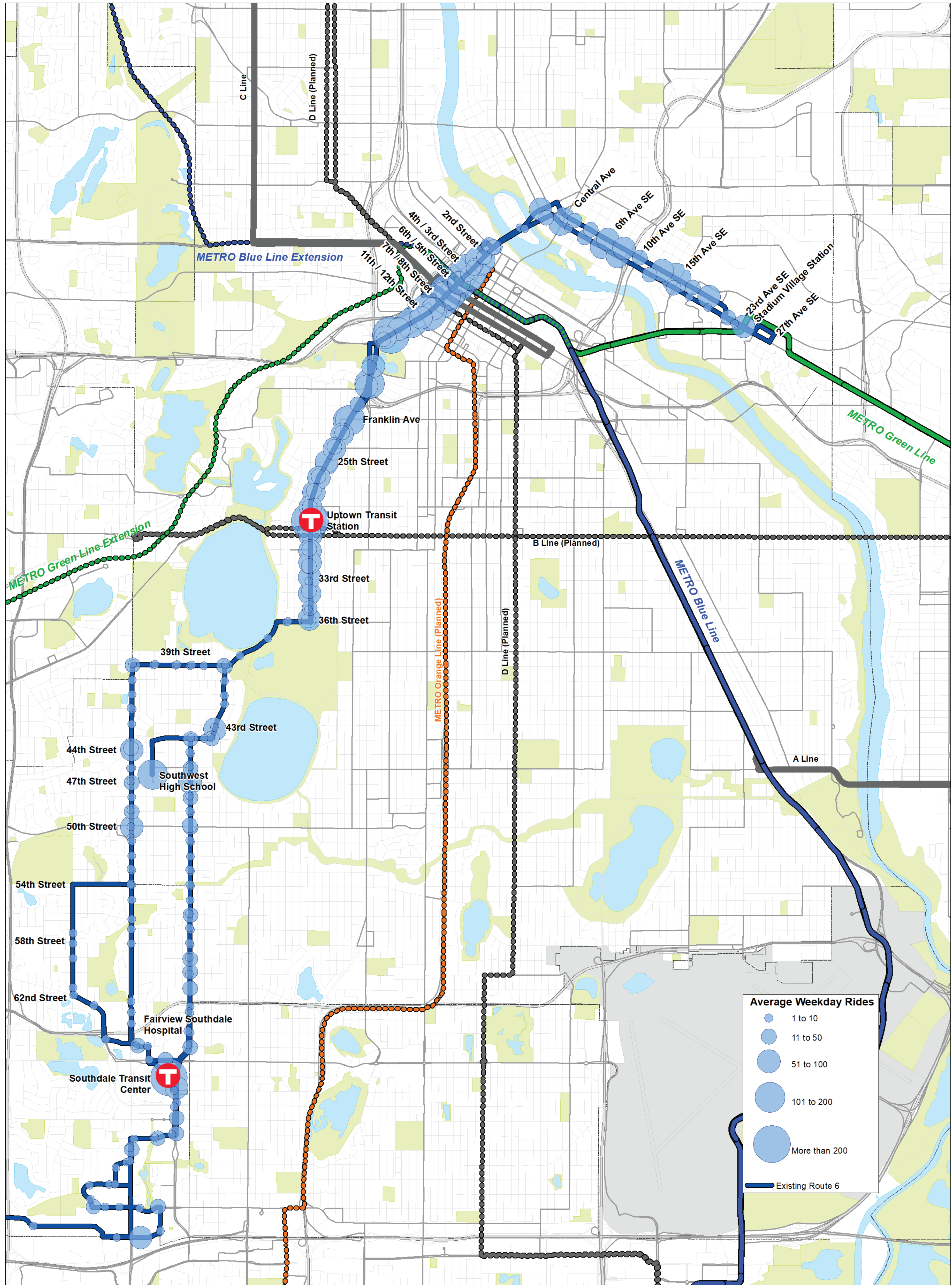
