

The new METRO E Line

Faster transit is coming to the Route 6 corridor.

The METRO 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.

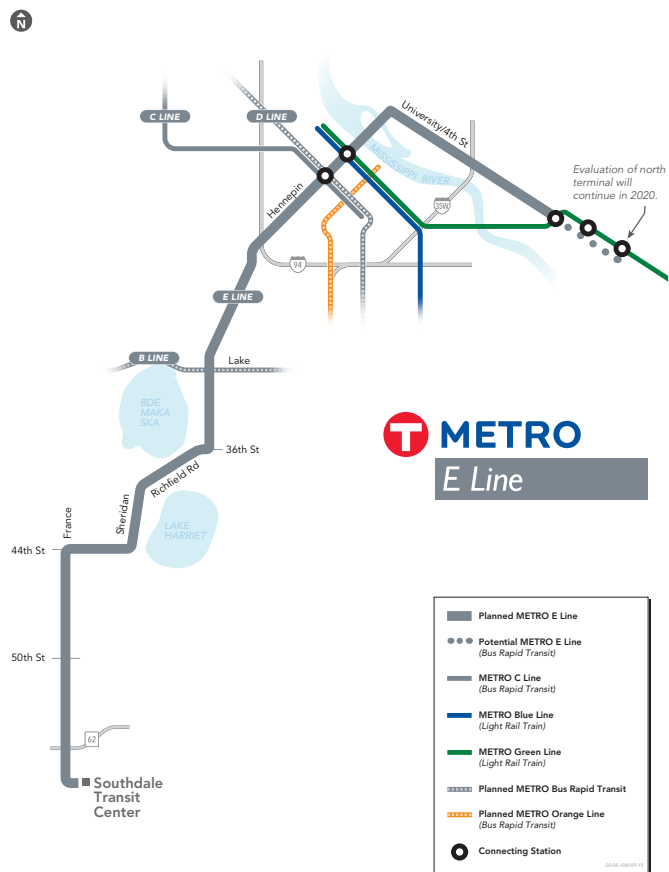
Buses carry approximately 45% of people traveling by vehicle on Hennepin Avenue today, but buses make up just 3% of the motorized traffic. More than 8,000 rides are taken on Route 6 each weekday.

E Line Corridor Study

The E Line Corridor Study has evaluated routing and endpoint options for the E Line and local bus service concepts for the corridor.

Metro Transit is recommending that the E Line operate to Southdale Transit Center along France Avenue and extend north from downtown Minneapolis along 4th Street and University Avenue to either Stadium Village or Westgate Station.

Route 6 will be simplified 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.



We are seeking feedback on the E Line alignment and local bus service recommendations.

Let us know what you think at metrotransit.org/e-line-project or emailing us at ELine@metrotransit.org

PRELIMINARY PROJECT SCHEDULE (subject to change)



This will be the fifth arterial 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, frequent service

The E Line will run every 10 minutes for most of the day with stations spaced about ½ mile apart. Station placement will be determined in the planning phase in 2020.



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 drivers – 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 the E Line corridor to keep buses out of traffic