

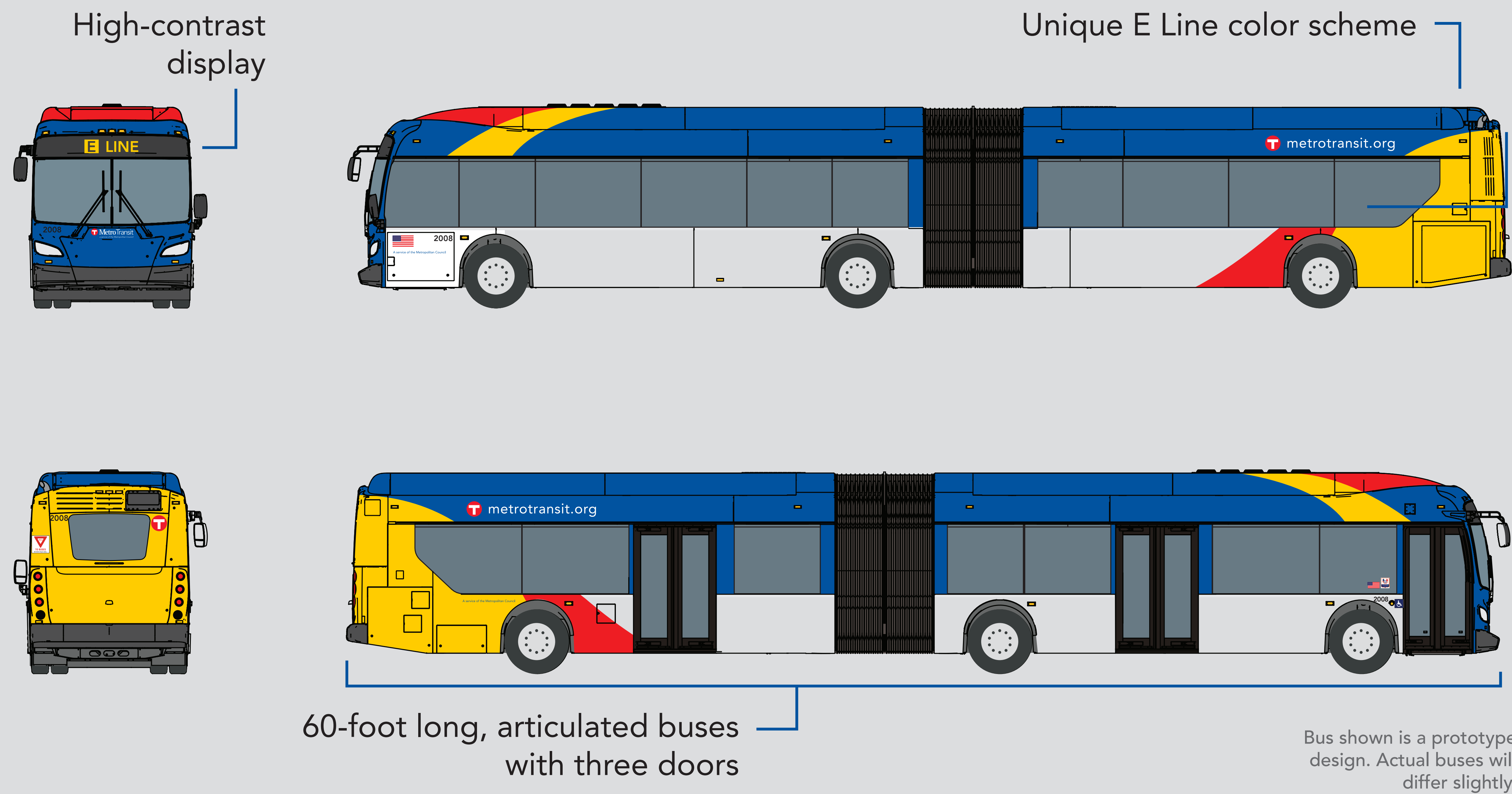
# What will stations look like?



- A Pylon markers** help riders identify stations from a distance.
- B Real-time NexTrip displays** provide bus information, and on-demand **annunciators** speak this information for people with low vision.
- C Utility boxes** near station areas house necessary communications and electrical equipment.
- D Shelters** provide weather protection and feature on-demand **heaters** and integrated **lighting**. Shelter sizes will vary based on customer demand (small shown here).
- E Ticket machines and fare card validators** collect all payment before customers board the bus.
- F Emergency telephones** provide a direct connection to Metro Transit security. Stations also feature **security cameras**.
- G** Stations feature **trash and recycling** containers.
- H** Platform edges are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.
- I Platform areas** are distinguished by a dark gray concrete pattern.
- J** Some stations have sidewalk-level **light fixtures** to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
- K Benches** at stations provide a place to sit.
- L** Stations have **bike parking loops**.



# How will E Line buses work?



**The E Line will use a brand new group of premium buses designed for E Line service. E Line buses will look different than other Metro Transit buses so they will be easy to spot.**

**Improved movement:** The center aisle will be extra wide for easier movement through the bus. Three extra-wide doors will open sideways instead of out so customers can move on and off the bus at the same time.

**Enhanced on-board experience:** Buses will feature fixed windows with uninterrupted views, on-board automated announcements and an LED display showing the next station.

**Low floors, high curbs:** E Line buses will have lower floors and stations will have higher curbs for a shorter step into the bus. Buses will have fold-out ramps common to most newer Metro Transit buses.

**No more stop cord:** Instead of a pull cord for signaling stops, yellow stop "tape" will be placed throughout the bus—including in designated ADA seating areas — so that customers can more easily request stops no matter where they sit or stand.

**New securing system for customers in wheelchairs:** Each E Line bus has two wheelchair spaces at the front with a new securing system for more efficient use by customers and bus drivers.

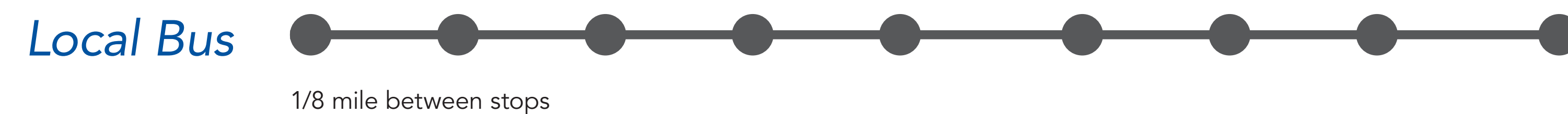
**Take your bike along or park at the station:** Every E Line bus will have a front bicycle rack and stations will have bike parking loops.



# How will the E Line provide a faster trip?

## Limited stops, frequent service

Today, Route 6 serves the corridor with frequent service, stopping every block for most of the route.



The E Line would substantially replace Route 6 to become the primary service in the corridor, with high frequency service all day, and on nights and weekends. Stations would be spaced every half mile on average.



Local bus may continue to run at a reduced frequency to serve existing bus stops. Concept service plans with specific details will be developed in the E Line Corridor Study to be completed in Fall 2019.