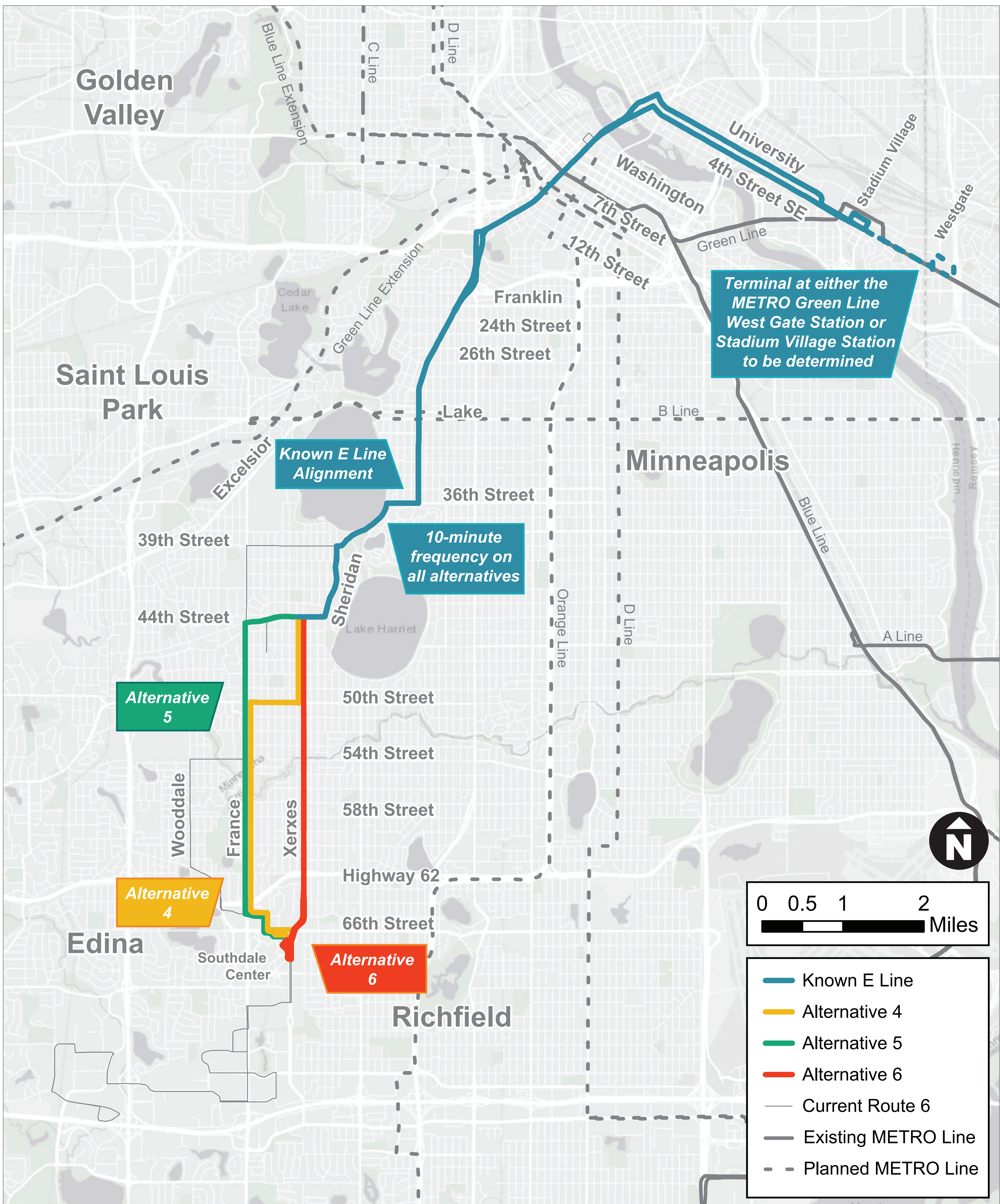


