The new D Line

Faster transit is coming to the Route 5 corridor.

The D Line will improve transit on Chicago Avenue and Fremont Avenue.

Rapid bus improvements add up to a **faster trip** and a **more comfortable experience** on Metro Transit's busiest 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 D Line rapid bus service improve my ride?

Rapid bus service is a package of transit enhancements that adds up to a **faster trip** and an **improved experience** with enhanced stations and larger specialized vehicles.

How much faster will the D Line be?

The D Line is projected to be about 20 percent faster than Route 5.

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, too. D Line buses will also communicate with traffic lights to shorten red lights.

PRELIMINARY PROJECT SCHEDULE (subject to change)

2016-2017 — PLANNING

2018-2019 — DESIGN

2020-2021 — CONSTRUCTION
Pending project funding

How will the project be funded?

The total project cost is about $75 million. $40 million has been identified. An additional $35 million is needed to build stations along the entire D Line. The Metropolitan Council will seek state bonds for full D Line funding in 2018.



Metro Transit

metrotransit.org/d-line-project

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What makes the D Line different?

metrotransit.org/d-line-project

Limited stops, more 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.

D Line



Service every 10 minutes, 1/2 mile between stations

Route 5

Service every 30 minutes, 1/8 mile between stops

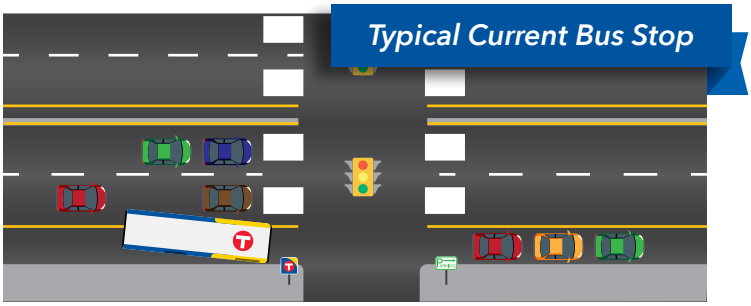
More green time with signal priority

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

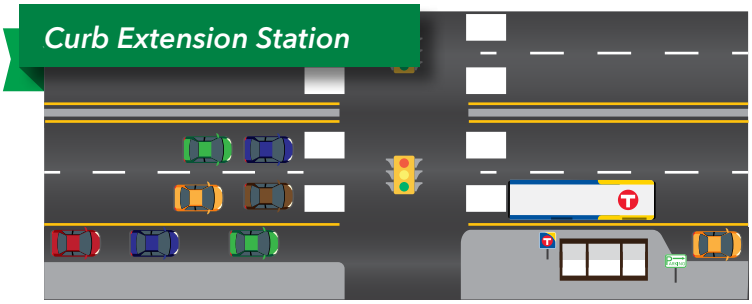


Curb extensions for speed & space

The D 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 D Line 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 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.



Neighborhood-scale stations with amenities

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

