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.

Local Bus

1/8 mile between stops

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.

E Line

1/2 mile between stations

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.

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What will stations look like?

Ⓐ **Pylon markers** help riders identify stations from a distance.

Ⓑ **Real-time NexTrip displays** provide bus information, and on-demand **annunciators** speak this information for people with low vision.

Ⓒ **Utility boxes** near station areas house necessary communications and electrical equipment.

Ⓓ **Shelters** provide weather protection and feature on-demand **heaters** and integrated **lighting**. Shelter sizes will vary based on customer demand (small shown here).

Ⓔ **Ticket machines** and **fare card validator**s collect all payment before customers board the bus.

Ⓕ **Emergency telephones** provide a direct connection to Metro Transit security. Stations also feature **security cameras**.

Ⓖ Stations feature **trash and recycling** containers.

Ⓗ 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.

Ⓘ **Platform areas** are distinguished by a dark gray concrete pattern.

Ⓙ Some stations have sidewalk-level **light fixtures** to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.

Ⓚ **Benches** at stations provide a place to sit.

Ⓛ Stations have **bike parking loops.**

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E Line Corridor Study Frequently Asked Questions

What is the current status of the E Line?
Metro Transit is in the middle of a year-long study to determine where the E Line should run. As an upgrade to Route 6, the E Line will run on Hennepin Avenue from downtown Minneapolis to Lake Street where most Route 6 buses run today. The E Line Corridor Study will determine the routing outside of downtown Minneapolis and Uptown.

How will the E Line alignment be selected?
Metro Transit is recommending an alignment that travels along 4th Street and University Avenue in southeast Minneapolis ending at either Stadium Village Station or Westgate Station on the Green Line. For the route south of Uptown, we are recommending advancing three alternatives that would travel along France or Xerxes to Southdale. A final alignment will be approved by the Metropolitan Council in the fall of 2019 after input from the public.

Where will the E Line stop?
The E Line is planned to stop every 1/3 to 1/2 mile along the length of the route. The E Line Corridor Study will identify potential station locations at the intersection level for the final E Line routing. After the corridor study is completed in the fall of 2019, more detailed work will begin on the final E Line Corridor Plan, including platform and shelter locations. The Final Corridor Plan is anticipated to be completed in 2020.

How often will the E Line run? What about the underlying local bus service?
The E Line is proposed to run every 10 minutes for most of the day. Most segments of the E Line are proposed to retain underlying local bus service, running every 20 to 30 minutes. Some lower-ridership segments of the E Line will not have underlying local service.