# Route 6 Ridership

Fall 2017



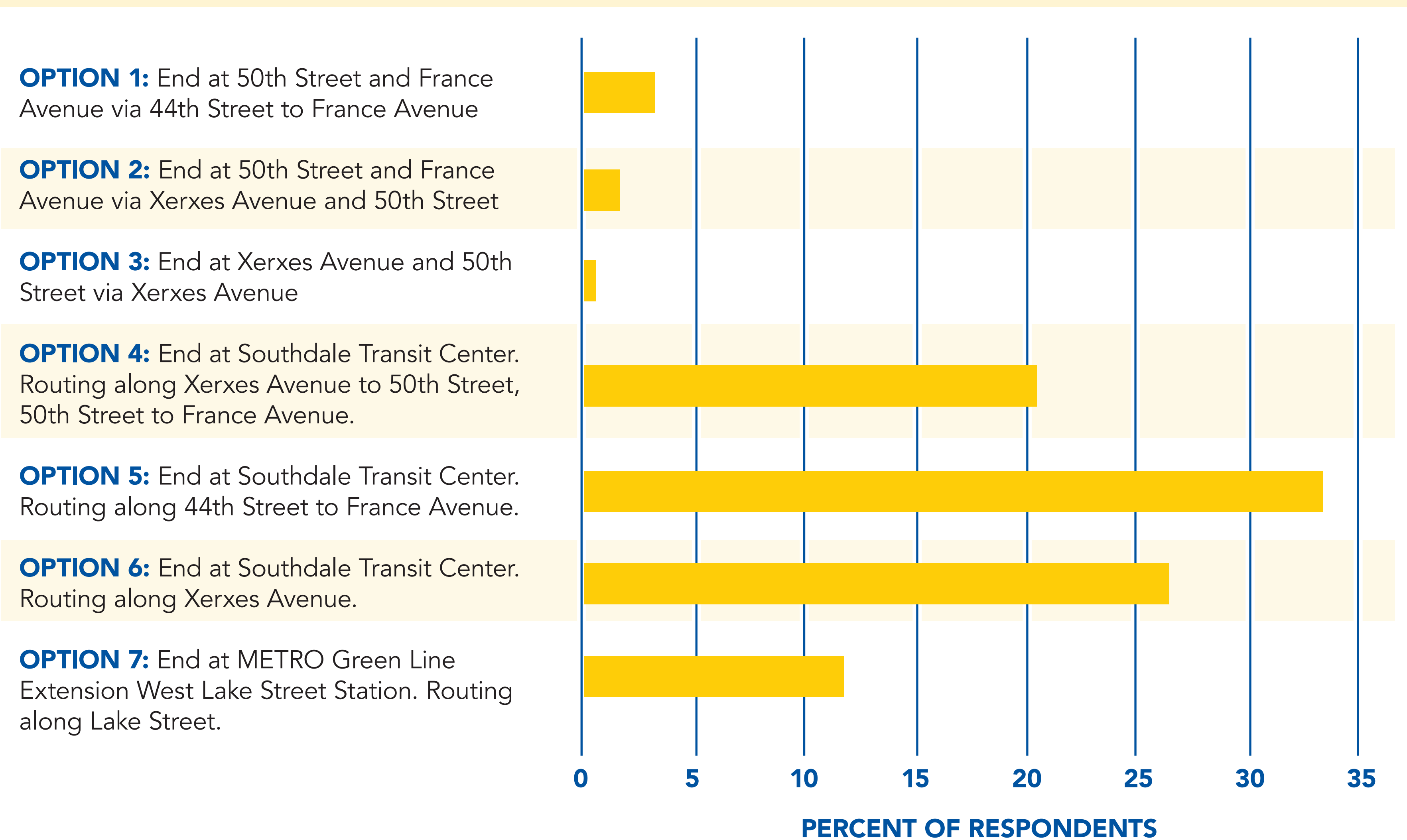
# Advanced alternatives considered



# What we've heard so far

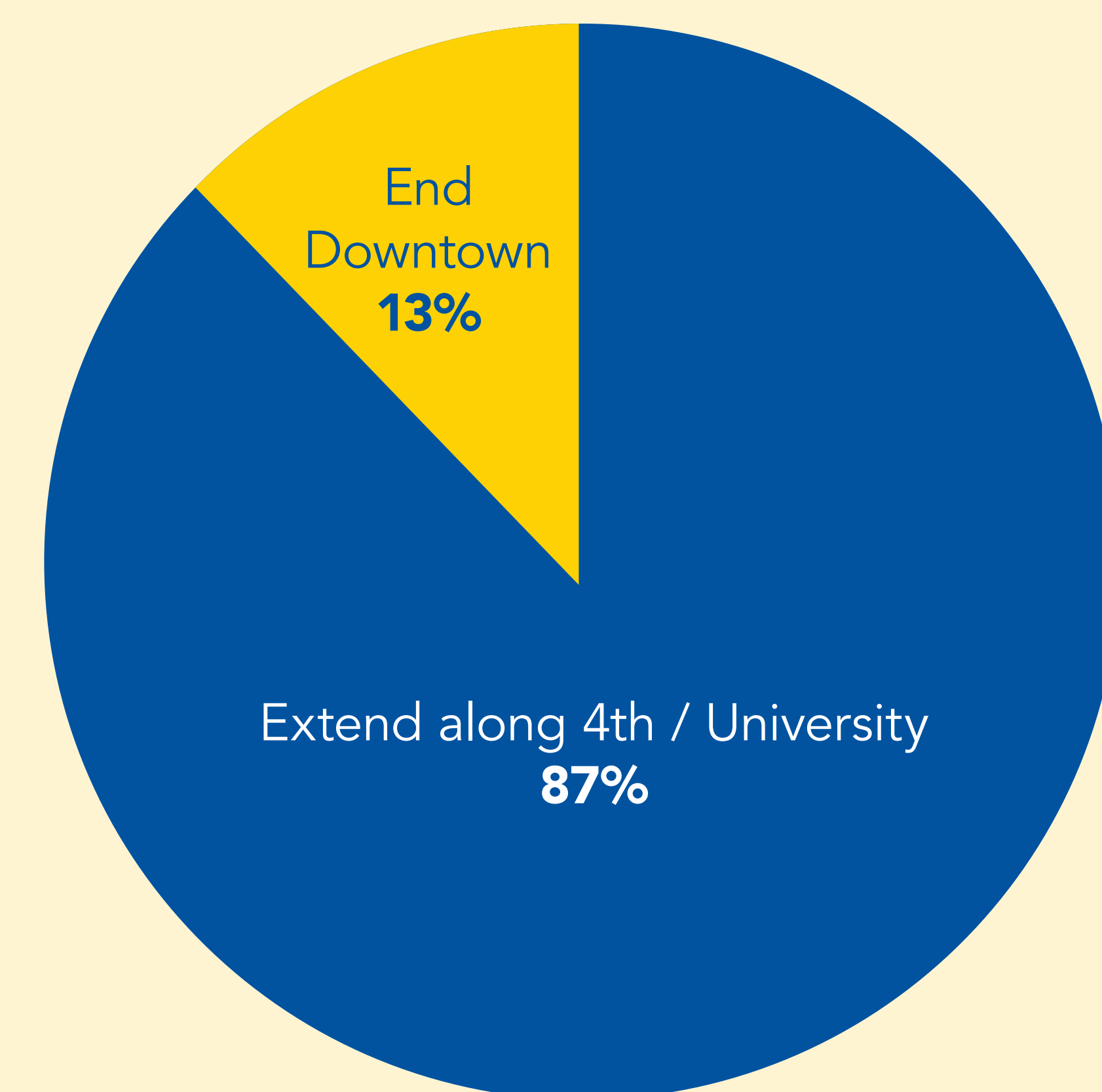
- Over 550 people have provided comments on initial E Line routing options
- 90% of responses came from current Metro Transit riders
- 72% of respondents currently use the Route 6, and the majority are frequent riders
- People start their trip on all segments of the Route 6, with the most common locations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