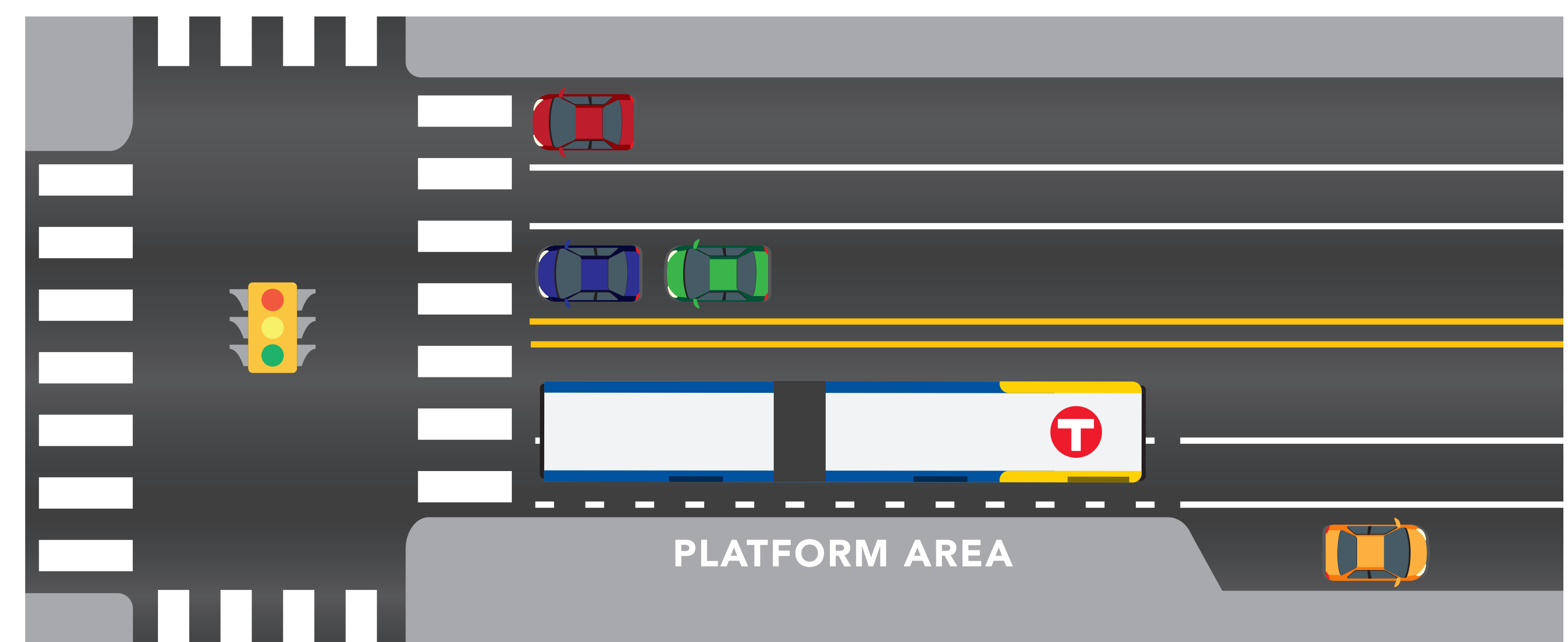
## Pre-boarding fare payment for faster stops

For speedier boarding through all doors, the E Line won't have fareboxes. Customers will purchase a ticket or tap a Go-To Card at the station, just like light rail. Fare inspectors –not bus operators –will ensure customers have paid.



## Curb bumpouts for speed and space

The E Line will mostly run in general traffic and won't widen the roadway. Instead, stations will be built on curb bumpouts to avoid delay caused by merging back in to general traffic.



Curb bumpouts provide space for station amenities and pedestrians

## Transit advantages throughout the corridor

Transit advantages at key locations along the E Line will help keep buses moving. Transit advantages could include:

### Transit Signal Priority

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

### Queue Jumps

E Line buses could use separate space at intersections to pull ahead of traffic stopped at a red light. Dedicated green lights could allow the bus to go first.

### Dedicated Bus Lanes

To avoid getting stuck behind traffic, E Line buses could travel in their own lane on the most congested portions of the route.



# What are the goals of the E Line Project?

## Improve the speed and attractiveness of transit in the Route 6 corridor.

Improve speed, reliability, comfort, and safety of transit.

Grow transit ridership in the corridor.

Improve access to destinations and convenience of transit.

## Benefit historically disadvantaged populations and work to reduce regional disparities.

Expand access to entry-level jobs in the corridor.

Improve transit facilities and service for low-income people and people of color.

## Integrate effectively into the existing and planned transit network.

Implement E Line alignment that enhances most-common corridor travel patterns.

Retain convenient transit access for complete Route 6 corridor.

Avoid E Line duplication of retained local service.



# E Line Project Goals

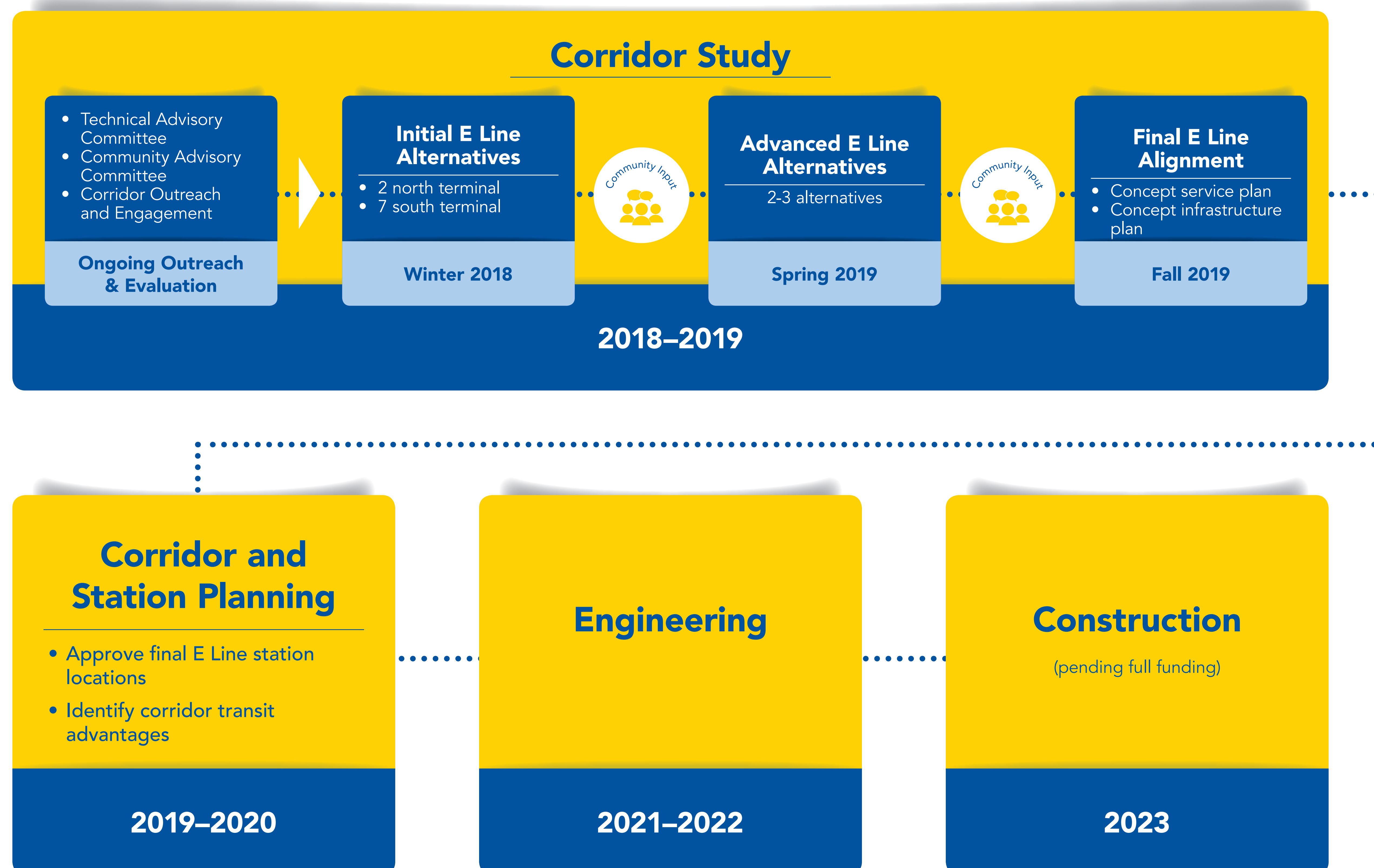
The E Line project goals will be used to develop evaluation criteria and select the E Line alignment alternatives for further consideration.