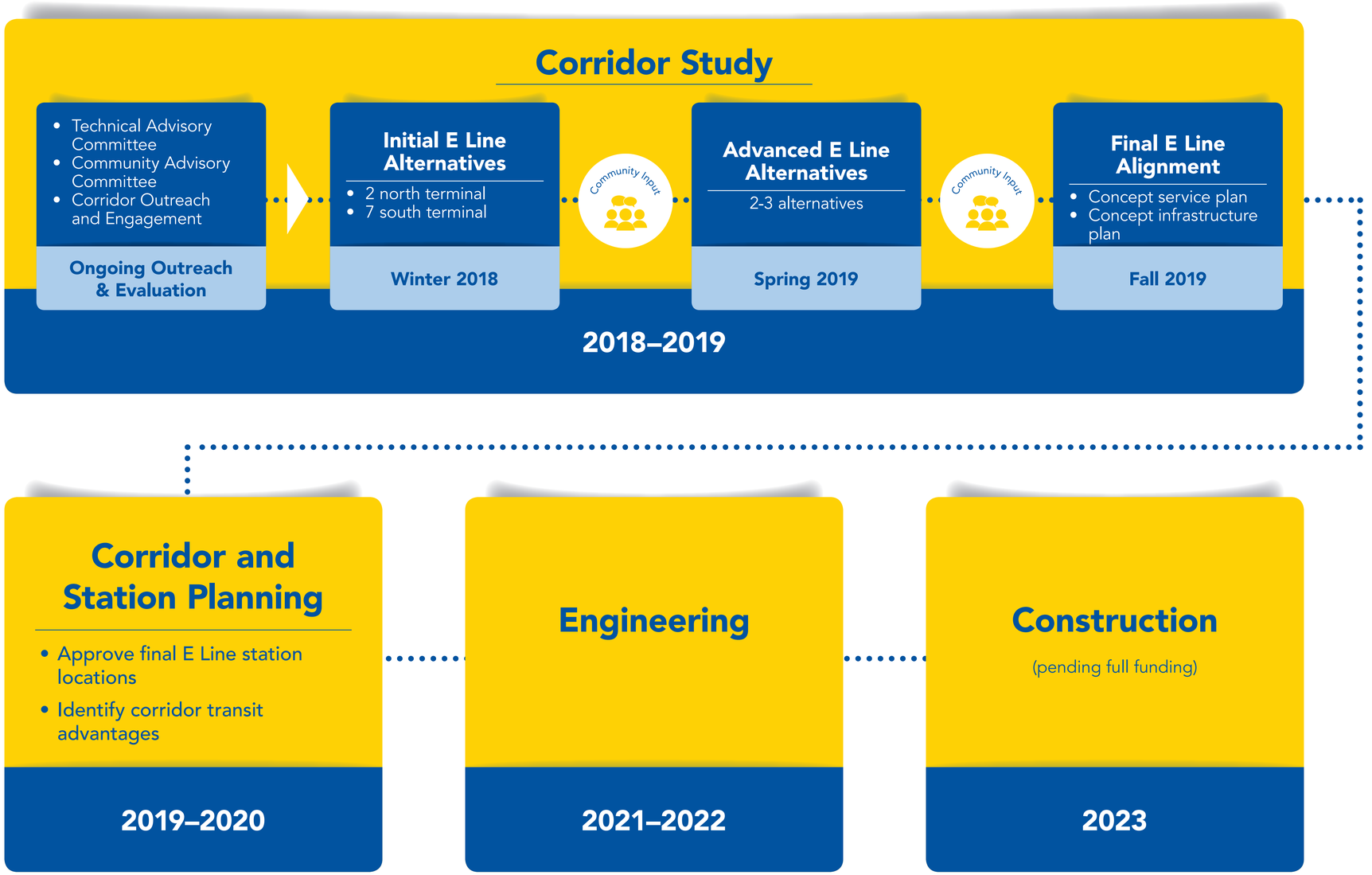
Will the Route 6 still run? What about the segments of the route not selected as the E Line?
Route 6 is proposed to run from France Avenue and Minnesota Drive to downtown Minneapolis via its current routing on either France Avenue or Xerxes Avenue. It will run on the segment that is not selected as the E Line alignment. See the preliminary connecting bus maps for each E Line alternative for more information.

What is the project budget?
The overall project cost will be determined once the E Line routing is finalized.

How many people will ride the E Line?
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 opening.

When will construction begin? When will the E Line open?
Construction could begin as early as 2023, pending full project funding. The E Line will open after construction and testing.

What is the timeline for implementing the E Line?



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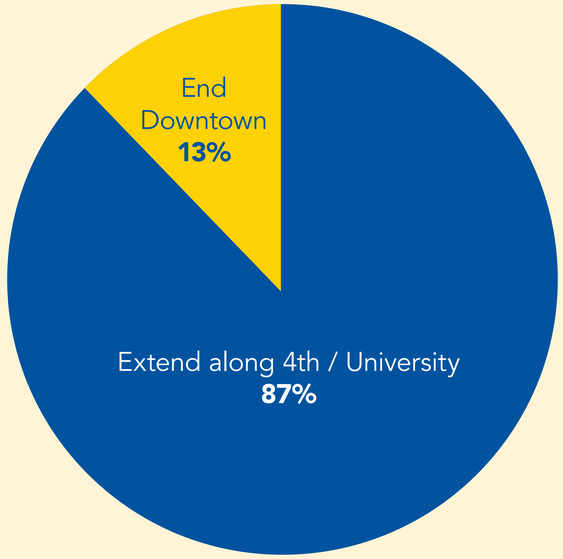
What we've heard so far

- Over 550 people have provided comments on initial E Line routing options
- 90% of responses came from current Metro Transit riders
- 72% of respondents currently use the Route 6, and the majority are frequent riders
- People start their trip on all segments of the Route 6, with the most common locations along Hennepin in uptown or downtown
- 75% of respondents live or work on the corridor

ROUTING PREFERENCES SOUTH OF LAKE STREET/UPTOWN

- Over 85% of respondents would like the E Line to end at Southdale Transit Center

ROUTING PREFERENCES NORTH OF DOWNTOWN



- 87% of those that gave input would like to see the E Line extend along 4th / University
- Close to 100% of responses from people surrounding 4th / University indicated their support

