



METRO E Line Preliminary Design Open House

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June 1, 2023



Meeting Logistics

- Welcome!
- Brief Presentation (7:00 – 7:30)
- Questions and answers (Q&A) (7:30 – 8:00)
 - We will attempt to answer as many submitted questions as possible within the meeting time
 - Staff will schedule follow-up conversations if necessary
 - We ask that you please keep your questions relevant to this project
- Open house recording will be available on project website:
metrotransit.org/e-line-project

Q&A Instructions and Process

- If you are using a computer web browser:
 - Click “ask a question” button (lower right corner of the window) to submit a question to the project team at any point during the presentation. You can also check the box to “ask anonymously”
 - Staff will publish questions and answers in the meeting chat
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- If you are using a mobile device:
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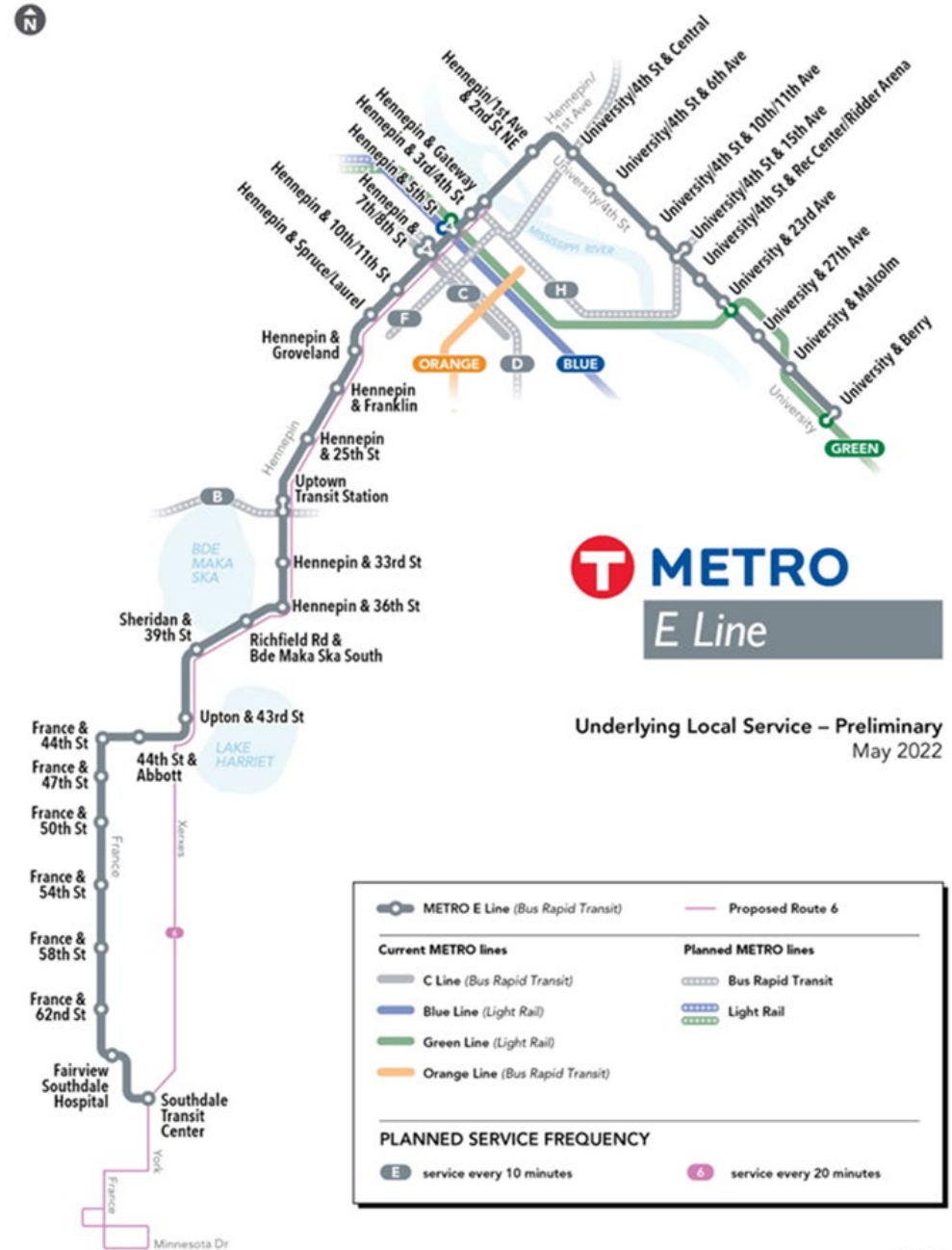
METRO E Line Bus Rapid Transit Overview



- 13.3 miles running primarily along University Avenue, 4th Street, Hennepin Avenue, and France Avenue
- Operates from Green Line Westgate Station on University Ave to Southdale Transit Center in Edina
- Substantial replacement of Route 6
- Frequent, all-day service, approximately 20% faster than existing Route 6
- Targeted opening 2025
- Project is fully funded with preliminary \$60 million budget

METRO E Line & Route 6 Service

- The E Line will replace Route 6 on France Avenue and University Avenue/4th Street
 - The E Line is planned to operate as frequently as every 10 minutes
- Route 6 is planned to continue to serve the Xerxes Avenue corridor in south Minneapolis
 - Route 6 is planned to operate up to every 20 to 30 minutes
- Service plans will be finalized closer to E Line opening day (2025), and may change based on Network Now planning and available resources



BRT Station Features



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.

Where are we in the process?

- **Station locations were finalized in June 2022**
 - Currently in the Preliminary Design phase
 - Metro Transit will resolve and incorporate comments as appropriate into the station designs as design advances
 - Staff will continue to review safety, accessibility, drainage, lighting, utilities, and sightlines as plans are further developed.
 - More specific details about the placement of the bus shelter, real-time signage, and other amenities within the station area are developed in this stage.
- Preliminary design considers:
 - bus operations and standard BRT station architecture and features
 - city and county street design standards
 - station activity level and size
 - amount of space available
 - accessibility and safety for all users
 - input from station neighbors
 - other street uses in the same area (trails, bike lanes)
 - geographic features



How will public feedback be used?

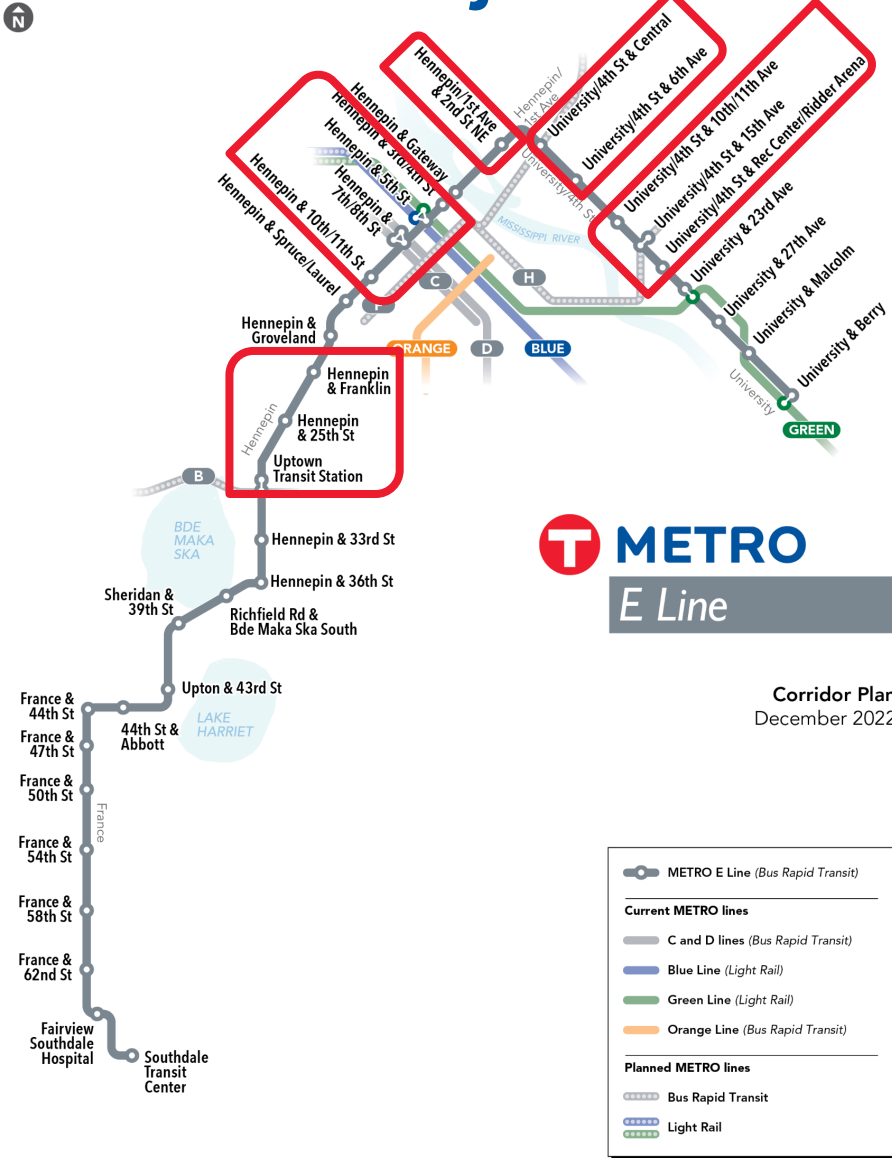
Public feedback CAN:

- Influence placement of station amenities such as benches and shelters
- Promote station designs that fit in neighborhood context
- Influence sight lines and business visibility

Public feedback CANNOT:

- Change the intersections where stations are planned
- Change the corners where stations are planned
- Change the materials used at stations
- Remove planned dedicated bus lanes
- Change the operating hours of buses
- Change the size of the shelters or amenities

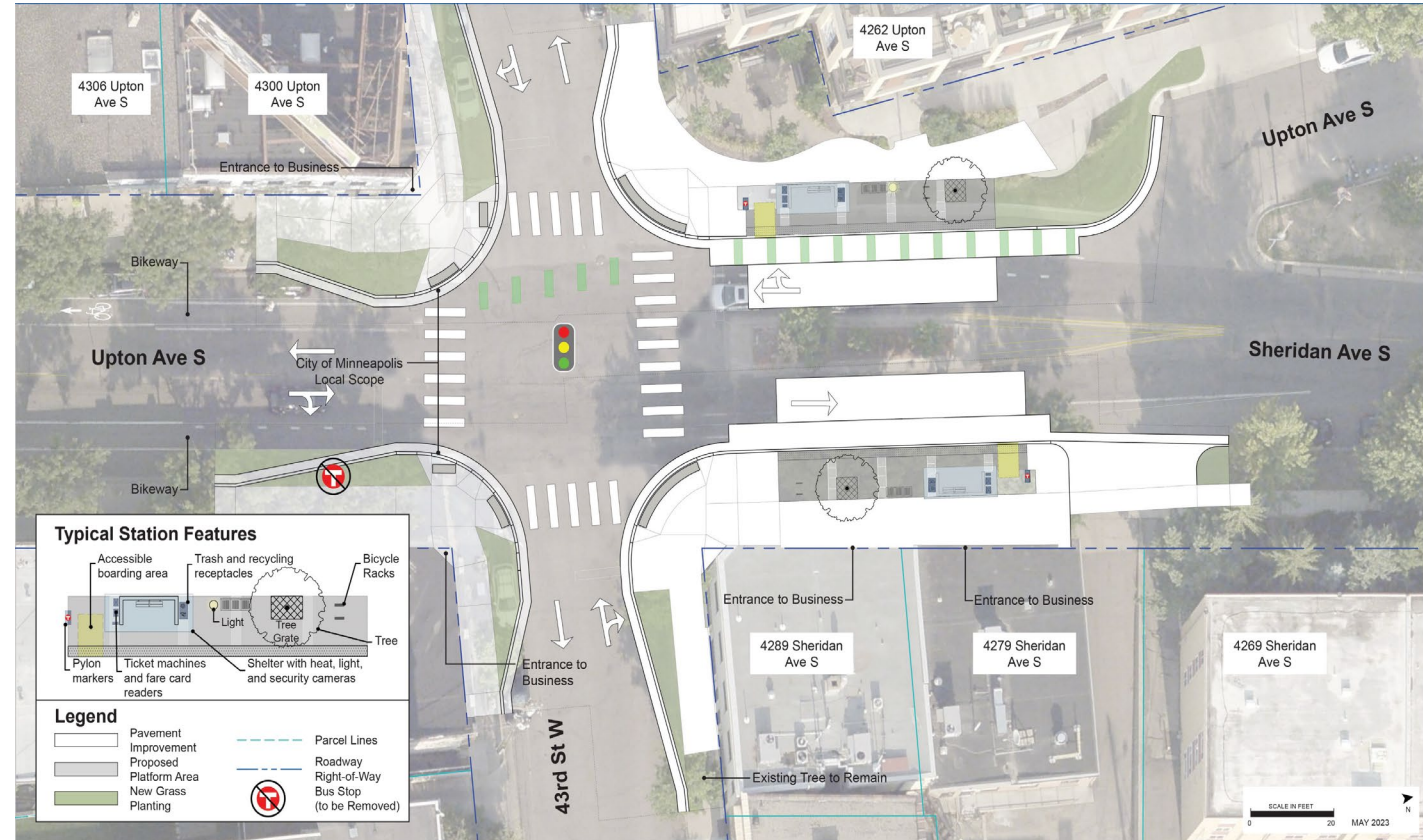
E Line Project Coordination



- University & 4th Roadway Improvement Project (2024-2025)
 - University/4th Street & U of M Rec Center/Ridder Arena, 15th Avenue, and 10th/11th Avenue
- Hennepin & 1st Avenue Roadway Improvement Project (2024)
 - Hennepin/1st Avenue & 2nd Street NE
- Hennepin Avenue Downtown Reconstruction Project (2020-2021)
 - Includes 4 stations in Downtown Minneapolis
- Hennepin Avenue South Reconstruction Project (2024-2025)
 - Hennepin & Franklin, Hennepin & 25th Street, Uptown Transit Station
- University & 4th (Central to I-35W) Roadway Project (2025)
 - University/4th Street & 6th Avenue, University & Central