What comments do you have on the currently identified E Line Project Goals?

What else should Metro Transit consider when evaluating E Line alignment alternatives?

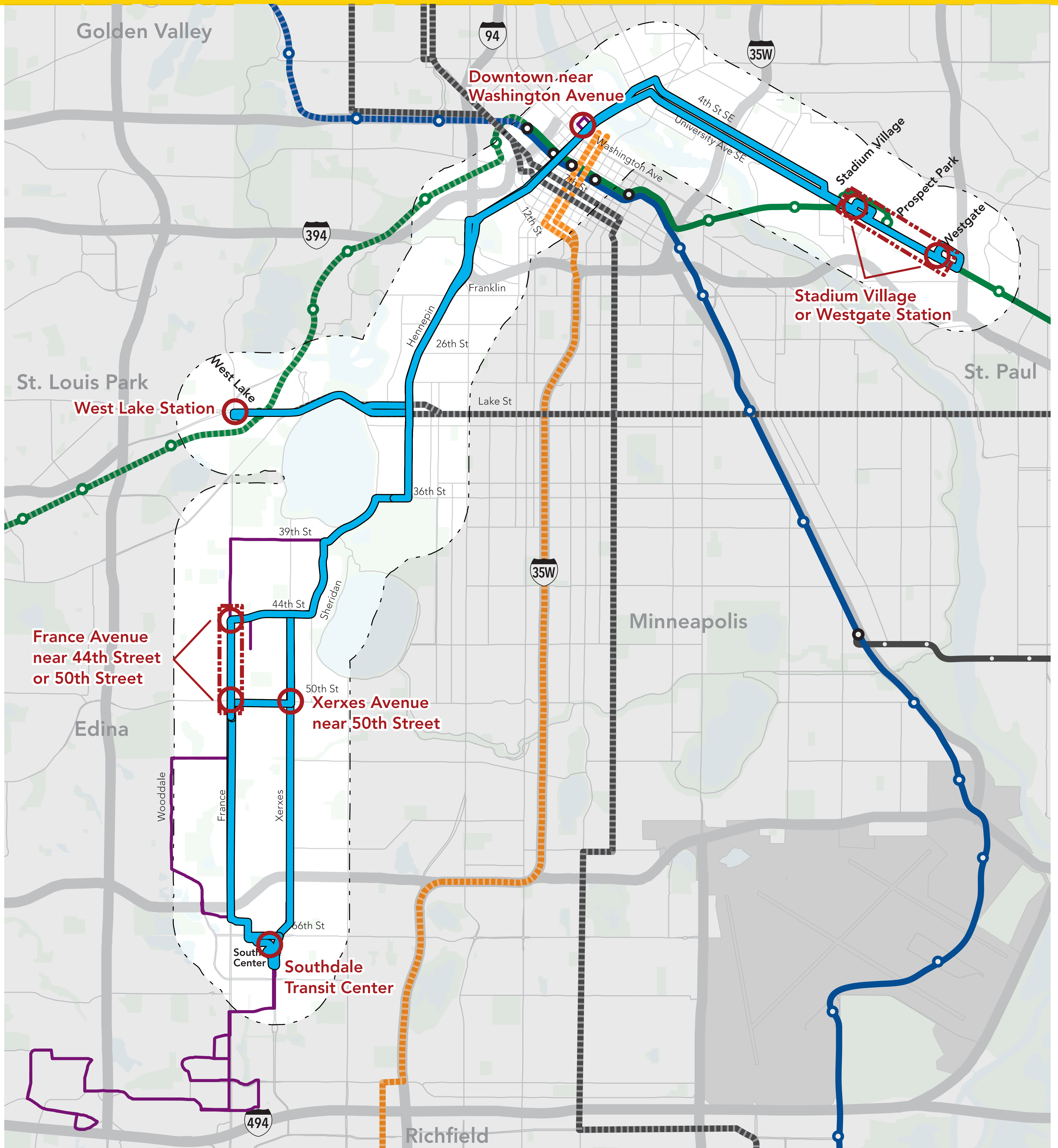


# What is the timeline for implementing the E Line?





# E Line Corridor Study Alignment Options



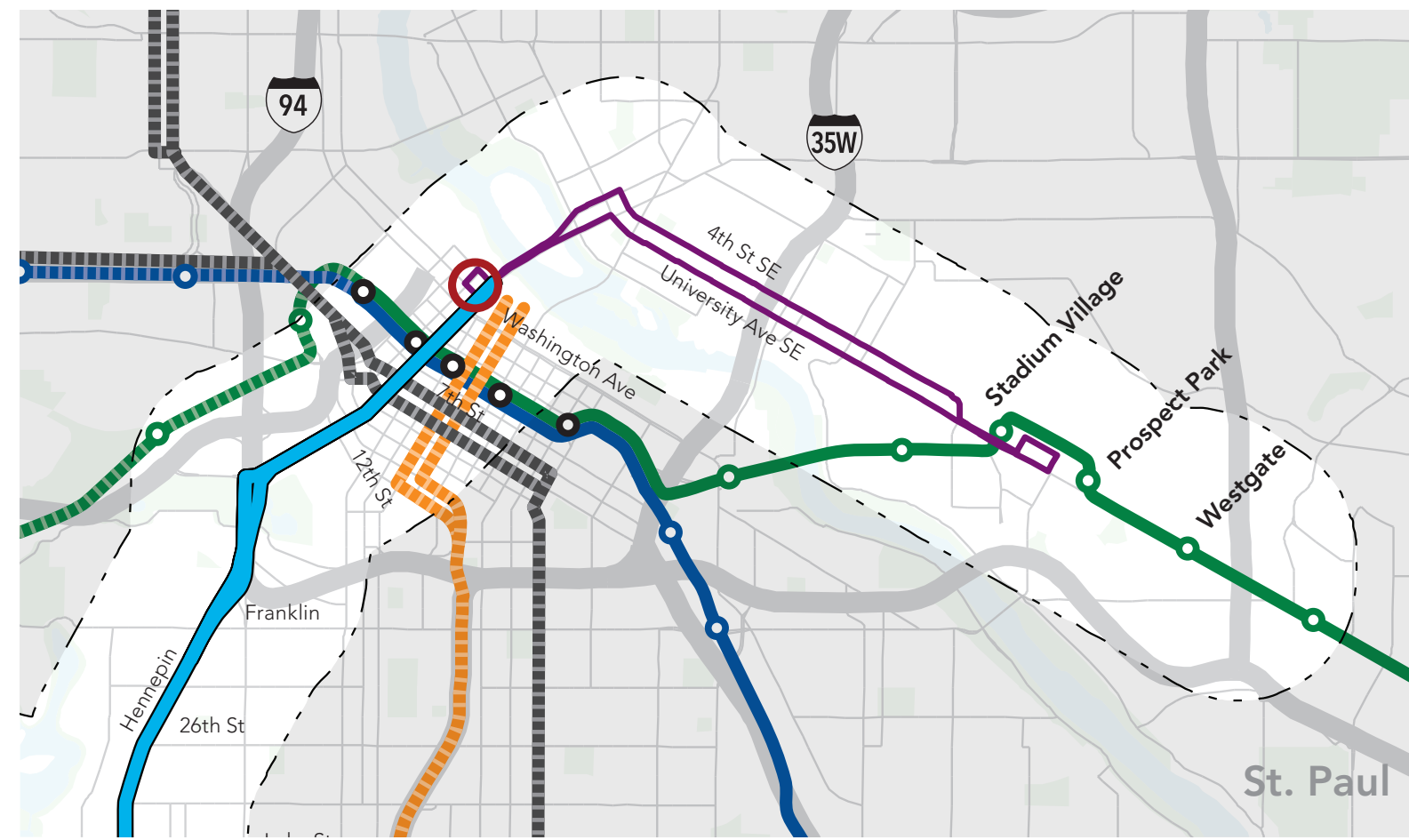


# E Line North Alignment Options

Options:

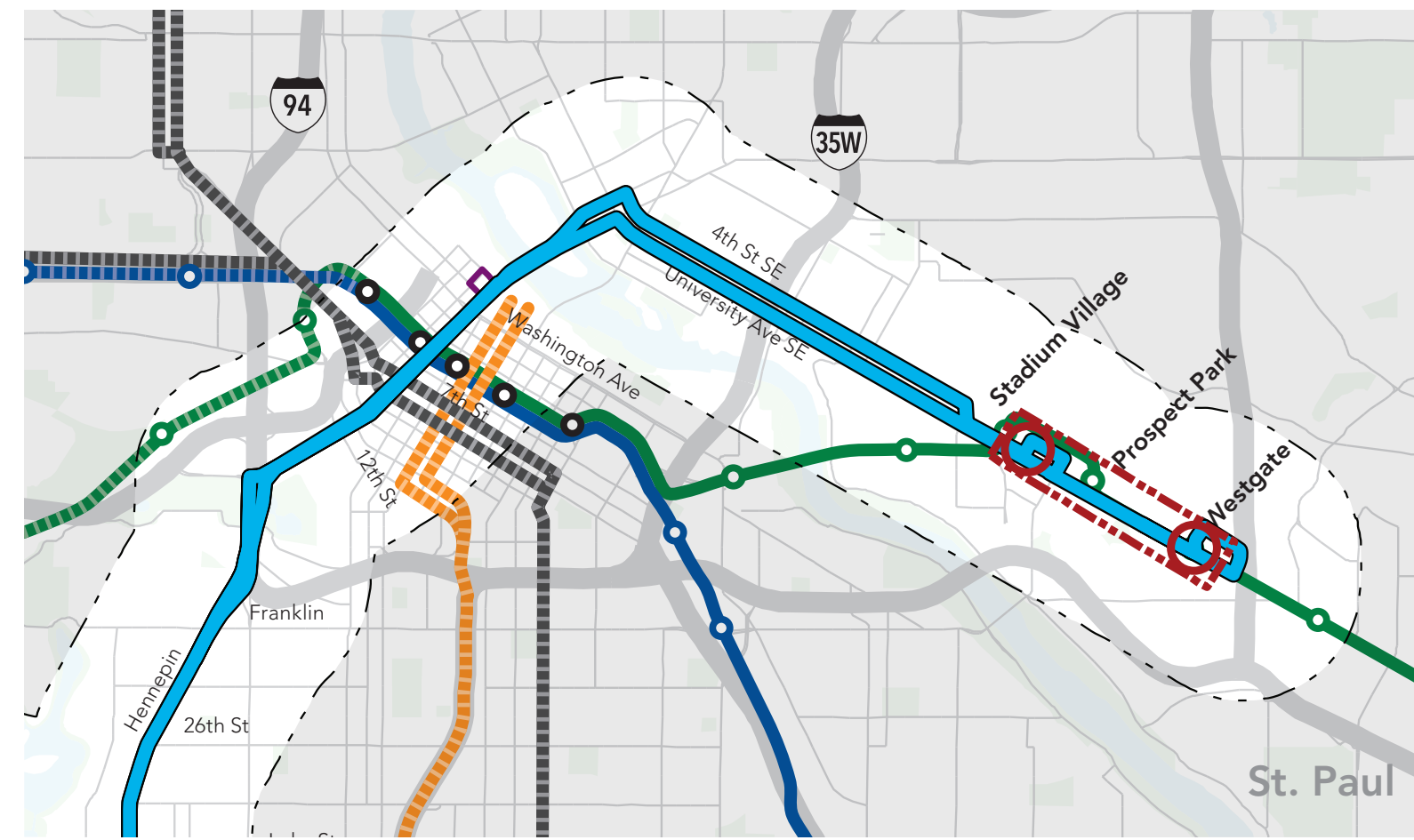
1

The E Line could end in downtown near Washington Avenue.



2

The E Line could continue along University Avenue/4th Street to end at either the METRO Green Line Stadium Village Station or Westgate Station.



Your preference:

Tell us more about why you prefer the north alignment option you selected:



# E Line South Alignment Options

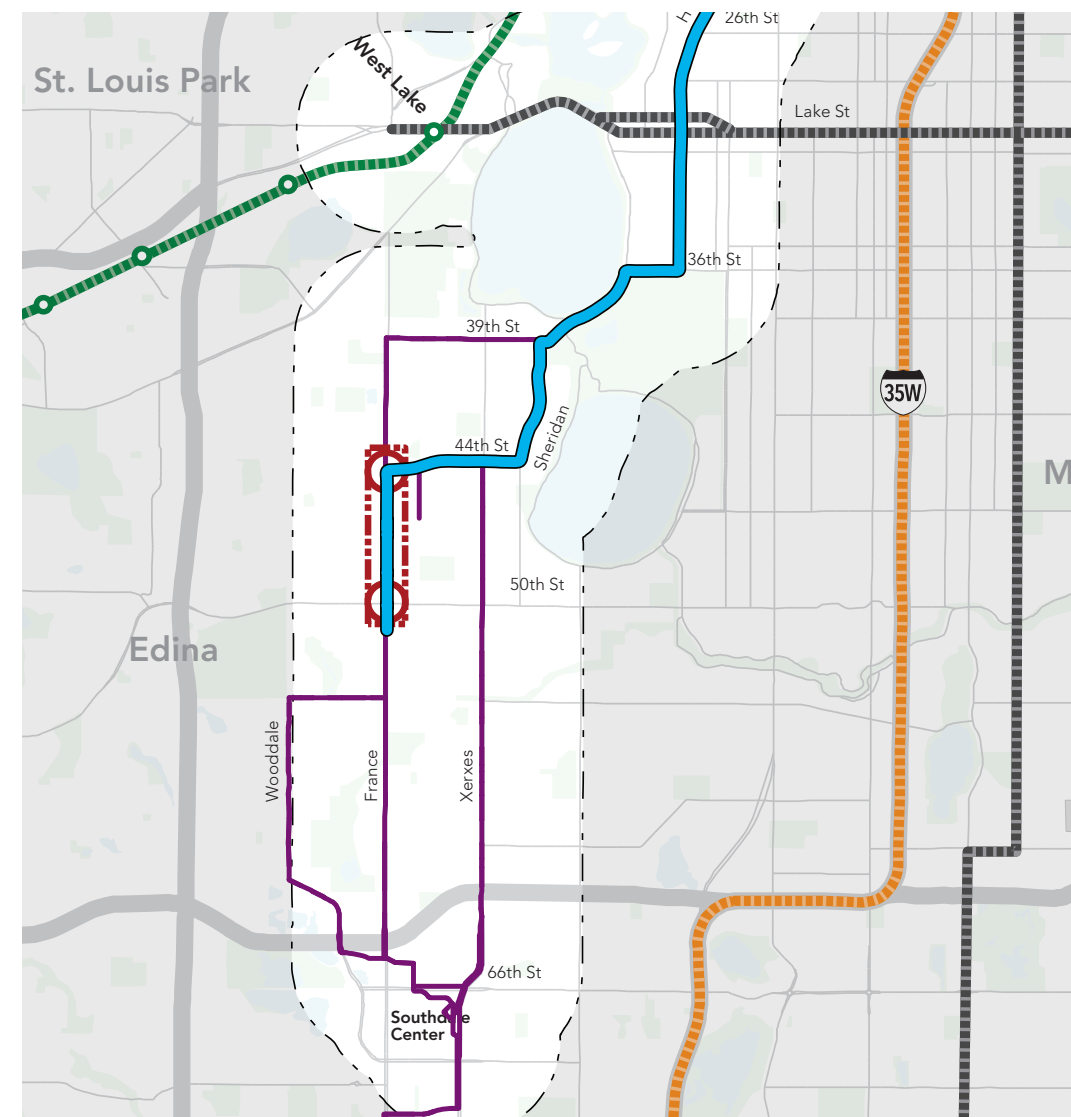
Options:

Your preference:

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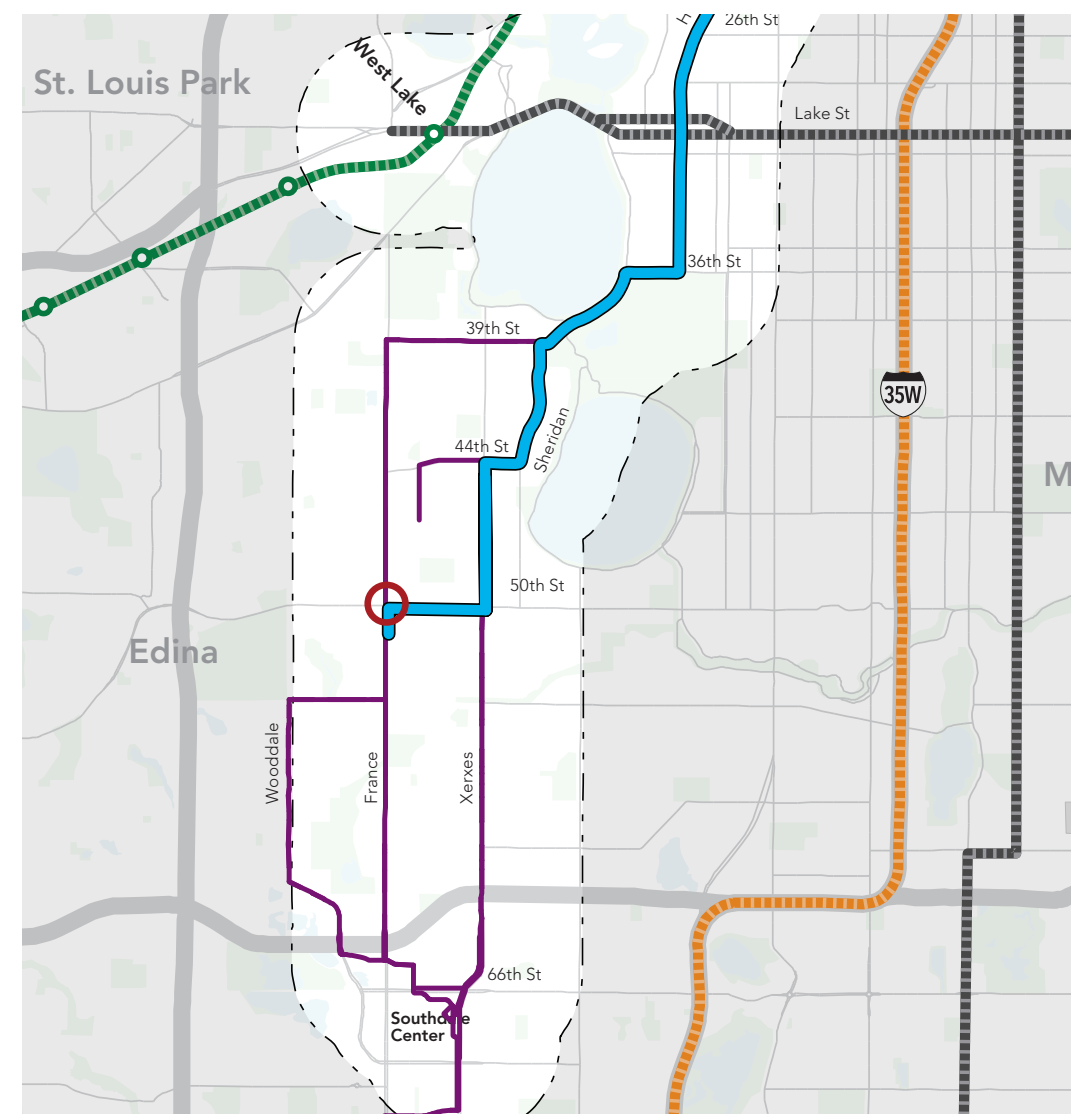
1

The E Line could end near 50th Street and France Avenue or 44th Street and France Avenue. Routing along 44th Street to France Avenue