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Initial E Line Alignment Alternatives Evaluation Results

ALTERNATIVE	GOAL 1: Increase ridership and improve the speed and attractiveness of transit in the Route 6 corridor.	GOAL 2: Benefit historically disadvantaged populations and work to reduce regional disparities.	GOAL 3: Integrate effectively into the existing and planned transit network.	ADVANCE FOR MORE DETAILED STUDY?
OPTION 1: End at 50th Street and France Avenue via 44th Street to France Avenue				NO
OPTION 2: End at 50th Street and France Avenue via Xerxes Avenue and 50th Street				NO
OPTION 3: End at Xerxes Avenue and 50th Street via Xerxes Avenue				NO
OPTION 4: End at Southdale Transit Center. Routing along Xerxes Avenue to 50th Street, 50th Street to France Avenue.				YES
OPTION 5: End at Southdale Transit Center. Routing along 44th Street to France Avenue.				YES
OPTION 6: End at Southdale Transit Center. Routing along Xerxes Avenue.				YES
OPTION 7: End at METRO Green Line Extension West Lake Street Station. Routing along Lake Street				NO

Low Score  High Score

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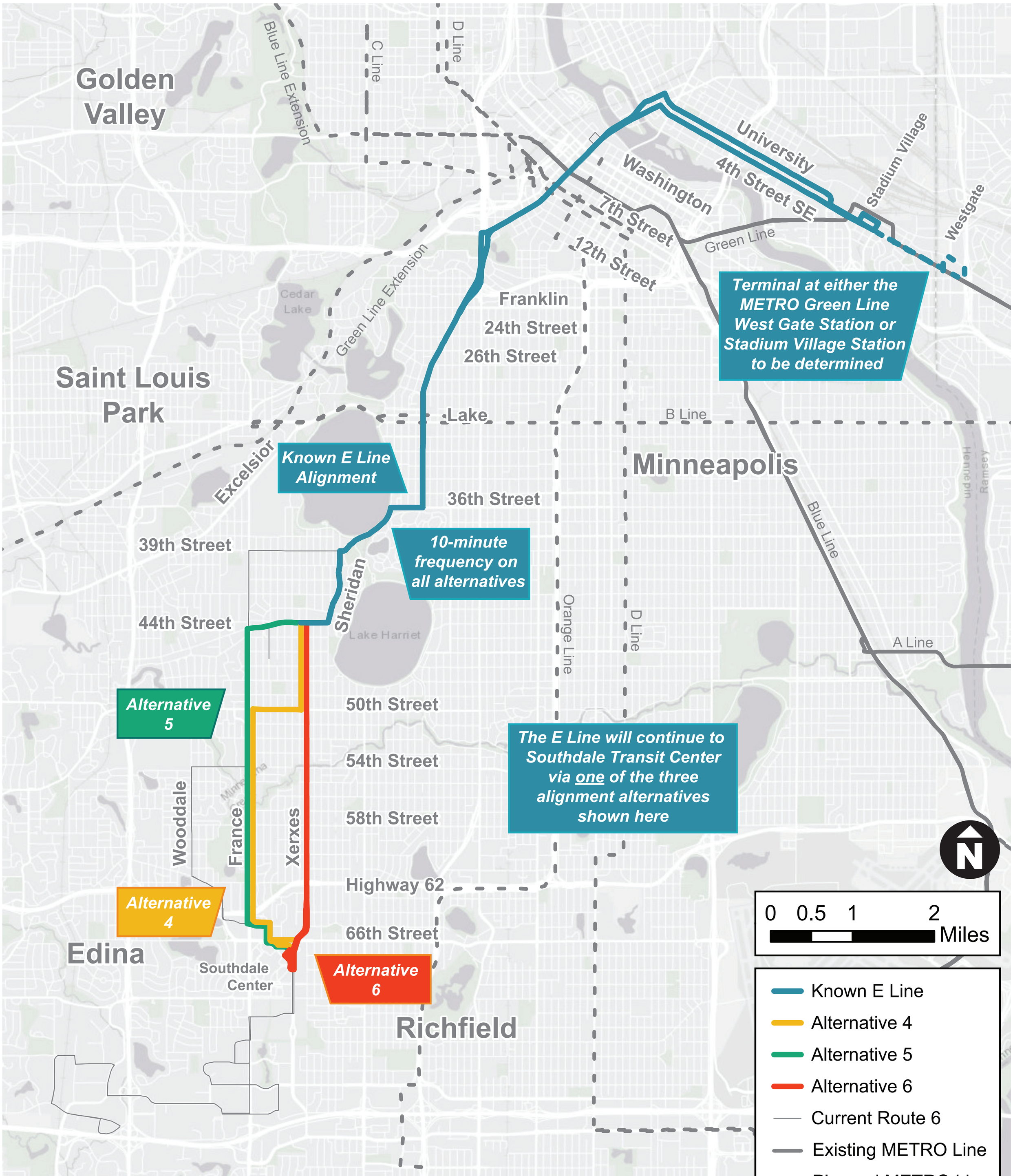
Recommended alternatives to advance



