersections throughout the corridor.



Overview of survey results

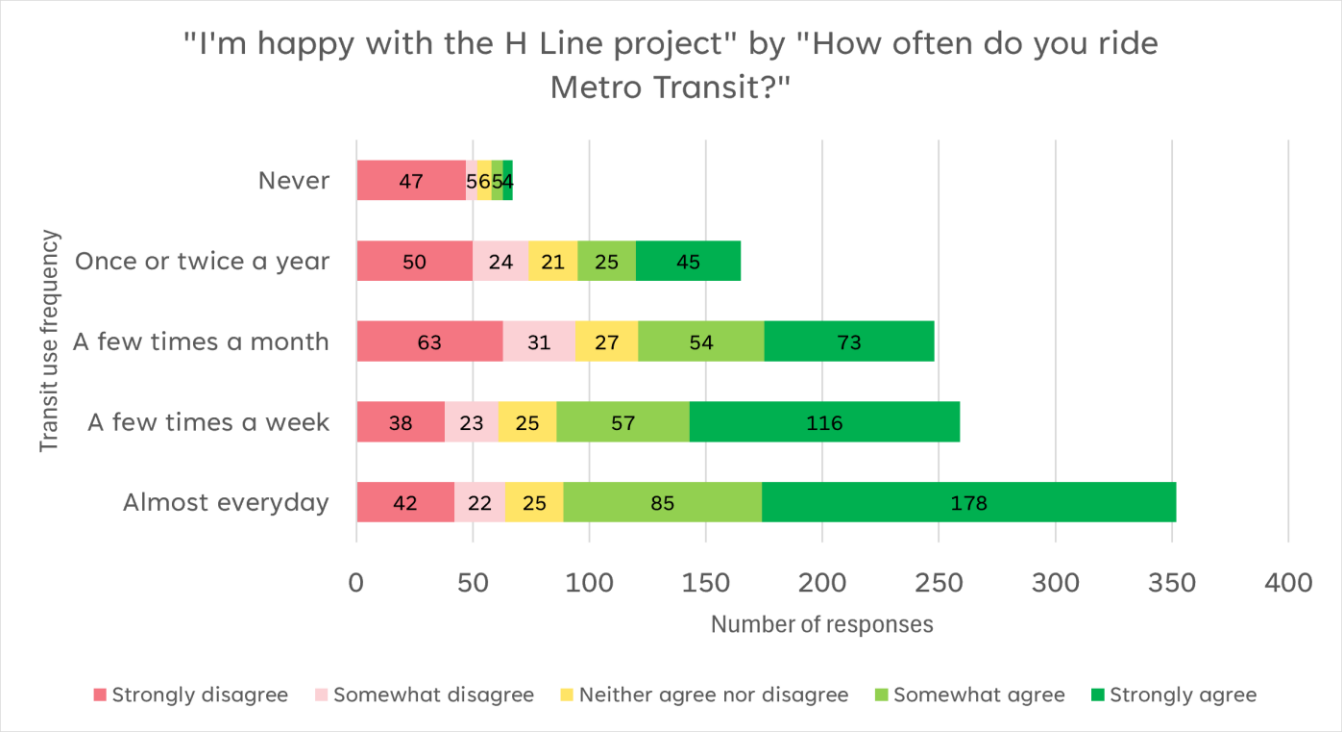
The H Line Draft Corridor Plan survey received 1,122 responses. Of those, approximately three-fifths (58%; 654 respondents) indicated that they "somewhat" or "strongly" agree with the statement, "I'm happy with the H Line project," while 10% of respondents (107) indicated that they "neither agree nor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

Figure 8. Overall project sentiment



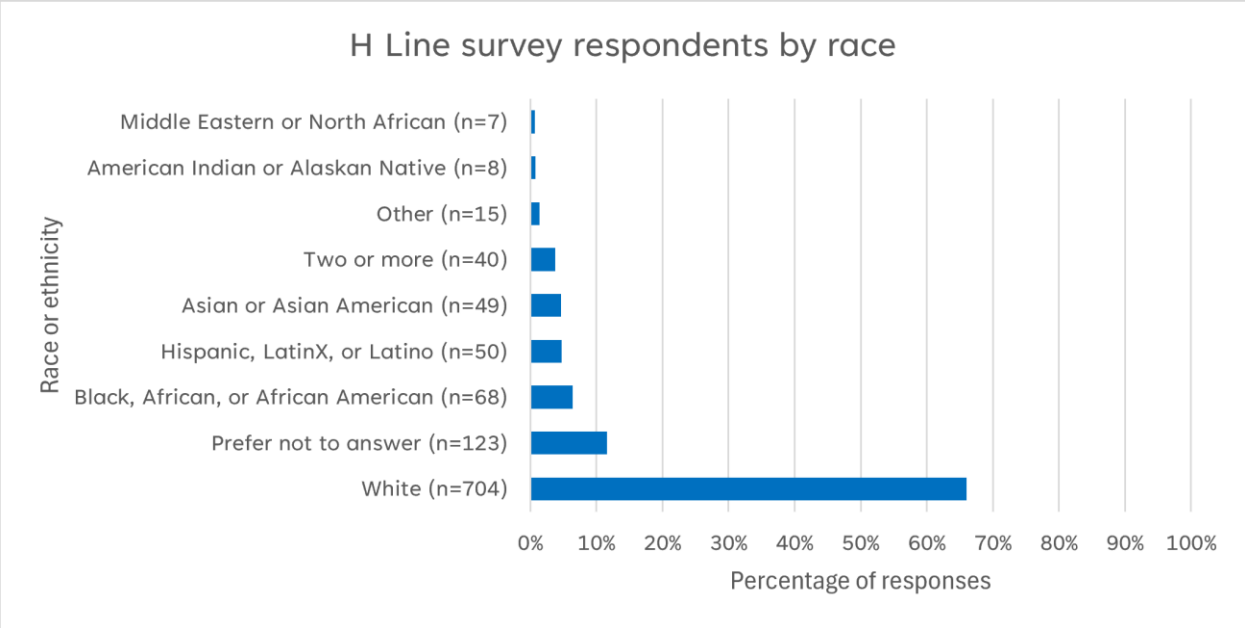
Project sentiment based on how often someone indicated that they ride Metro Transit is shown in **Figure 9.** More frequent riders agree or strongly agree at higher percentages with the statement "I'm happy with the H Line project" than infrequent transit riders or those who never use transit.

Figure 9. Project sentiment based on frequency of transit usage



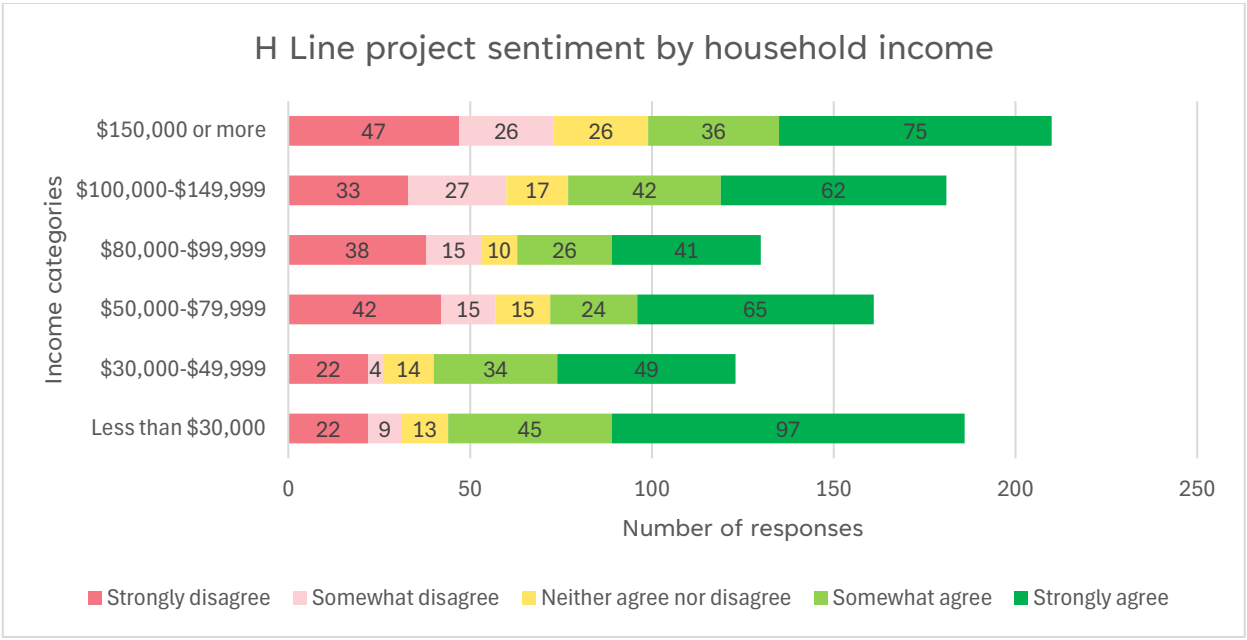
Of survey respondents who answered the optional question, “How do you describe your race, ethnicity and/ or origin?” 237 (25%) people identified as BIPOC, 704 (75%) people identified as white, and 123 people preferred not to answer. Across the entire H Line corridor about half of residents identify as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

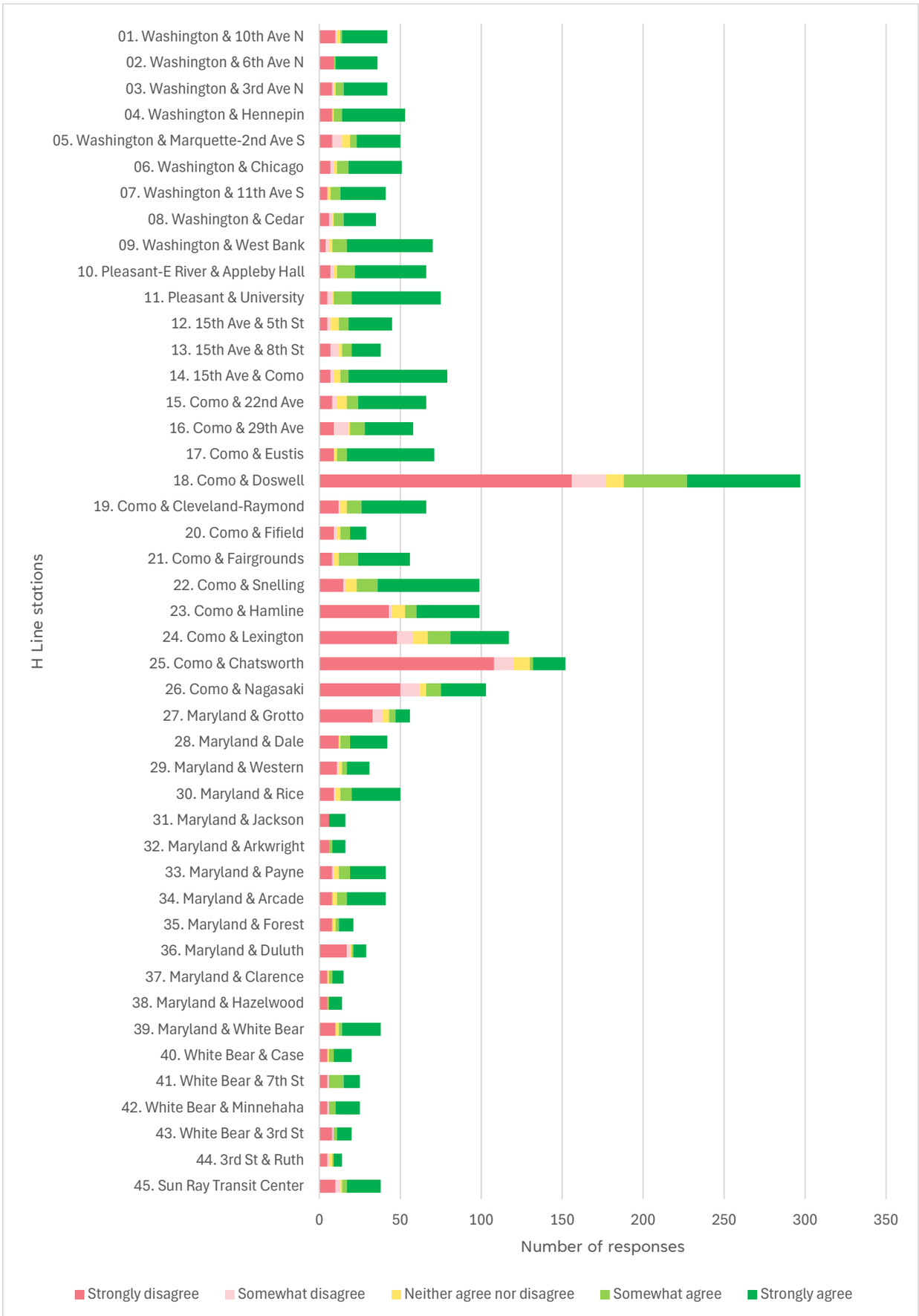
Figure 11. H Line project sentiment by household income



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.

