

# The METRO D Line

*Faster transit is coming to the Route 5 corridor.*

The METRO D Line is a planned bus rapid transit line that will provide faster and more reliable transit service in the Route 5 corridor. Bus rapid transit is a package of transit enhancements that adds up to a faster trip and an improved experience on Metro Transit's busiest bus routes.

Route 5 is the Twin Cities' busiest bus route, carrying about 16,000 customers each weekday. During rush hours, Route 5 buses make up less than 2 percent of vehicle traffic but carry more than 20 percent of people traveling through the corridor.

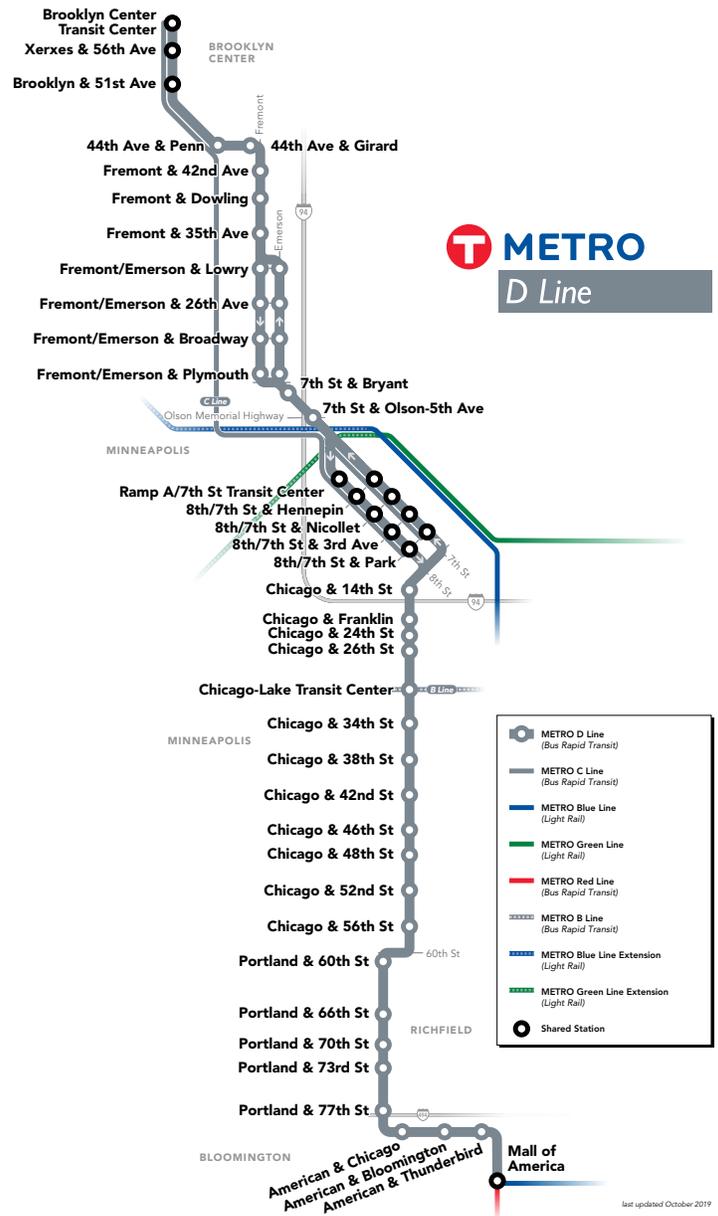
## How will the D Line be faster?

The D Line will substantially replace Route 5 service between Brooklyn Center, Minneapolis, Richfield, and Bloomington. The goal of the D Line is to make service approximately 20 percent faster by stopping less often, allowing customers to board faster, and stopping at fewer red lights.

Instead of stopping every block, buses will make limited stops at stations spaced farther apart. Fares will be collected at stations – just like light rail – and not on the bus. Raised curbs at platforms will make it easier to step onto the bus. Complete snow removal will improve winter boarding. D Line buses will also communicate with traffic signals to shorten red lights.

## How much will the D Line cost to build?

The preliminary estimated cost of the D Line project is \$75 million. Cost estimates will be refined as engineering progresses. \$55 million of federal and Metropolitan Council funds have been identified for the D Line project to date.



## Limited stops, frequent service

The D Line would be the primary service in the corridor, with increased service on nights and weekends.

Local bus Route 5 would continue to run at a reduced frequency to serve local trips at existing bus stops along most of the corridor.

### D Line



Service every 10 minutes, 1/4 - 1/2 mile between stations

### Route 5



Service every 30 minutes, 1/8 mile between stops

## More green time with signal priority

To keep moving, D Line buses can “ask” traffic signals for early or extended green lights.



## Pay before boarding for faster stops

For speedier boarding through all doors, D Line buses won't have fareboxes. Customers will purchase a ticket or tap a Go-To Card at the station, just like light rail. Police officers - not bus operators - will ensure customers have paid.

# What will stations look like?



- A** Pylon markers help riders identify stations from a distance.
  - B** Real-time NexTrip signs provide bus information, and on-demand annunciators speak this information for people with low vision.
  - C** Shelters provide weather protection and feature push-button, on-demand heaters and shelter lighting. Shelter sizes will vary based on customer demand (small shown here).
  - D** Ticket machines and fare card readers collect all payment before customers board the bus.
  - E** Emergency telephones provide a direct connection to Metro Transit police. Stations also feature security cameras.
  - F** Stations feature trash and recycling containers.
  - G** Platform edges are marked with a cast-iron textured warning strip to keep passengers safely away from the curb while the bus approaches. Many stations also feature raised curbs for easier boarding.
  - H** Platform areas are distinguished by a dark gray concrete pattern.
  - I** Benches at stations provide a place to sit.
  - J** Most stations have bike parking.
- Some stations have pedestrian-scale light fixtures to provide a safe, well-lit environment.
- At some stations, railings separate the platform from the sidewalk.