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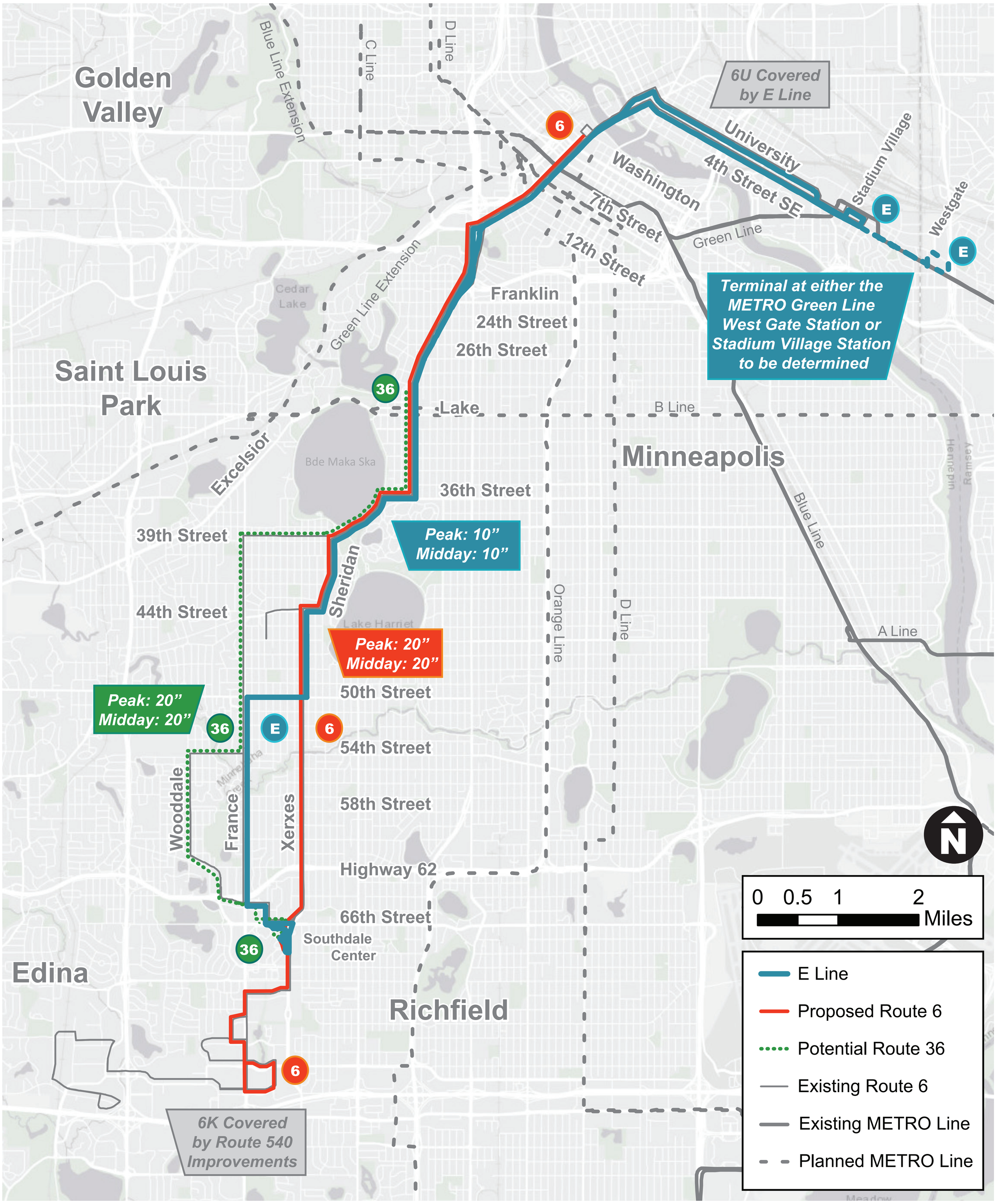
Alternative 4 - Advanced Concept Connecting Bus Plan