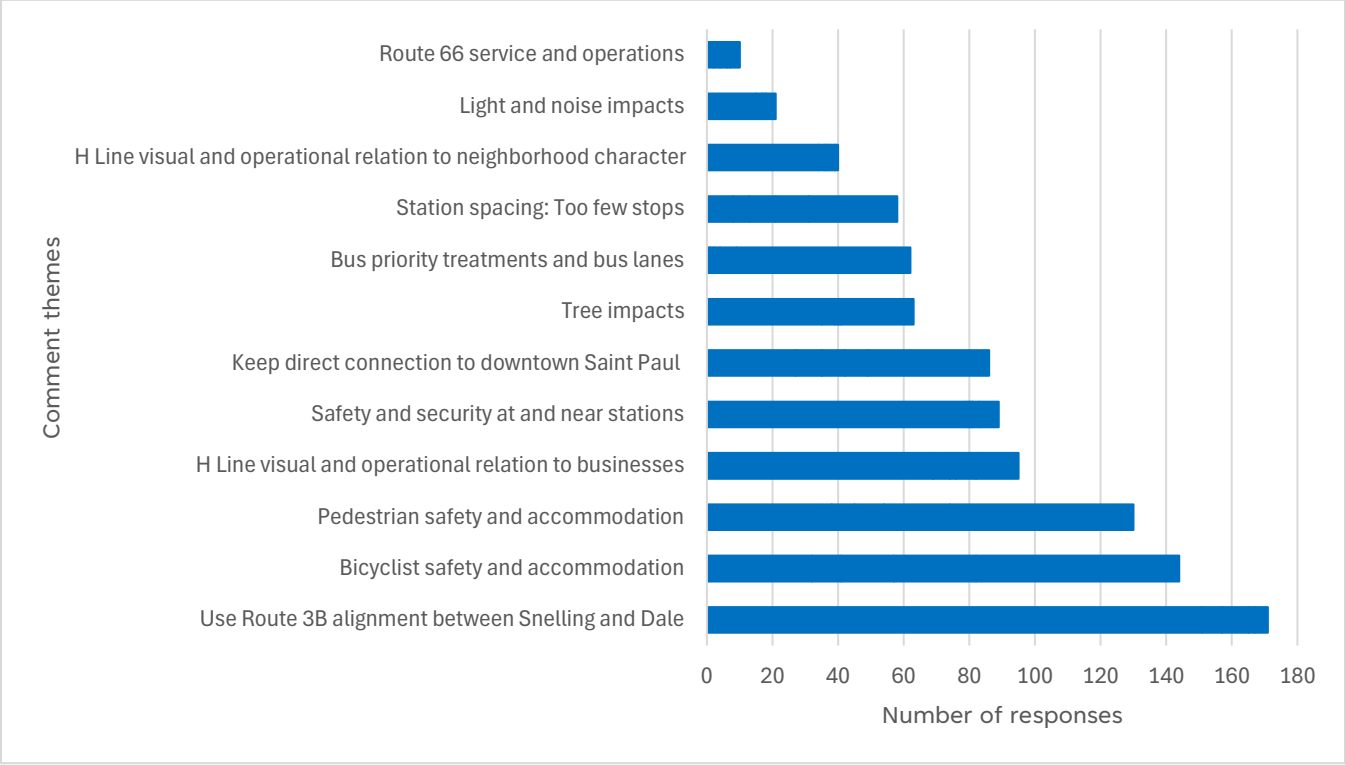
Maryland & Grotto

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
- 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

Minneapolis
City of Lakes

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

May 4, 2026

Dear Mr. Burrows,

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

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

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

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

Sincerely,

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

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
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Metro H-Line Project Team
MetroTransit

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

Greetings:

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

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

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

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

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

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

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

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

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

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

Sincerely,



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

SAINT PAUL
MINNESOTA

DEPARTMENT OF PUBLIC WORKS
DEB BARBER, DIRECTOR

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

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

May 4, 2026

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

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

Dear Metro Transit Arterial BRT Team,

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

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

SAINT PAUL
MINNESOTA

DEPARTMENT OF PUBLIC WORKS
DEB BARBER, DIRECTOR

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

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

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

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

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DEB BARBER, DIRECTOR

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

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

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

Regards,

Sean Kershaw

Sean Kershaw
Interim Director, Operations

Cc: Deb Barber, Public Works Director

UNIVERSITY OF MINNESOTA

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May 4, 2026

Kyle Burrows
Acting Director, Arterial BRT
Metro Transit, a service of the Metropolitan Council
560 6th Avenue North
Minneapolis, MN 55411
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 westbound Pleasant Street SE at Washington Avenue shows a sidewalk width of 6 feet, which could be mitigated if the platform were flush with adjacent pavement. Although the proposed westbound station on Pleasant Street SE at Washington Avenue SE is in City of Minneapolis right-of-way, this location is functionally part of the campus and should be given the same consideration as stations on UMN property. The detail design phase will incorporate review by UMN operations staff to ensure sustainable operations.

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

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

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

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

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

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

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

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

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

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

Sincerely,



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



Thomas Drake
Director
Parking & Transportation Services

EAST BANK NEIGHBORHOODS PARTNERSHIP

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

612-234-1077 www.eastbankmpls.org

April 25, 2026

Metro Transit
560 6th Ave N
Minneapolis, MN 55411

RE: Additional stops needed along Como Avenue SE

Dear METRO H Line Team,

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

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

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

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

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

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

Sincerely,

Karyn Entzion
EBNP President

EAST BANK NEIGHBORHOODS

May 4, 2026

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

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

Dear H Line Project Team:

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

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

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

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

Factors that weigh against the Doswell location:

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

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

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

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

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

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

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

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

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

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

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

Motion: Add an Additional Station Near Buford Avenue

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

Motion: Extend Route 66 to Eustis Street

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

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

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

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

Thank you for your time and consideration.

On behalf of the Board,

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

BOARD OF DIRECTORS
DISTRICT 12 • SAINT PAUL

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

May 15, 2026

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

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

Dear Officials and Community Leaders,

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

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

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

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

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

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

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

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

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

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

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

Higher Ridership, High Density of Uses, Opportunity for Growth

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

The recommended alignment would:

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

Stronger Equity Outcomes and Access to Opportunity

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

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

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

Operational, Safety, and Environmental Concerns

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

Concerns include:

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

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

Environmental and Wildlife Concerns Within Como Park

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

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

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

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

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

Como Park Still Deserves Strong Transit Service

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

Potential alternatives include:

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

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

Supporting Economic Development & Transit-Supportive Growth

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

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

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

Our Request

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

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

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

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

Sincerely,

The Representatives of the Como Ad Hoc Committee:

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

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

Comments from the Petition:

H Holly Vanderhaar • 1 month ago

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

J Jessica Kullander • 1 month ago

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

D Diana Novotny • 2 months ago

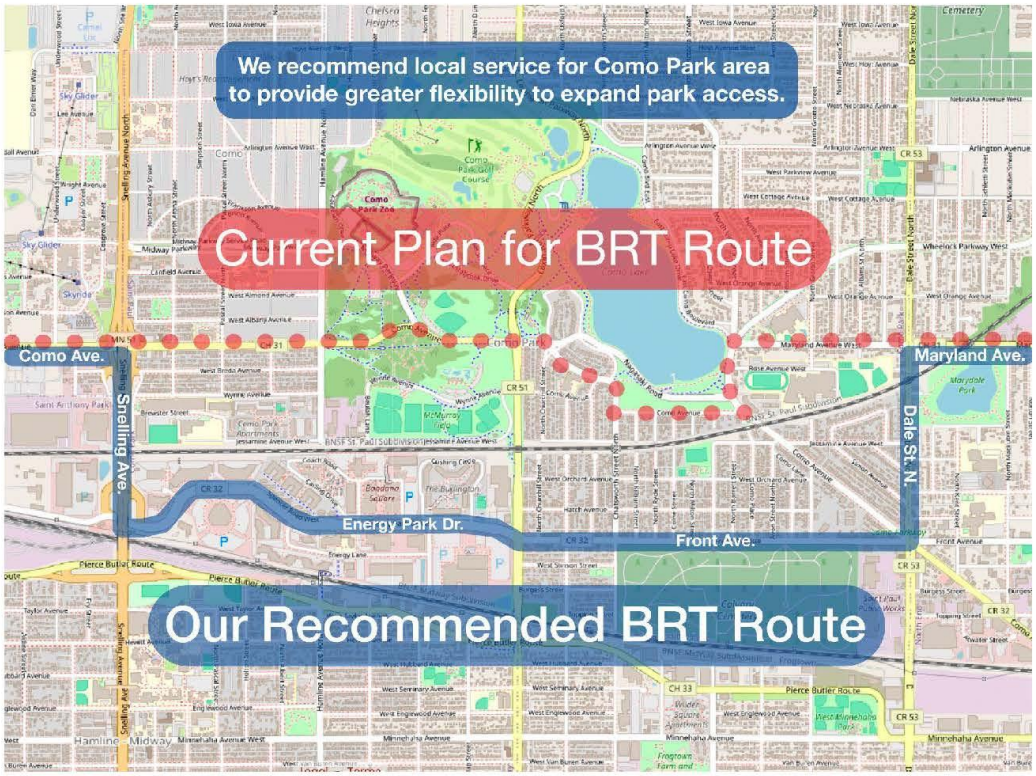
Makes no sense to run the buses every 10 minutes back and forth thru narrow residential roads across from Como park, you have other options that make more sense to increase ridership. Front or Energy Park where commercial business are based. Many Como residents worked very hard so they could afford to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

S Stephanie Feisthamel • 2 months ago

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

K Kinsey Diment • 2 months ago

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



Como Park neighbors suggested alignment comparison and response

Introduction

Neighbors involved in the Como Park Neighborhood in Saint Paul (District 10 – Como Community Council) formed an ad hoc committee to address community questions and concerns around the H Line project. The primary request from this group was for Metro Transit to consider a change to the H Line alignment through the Como Park Neighborhood area from Snelling Avenue to Dale Street.

Metro Transit met with the ad hoc group on March 13, 2026, to review the suggested alignment change and the information presented in support of the suggested change. In June, Metro Transit received a petition in support of the suggested alignment.

Metro Transit performed an analysis and comparison of the adopted alignment on Como Avenue and Maryland Avenue, and the suggested alignment change via Energy Park Drive and Front Avenue. The following section summarizes that comparison.

Alignments evaluated

The H Line alignment was selected through the Network Next planning process in 2020-2021. It was adopted by the Metropolitan Council in March 2021. The H Line alignment was subsequently adopted into the regional Transportation Policy Plan in March 2022.

The Metropolitan Council-adopted alignment that uses **Como and Maryland avenues** is referred to as the **"adopted alignment"** (**Figure 14**). The adopted alignment is served today by Route 3A (**Figure 15**).

The Como Park ad hoc group's suggested H Line alignment uses **Energy Park Drive and Front Avenue**, between Snelling Avenue and Dale Street (**Figure 16**); this is referred to as the **"suggested alignment"**. The suggested alignment is served today by a combination of two local routes: Route 3B along Snelling Avenue, Energy Park Drive, and Front Avenue and Route 65 on Dale Street between Front and Maryland avenues.

