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.

Pre-pandemic, buses carried approximately 45% of people traveling by vehicle on Hennepin Avenue, but made up just 3% of the motorized traffic. 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.

Route 6 is planned to travel from downtown Minneapolis to Minnesota Drive and France Avenue primarily via Hennepin Avenue and Xerxes Avenue, running every 20 minutes most of the day.

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

Preliminary Project Schedule (subject to change)

- 2018-2019: CORRIDOR STUDY
- 2020-2022: PLANNING
- 2022-2023: ENGINEERING
- 2024-2025: CONSTRUCTION
- 2025: OPEN FOR SERVICE

PROJECT CONTACT:
Yumi Nagaoka
ELine@metrotransit.org
612-597-6352

metrotransit.org/e-line-project
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 additional 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

metrotransit.org/metro-network