Route 6 Ridership
Fall 2017

metrotransit.org/E-Line-Project
Advanced alternatives considered

Terminal at either the METRO Green Line West Gate Station or Stadium Village Station to be determined.

10-minute frequency on all alternatives.

Known E Line Alignment

0 0.5 1 2 Miles

Known E Line
Alternative 4
Alternative 5
Alternative 6
Current Route 6
Existing METRO Line
Planned METRO 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**

- **OPTION 1:** End at 50th Street and France Avenue via 44th Street to France Avenue
- **OPTION 2:** End at 50th Street and France Avenue via Xerxes Avenue and 50th Street
- **OPTION 3:** End at Xerxes Avenue and 50th Street via Xerxes Avenue
- **OPTION 4:** End at Southdale Transit Center. Routing along Xerxes Avenue to 50th Street, 50th Street to France Avenue.
- **OPTION 5:** End at Southdale Transit Center. Routing along 44th Street to France Avenue.
- **OPTION 6:** End at Southdale Transit Center. Routing along Xerxes Avenue.
- **OPTION 7:** End at METRO Green Line Extension West Lake Street Station. Routing along Lake Street.

**Routing Preferences North of Downtown**

- **End Downtown**
- **Extend along 4th / University**
  - 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

**PERCENT OF RESPONDENTS**
## Advanced alternatives comparison

### SOUTH ALIGNMENT ALTERNATIVE

<table>
<thead>
<tr>
<th>Option</th>
<th>Criteria</th>
<th>Results</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 4: Xerxes Ave to 50th St to France Ave</strong></td>
<td>Does the alternative integrate effectively and efficiently into the transit network?</td>
<td>No. Results in coverage gap at the 44th and France node.</td>
</tr>
<tr>
<td></td>
<td>Does the alternative serve population and jobs to support service?</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Does the alternative effectively serve low income populations and people of color?</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Does the alternative serve key regional destinations and commercial nodes?</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Option 5: 44th St to France Ave</strong></td>
<td>Rule out of consideration</td>
<td><strong>Recommended alignment</strong></td>
</tr>
<tr>
<td><strong>Option 6: Xerxes Avenue</strong></td>
<td>No. Does not serve key regional destination at Fairview Southdale Hospital.</td>
<td>Rule out of consideration</td>
</tr>
</tbody>
</table>

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[metrotransit.org/E-Line-Project](http://metrotransit.org/E-Line-Project)
The E Line is planned to run every 10 minutes for most of the day, stopping at stations approximately every 1/3 to 1/2 mile. Route 6 is planned to run every 20 minutes for most of the day, making local stops.
What is the timeline for implementing the E Line?

**Corridor Study**
- Technical Advisory Committee
- Community Advisory Committee
- Corridor Outreach and Engagement

**Ongoing Outreach & Evaluation**

**Initial E Line Alternatives**
- 2 north terminal
- 7 south terminal

**Winter 2018**

**Advanced E Line Alternatives**
- 2-3 alternatives

**Spring 2019**

**Final E Line Alignment**
- Concept service plan
- Concept infrastructure plan

**January 2020**

**Corridor and Station Planning**
- Approve final E Line station locations
- Identify corridor transit advantages

**2020**

**Engineering**

**2021–2022**

**Construction**
(pending full funding)

**2023**
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

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 into 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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How will METRO BRT buses work?

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.

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.
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.
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.