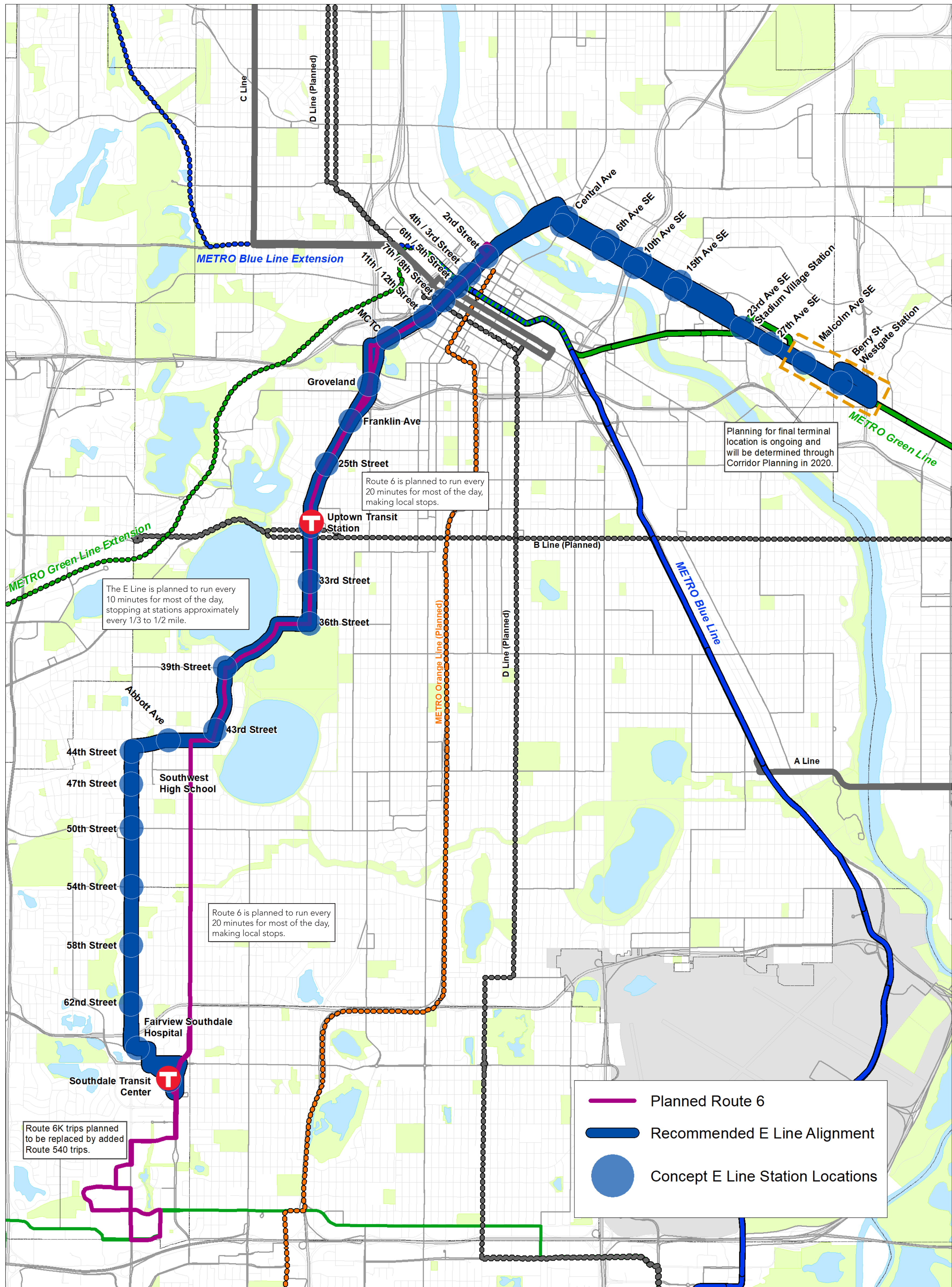


- 87% of those that gave input would like to see the E Line extend along 4th / University
- Close to 100% of responses from people surrounding 4th / University indicated their support