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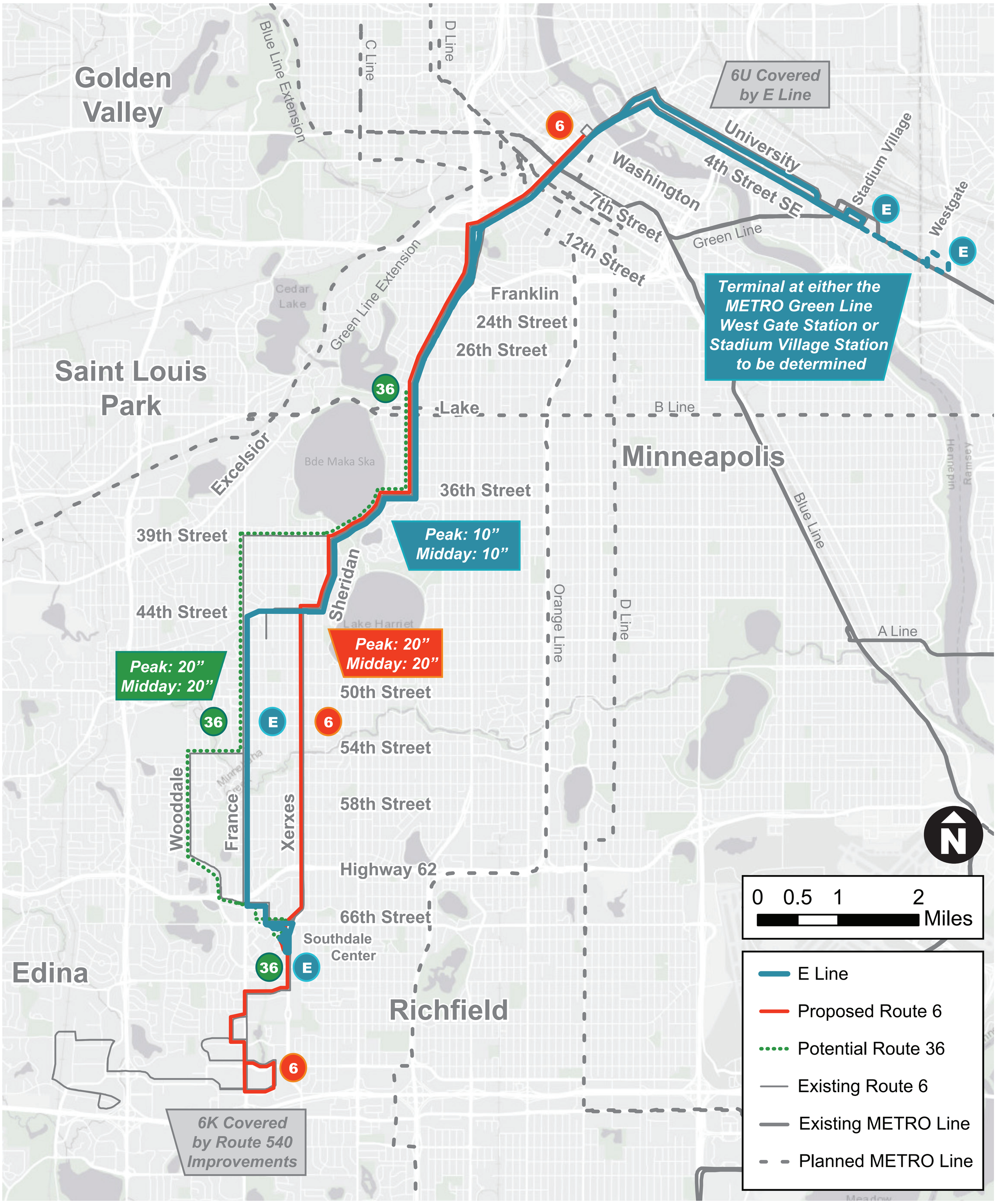
Alternative 5 - Advanced Concept Connecting Bus Plan