Figure 14. H Line corridor with adopted and suggested alignments between Snelling Ave and Dale St



Figure 15. Existing service for Routes 3A, 3B, and 65



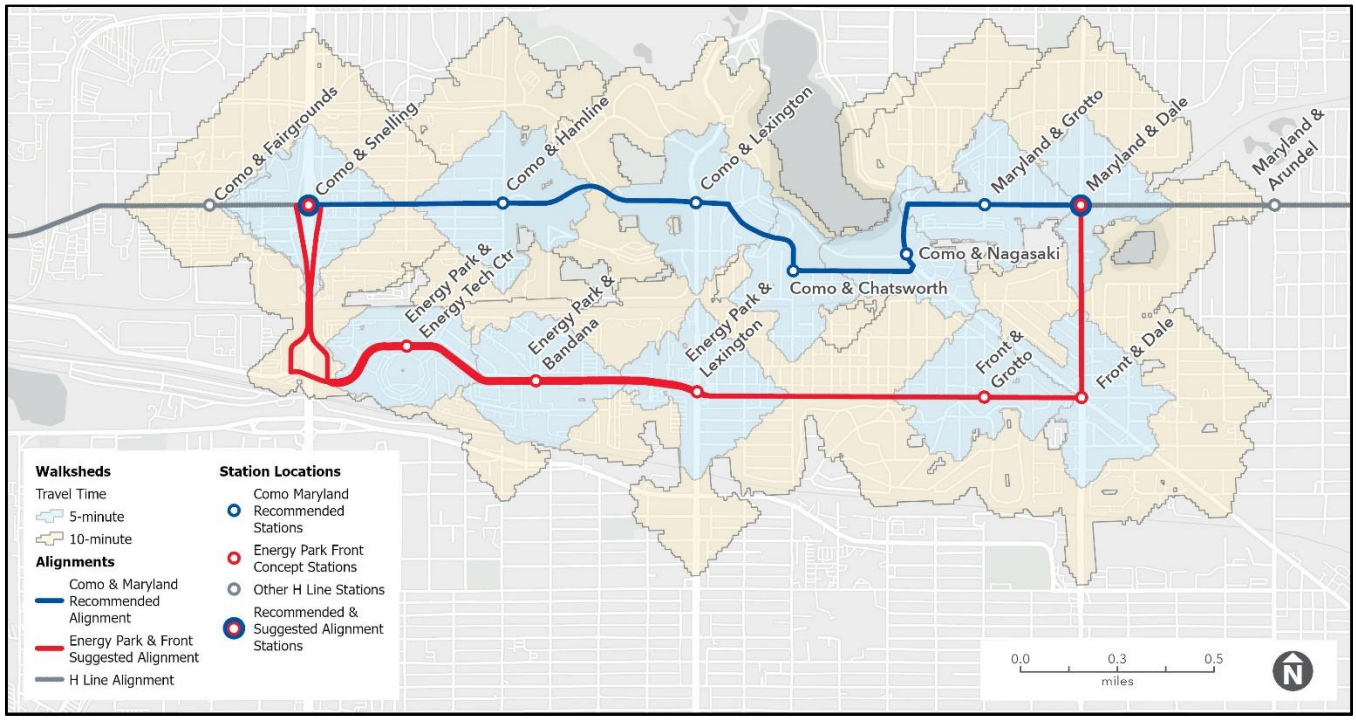
Comparison approach

The adopted alignment on Como Ave and Maryland Ave and the suggested alignment on Energy Park Drive and Front Avenue were compared at the station, alignment segment, complete corridor, and METRO network levels to provide a holistic review. The station and alignment segment details are shown in **Figure 16.**

To compare station-based results between the two alignments, Metro Transit developed seven concept station locations for the suggested alignment along Energy Park Drive and Front Avenue following standard ABRT station selection criteria. Station spacing, existing ridership, transfers to other transit lines, and access to essential destinations like schools and job centers were considered in the selection process. The Como & Snelling and Maryland & Dale stations are used in both scenarios.

These stations are approximate and do not represent the final placement of stations along either alignment. Statistics for the alignments include the entire H Line corridor using either the adopted or suggested alignment through the Como Park neighborhood area.

Figure 16. Alignments, stations, and walksheds



Comparison

Route design and network context

Arterial BRT lines are designed to be simple and direct. Transit service is more efficient, reliable, and easier for customers to understand when routes are designed in simple, linear patterns without complicated paths, from the Imagine 2050 regional transit design and performance guidelines. The adopted alignment on Como and Maryland avenues is direct routing that enables service to Como Regional Park and Como Park Senior High School, two priority destinations served by the existing Route 3A.

The suggested alignment on Energy Park Drive and Front Avenue deviates 1/2 mile south from the adopted alignment along Como and Maryland avenues, adding 0.7 miles to the route. The suggested alignment adds complexity to the 10-mile stretch between 15th Avenue in Minneapolis and White Bear Avenue in Saint Paul.

Arterial BRT lines are not planned in isolation. Rather, Metro Transit develops arterial BRT lines in context of the broader transit network to meet regional travel needs. The adopted H Line alignment was developed with this in mind. The adopted alignment introduces new east-west transit service on Maryland Avenue between Rice Street and Payne Avenue, providing more direct and convenient access to locations to the west – including Como Regional Park, the State Fairgrounds, University of Minnesota, and downtown Minneapolis – for those traveling to and from Saint Paul's East Side. Ensuring this transit connection is legible, fast, reliable, and easy-to-use are key to improving service for existing riders and attracting new transit riders.

Bus speed and reliability

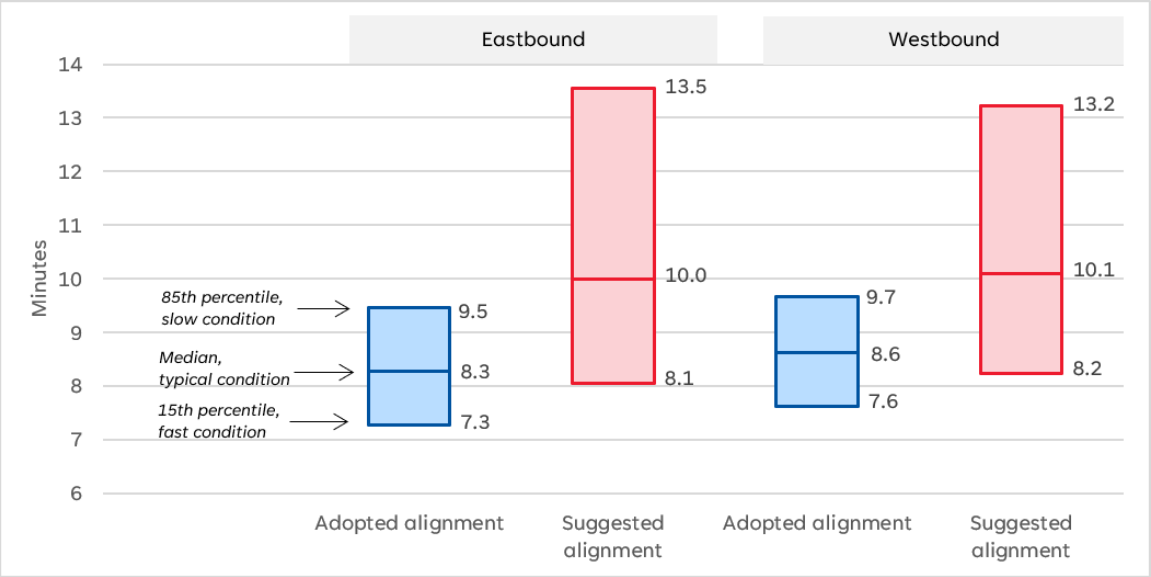
In addition to being an additional 0.7 miles, the suggested alignment along Energy Park Drive and Front is also estimated to be slower and less reliable than the adopted alignment along Como and Maryland avenues. The following compares estimated travel time along the route between the adopted and suggested alignments.

Existing observed bus travel times from Routes 3A, 3B, and 65 were used to estimate the bus travel time differences between the adopted and suggested alignments for the area between Como and Snelling avenues and Maryland Avenue and Dale Street. Observed travel times for existing bus routes provides the best reference point to estimate corridor travel times for a future H Line condition. These data come from weekdays in fall 2025, based on over 1,800 observations of actual bus travel times in this area.

Typical (median) Route 3A bus travel time along the adopted alignment is 8.3 minutes in the eastbound direction and 8.6 minutes in the westbound direction. Median Route 3B and Route 65 bus travel time along the suggested alignment is 10 minutes in the eastbound direction and 10.1 minutes in the westbound direction (**Figure 17**).

The adopted alignment has less travel time variability and better reliability compared to the suggested alignment. This is demonstrated by the smaller amount of variability between a fast travel time (15th percentile) and slow travel time (85th percentile). On the adopted alignment variability between the 15th percentile travel time and 85th percentile travel time is 2.1-minutes eastbound and 2.2-minutes westbound. On the suggested alignment variability between the 15th percentile travel time and 85th percentile travel time is 5.0-minutes eastbound and 5.4-minutes westbound.

Figure 17. Segment bus travel times, in minutes



Ridership

Ridership was evaluated for the adopted alignment and suggested alignment segments and for the full H Line corridor including each alignment. Existing ridership was evaluated using Route 3 average weekday data from fall 2025 (**Figure 18)** shows stop-level average weekday boardings along the adopted and suggested alignments. Total boardings along the segment between Snelling Avenue and Dale Street, as well as the full H Line alignment, for the adopted and suggested alignments are shown in **Table 6**.

Figure 18. Route 3 ridership along the adopted and suggested alignments

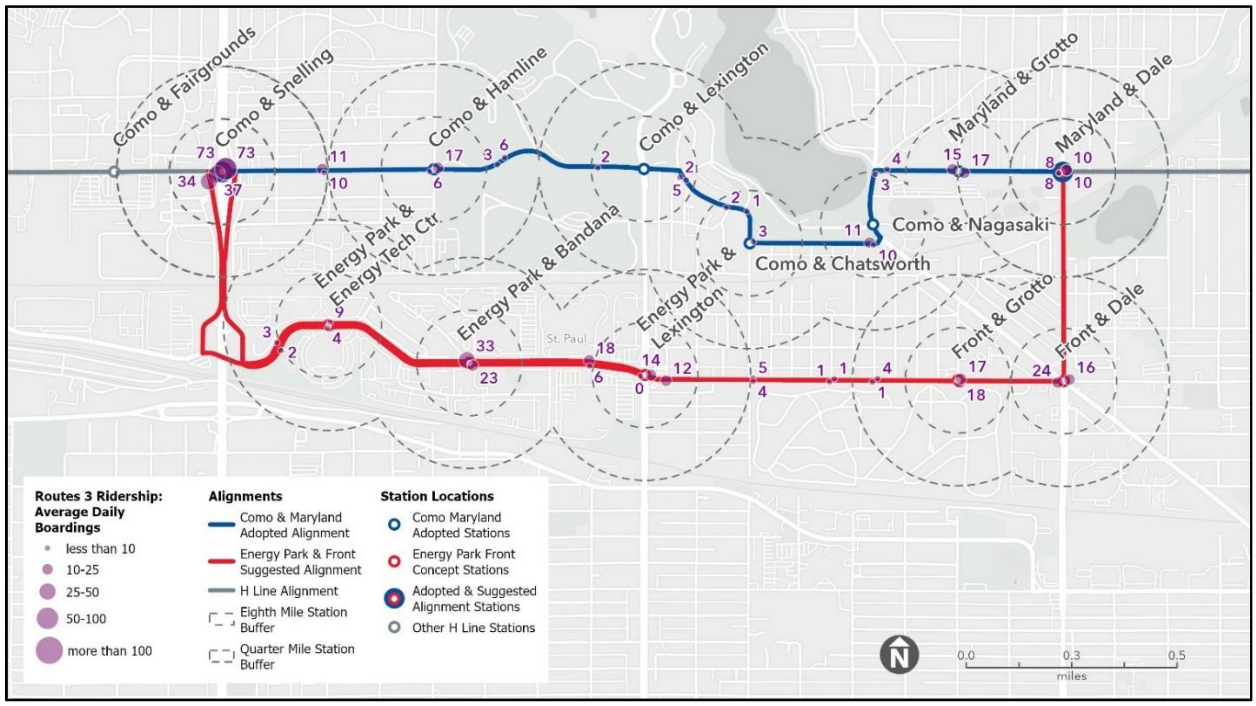


Table 6. Average weekday boardings (both directions)

	Adopted alignment	Suggested alignment	Difference from adopted alignment	% Difference from adopted alignment
Segment: Snelling to Dale	293	379	+86	+29%
Corridor: Full H Line alignment	6,667	6,753	+86	+1%

There is modest existing ridership along both alignments in the area between Snelling Avenue and Dale Street. The suggested alignment along Energy Park Drive and Front Avenue had 86 more daily boardings (+29%) than the adopted along Como and Maryland avenues in fall 2025 (**Table 6**). In context of the full corridor, this difference is small, with 1% more boardings under the suggested alignment scenario.