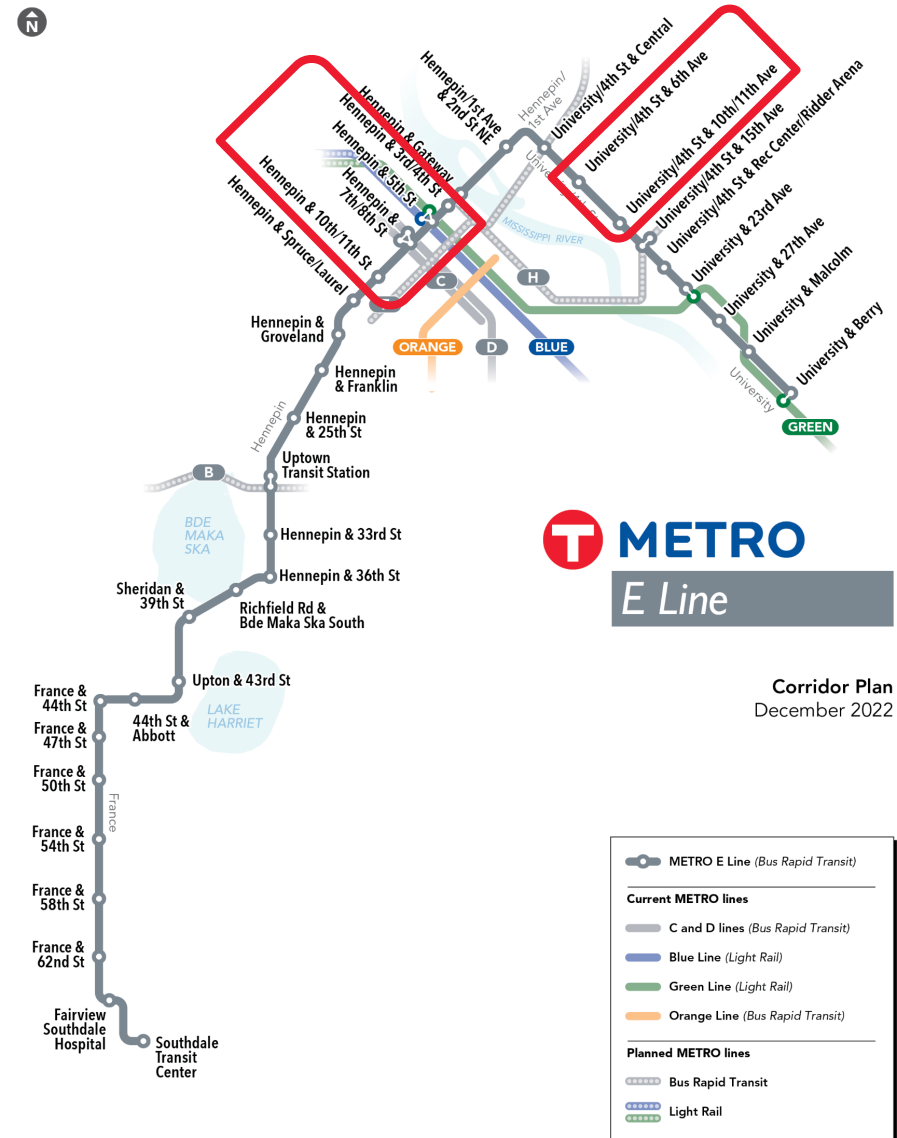
Additional Street Improvements

- Coordination with the City of Minneapolis and Hennepin County will allow additional improvements at some station intersections to be constructed with the E Line
- Improvements include:
 - ADA pedestrian ramp upgrades and curb bump-outs
 - Signal improvements
 - Other pedestrian safety improvements including center medians and push-button flashing beacons



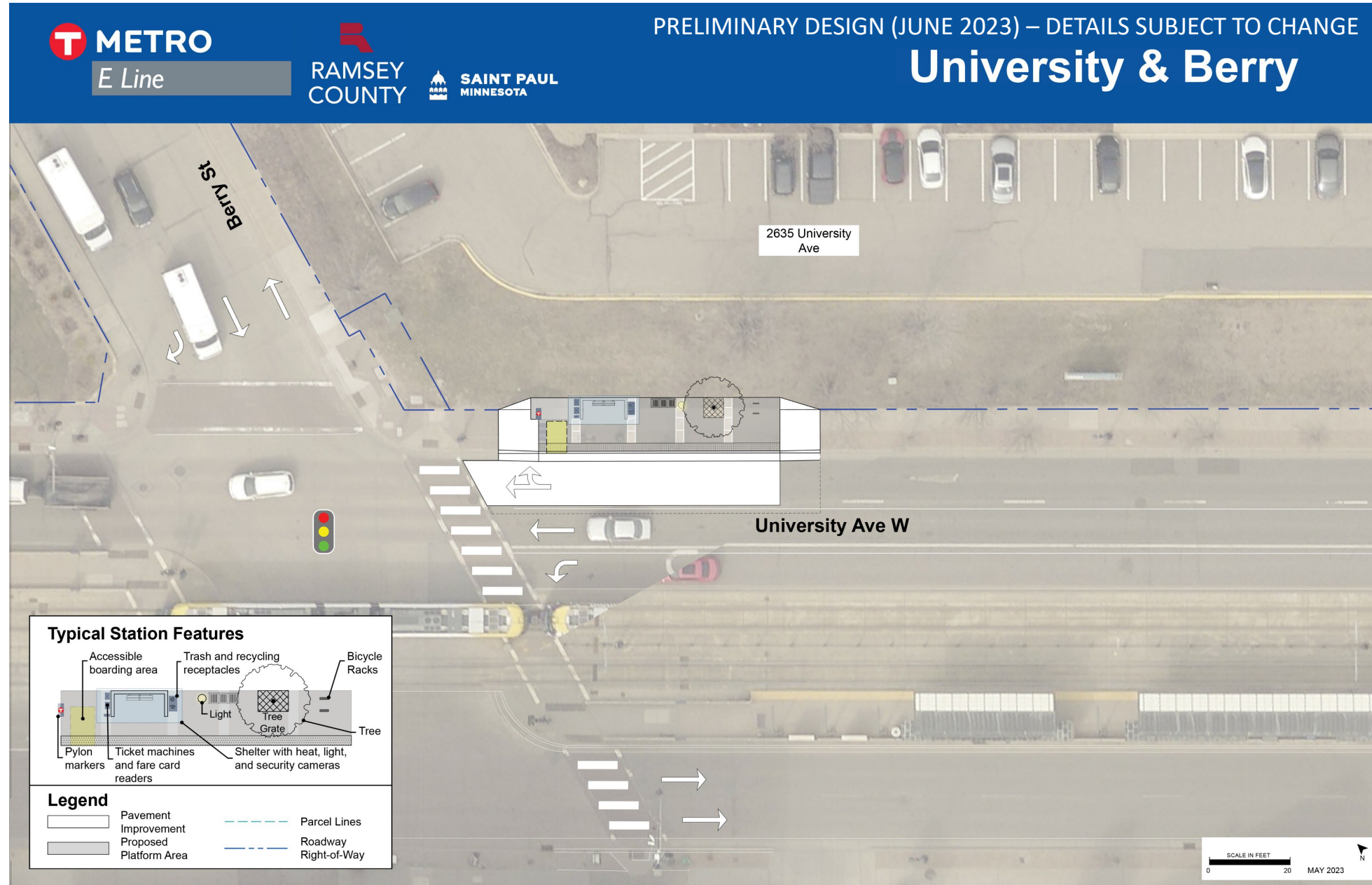
Preliminary Design Layouts

- Station layouts move from north to south and look at top-down plans of the intersections
 - Some stations have street-level visualizations to show station in the context of the street
- Stations not included in preliminary layouts have been previously constructed or plans are being developed in coordination with agency partners
 - University/4th Street & 6th Avenue
 - University & Central
 - Hennepin & 3rd/4th Street
 - Hennepin & 5th Street
 - Hennepin & 7th/8th Street
 - Hennepin & 10th/11th Street



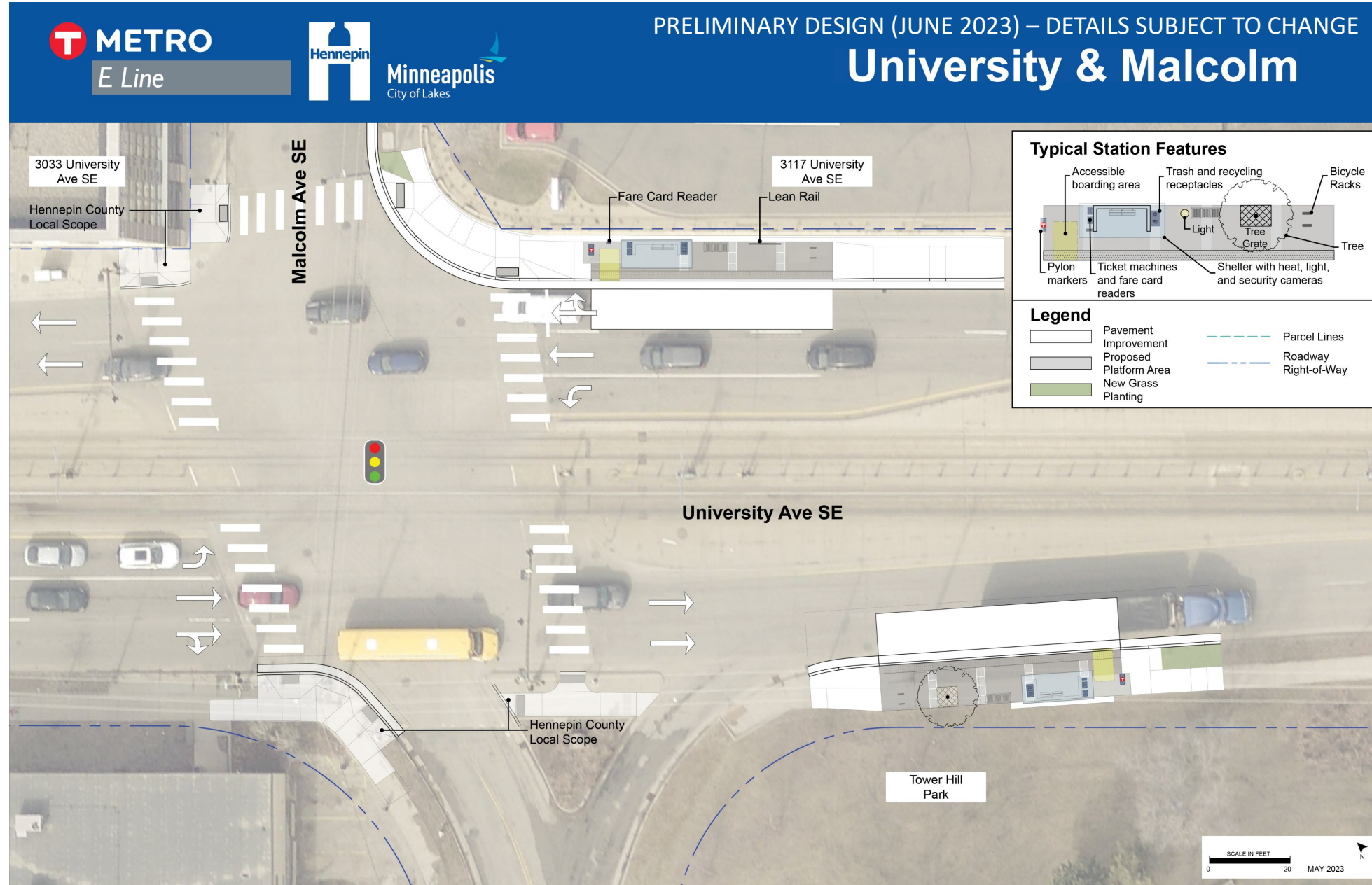
University & Berry

- First station at northern end of E Line
- Passenger drop off location on Berry Street
- Connection to METRO Green Line Westgate Station