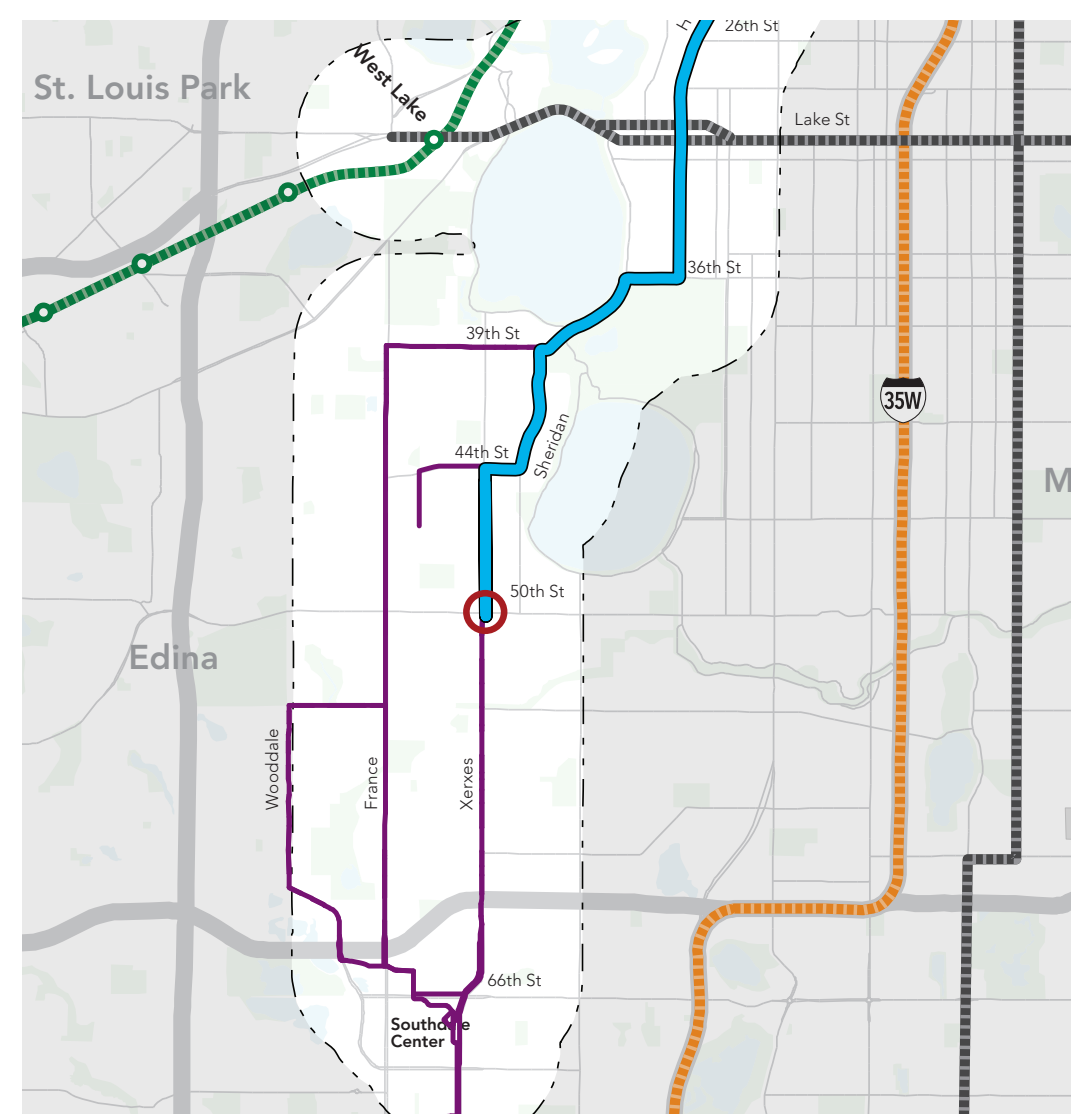
2

The E Line could end near 50th Street and France Avenue. Routing along Xerxes and 50th Street.



3

The E Line could end near 50th Street and Xerxes Avenue. Routing along Xerxes Avenue.





# E Line South Alignment Options

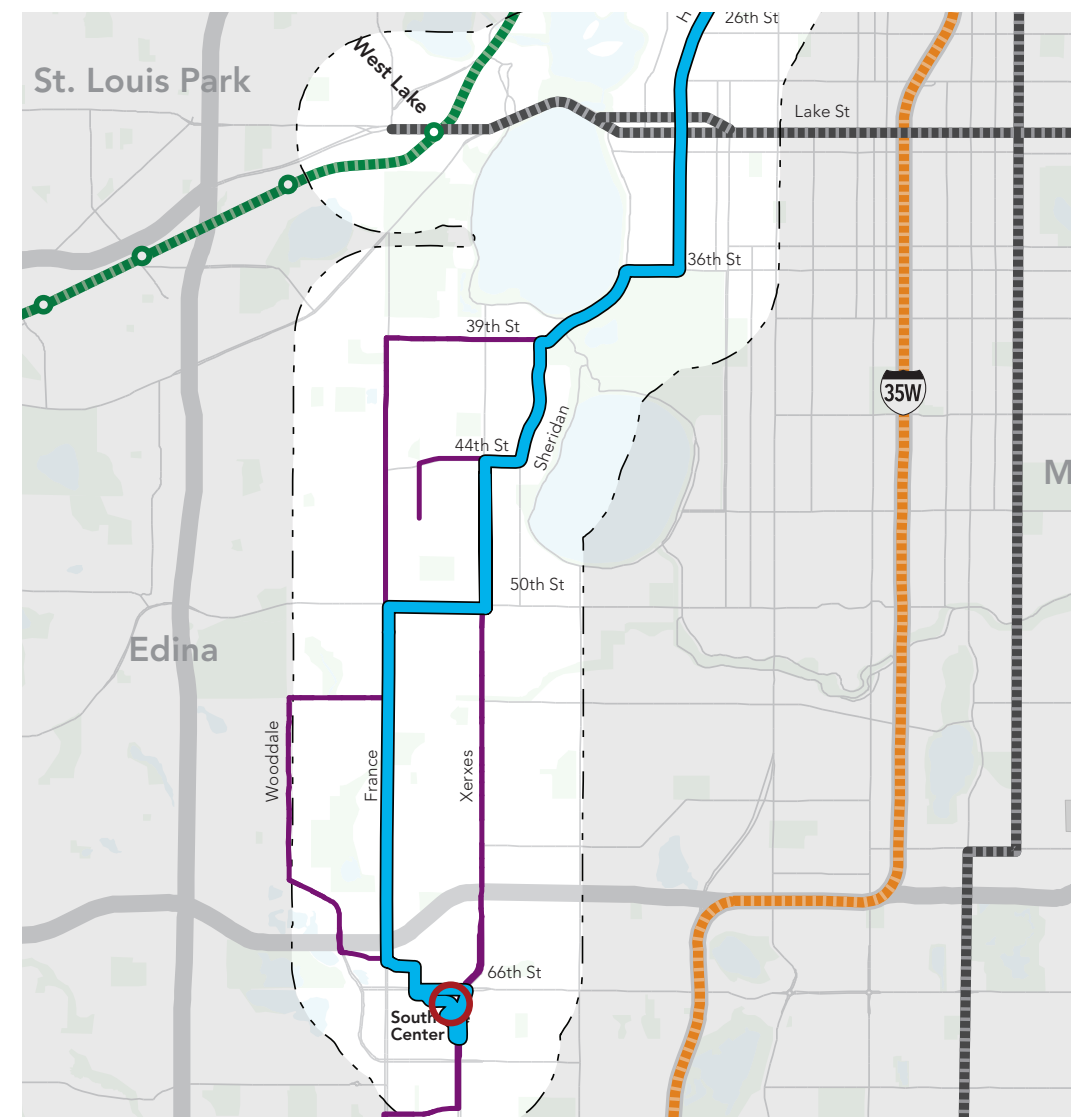
Options:

Your preference:

Tell us more about why you prefer the south alignment option you selected:

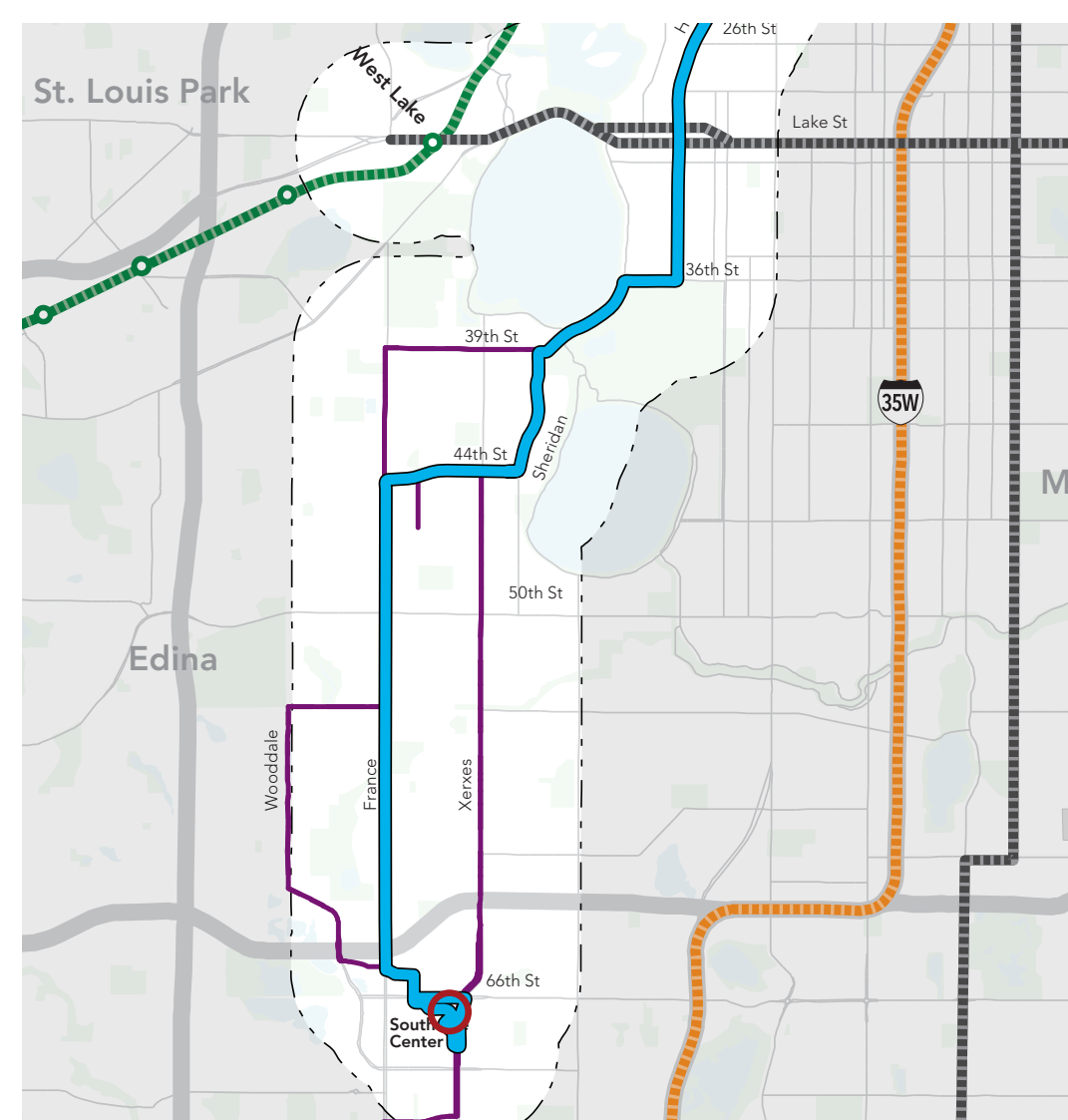
4

The E Line could end at Southdale Transit Center. Routing along Xerxes Avenue to 50th Street, 50th Street to France Avenue.



5

The E Line could end at Southdale Transit Center. Routing along 44th Street to France Avenue.





# E Line South Alignment Options

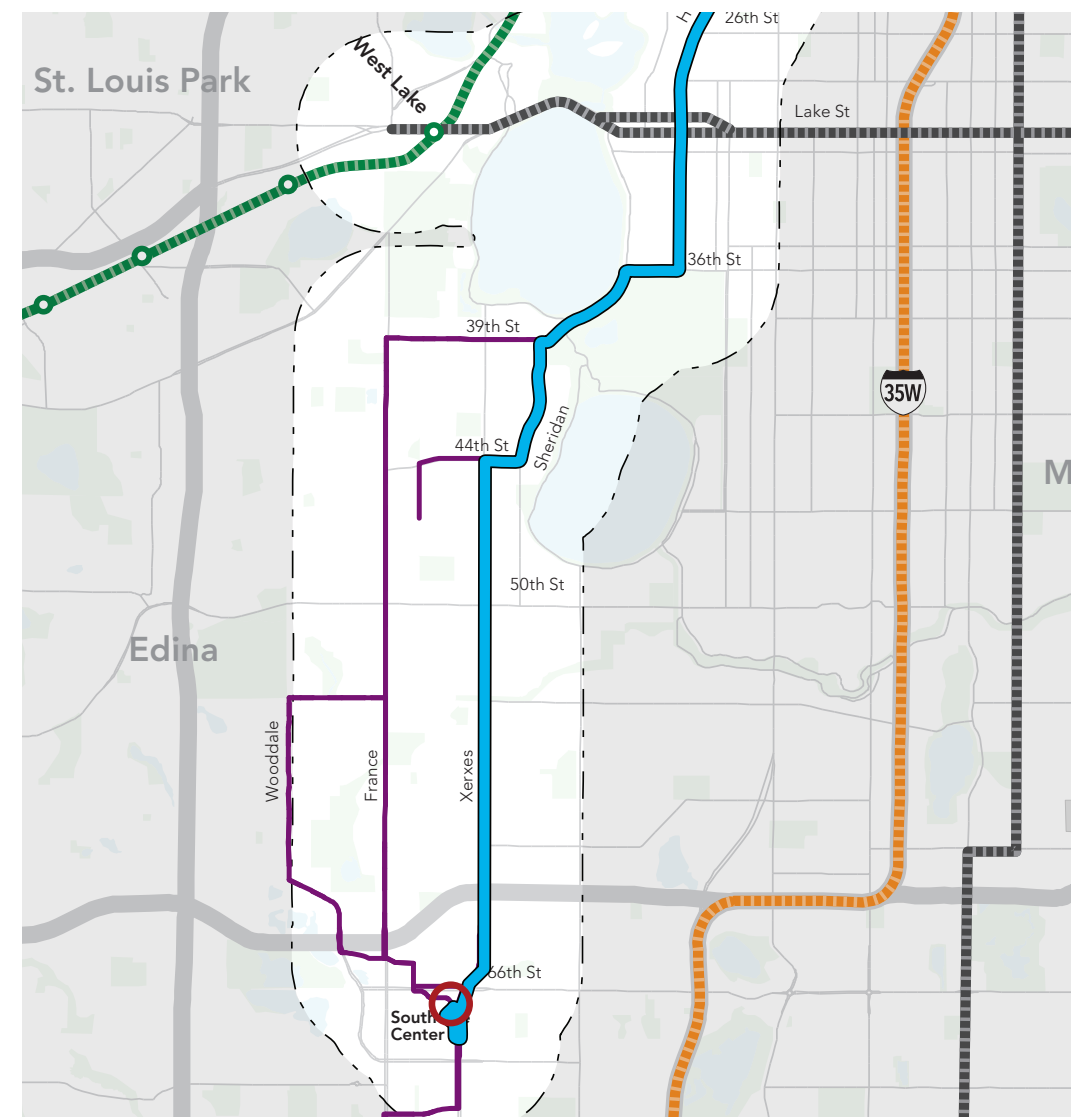
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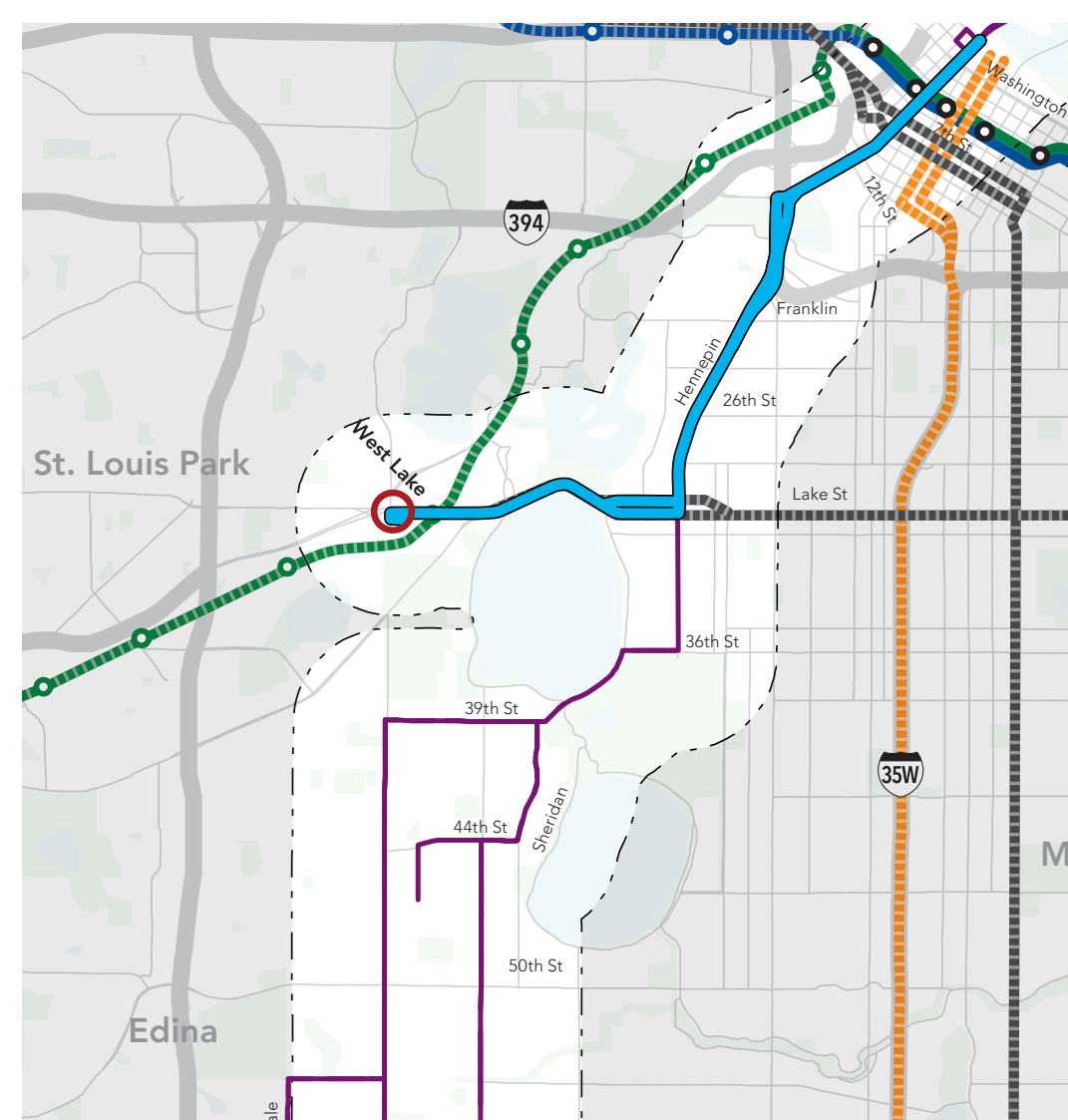
6