Existing daily ridership in fall 2025 was higher on the suggested alignment. However, this pattern has not been consistent over time. In fall 2023, the existing daily ridership along the suggested alignment was 5% lower than that of the adopted alignment. One reason for the difference between 2023 and 2025 results is the recent decrease in ridership at Como Park Senior High School. The high school has historically been a generator of ridership for Route 3. Metro Transit expects that the introduction of the H Line will result in an increase in ridership to and from Como Park Senior High School.

Importantly, the suggested Energy Park Drive and Front Avenue alignment will continue to be served by transit with the proposed Route 66 replacing Route 3B. All existing riders on the adopted and suggested alignments will continue to be served by either the H Line or proposed Route 66.

Population served

The following are estimates of the total number of residents and households within non-overlapping 10-minute station walksheds along the entire H Line alignment under the two alignment scenarios. These estimates are based on U.S. Census Bureau 2024 American Community Survey 5-Year Estimates. Values are rounded to the nearest hundred.

Overall, the corridor total population and households served are similar between the two alignment scenarios (**Table 7**). The suggested alignment corridor total has more Black, Indigenous, and people of color (BIPOC) residents (+1,300, 2.6%), while the adopted alignment corridor total has more people age 65 and over (+300, 3.6%). Differences between the alignment scenarios are less than 2% for the remainder of the demographic characteristics.

Table 7. Population and households served

	Adopted alignment corridor total	Suggested alignment corridor total	Difference from adopted alignment	% Difference from adopted alignment
Total Population	95,600	96,500	900	0.9%
Low-income population*	32,000	32,500	500	1.6%
Black, Indigenous, and people of color (BIPOC)	50,000	51,300	1,300	2.6%
Population 65 and over	8,300	8,000	-300	-3.6%
Households with no vehicles	6,700	6,700	0	0.0%

*People living in households with total income less than 185% of the federal poverty thresholds

Access to destinations

The following are estimates of the number of destinations within non-overlapping 10-minute station walksheds along the entire H Line alignment under the two alignment scenarios. These estimates are based on U.S. Census Bureau 2023 Longitudinal-Employer Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES); UDSA SNAP Retailer Locator Data Resources. Job statistics are rounded to the nearest hundred.

Overall, the corridor total destinations served are similar between the two alignment scenarios (**Table 8**). The suggested alignment corridor totals are slightly greater (1%-3%) than that adopted alignment corridor in terms of total population, low-income population, Black, Indigenous, and people of color (BIPOC), and total households. The suggested alignment would serve 4% fewer people age 65 and over compared to the adopted alignment, while the two alignment scenarios are about equal in terms of access for households without a vehicle.

Table 8. Destinations served

	Adopted alignment corridor total	Suggested alignment corridor total	Difference from adopted alignment	% Difference from adopted alignment
Total jobs	146,000	150,400	4,400	3.0%
Total lower wage jobs	36,600	37,400	800	2.2%
Public housing buildings	82	87	5	6.1%
Low-income housing tax credit properties	29	28	-1	-3.4%
USDA SNAP retailer locations	60	61	1	1.7%

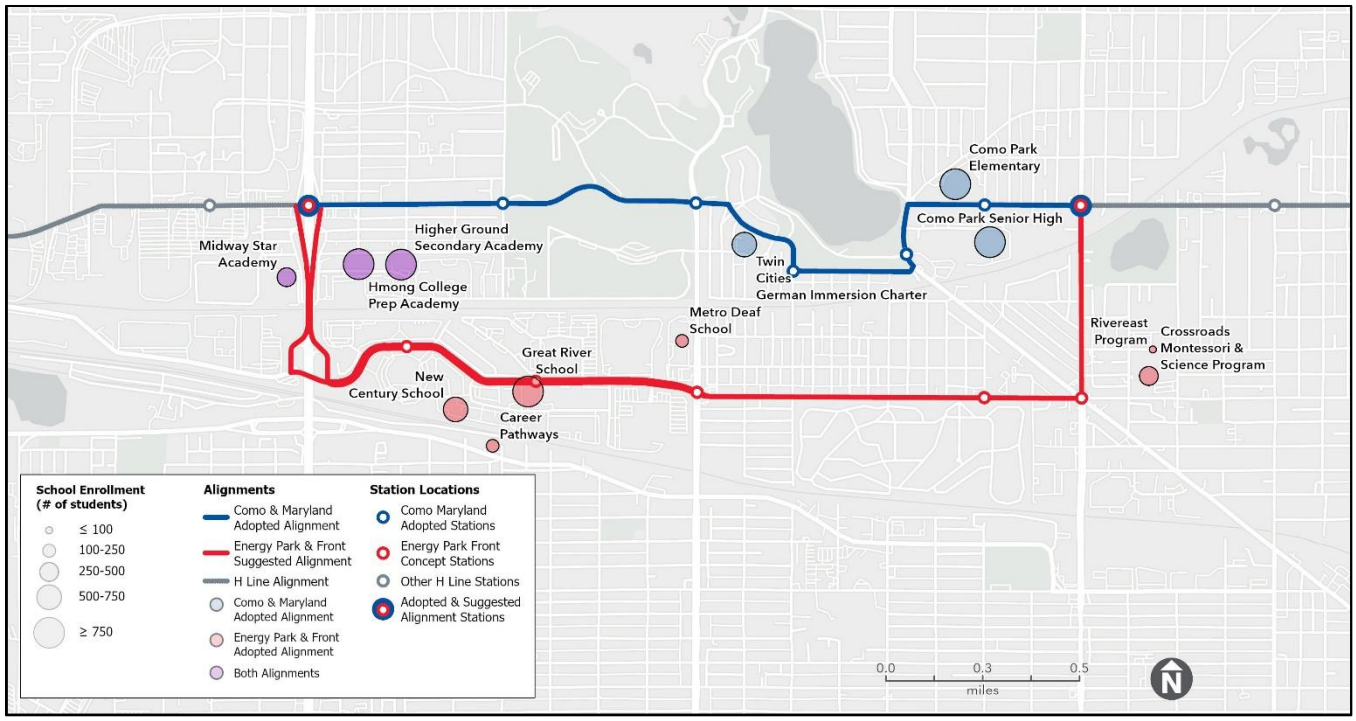
School enrollment

Access to schools was compared between the adopted alignment and the suggested alignment. School enrollment totals were calculated by whichever alignment's station was closest to a given school and removing the shared stations of Como & Snelling and Maryland & Dale (MN Department of Education, 2025). Total school enrollment between the two alignments is similar.

Table 9. School enrollment

	Adopted alignment (segment only)	Suggested alignment (segment only)	Difference from adopted alignment (segment only)	% Difference from adopted alignment (segment only)
School enrollment (number of students)	2,300	2,000	-300	-13.0%

Figure 19. School enrollment by alignment



Park access

Providing improved access by transit to major regional destinations, including Como Regional Park, is an important consideration to the H Line alignment. Simple, reliable, and convenient access via high frequency transit service is an important goal of the Metropolitan Council. The Metropolitan Council is committed to facilitating multimodal access to the region's parks and trails. Section 5: Planning & Policy Actions of the Imagine 2050 Regional Parks Policy outlines the Met Council's collaboration with Metro Transit to "[add] transit stops that are convenient to regional parks and trails."

An important H Line project outcome is to connect residents to regional parks, including Como Regional Park and Phalen Regional Park. The demographic composition of neighborhoods directly east of Como

Regional Park tends to be less white, lower income, and less likely to own a vehicle than residents living in the Como Park Neighborhood, **Figure 20** and **Figure 21.** In Saint Paul, residents living in neighborhoods with higher proportions of residents of color have on average access to 37% less park space than white neighborhoods. Lower-income neighborhoods have on average access to 42% less park space than higher-income neighborhoods.

The suggested alignment would remove direct access from the H Line to Como Regional Park for low-income and BIPOC populations living outside of the Como Park Neighborhood.

(Trust for Public Land, n.d.) (Metropolitan Council Imagine 2050 Regional Parks and Trails Plan, 2025).

Figure 20. Low-income population by Census block group

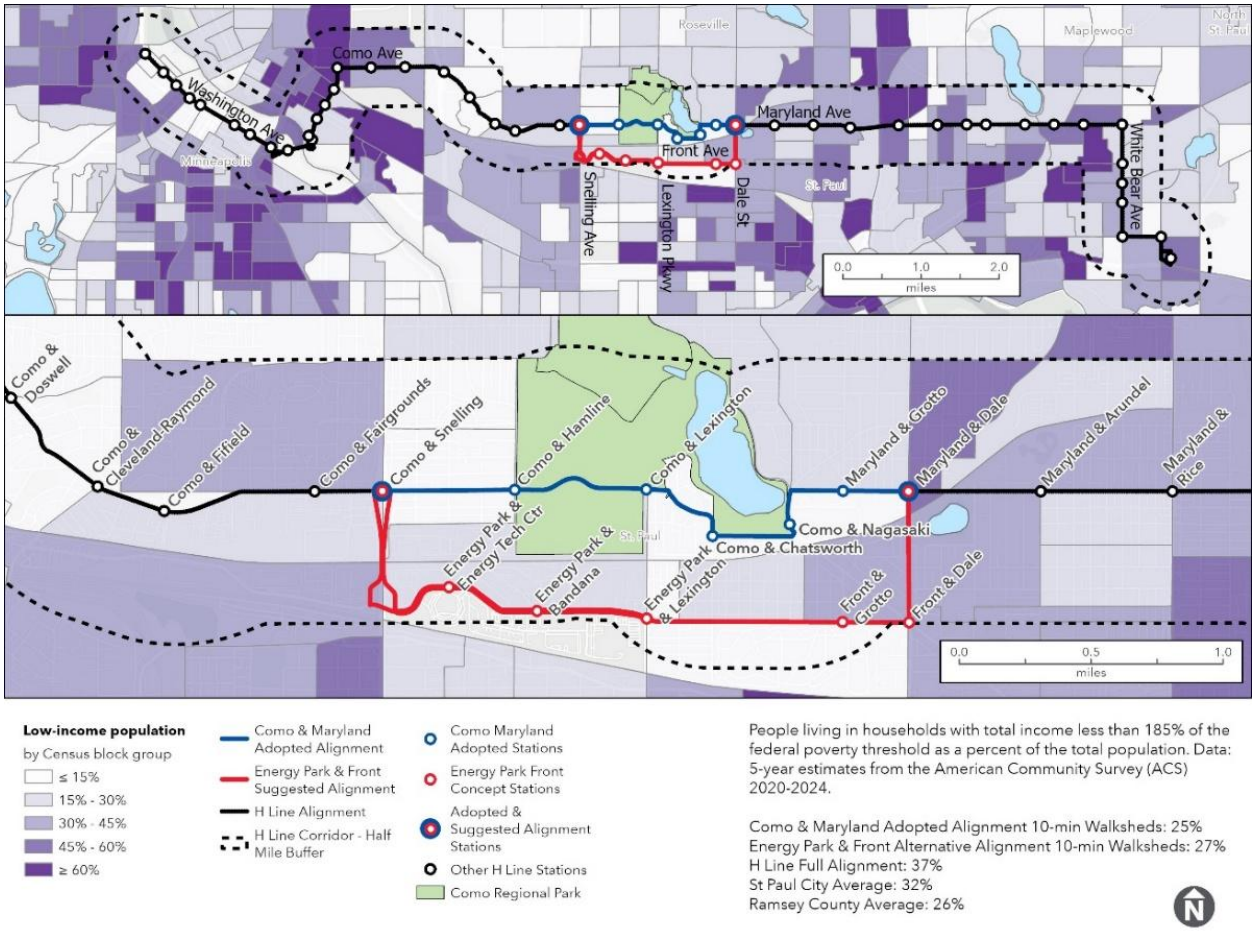
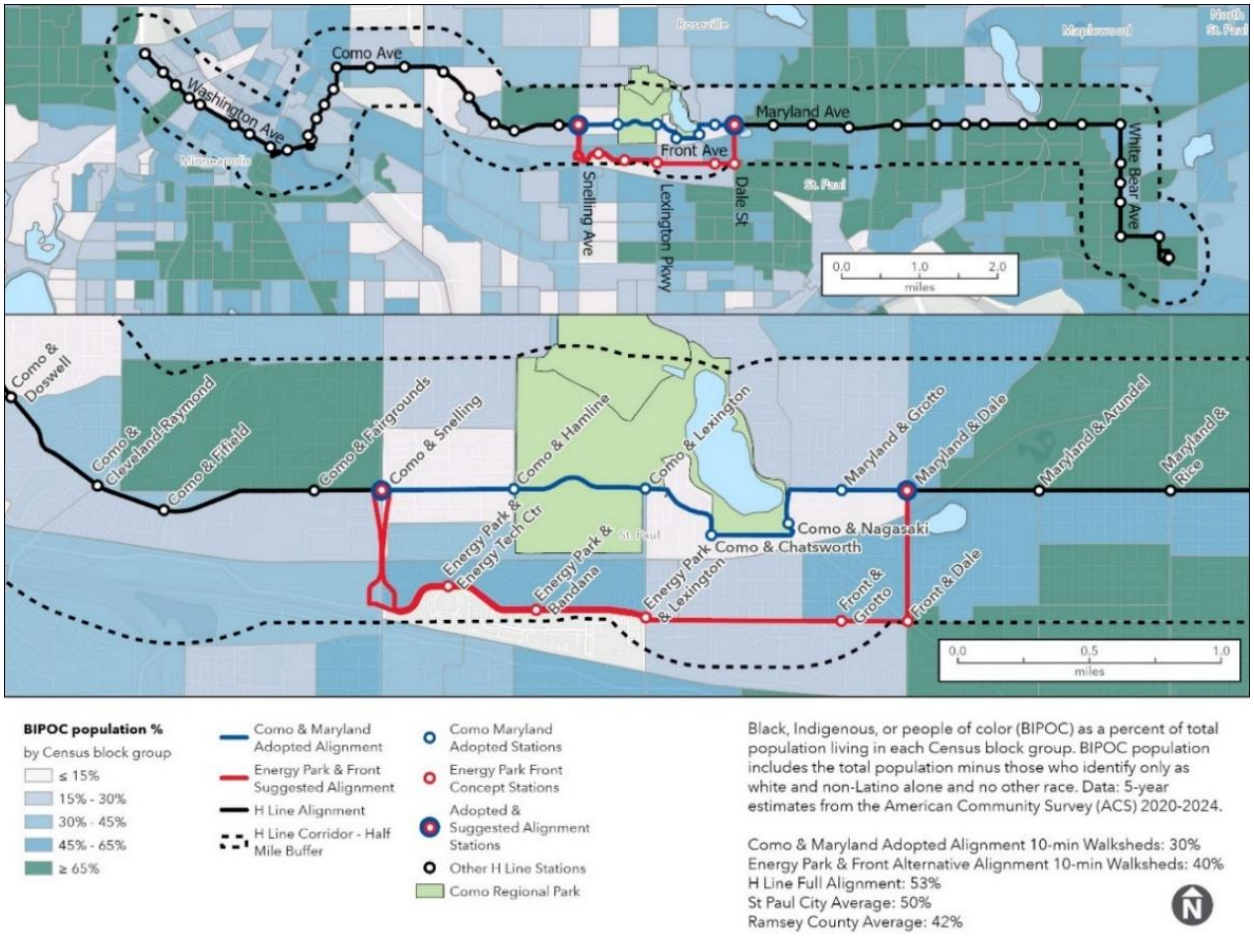