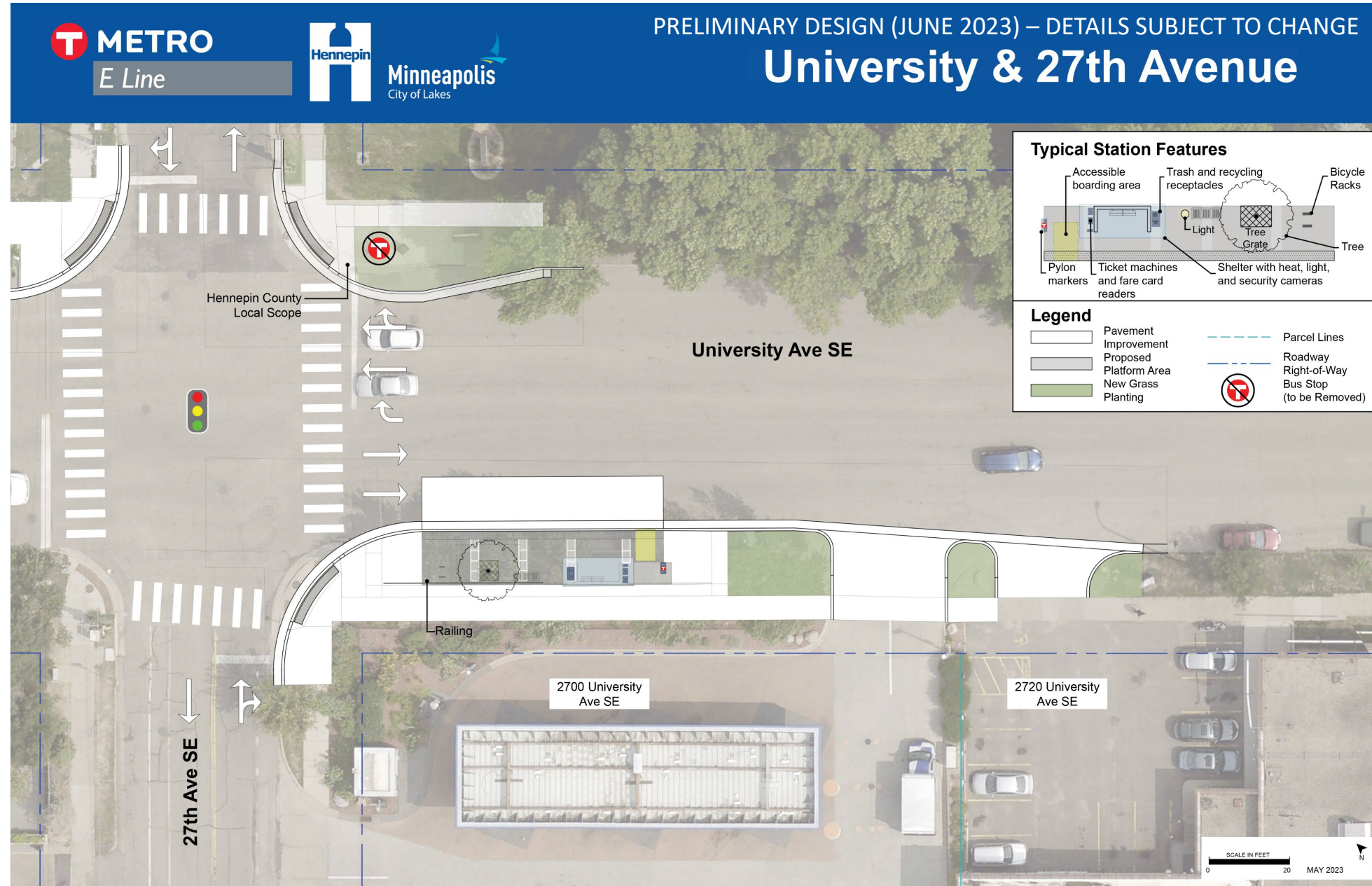
University & Malcolm

- At existing westbound Route 33 stop
- Eastbound platform at new station location
- Sidewalk improvements and ADA upgrades in coordination with Hennepin County



University & 27th Avenue - eastbound

- Eastbound platform at new station location
- Sidewalk improvements, curb bumpouts, signal upgrades, and lane configuration changes in coordination with Hennepin County



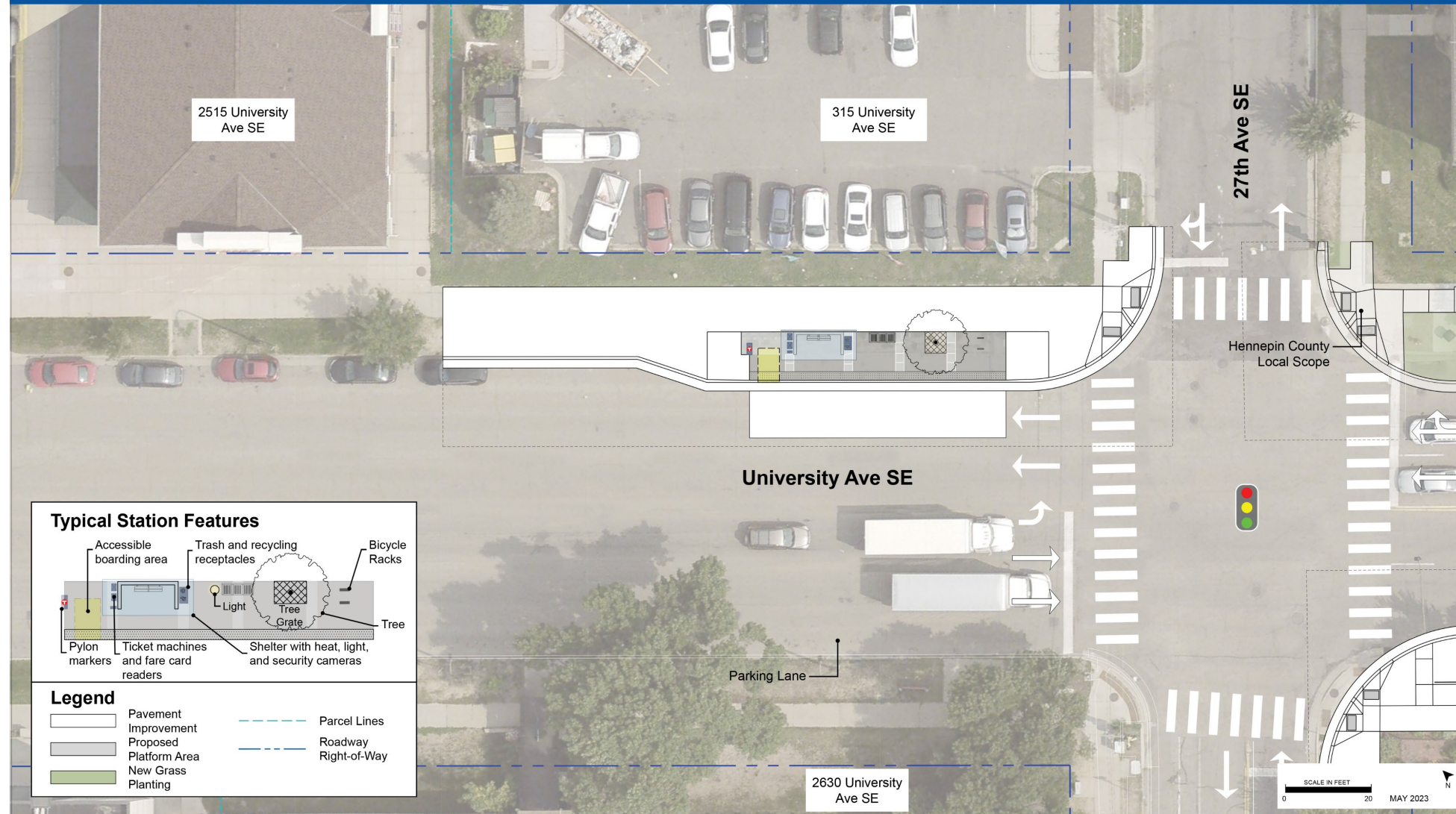
University & 27th Avenue - westbound



PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE

University & 27th Avenue

- Existing westbound Route 33 stop relocated to opposite corner
- Sidewalk improvements, curb bumpouts, signal upgrades, and lane configuration changes in coordination with Hennepin County



Typical Station Features

- Accessible boarding area
- Trash and recycling receptacles
- Bicycle Racks
- Light
- Tree Grate
- Tree
- Pylon markers
- Ticket machines and fare card readers
- Shelter with heat, light, and security cameras

Legend

	Pavement Improvement		Parcel Lines
	Proposed Platform Area		Roadway Right-of-Way
	New Grass Planting		

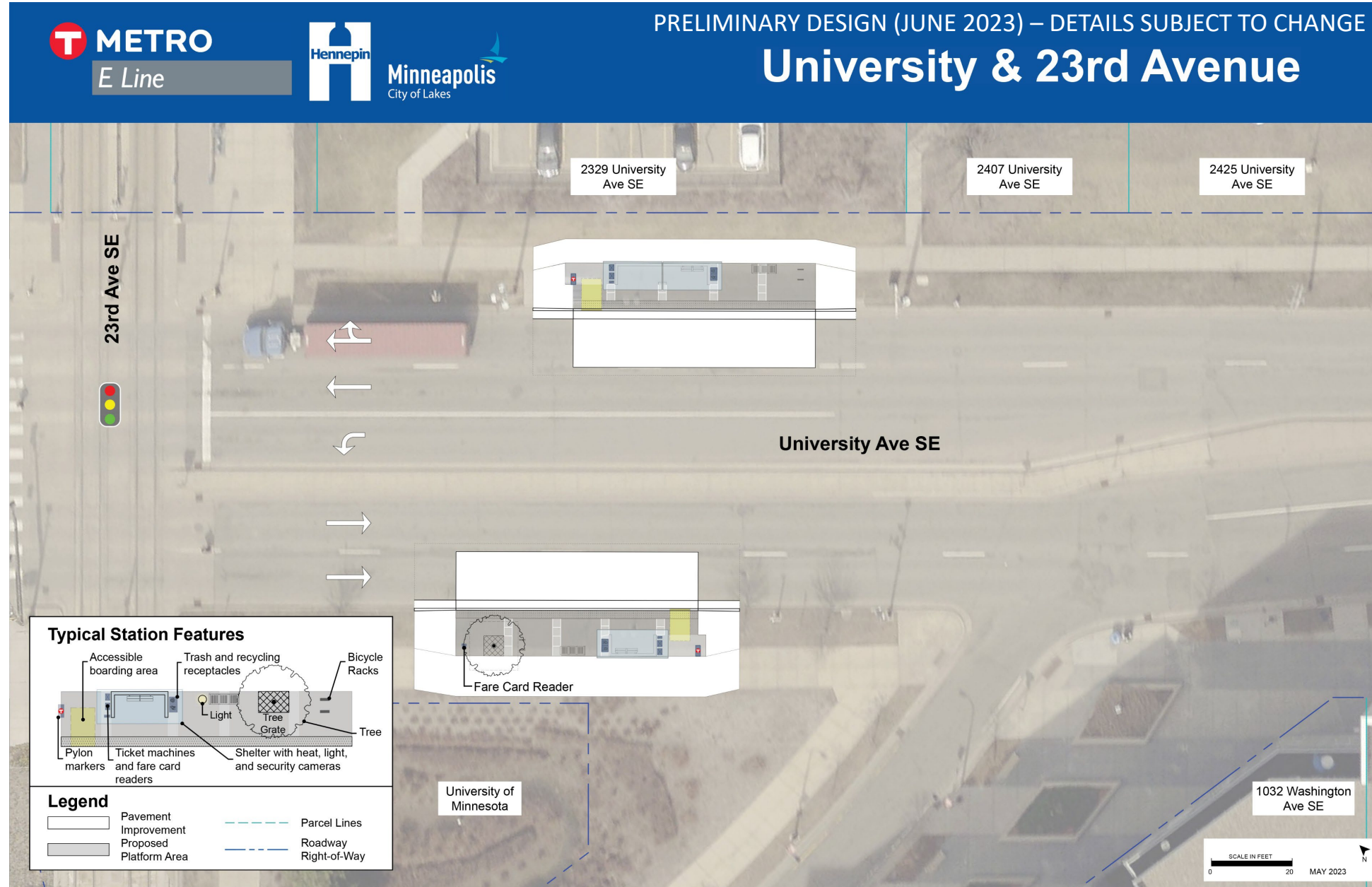
University & 23rd Avenue



PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE

University & 23rd Avenue

- Westbound platform at existing Route 6 and Route 33 stop
- Eastbound platform at new station location
- Connection to METRO Green Line Stadium Village Station



