

# The new E Line

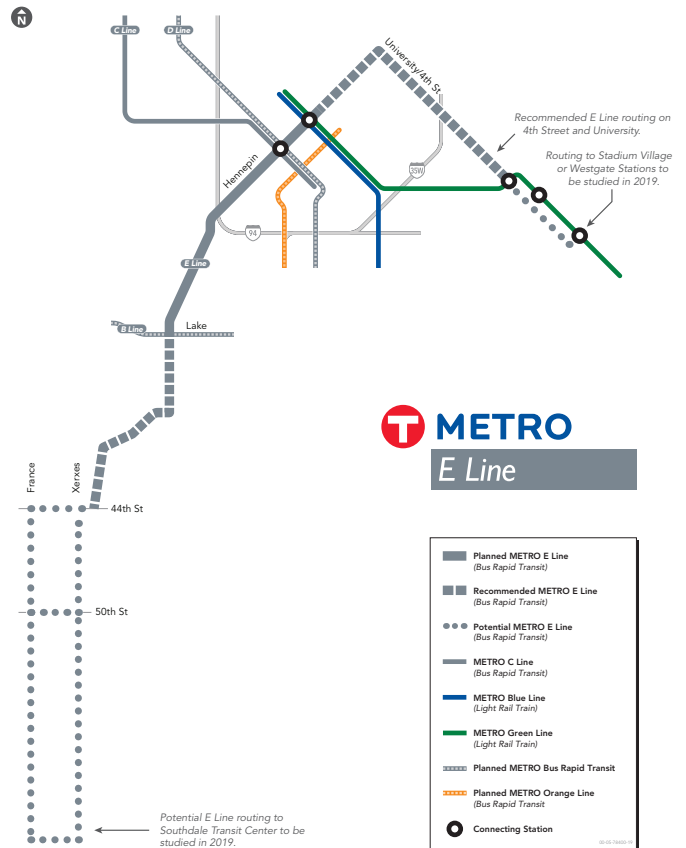
*Faster transit is coming to the Route 6 corridor.*

The E Line will improve transit in the Route 6 corridor. Bus Rapid Transit 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.

Buses carry approximately 45 percent of people traveling by vehicle on Hennepin Avenue today, but buses make up just 3 percent of the motorized traffic. More than 8,000 rides are taken on Route 6 each weekday.

## E Line Corridor Study

The E Line Corridor Study is evaluating routing and endpoint options outside of the core Hennepin Avenue segment (downtown Minneapolis and part of uptown). The Study will determine the final E Line alignment and develop concept plans for local bus service in the corridor. Currently, Metro Transit is recommending that the E Line run south along the Route 6 corridor to Southdale Transit Center along either France or Xerxes Avenue, and extend north out of downtown Minneapolis along 4th Street and University Avenue to either Stadium Village or Westgate Station. We are seeking feedback on our initial recommendations.



## PRELIMINARY PROJECT SCHEDULE (subject to change)



This will be the fifth Bus Rapid Transit line in the 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, more frequent service

The E Line will have stations spaced about ½ mile apart. Station placement and Route 6 service details will be determined in the planning phase, with initial recommendation coming toward the end of the corridor study.



## Pre-boarding fare payment for faster stops

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



## New infrastructure to increase speed

In addition to the improved stations and wider stop spacing, we are exploring options to make the E Line even faster. Options include:

- More green time with signal priority, to keep E Line moving, buses could “ask” for early or extended green lights at certain intersections
- Bus-only lanes along portions of Hennepin Avenue (still in development, pending additional coordination with the City of Minneapolis)