Figure 21. BIPOC population percentage by Census block group

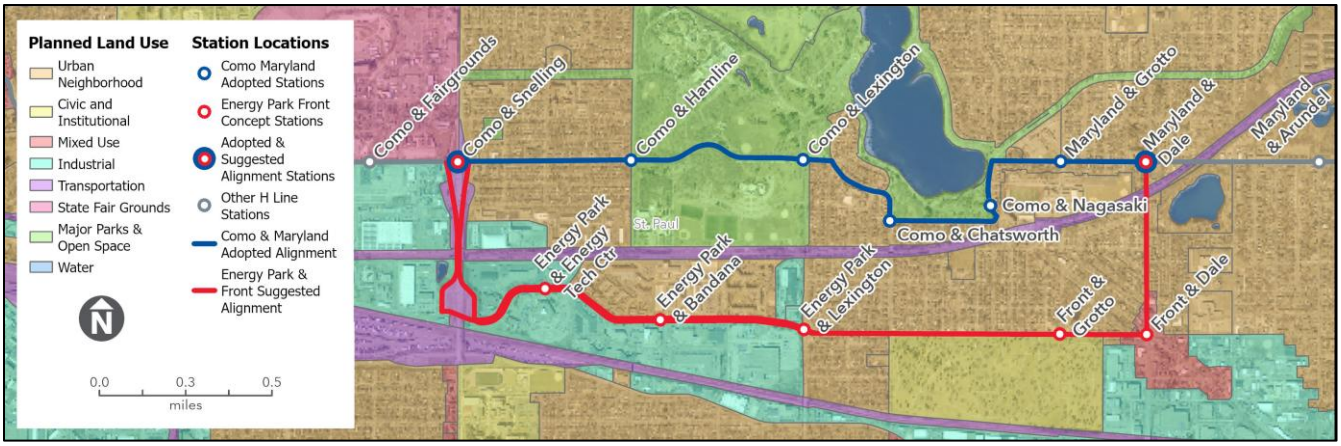


Surrounding land uses and development

The Como Park neighborhood features a variety of land uses, including urban neighborhood, major parks & open space, industrial, and civic & institutional. Parks are a high priority destination for transit service in order to improve the health and wellbeing of Twin Cities residents. The area within a 10-minute walk of the Como & Maryland alignment is made up of 23% parks and open space and 5% industrial land use. Conversely, the area within a 10-minute walk of the Energy Park & Front alignment is made up of 3% parks and open space and 22% industrial land use. Major destinations in the neighborhood include Como Regional Park, Lake Como, the Como Park Senior High School, and the nearby Minnesota State Fair.

The adopted alignment has sidewalks on both sides of the street along the length of the segment. The suggested alignment lacks sidewalks on the south side of Energy Park Drive and much of Front Ave.

Figure 22. Planned land use



Roadway context and current transit operations

The adopted alignment that uses Como and Maryland avenues is served today by Route 3A. The Como Park ad hoc group's suggested H Line alignment uses Energy Park Drive and Front Avenue, between Snelling Avenue and Dale Street. The suggested alignment is served today by a combination of two local routes: Route 3B along Snelling Avenue, Energy Park Drive, and Front Avenue and Route 65 on Dale Street between Front and Maryland avenues (**Figure 23**).

Arterial BRT lines primarily run along major roadways, but they often pass through local streets to create an easy to use and accessible network. Most ABRT lines run on roads categorized by the Metropolitan Council as minor augmentors (supplemental roads in dense areas), minor relievers (supplemental capacity for congested parallel roads), and major collectors (connections between neighborhoods and to minor business nodes).

Seven percent of the H Line alignment uses local roads. This is comparable to other existing and planned Arterial BRT lines (A – G Lines) which have on average three percent of their alignment on local roads.

Figure 23. Existing transit service

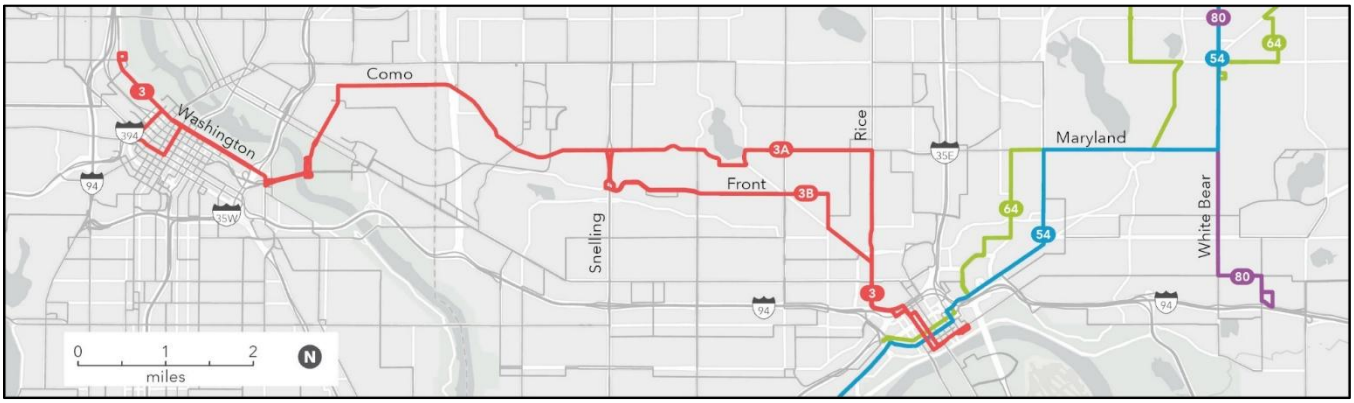
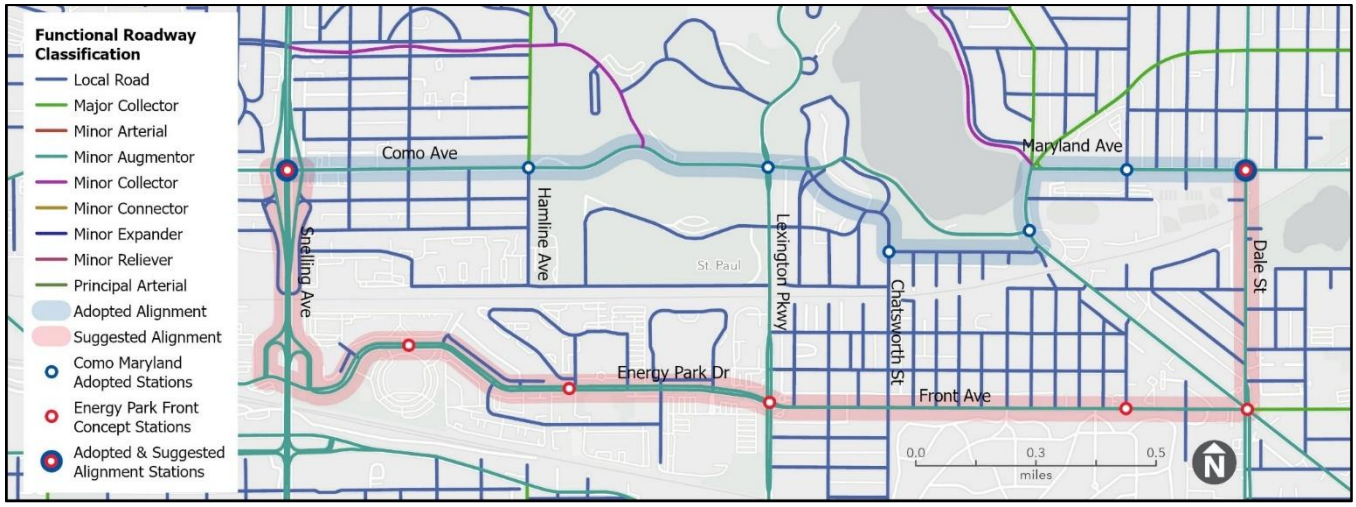


Figure 24. Functional roadway classification



Conclusions

The adopted H Line alignment and the proposed alternative are similar across key measures including population, jobs, and key destinations served. The proposed alignment adds additional travel time and introduces more risk to reliability than the adopted alignment. The proposed alignment deviates away from Como Regional Park, a key destination and an important project outcome for the H Line. The suggested alignment would preclude direct park access via H Line. The adopted H Line alignment runs on already established Route 3 alignment in this area.

Based on this additional analysis and comparison, revising the H Line adopted alignment is not recommended.