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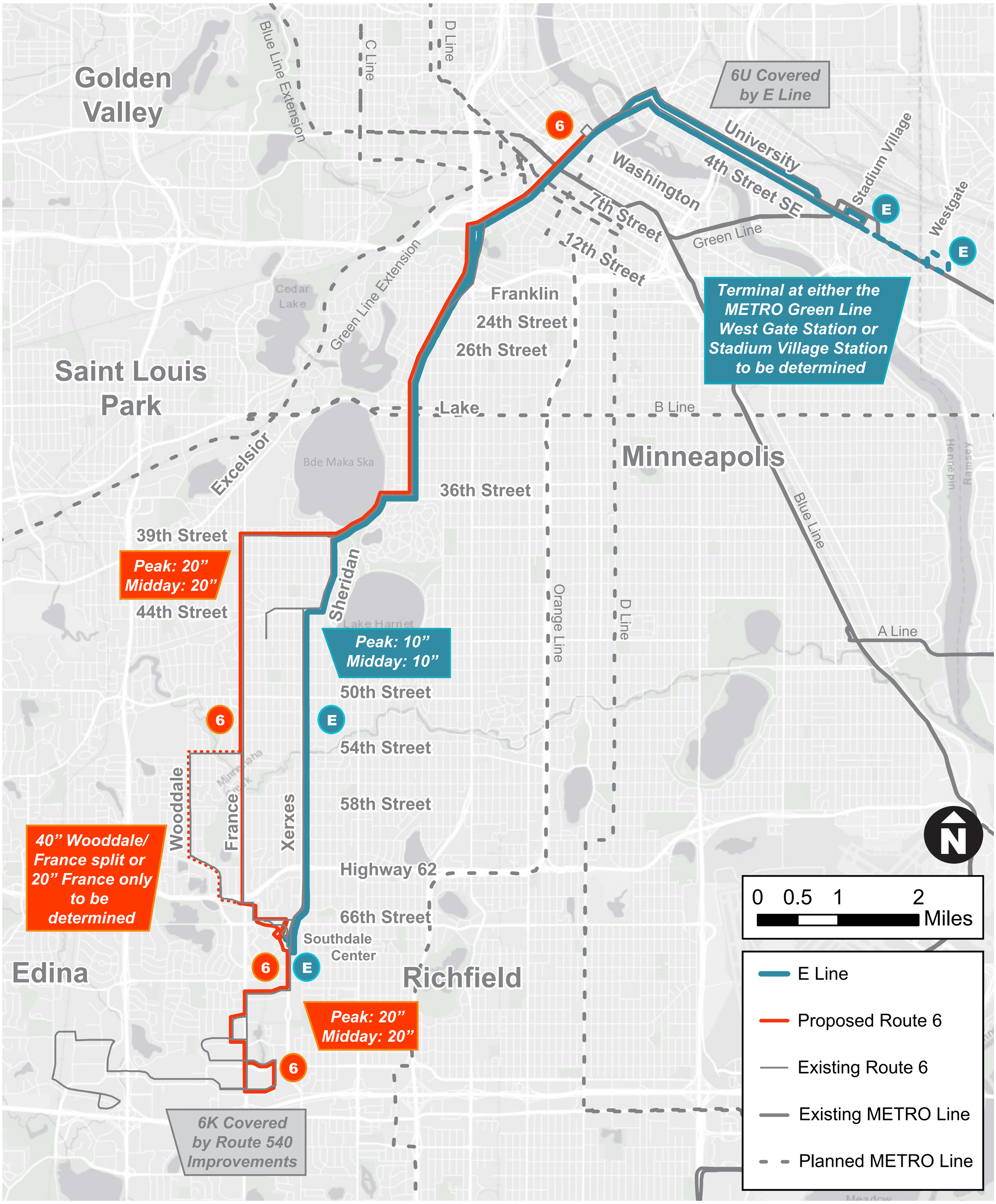
Alternative 6 - Advanced Concept Connecting Bus Plan



