C Line Bus Rapid Transit

Better. Faster. Coming Soon.

The C Line will improve transit in the Route 19 corridor.

Bus rapid transit, or BRT, is a package of transit enhancements that adds up to a **faster trip** and an **improved experience** on Metro Transit's busiest bus routes.

How many people will use the C Line?

Route 19 carries 25 percent of people traveling on Penn Avenue today, but makes up less than 3 percent of the vehicle traffic. Today 7,000+ weekday riders travel on Route 19 compared to an expected 9,000+ weekday riders in 2030 with the C Line.

How will the C Line change what's out there today?

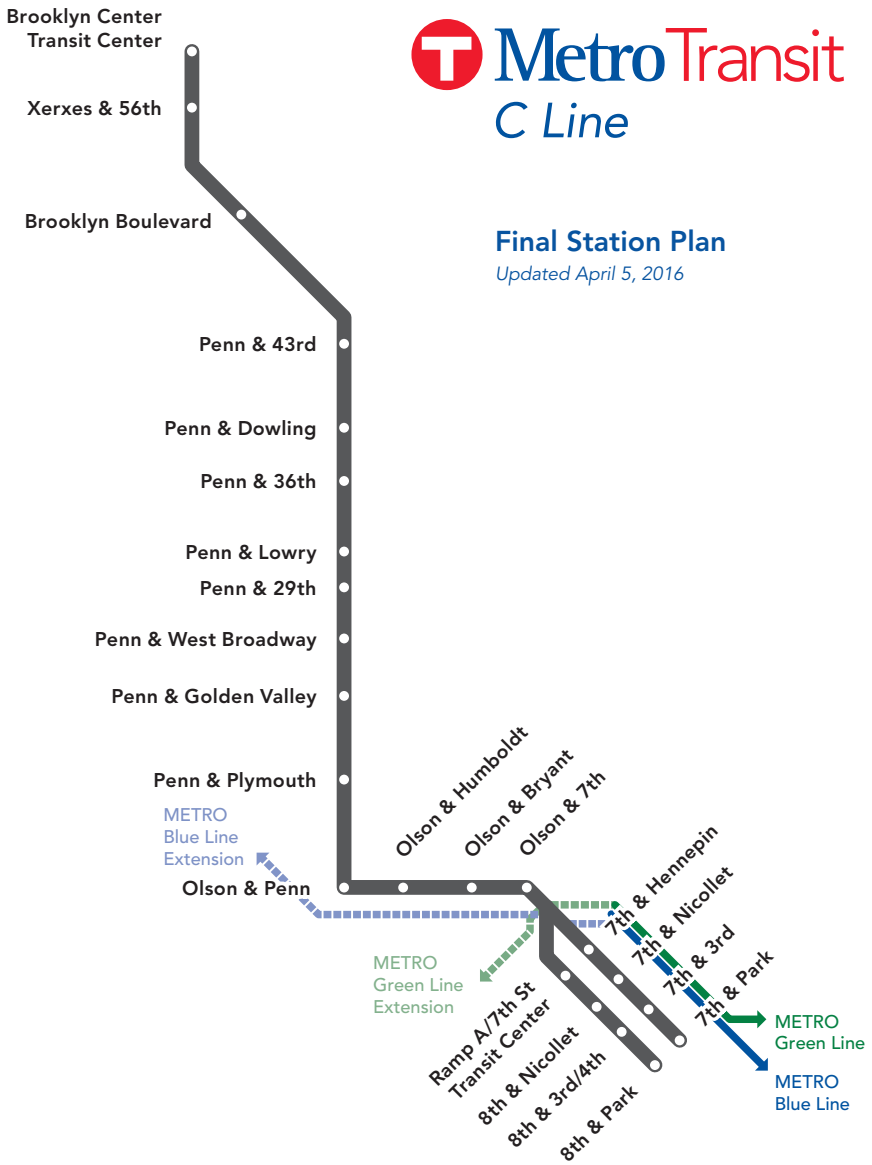
Service will operate more frequently than it does today—every 10 minutes, like light rail. Longer buses will have additional seats and space. See all the amenities on the next page.

BRT will be about 25 percent faster than local bus service—without making major changes to the street.

Fares will be collected at the station and not on the bus. Platforms will also have a raised curb making it easier to step onto the bus. Complete snow removal will improve winter boarding, too.

Metro Transit
C Line

Final Station Plan
Updated April 5, 2016



2013-2016 PLANNING

2016-2017 DESIGN

2018 CONSTRUCTION
(Pending project funding)

Metro Transit

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What makes Bus Rapid Transit different?

metrotransit.org/c-line-project

Limited stops, more frequent service

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

Local bus Route 19 would continue to run at a reduced frequency to serve local trips and off-corridor branches.

C Line



Service every 10 minutes 1/2 mile between stations

Route 19

Service every 30 minutes 1/8 mile between stops

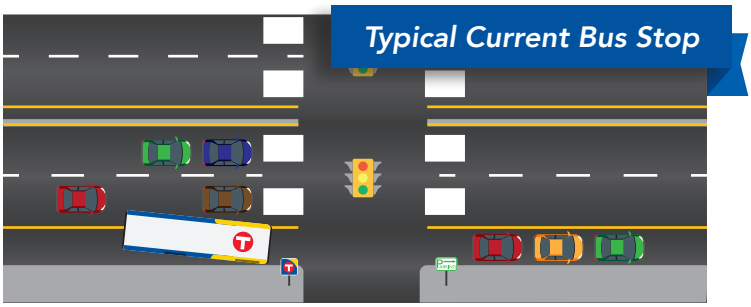
More green time with signal priority

To keep moving, BRT buses can "ask" traffic signals for early or extended green lights to keep moving.

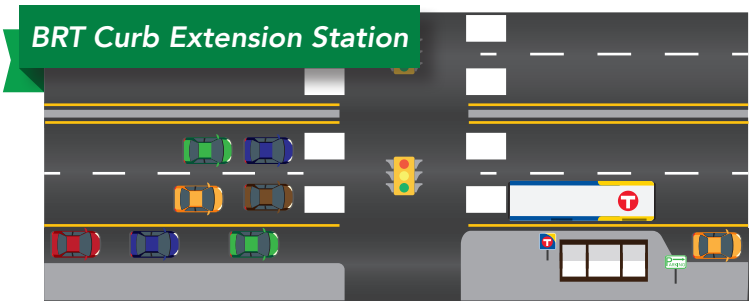


Curb extensions for speed & space

The C Line will run in general traffic and won't widen the roadway. Instead, the project will add curb extensions or bump-outs at many stations.



Today, buses stop in the right-turn lane with little space for customer amenities. Merging back into traffic causes delay.



Curb extension provides space for a BRT station and eliminates side-to-side weaving. Far side stops can use signal priority to help the bus keep moving.

Pre-boarding fare payment for faster stops

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



Neighborhood-scale stations with amenities

Stations will be equipped with amenities for a safe and comfortable customer experience, similar to light rail. Standard features include heat, lighting, security features, real-time bus departure information and trash receptacles.