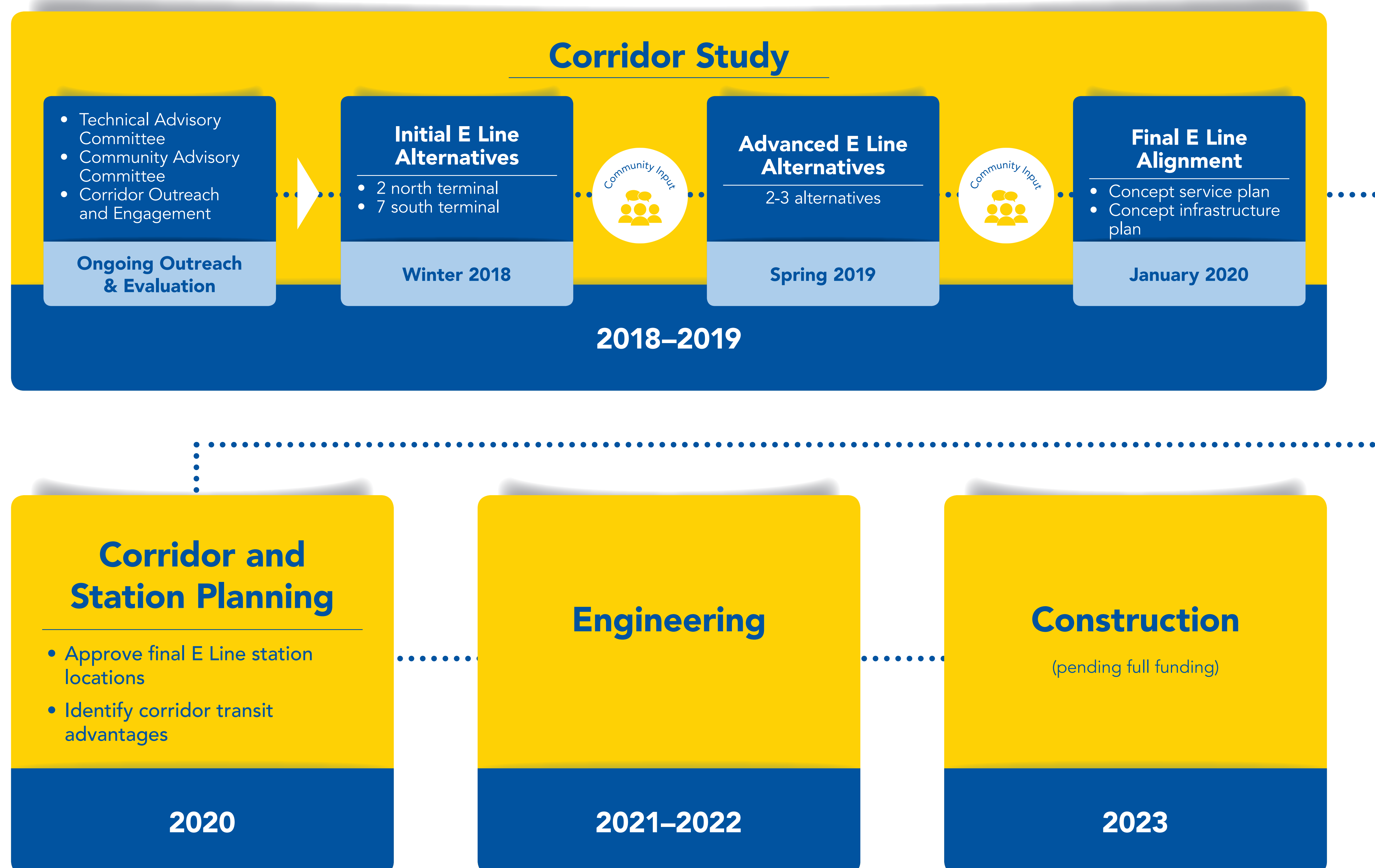
# Advanced alternatives comparison



# E Line Recommended Alignment



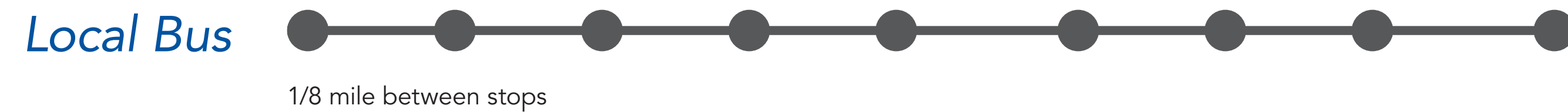
# What is the timeline for implementing the E Line?



# 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.



When E Line begins service, Route 6 is planned to run every 20 minutes from downtown Minneapolis to Minnesota Drive and France Avenue primarily via Hennepin Avenue and Xerxes Avenue, stopping at Southdale Transit Center along the way.