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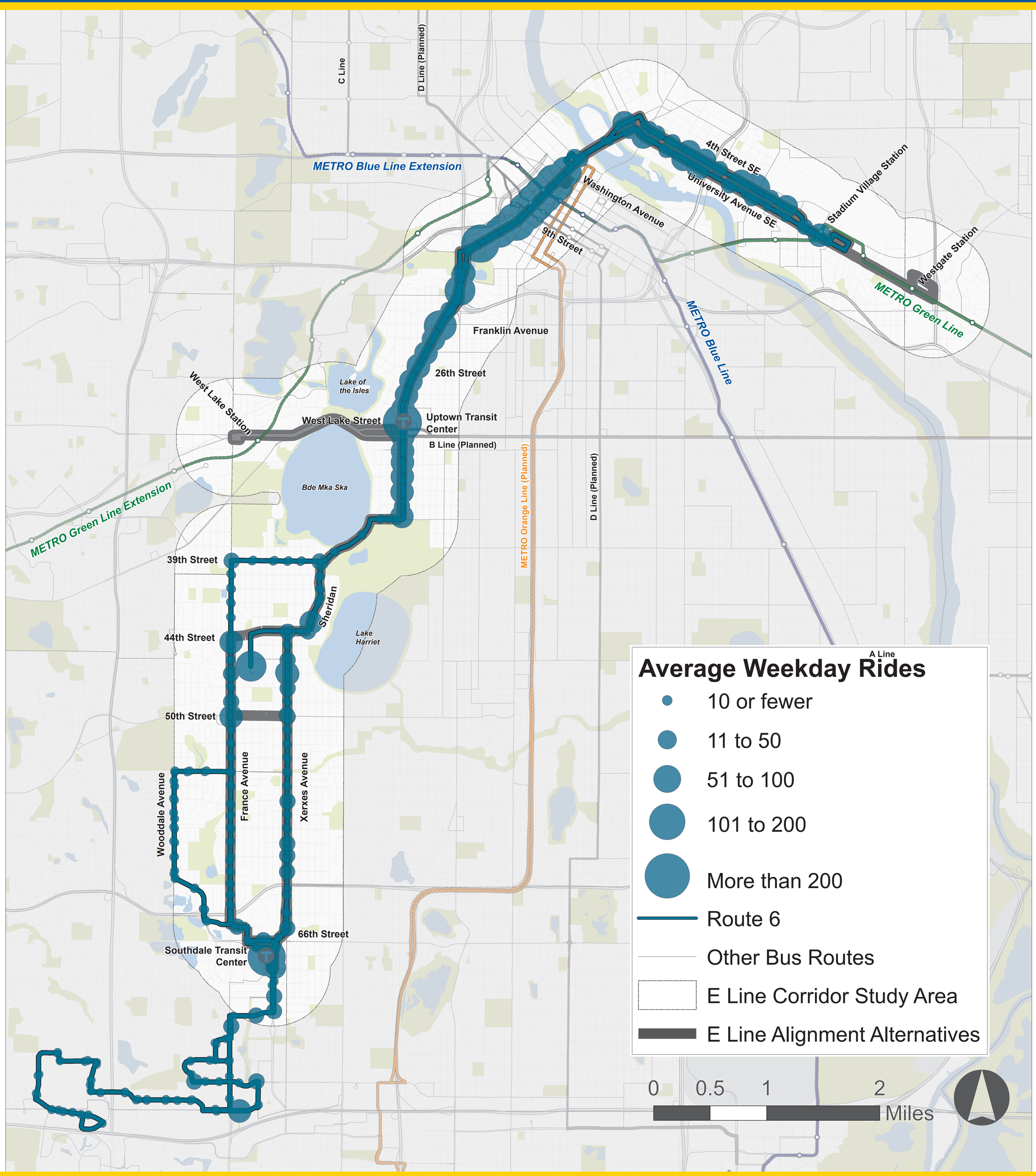
E Line