The E Line could end at Southdale Transit Center. Routing along Xerxes Avenue.



7

The E Line could end at the suture METRO Green Line Extension West Lake Station. Routing along West Lake Street.





# E Line Corridor Study

## Frequently Asked Questions

**Q: What phase of the development process is the E Line in?**

**A:** The E Line is in the preliminary planning phase of the process. The E Line would largely replace Route 6 along Hennepin Avenue. The E Line Corridor Study currently underway will evaluate potential routing options beyond Hennepin Avenue along 4th Street and University Avenue and south of Uptown.

**Q: How will the E Line alignment be selected?**

**A:** Metro Transit has identified two alignment options on the northern end of the corridor and seven alignment options on the southern end of the corridor. These options will be narrowed down based on input from the public and how well they align to the overall E Line project goals. The Metropolitan Council will consider a final alignment for approval in fall 2019.

**Q: Where will the E Line stop?**

**A:** The E Line Corridor Study will identify concept station locations for the selected E Line routing. After the corridor study is completed in the fall of 2019, more detailed work will begin to determine the final E Line Station Plan. The Final Station Plan is anticipated to be completed in the fall of 2020.

**Q: Will the Route 6 still run? What about the segments of the route not selected as the E Line?**

**A:** A concept service plan for the E Line and connecting bus service, including any changes to the Route 6, will be developed during the corridor study and will be shared for public comment.

**Q: What is the project budget?**

**A:** The overall project cost will be determined once the E Line routing is finalized.

**Q: How many people will ride the E Line?**

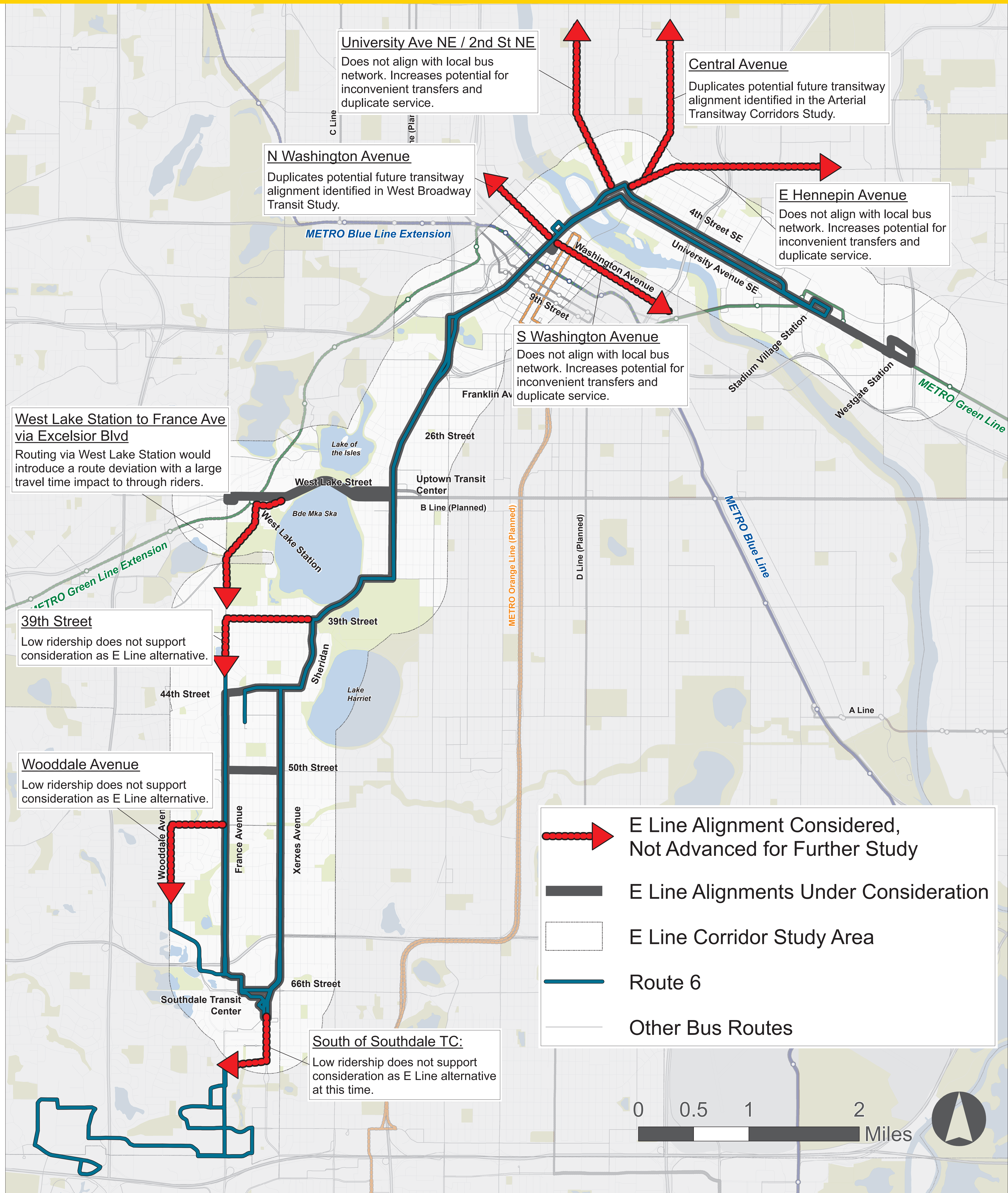
**A:** More than 8,000 rides are taken on Route 6 each weekday today. Metro Transit will develop ridership estimates for the E Line in the corridor study. For reference, ridership in the A Line corridor increased 32 percent over the old Route 84 one year after launch.

**Q: When will construction begin? When will the E Line open?**

**A:** Construction could begin as early as 2023, pending full project funding. The E Line could open the following year after testing.



# Alternatives Considered, Not Advanced for Further Study





# Route 6 Ridership

Fall 2017

