

The METRO H Line

Faster transit is coming to the Como Avenue and Maryland Avenue corridor

The METRO H Line is a planned bus rapid transit (BRT) line that will provide faster and more reliable transit service on Como Avenue and Maryland Avenue. BRT buses and stations are comfortable and easy to use.

The H Line will travel along Washington Avenue in downtown Minneapolis. It will serve the University of Minnesota's West Bank and East Bank campuses. Using Como Avenue, the H Line

will continue into St. Paul. It will continue east and serve Maryland Avenue before turning onto White Bear Avenue. The H Line is expected to end at Sun Ray Transit Center.

As H Line planning progresses, Metro Transit will consider plans for local service along the corridor.

For more information, visit:
metrotransit.org/h-line-project

View a detailed map at metrotransit.org/h-line-project



Preliminary Project Schedule (subject to change)

• 2025-2026

PLANNING

• 2026-2027

DESIGN

• 2028-2029

CONSTRUCTION

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Bus rapid transit: A faster, more reliable, and more comfortable ride

Metro Transit is developing a network of bus rapid transit lines across the Twin Cities region. This cost-effective way to speed up service substantially improves the customer experience and has proven to attract more people to use transit regularly.



Neighborhood-scale stations with amenities

Stations are equipped with features for a safe and comfortable experience, similar to light rail.

- NexTrip, real-time arrival and departure information
- On-demand heat, security lighting, and emergency communications
- Near-level boarding – walk onto the bus without having to climb steps
- Bike parking and trash receptacles

Limited stops, frequent service

BRT will operate every 10 minutes for most of the day with stations every 1/3 to 1/2 mile.

As planning progresses on each line, Metro Transit will evaluate the market and demand for additional local bus service in areas along the corridor.



Pre-boarding fare payment for faster stops

For faster boarding through all doors, BRT buses don't have fareboxes. Customers will purchase a ticket or tap a Go-To Card at the station, just like light rail. Fare inspections will be conducted by Metro Transit Police and Transit Rider Investment Program (TRIP) Agents.

New infrastructure to increase speed

In addition to the improved stations and wider stop spacing, Metro Transit and its partners are exploring options to make these BRT lines even faster. Options include:

- Signal priority to keep moving; buses could "ask" for early or extended green lights at certain intersections
- Bus-only lanes along portions of the line to keep buses out of traffic