Route 6 Ridership

Fall 2017



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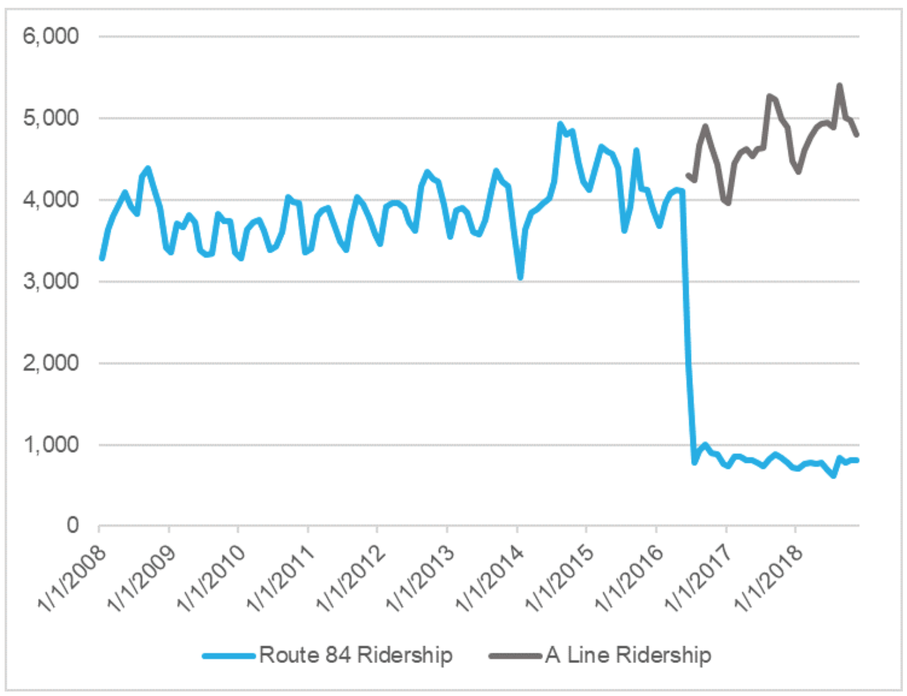
Service Mix and Station Spacing Tradeoffs

Upon opening the METRO A Line in 2016, Metro Transit continued to operate Route 84 in the same corridor as a less frequent local travel option.

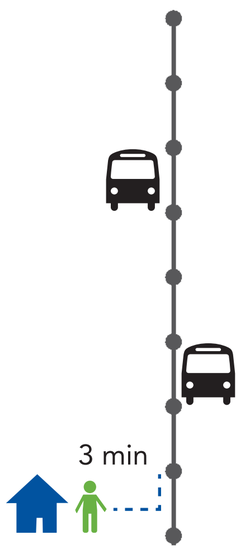
A similar approach was taken for the Route 16, which provides local service on University Avenue alongside the METRO Green Line.



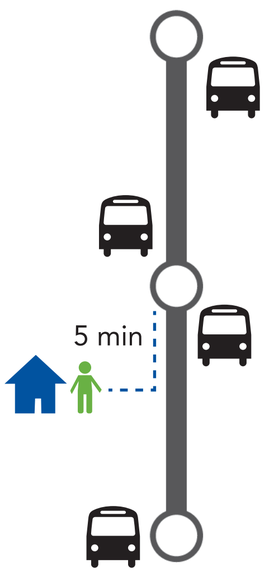
To plan for a sustainable long-term operation, for the B Line and the E Line, Metro Transit is considering fully replacing underlying local bus service. With that in mind, it will be important to strike a balance between faster and more reliable service with stop spacing and accessibility.

More Stops vs. Fewer Stops

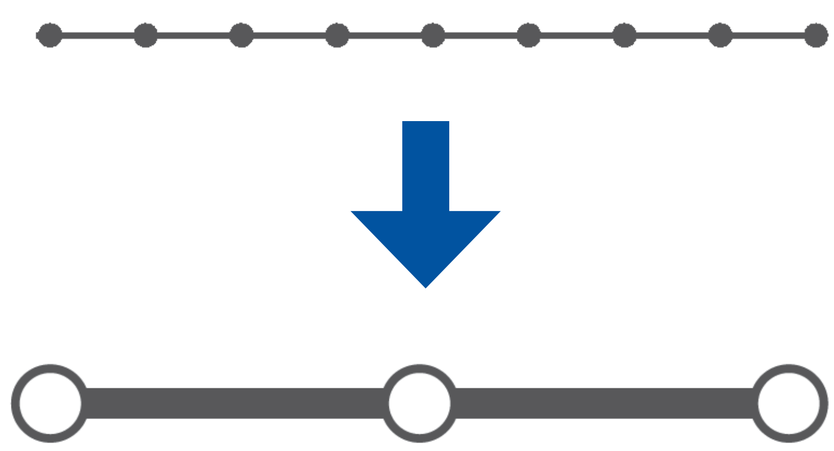
More Stops
Shorter walk, but longer bus ride and less reliable service



Fewer Stops
Longer walk, but shorter bus ride and more reliable service



However, as the A Line and Green Line have been successful in attracting riders, the local underlying service on Route 84 and Route 16, respectively, has not kept pace with standards for ridership or productivity, leading to service reductions.



Wider stop placement

- Reduces overall travel times
- Helps make buses more reliable
- Provides a smoother ride with less starting, stopping, weaving
- Saves operating costs
- Allows Metro Transit to focus maintenance, snow removal resources on fewer station areas

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