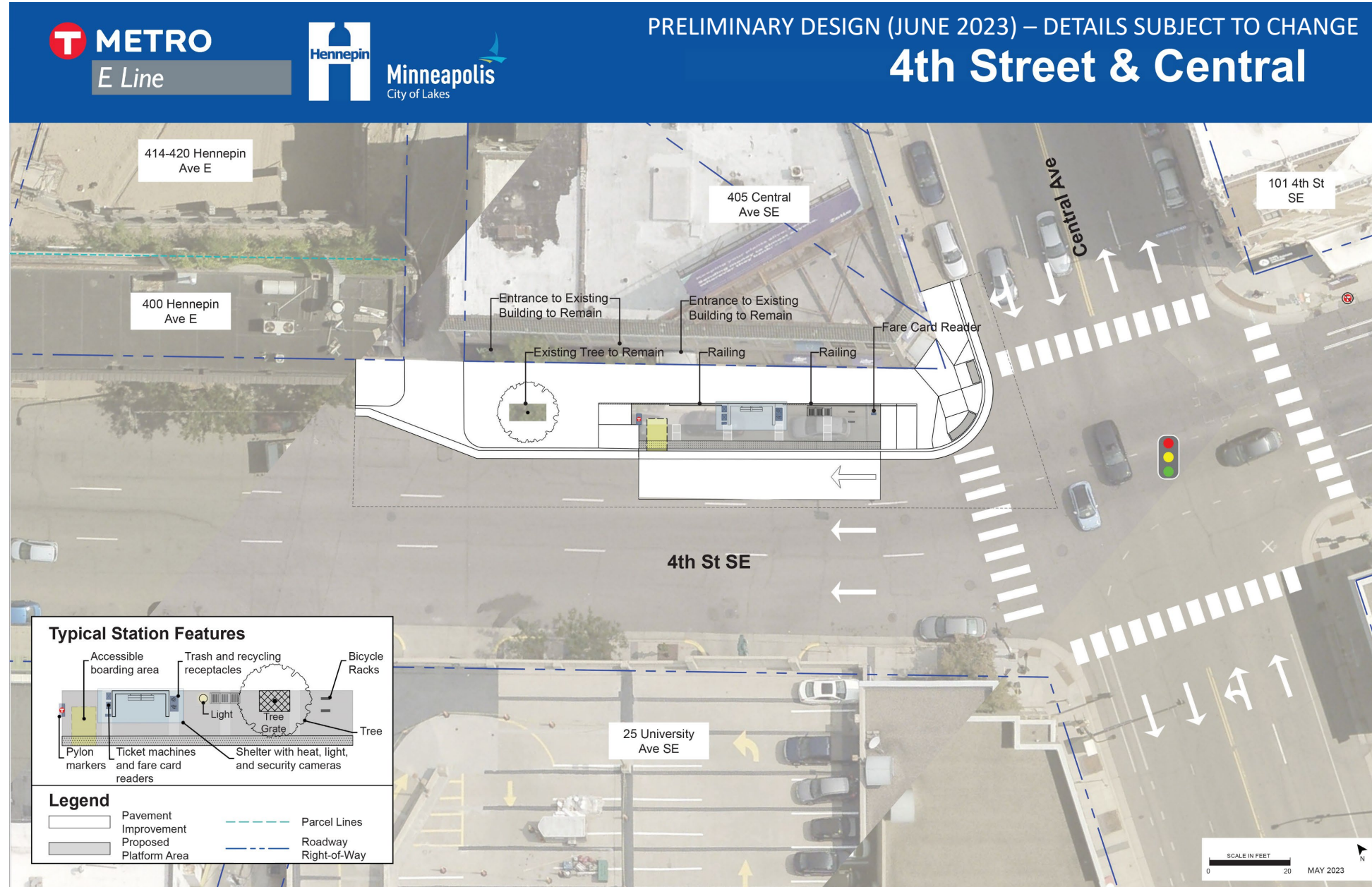


PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE

University & 23rd Avenue – eastbound visualization

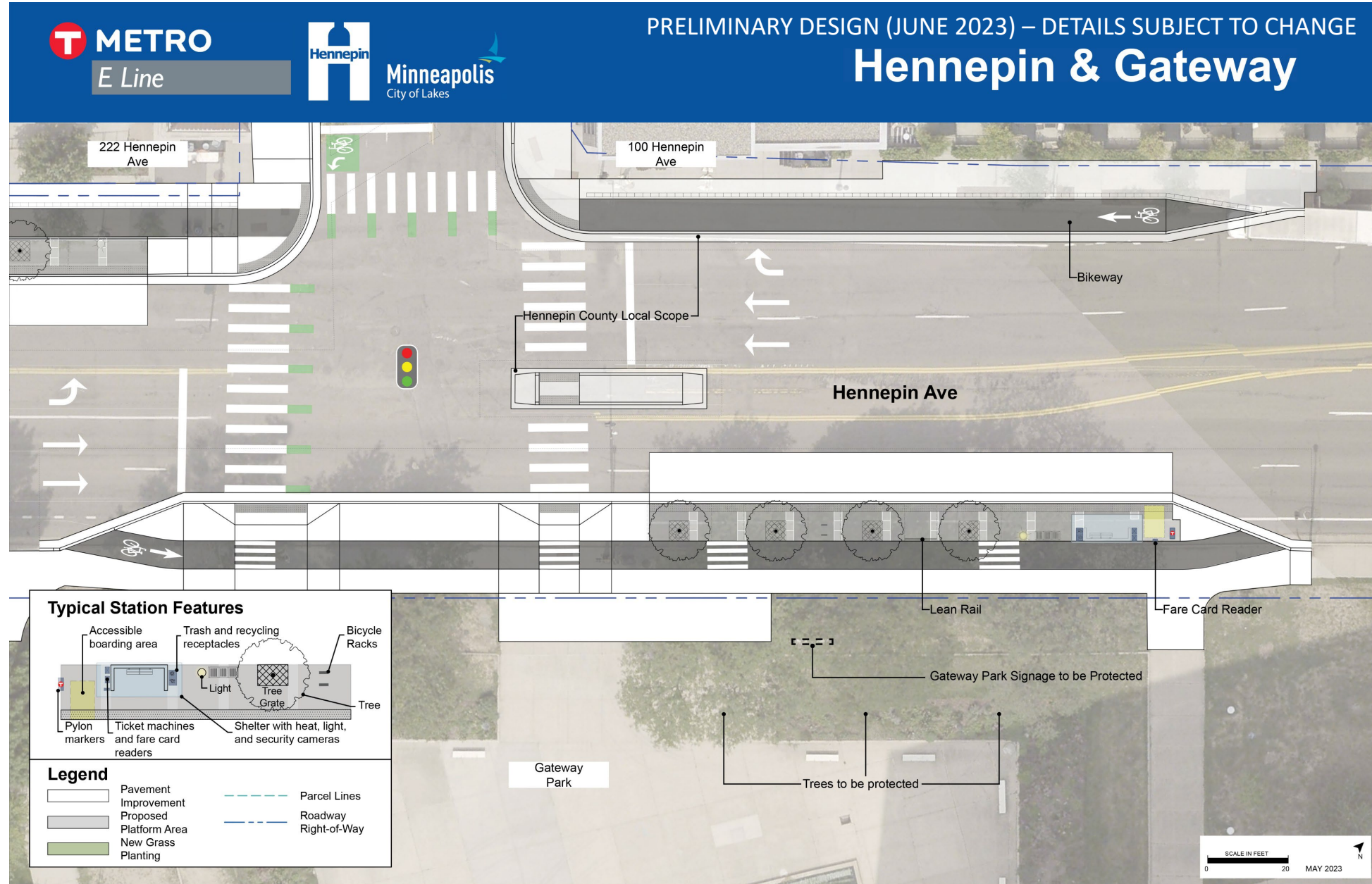
4th Street & Central

- Existing Route 6 platform relocated to opposite corner on west side of Central
- Sidewalk improvement at the station corner
- Connection to future METRO F Line station on Central Avenue



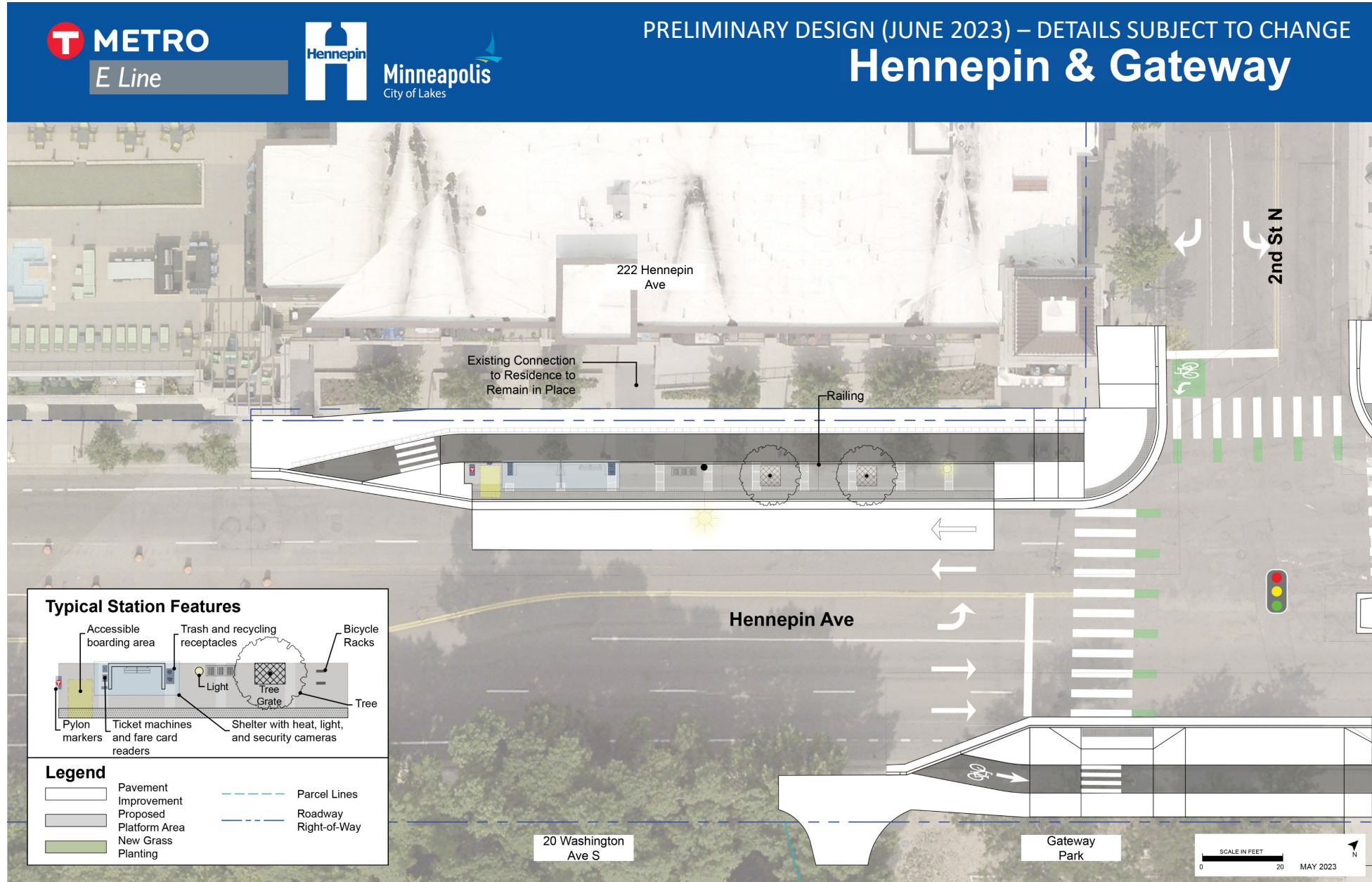
Hennepin & Gateway - northbound

- Existing Route 6, Route 4, and Route 61 stop will be shifted to north side of crosswalk
- Sidewalk improvements, raised median, and signal improvements will be constructed in coordination with Hennepin County
- Sidewalk level bikeway to be added in both directions in coordination with Hennepin County



Hennepin & Gateway - southbound

- Existing Route 6, Route 4, and Route 61 stop at Washington will be relocated to 2nd Street
- Sidewalk improvements, raised median, and signal improvements will be constructed in coordination with Hennepin County
- Sidewalk level bikeway to be added in both directions in coordination with Hennepin County



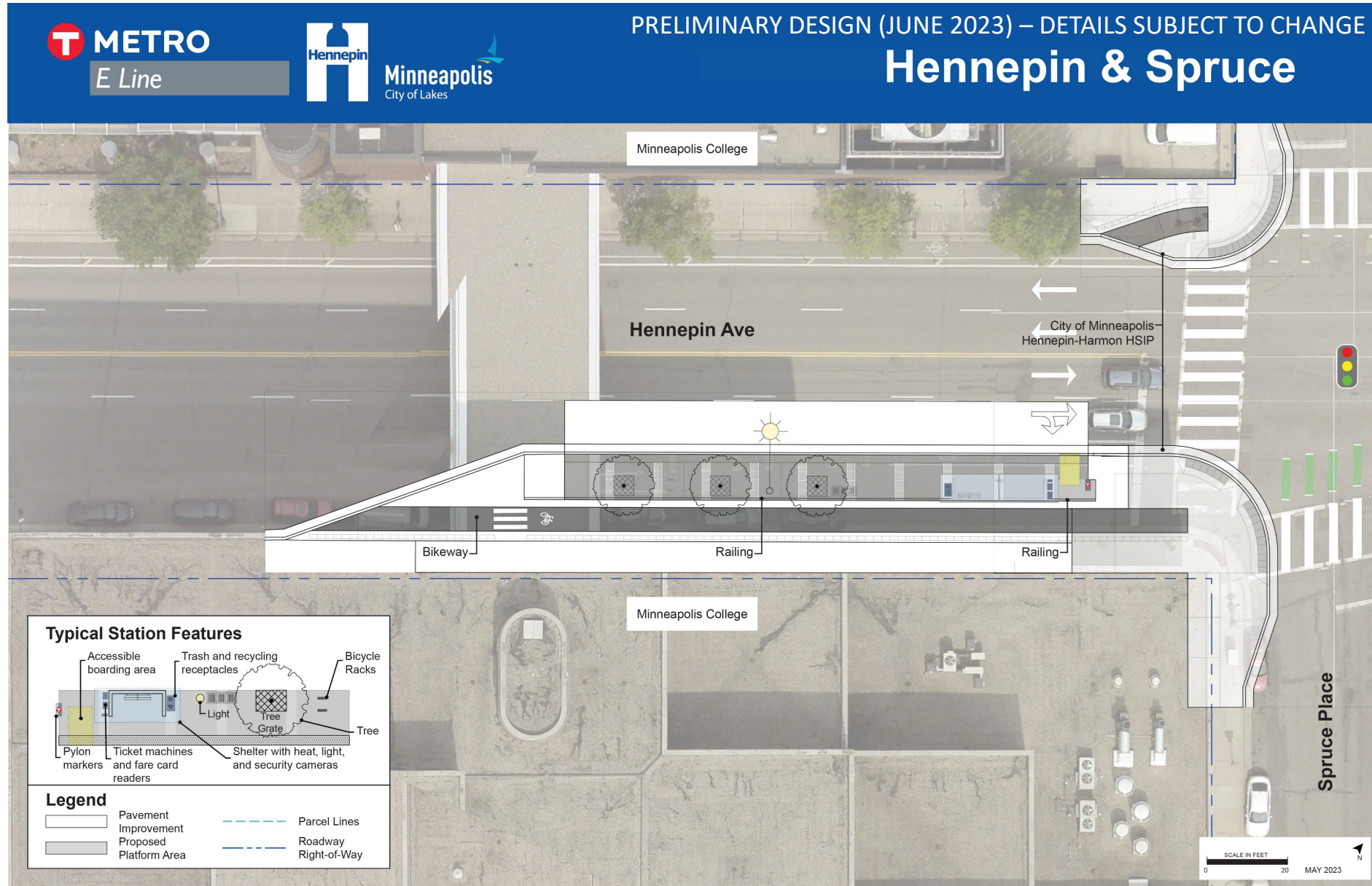


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Hennepin & Gateway – southbound visualization