Appendix B: Existing corridor ridership

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

Figure 25. Existing corridor ridership – segment 1

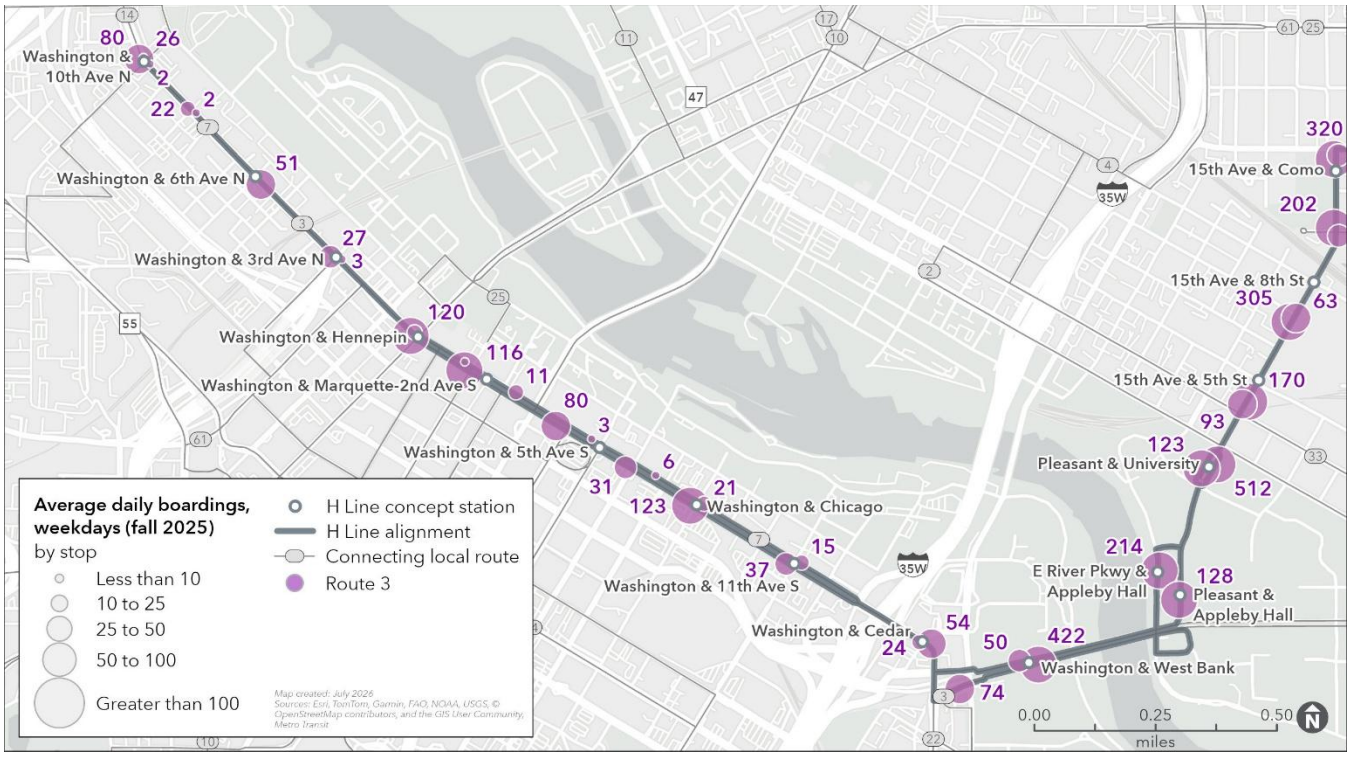


Figure 26. Existing corridor ridership – segment 2

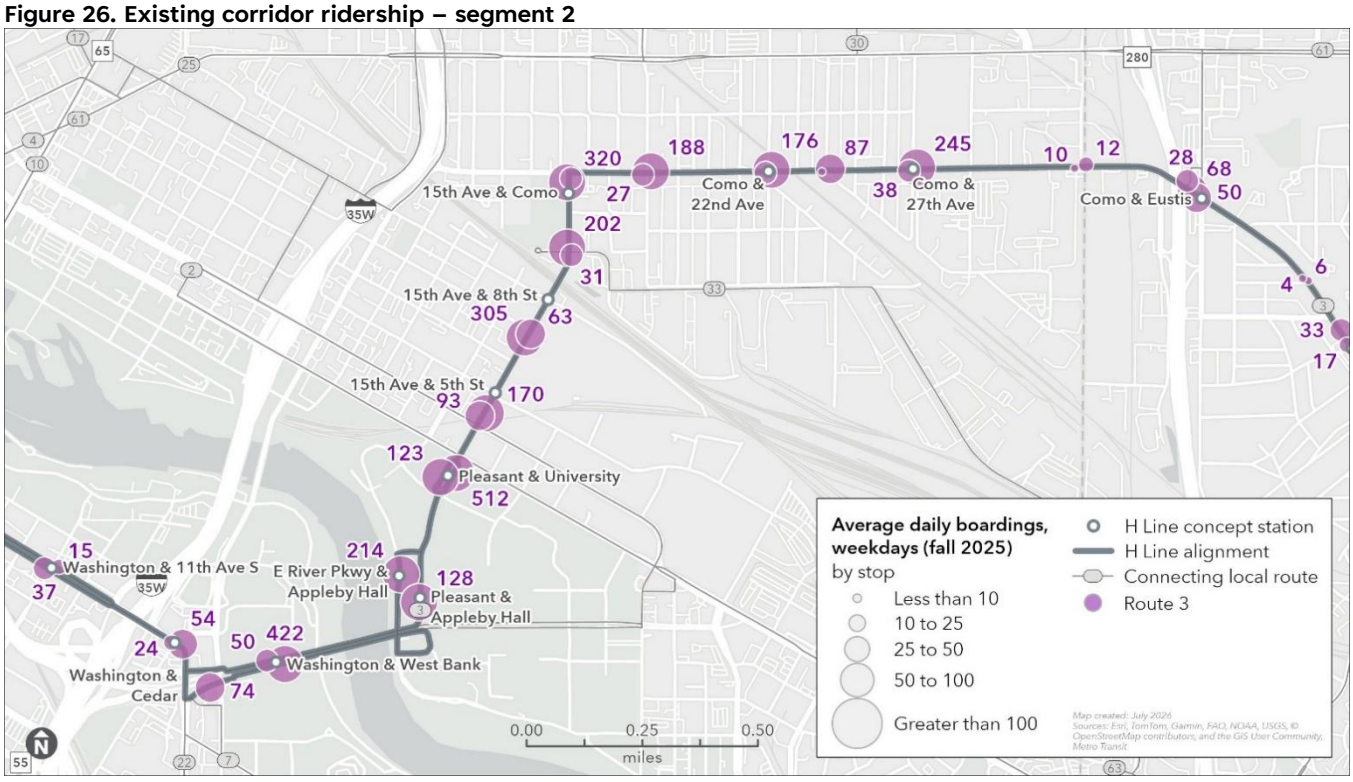


Figure 27. Existing corridor ridership – segment 3

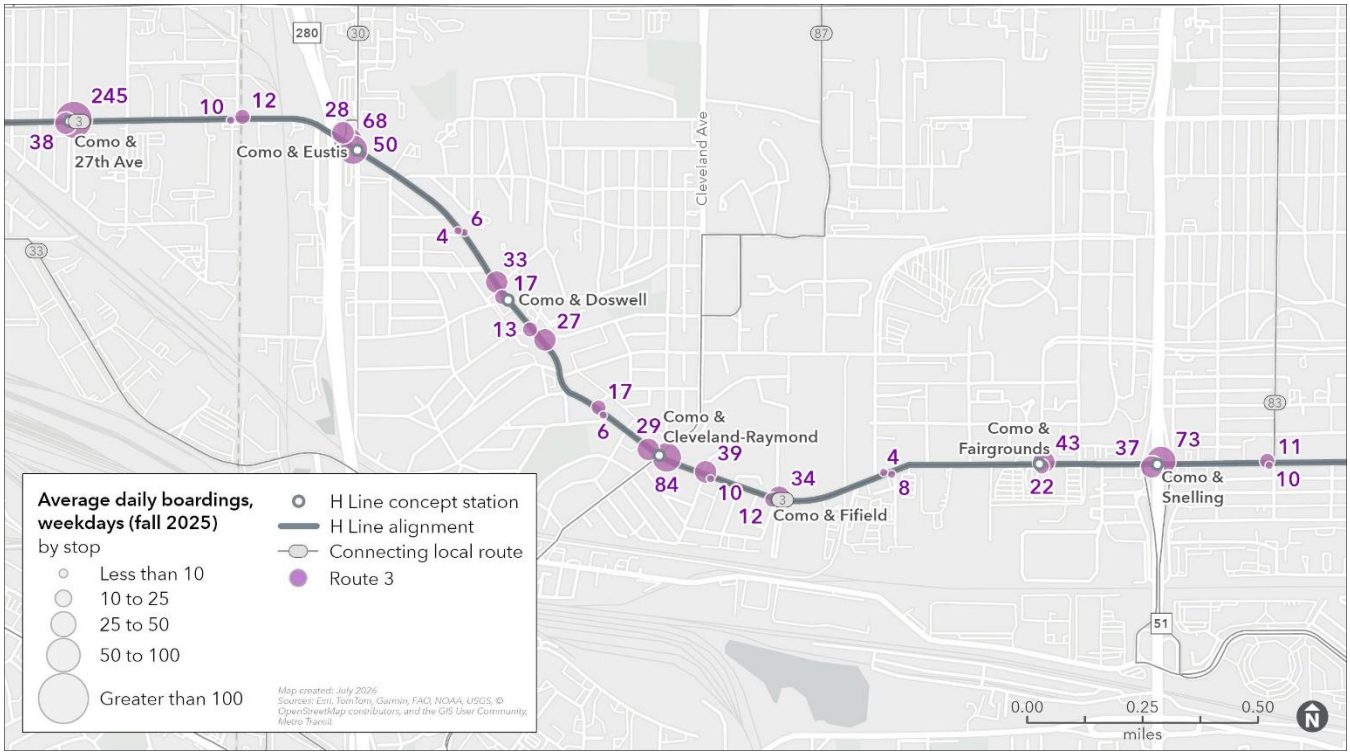


Figure 28. Existing corridor ridership – segment 4



Figure 29. Existing corridor ridership – segment 5

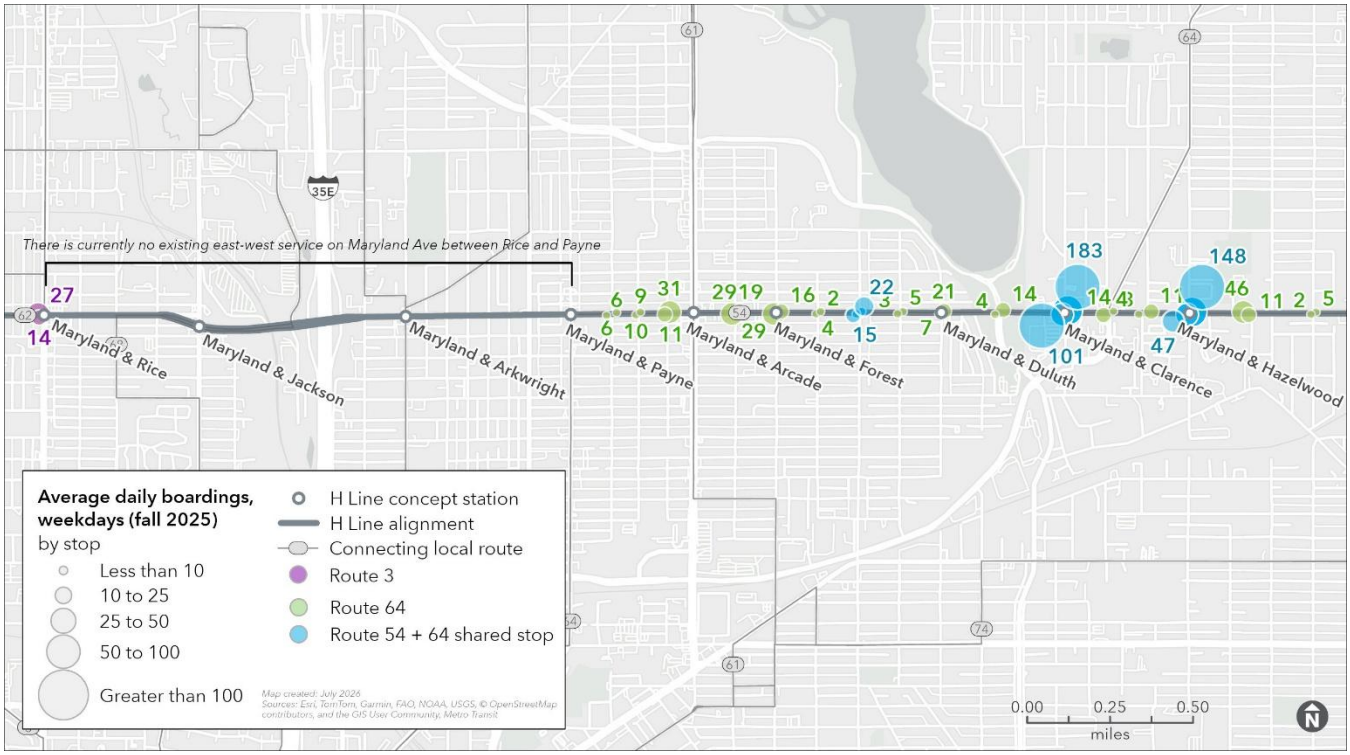
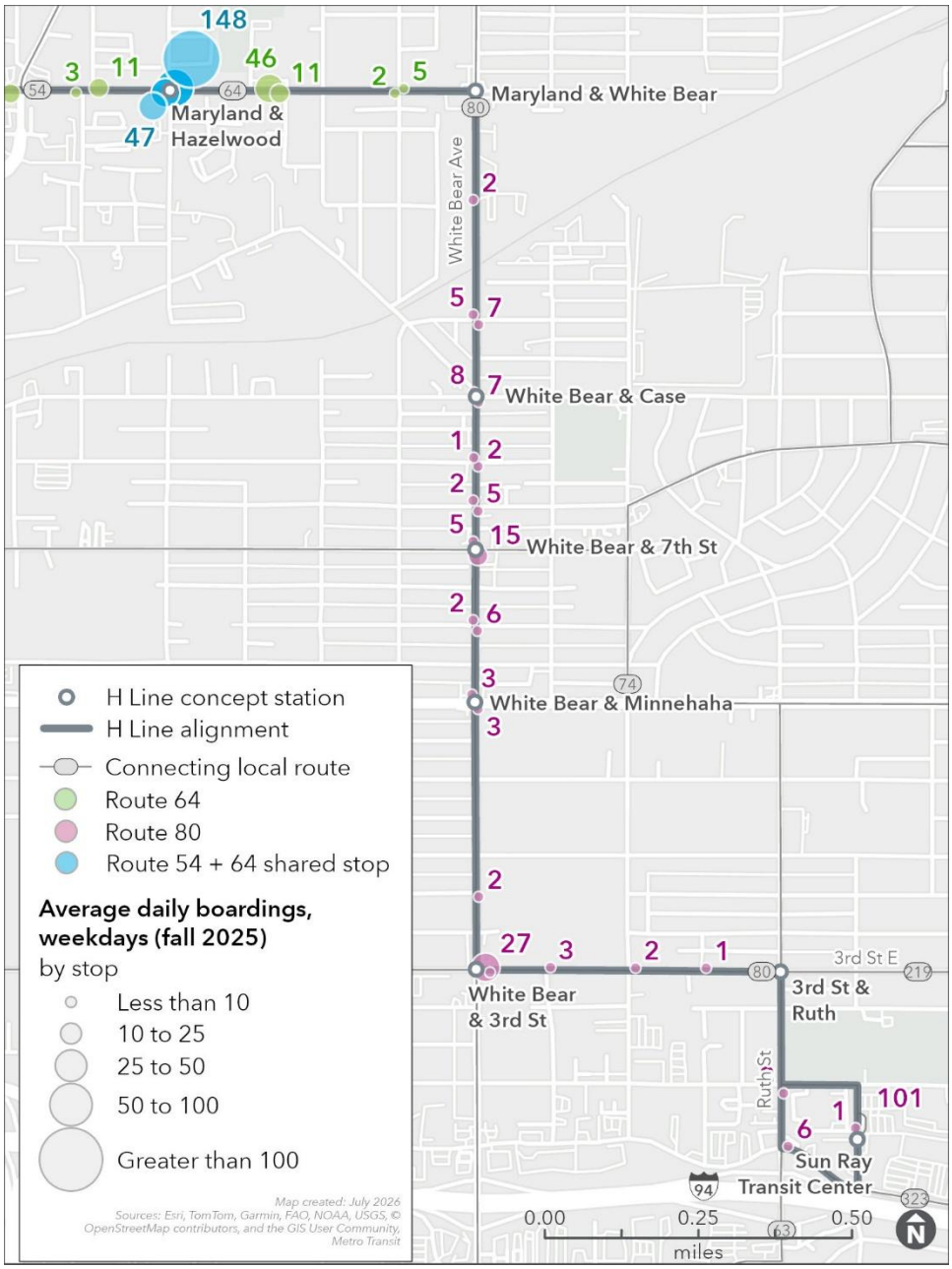


