

# The new METRO E Line

*Faster transit is coming to the Route 6 corridor*

The METRO E Line is a planned bus rapid transit (BRT) line that will provide faster and more reliable transit in the Route 6 corridor. BRT service is a package of transit enhancements that adds up to a faster trip and an improved experience on Metro Transit's busiest bus routes.

More than 8,000 rides were taken on Route 6 each weekday in 2019. Route 6 ridership has remained strong, even during the pandemic.

The METRO E Line will travel along 4th Street and University Avenue, through downtown Minneapolis and Uptown on Hennepin Avenue to Southdale Transit Center in Edina via 44th Street and France Avenue.

## E Line Preliminary Station Designs

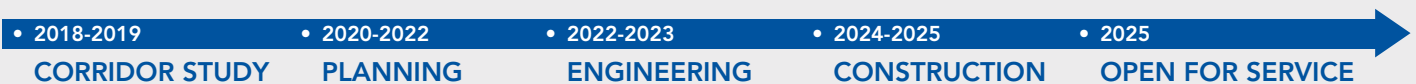
Metro Transit is seeking your feedback on the preliminary designs for METRO E Line stations. View plans and comment now at [metrotransit.org/e-line-project](http://metrotransit.org/e-line-project) or by emailing us at [ELine@metrotransit.org](mailto:ELine@metrotransit.org).

[View a detailed map at metrotransit.org/e-line-project](http://metrotransit.org/e-line-project)



Scan to visit the project website, view the interactive map, and provide feedback.

## Preliminary Project Schedule (subject to change)



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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 10-15 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.

### **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