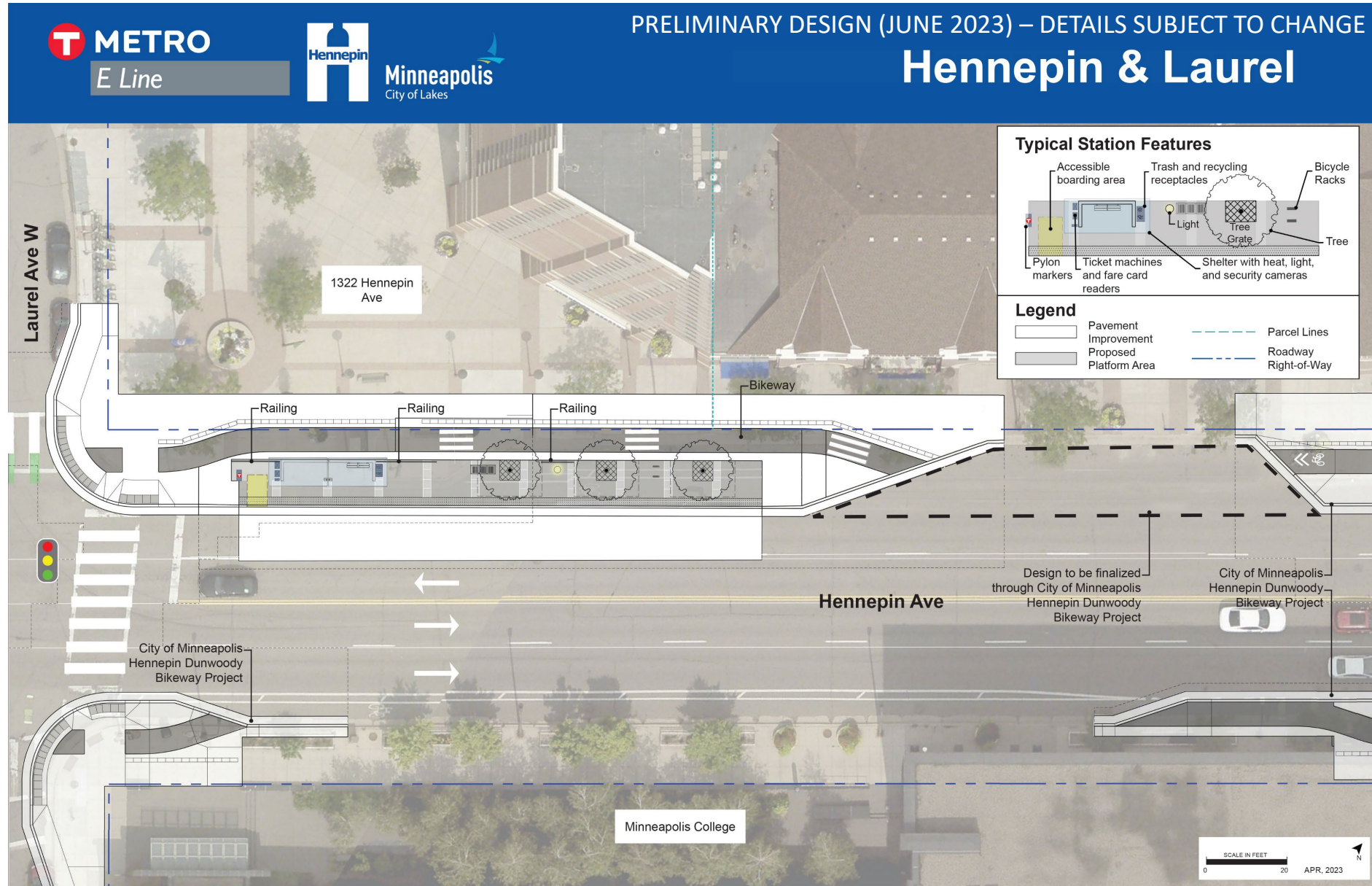
Hennepin & Spruce

- Existing Route 6 and Route 4 stop (at MCTC) will be relocated to Hennepin and Spruce
- City of Minneapolis to construct sidewalk improvements in 2023
- Sidewalk level bikeway facility to be constructed in coordination with the City of Minneapolis



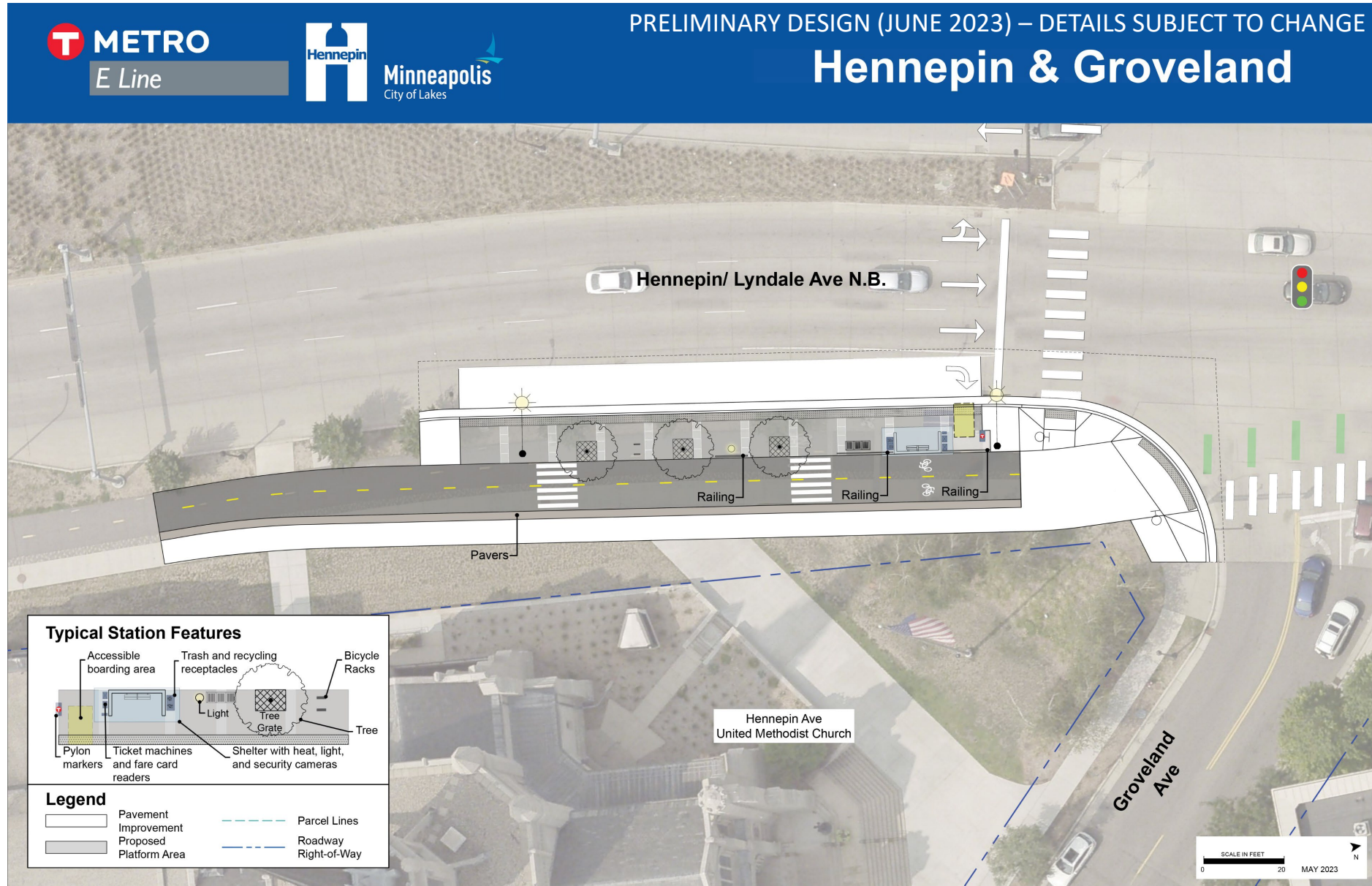
Hennepin & Laurel

- Located at existing Route 6 and Route 4 stop
- City of Minneapolis to construct sidewalk and ADA upgrades in 2023
- Sidewalk level bikeway facility to be constructed in coordination with the City of Minneapolis



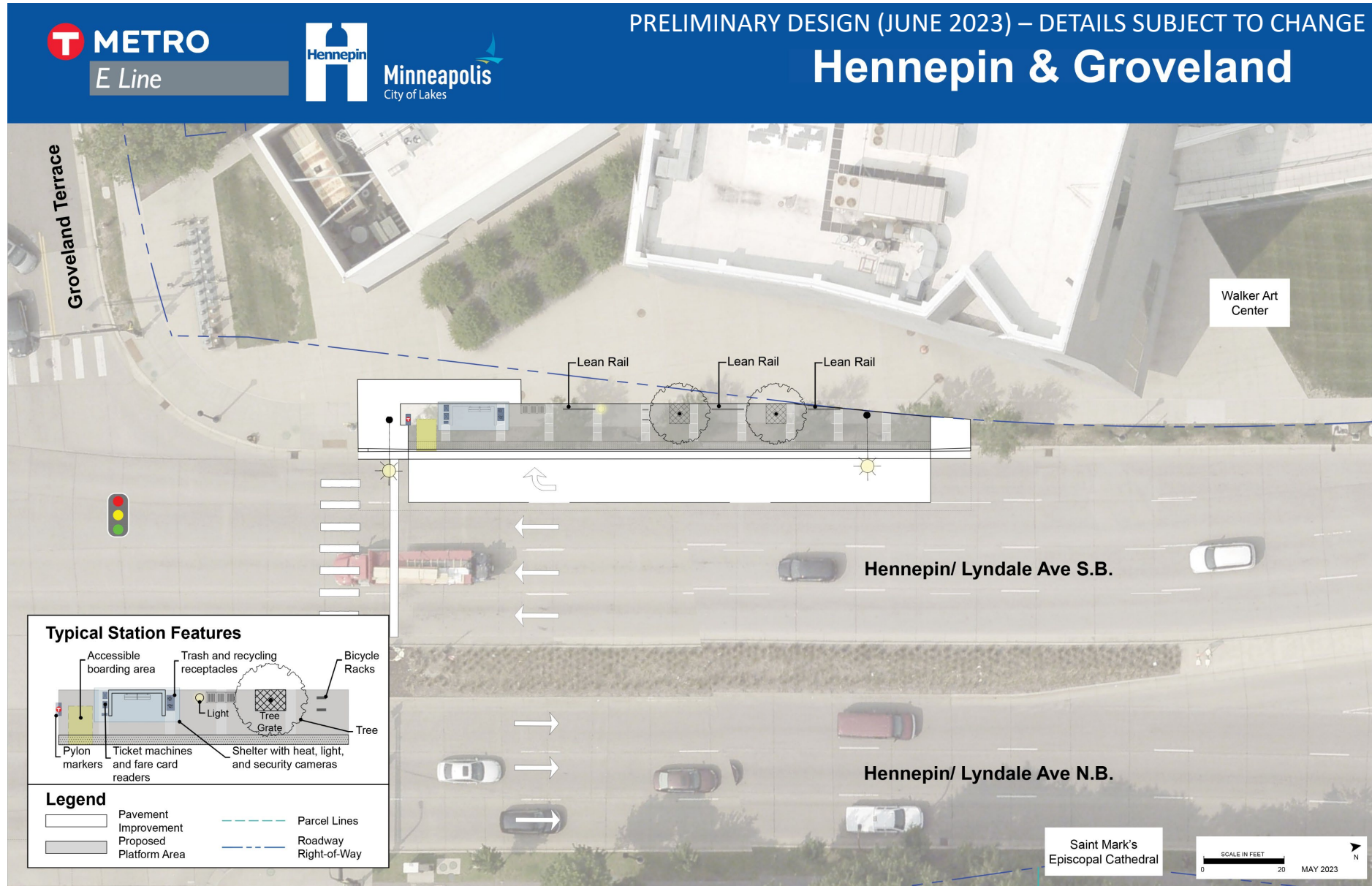
Hennepin & Groveland - northbound

- Located at existing Route 6 and Route 4 stop
- Sidewalk improvements at station corner
- Existing bikeway to be rerouted behind platform