Figure 30. Existing corridor ridership – segment 6



Figure 31. Existing corridor ridership – segment 7



Appendix C: Corridor pedestrian walk/roll sheds

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

Figure 32. H Line station walksheds – segment 1

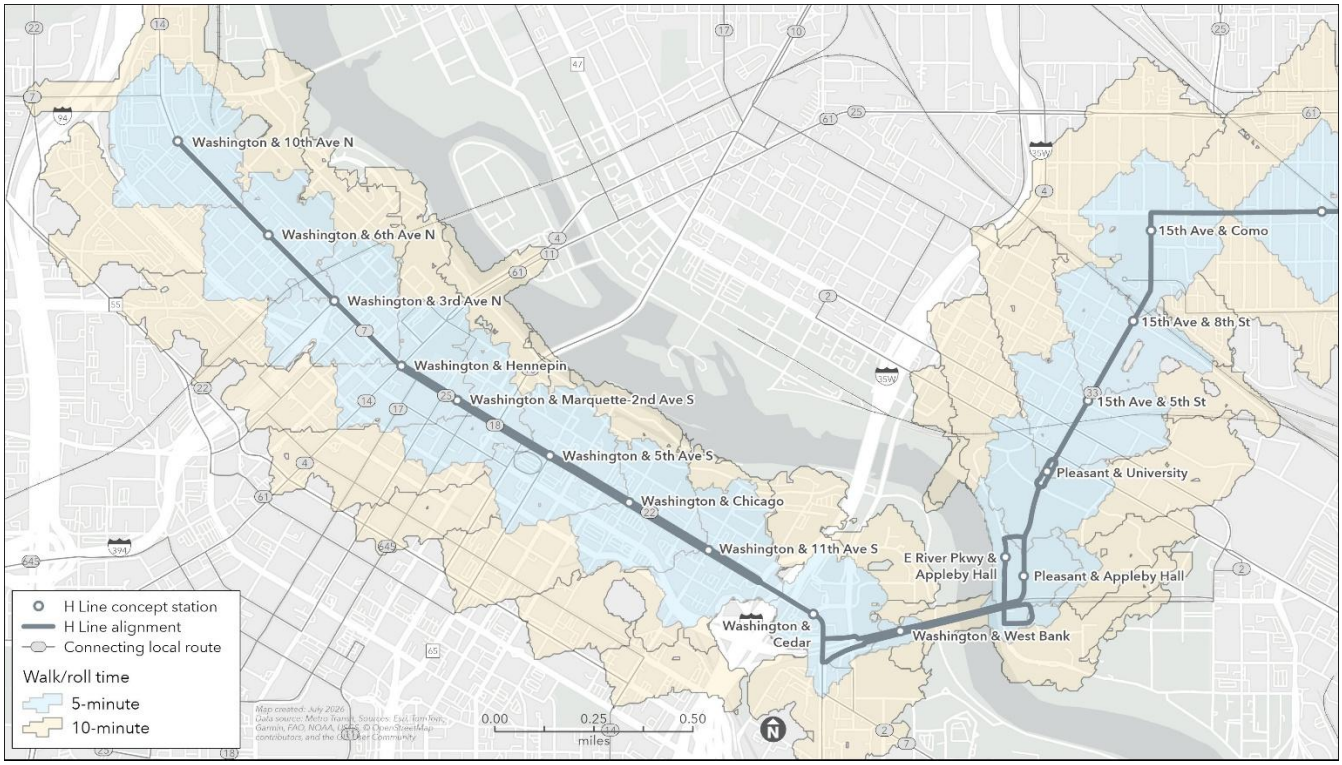


Figure 33. H Line station walksheds – segment 2

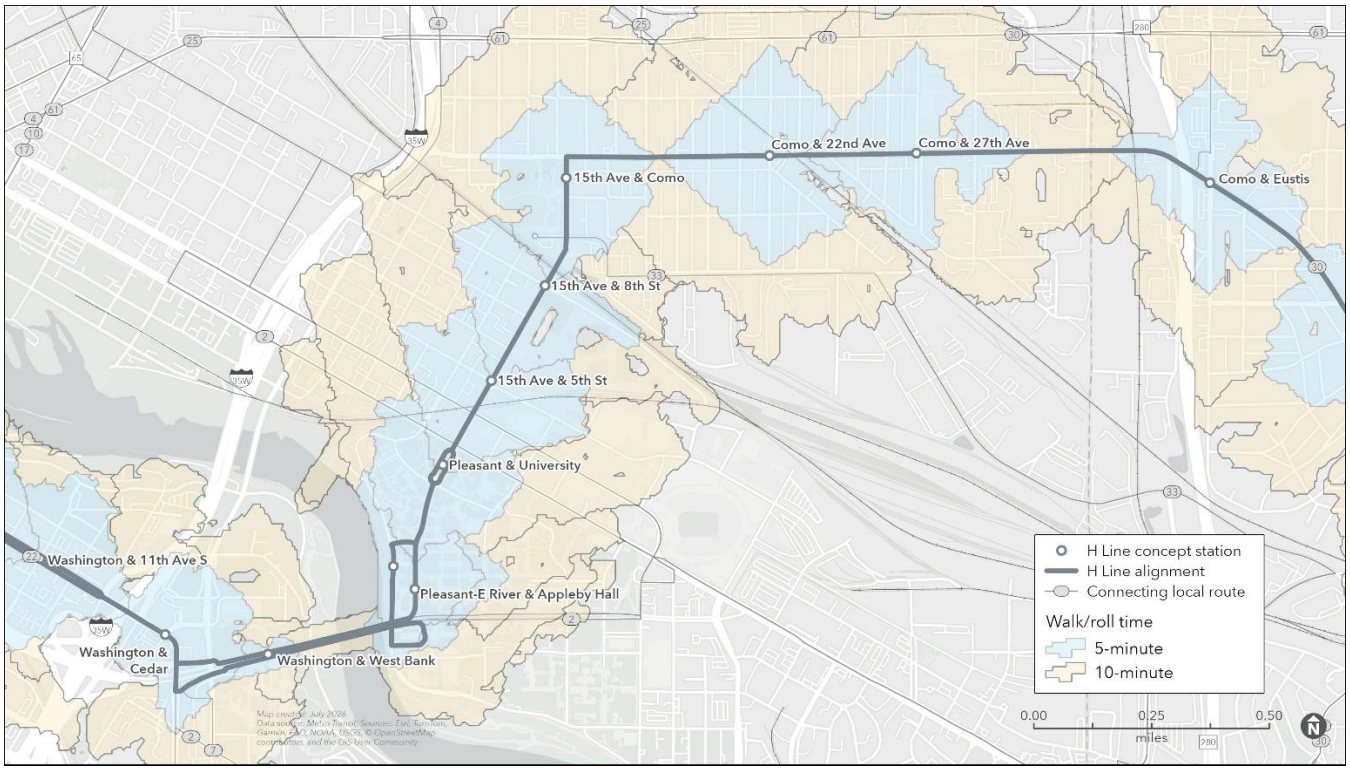