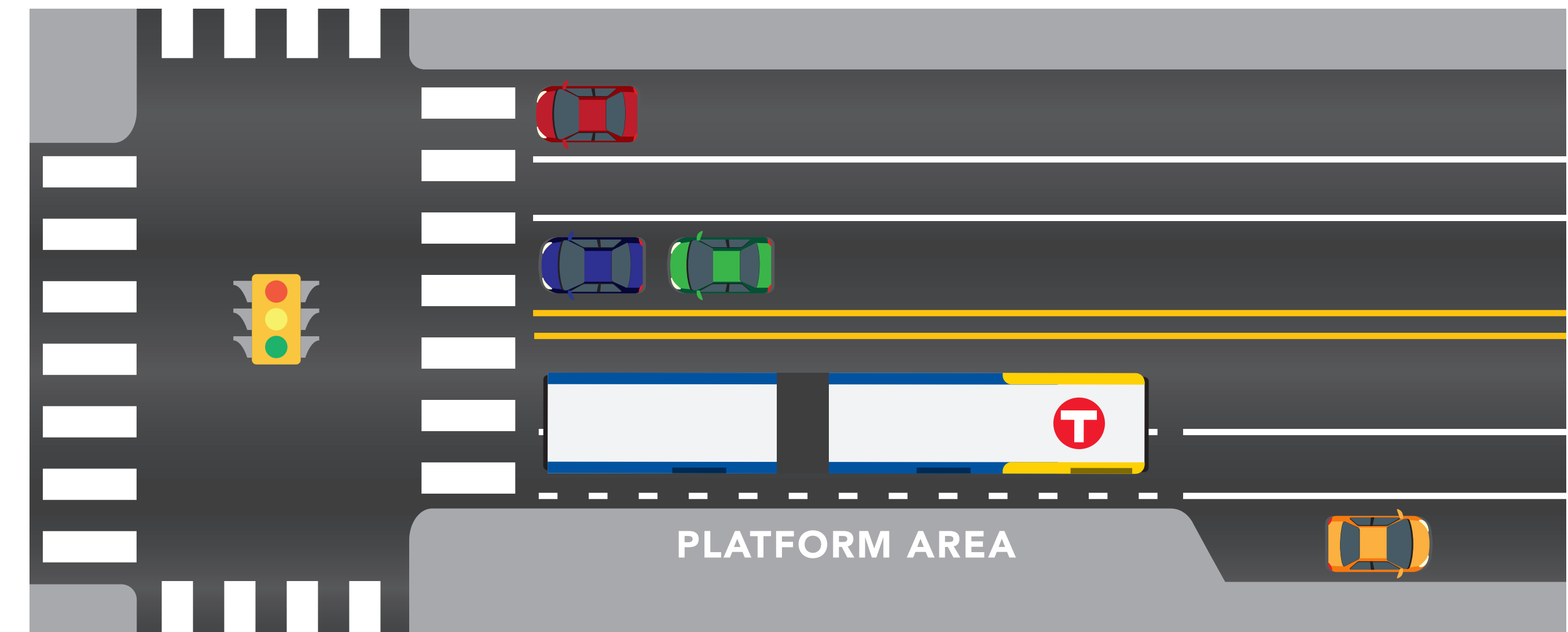
## Pre-boarding fare payment for faster stops

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.