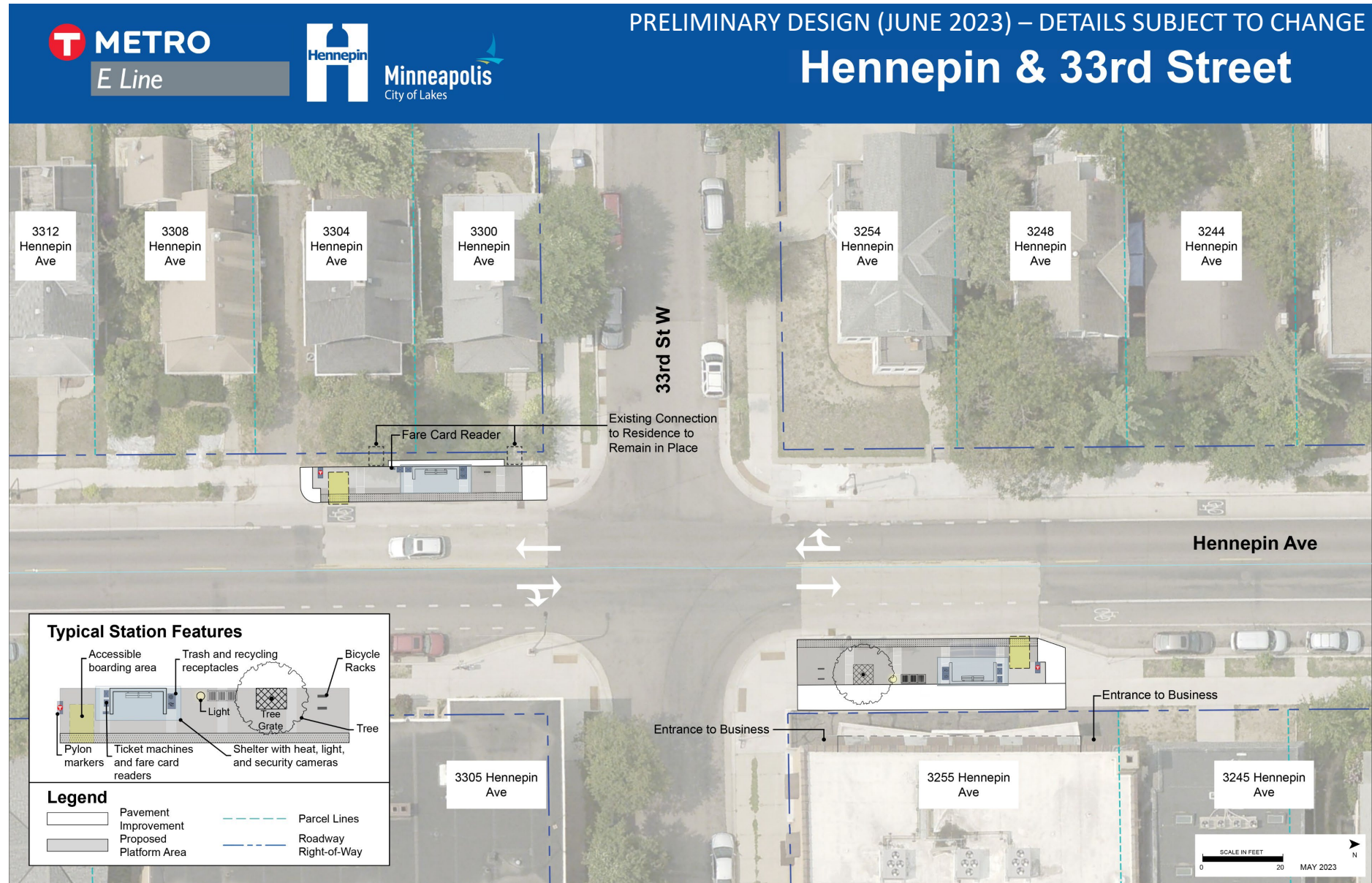
Hennepin & Groveland - southbound

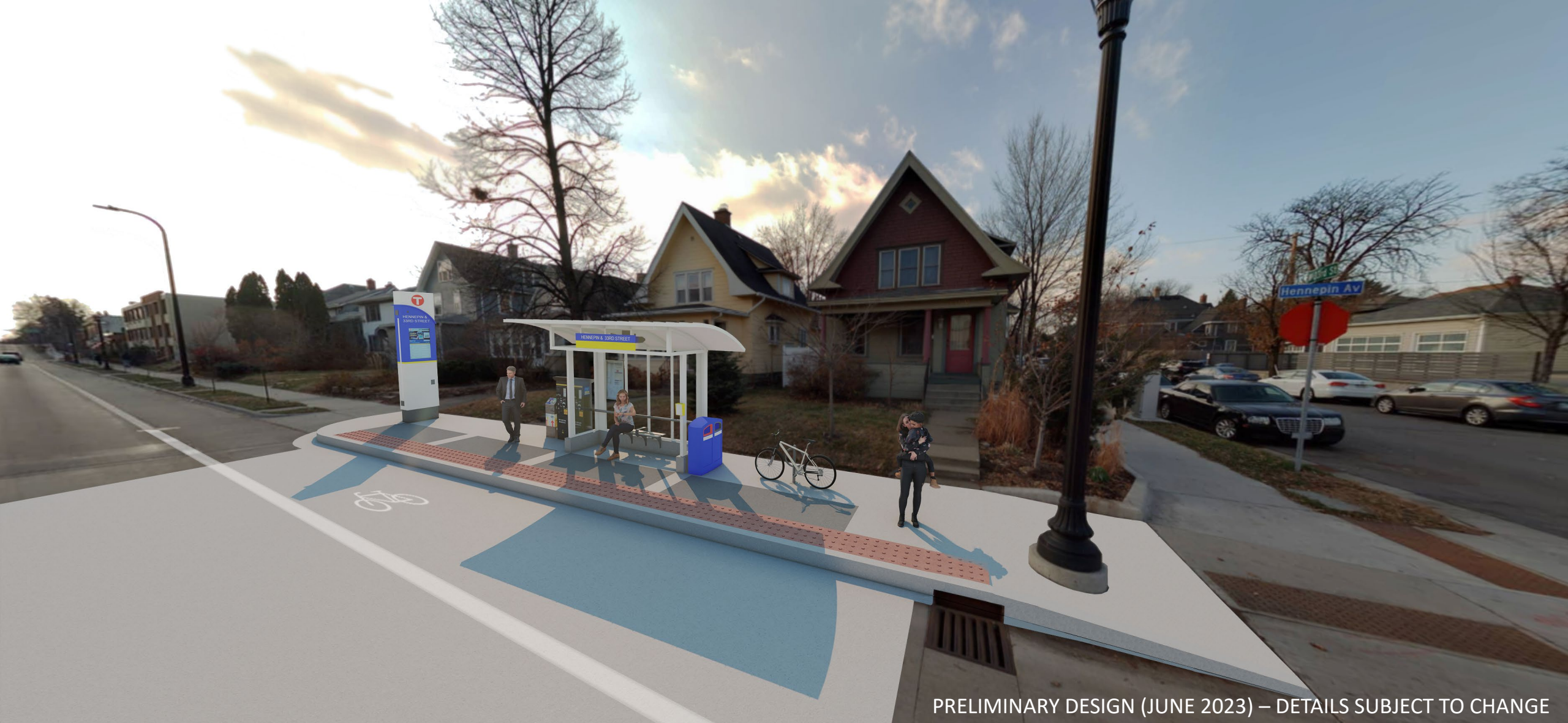
- Existing Route 6 and Route 25 stop to be relocated to opposite corner



Hennepin & 33rd Street

- Located at existing Route 6, Route 23, and Route 114 stops
- On-street bike lane to be maintained
- City of Minneapolis reconstructed street in 2018



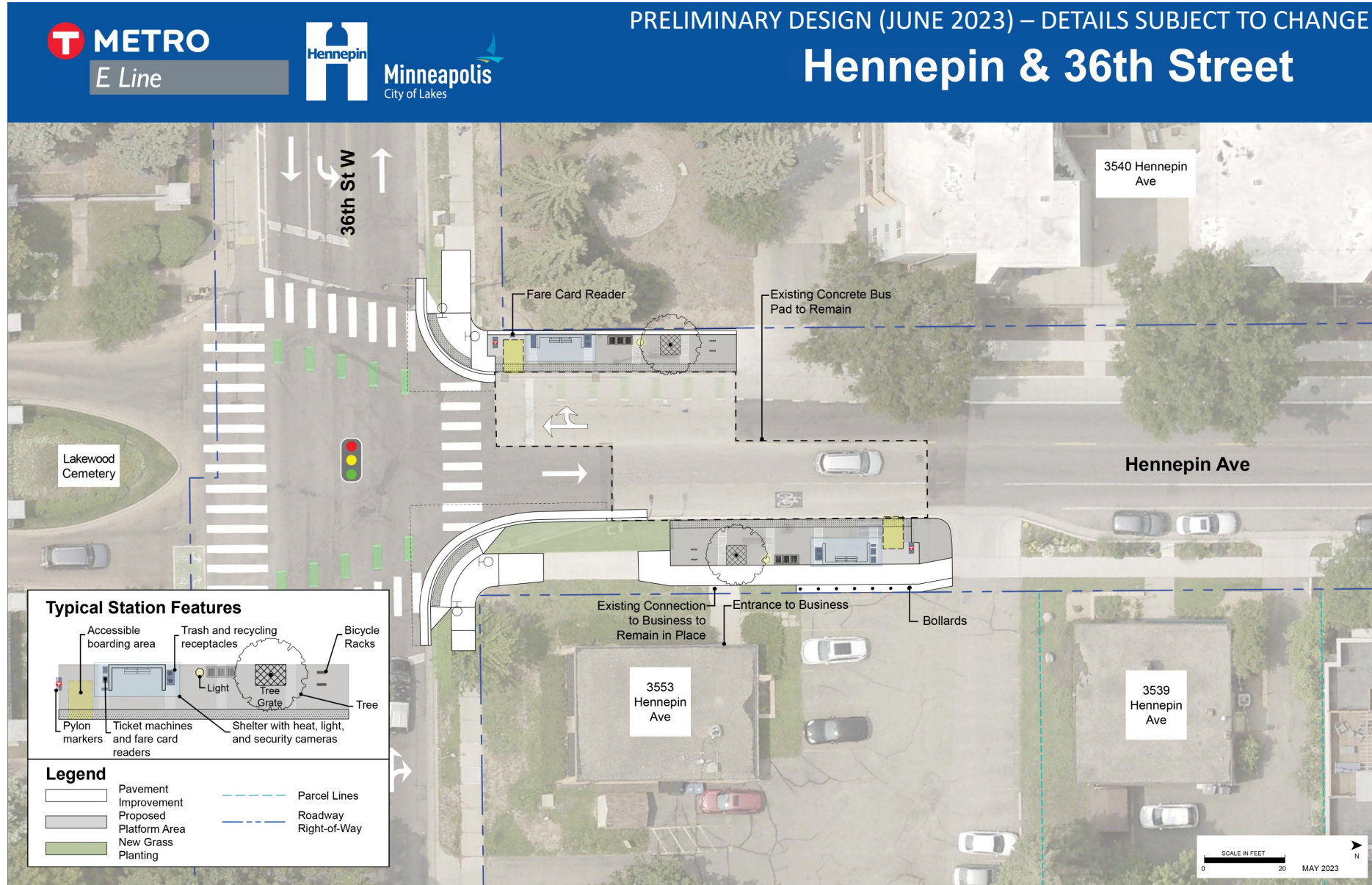


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Hennepin & 33rd Street – southbound visualization

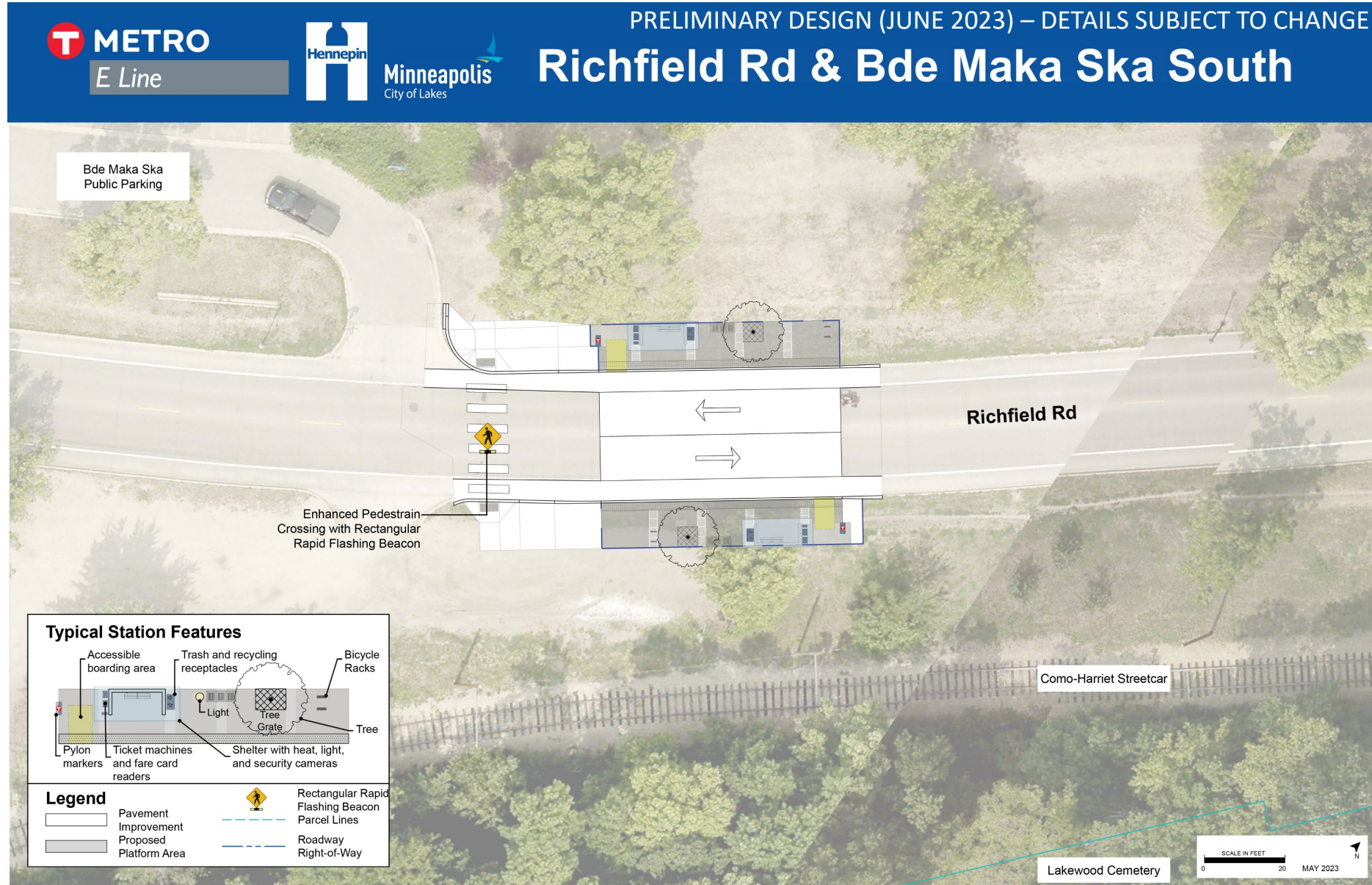
Hennepin & 36th Street

- Located at existing Route 6, Route 23, and Route 114 stops
- On-street bike lane to be maintained
- Sidewalk improvements at station corners