Figure 34. H Line station walksheds – segment 3

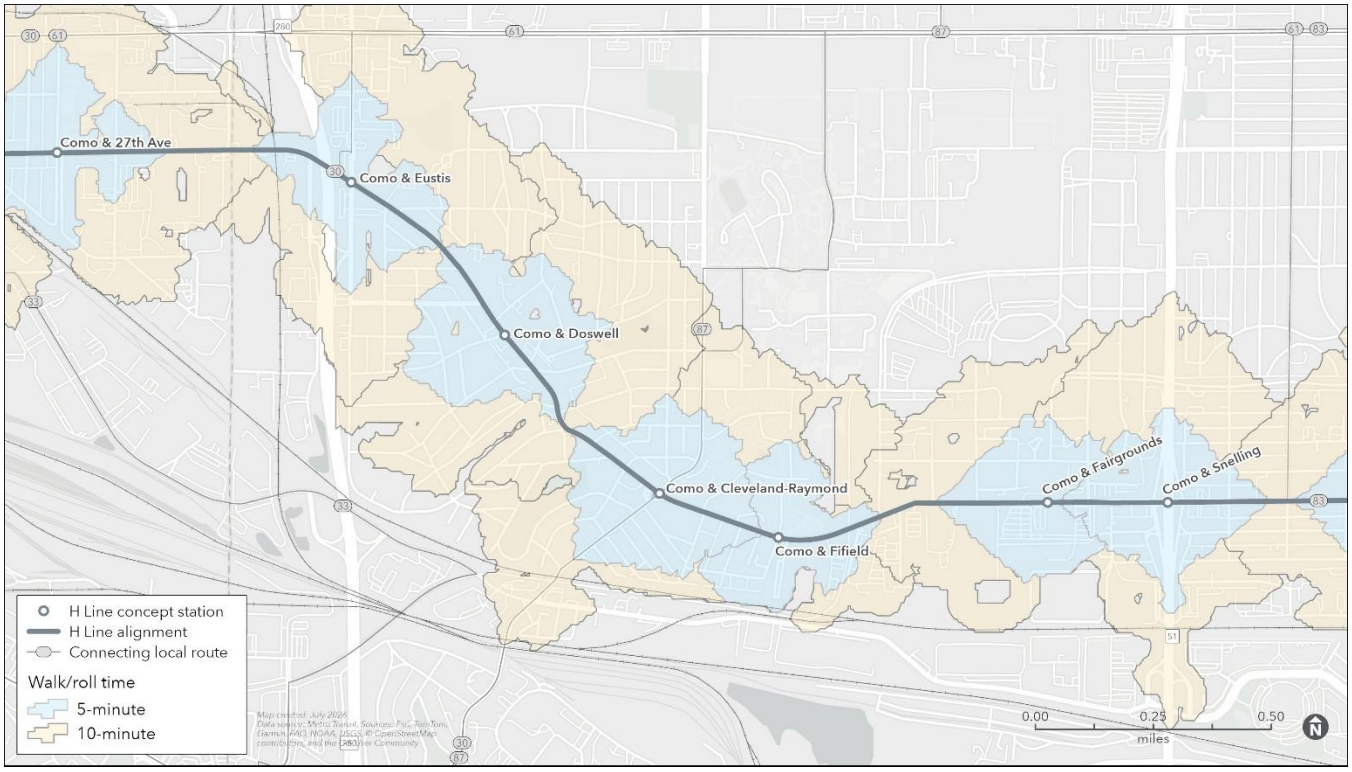


Figure 35. H Line station walksheds – segment 4

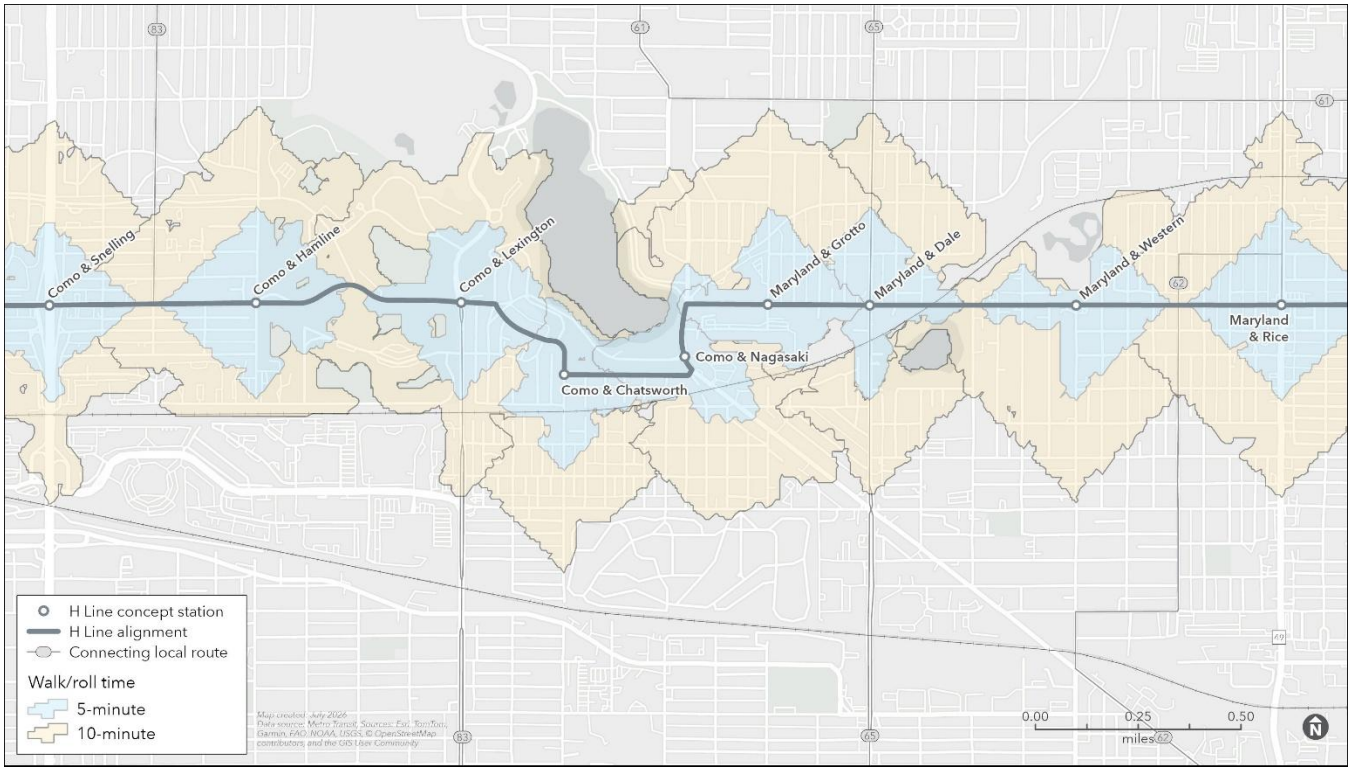


Figure 36. H Line station walksheds – segment 5

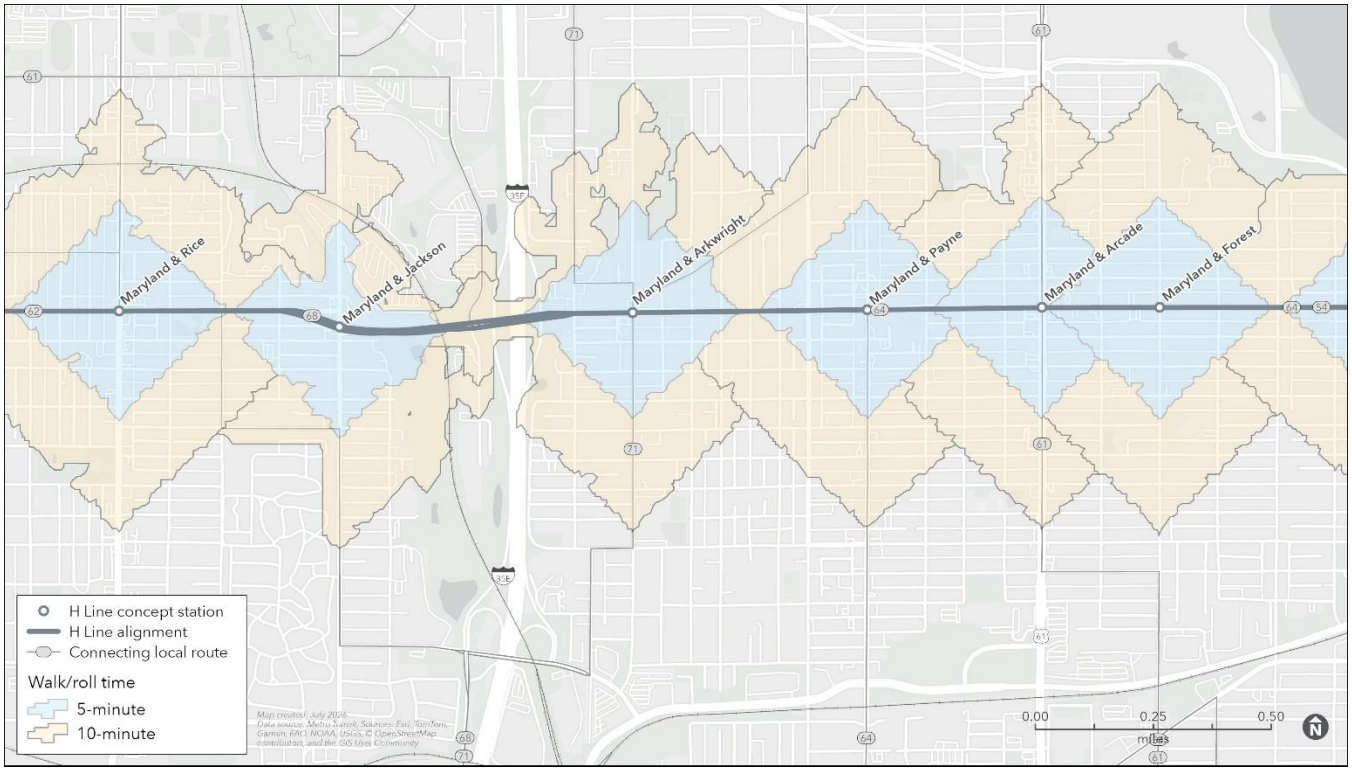


Figure 37. H Line station walksheds – segment 6

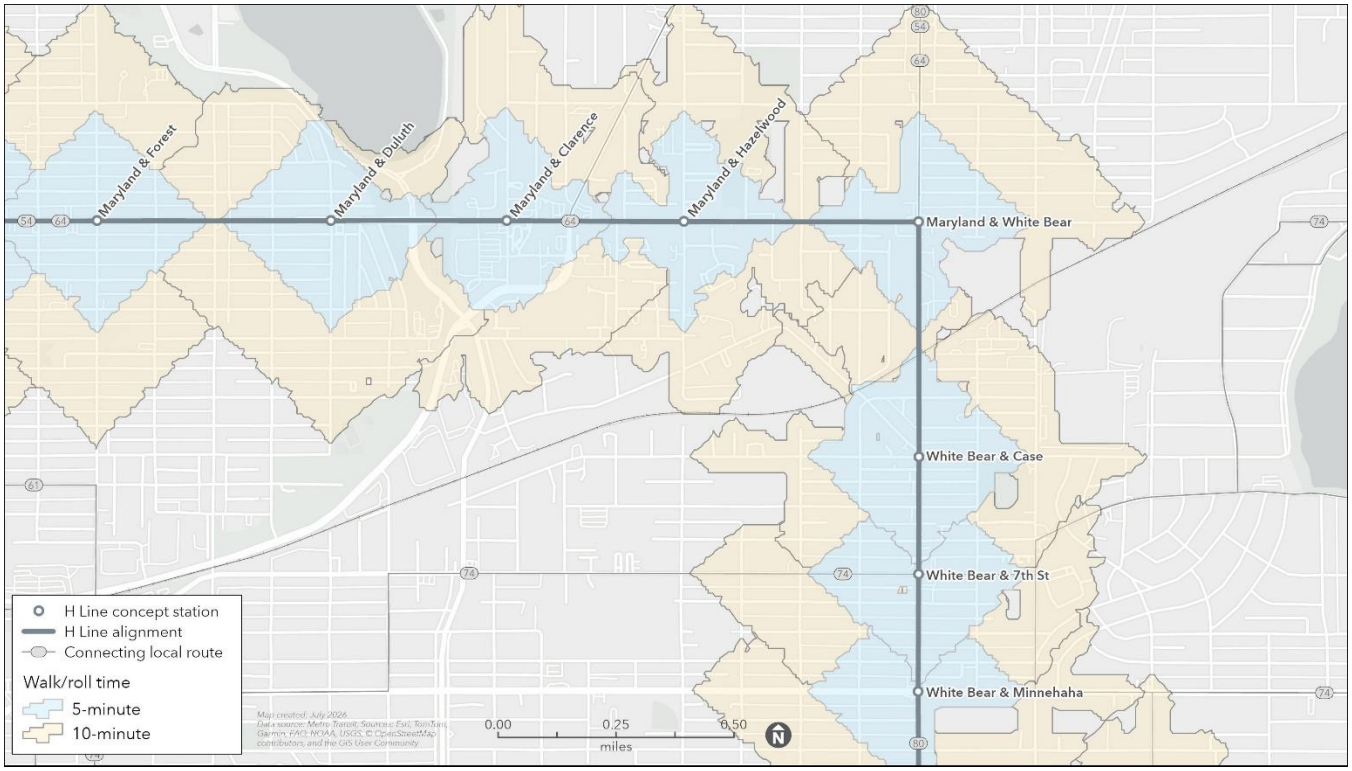


Figure 38. H Line station walksheds – segment 7