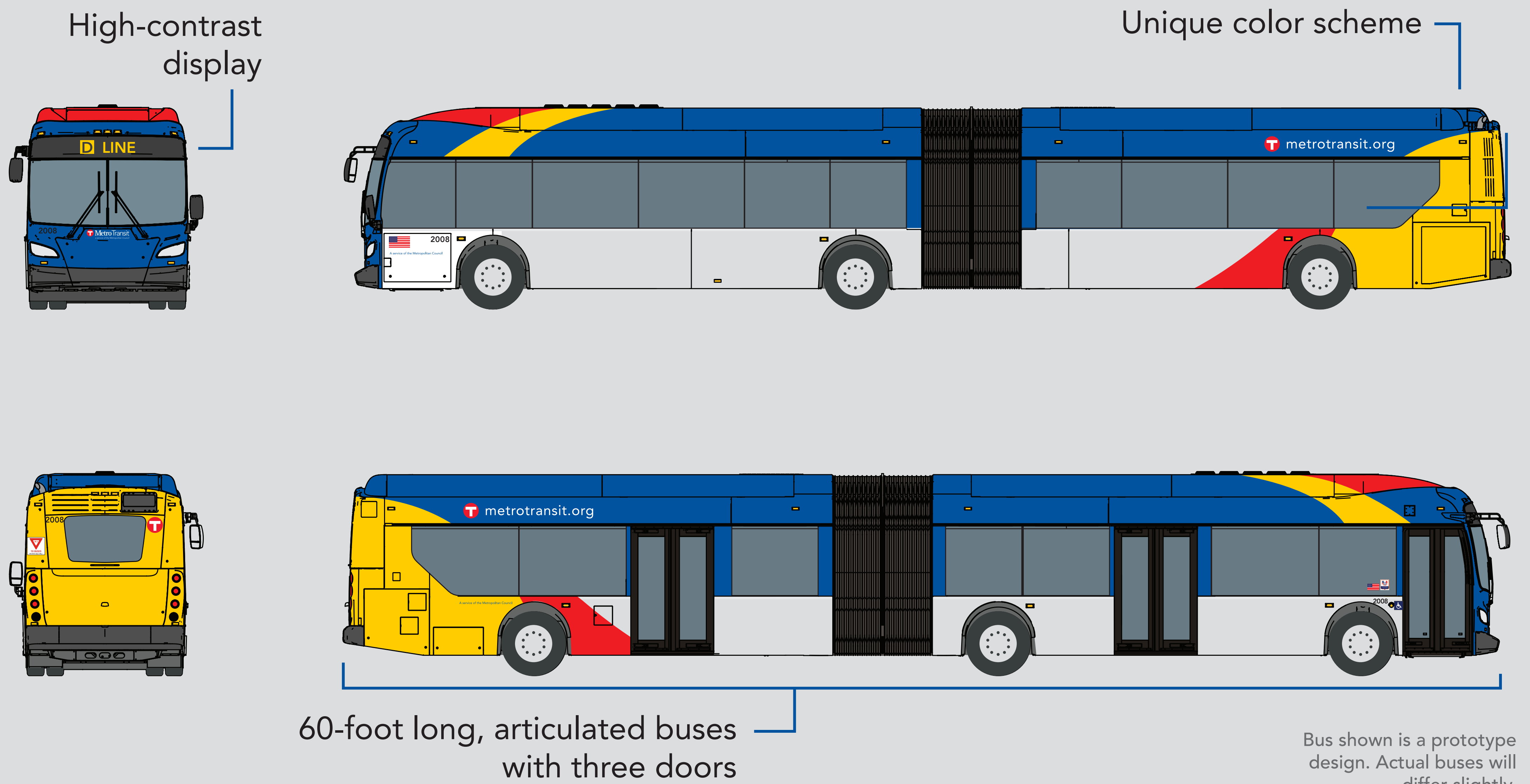
### Queue Jumps

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.

# How will METRO BRT buses work?



The METRO BRT lines will use a group of premium buses designed for METRO service. METRO BRT 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 allow customers to move on and off the bus at the same time.

**Enhanced on-board experience:**

Buses will feature fixed windows with uninterrupted views, and on-board automated announcements.

**Low floors, high curbs:** METRO BRT 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.

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



# What will tstations look like?



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

**B** **Real-time NexTrip signs** 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. (not pictured)

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

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

**F** **Emergency telephones** provide a direct connection to Metro Transit police. 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 pedestrian-scale **light fixtures** to provide a safe, well-lit environment. (not pictured)

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

**L** Most stations have **bike parking**.

**M** At some stations, **railings** separate the platform from the sidewalk.

# E Line Corridor Study Frequently Asked Questions

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

The E Line is in the preliminary planning phase of the process to determine the final alignment. The E Line would largely replace Route 6 along Hennepin Avenue. The E Line Corridor Study currently underway is recommending that the E Line run along 4th Street and University Avenue, through downtown and Uptown via Hennepin Avenue, to Southdale Transit Center via 44th Street and France Avenue.

## **How will the E Line alignment be selected?**

Following public input on the recommended E Line alignment, a final alignment will be considered for adoption by the Metropolitan Council in January.

## **Where will the E Line stop and how often will it run?**

The E Line is planned to run every 10 minutes for most of the day. It will stop at stations about every 1/3 to 1/2 mile apart. See the recommended alignment map for concept station locations. More detailed work to determine the final station and platform locations will be done as part of the development of the Final Corridor Plan. The Final Corridor Plan is anticipated to be completed in late 2020.

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

When the E Line opens for service, the Route 6 is planned to run from downtown Minneapolis to France Avenue and Minnesota Drive primarily via Hennepin Avenue and Xerxes Avenue, stopping at Southdale Transit Center along the way. It is planned to run every 20 minutes for most of the day, just like it does today along Xerxes Avenue.

## **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.

## **How much will it cost to ride the E Line?**

The cost to ride the E Line will be the same as a typical local fare. The only difference will be that riders will pay their fare at the station before boarding the bus.

## **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 the following year after construction and testing.