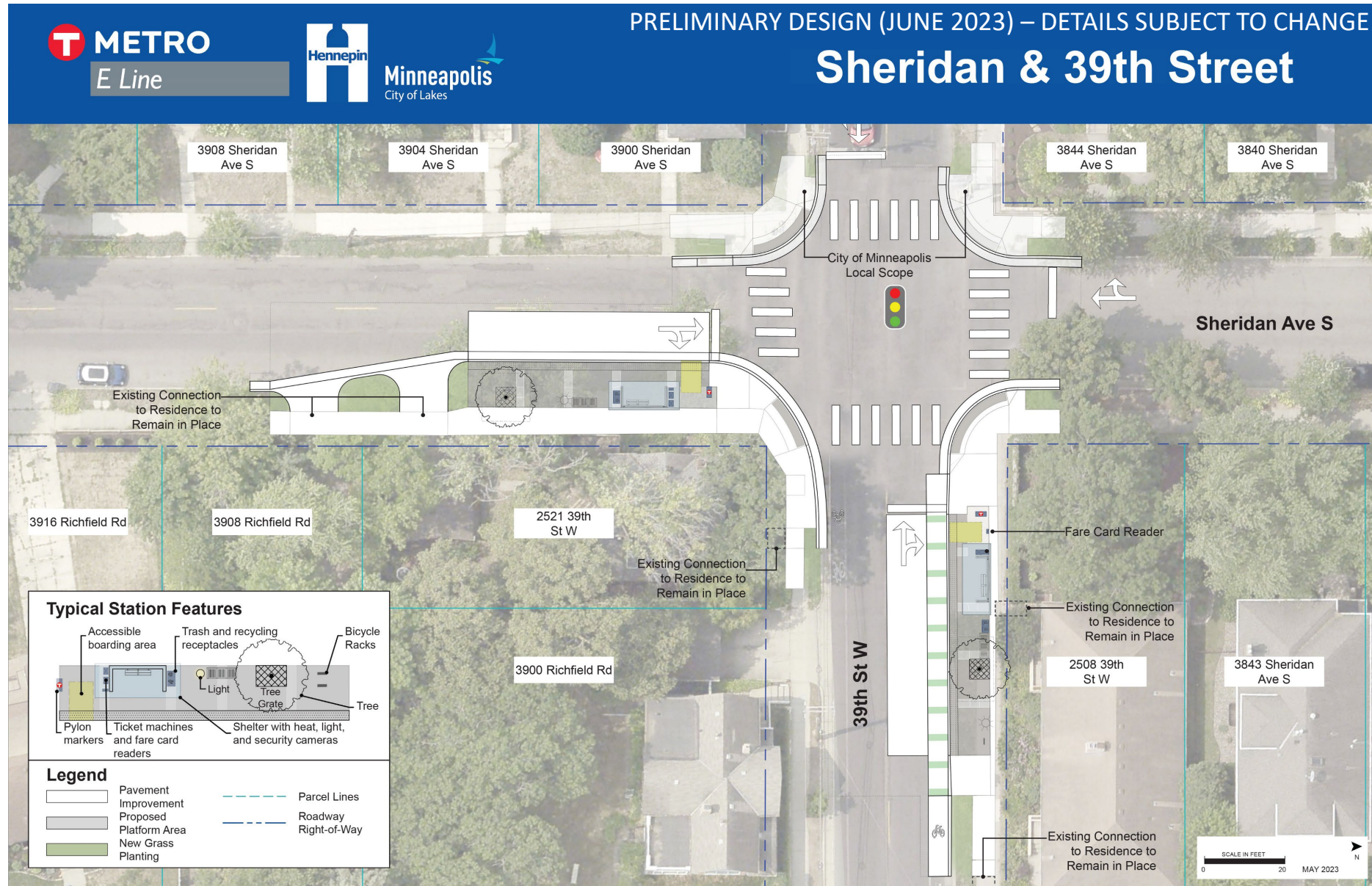
Richfield Road & Bde Maka Ska South

- Platforms at new station locations
- On-street bike lane to be maintained
- New accessible pedestrian crossing added with push button flashing beacon in coordination with City of Minneapolis



Sheridan & 39th Street

- Located at existing Route 6 stops
- On-street bike lane to be maintained
- Sidewalk improvements and ADA signal upgrades constructed in coordination with the City of Minneapolis



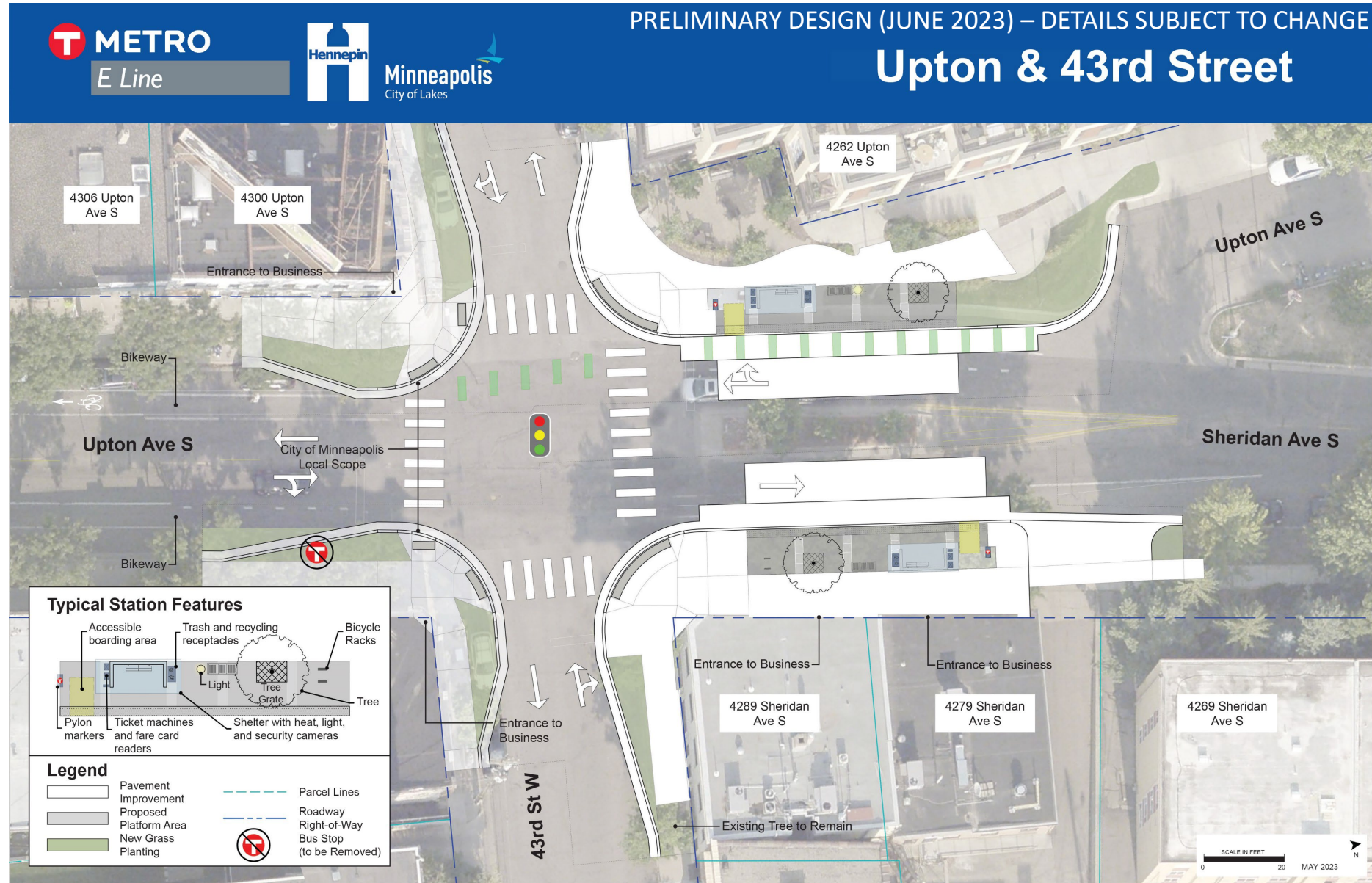


PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE

Sheridan & 39th Street – southbound visualization

Upton & 43rd Street

- Southbound platform located at existing Route 6 stop
- Existing northbound Route 6 stop to be relocated to opposite corner
- On-street bike lane to be maintained
- Sidewalk improvements, curb bumpouts, and signal improvements to be constructed in coordination with the City of Minneapolis





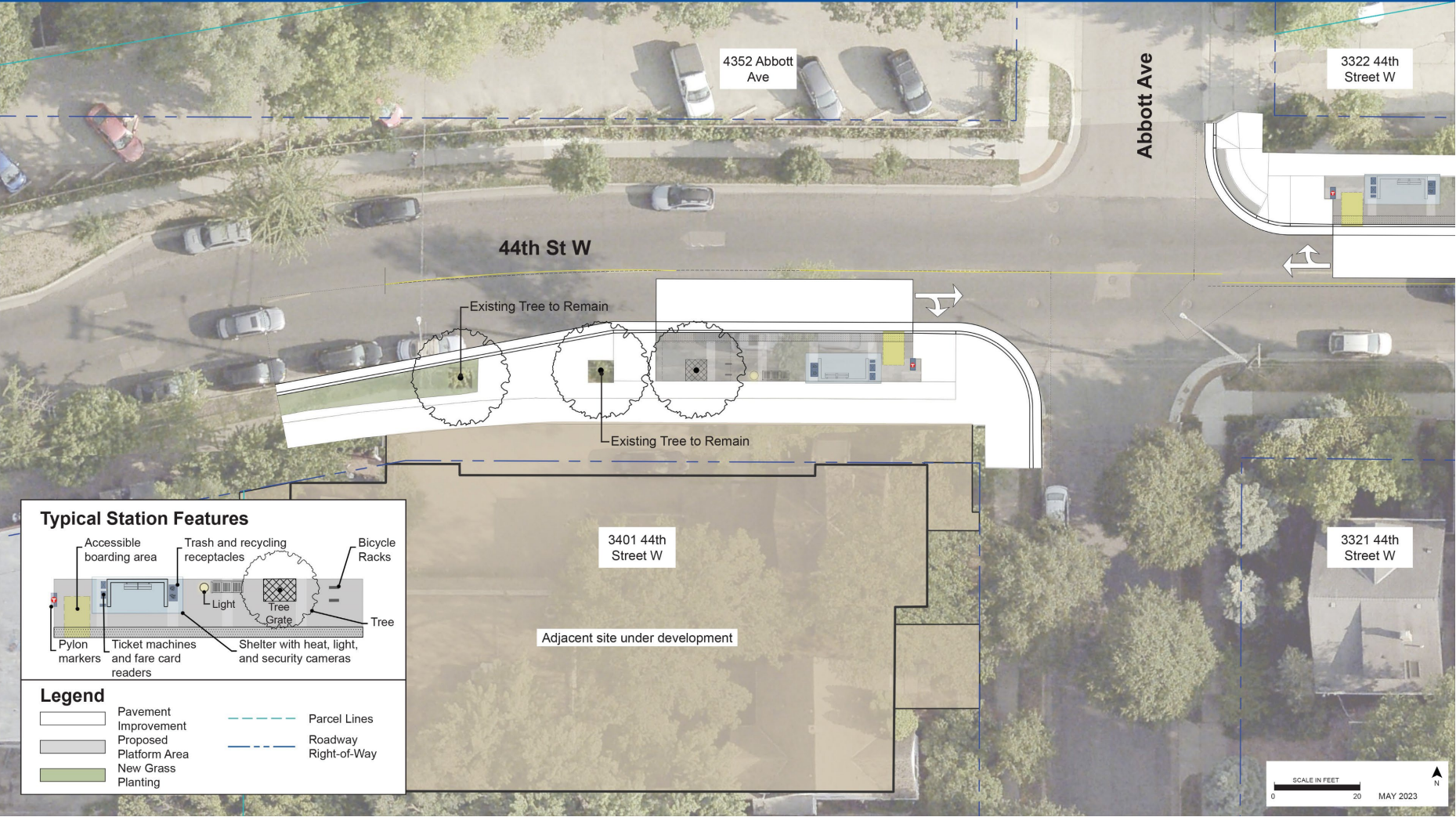
Upton & 43rd Street – northbound visualization

44th Street & Abbott - northbound



PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE

44th Street & Abbott



- Platform at new station location
- Sidewalk improvements at station corner

Typical Station Features

- Accessible boarding area
- Trash and recycling receptacles
- Bicycle Racks
- Pylon markers
- Ticket machines and fare card readers
- Shelter with heat, light, and security cameras
- Light
- Tree Grate
- Tree

Legend

- Pavement Improvement
- Proposed Platform Area
- New Grass Planting
- Parcel Lines
- Roadway Right-of-Way

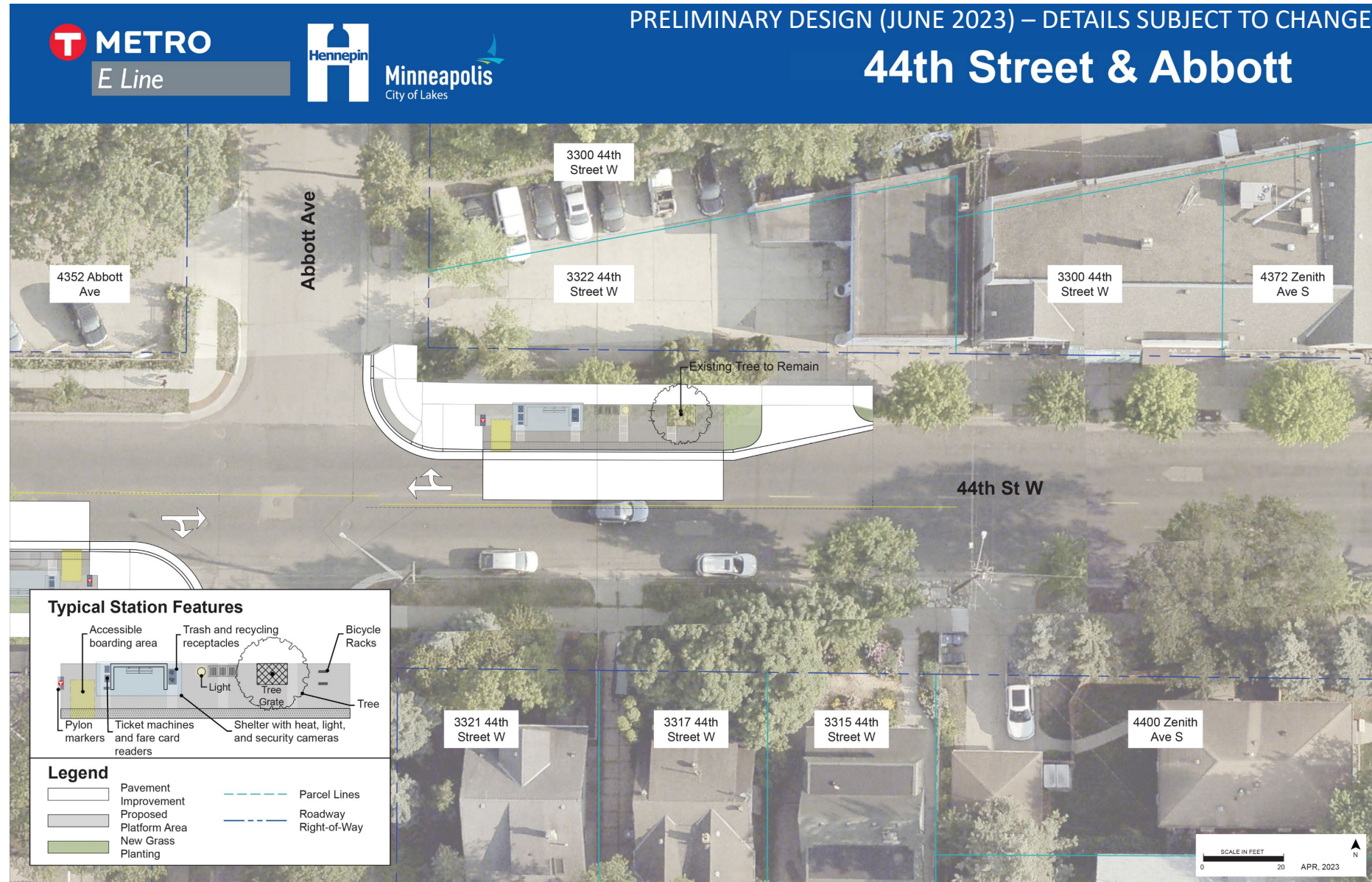


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44th & Abbott – northbound visualization

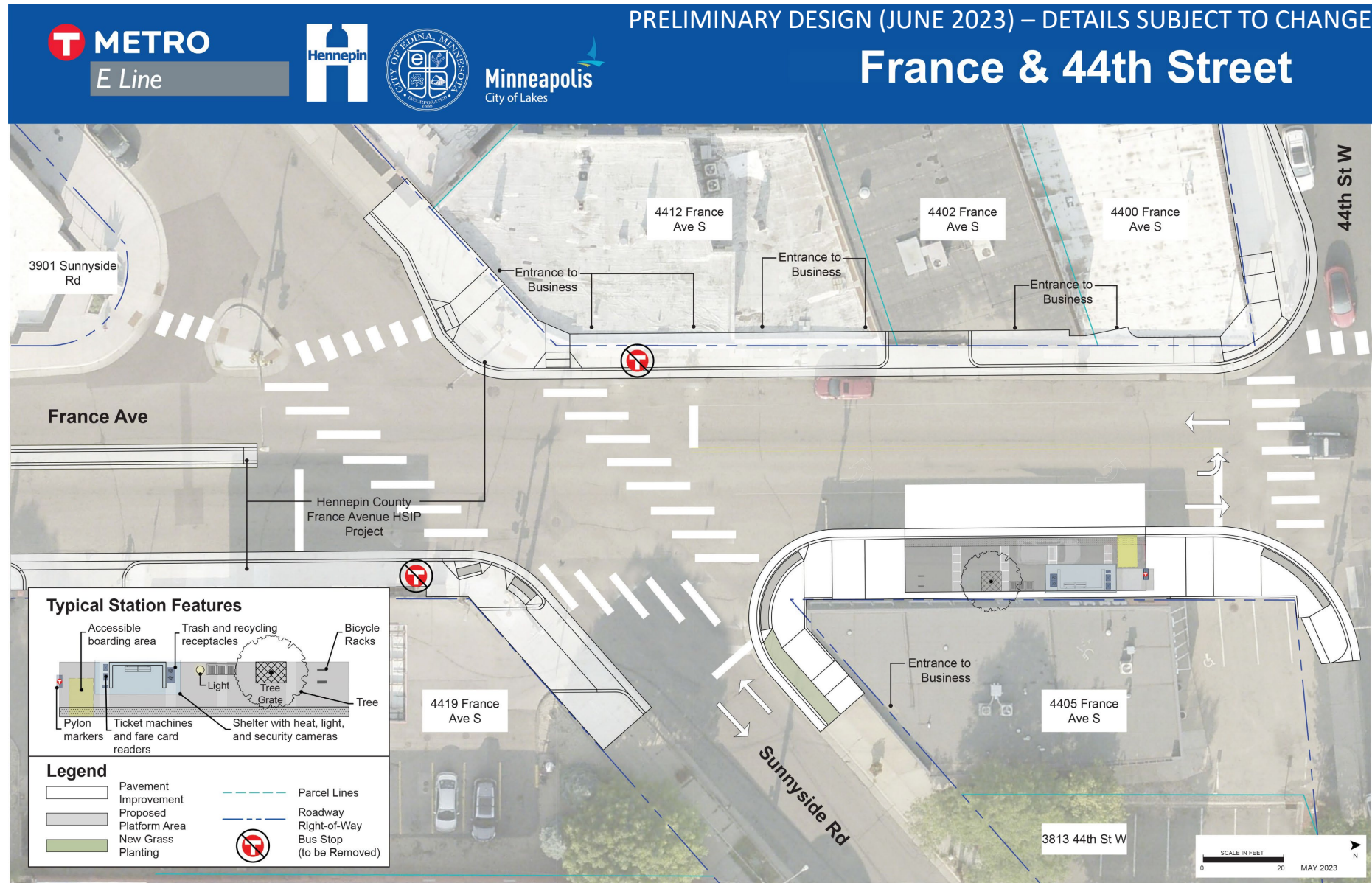
44th & Abbott - southbound

- Platform at new station location
- Sidewalk improvements at station corner



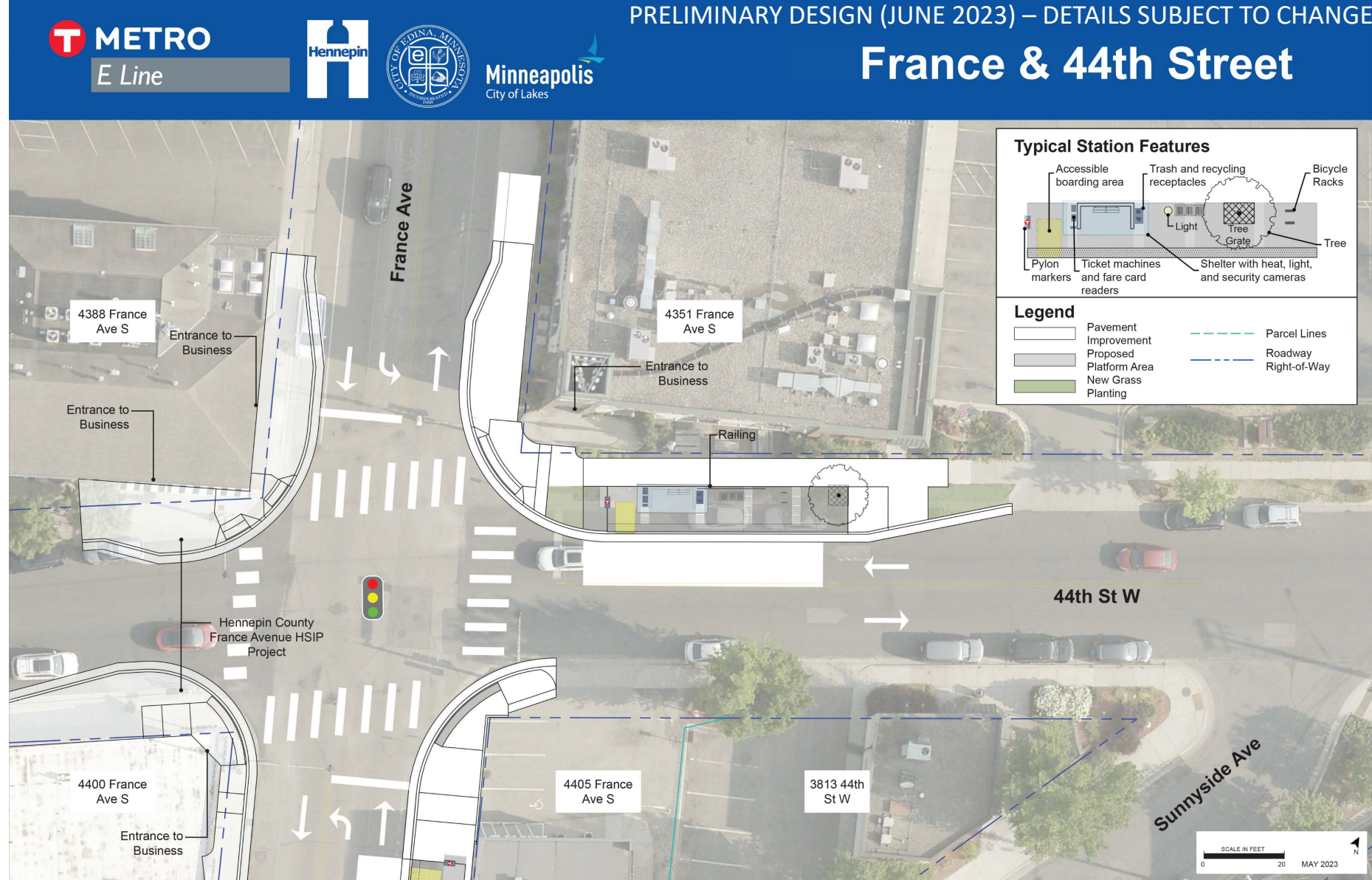
France & 44th Street - northbound

- Existing Route 6 stop to be relocated to France and 44th Street
- Sidewalk improvements, curb bumpouts, raised median, lane configuration changes, and signal improvements to be constructed in coordination with Hennepin County
 - Left turn lane will be added on France Avenue at 44th Street



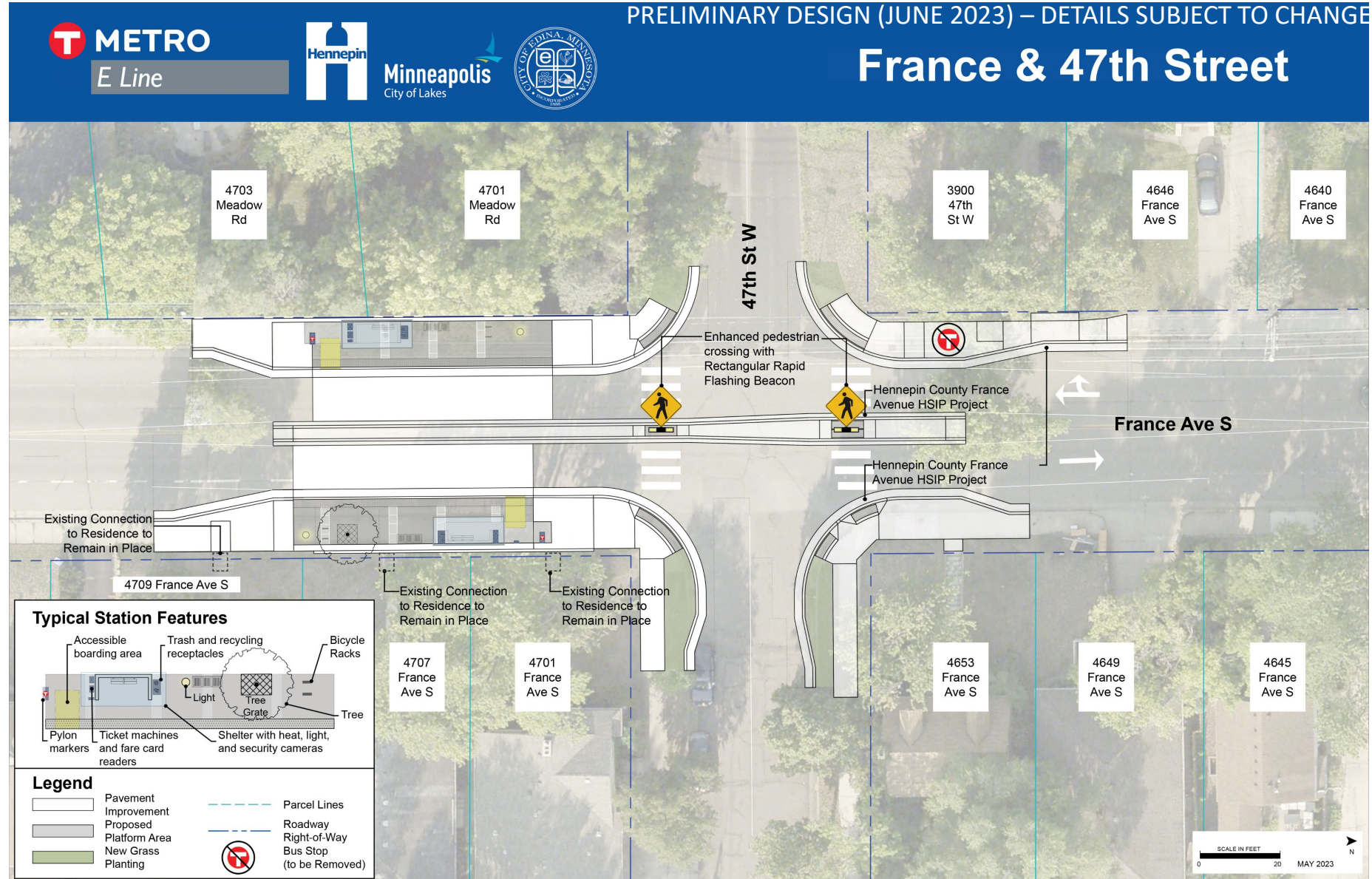
France & 44th Street - southbound

- Platform at new station location
- Sidewalk improvements, curb bumpouts, raised median, lane configuration changes, and signal improvements to be constructed in coordination with Hennepin County
 - Left turn lane will be added on France Avenue at 44th Street



France & 47th Street

- Northbound platform located at existing Route 6 stop
- Existing southbound Route 6 stop to be relocated to opposite corner
- Sidewalk improvements, raised median, and accessible pedestrian crossing to be constructed in coordination with Hennepin County
 - Pedestrian crossing will include push-button flashing beacon



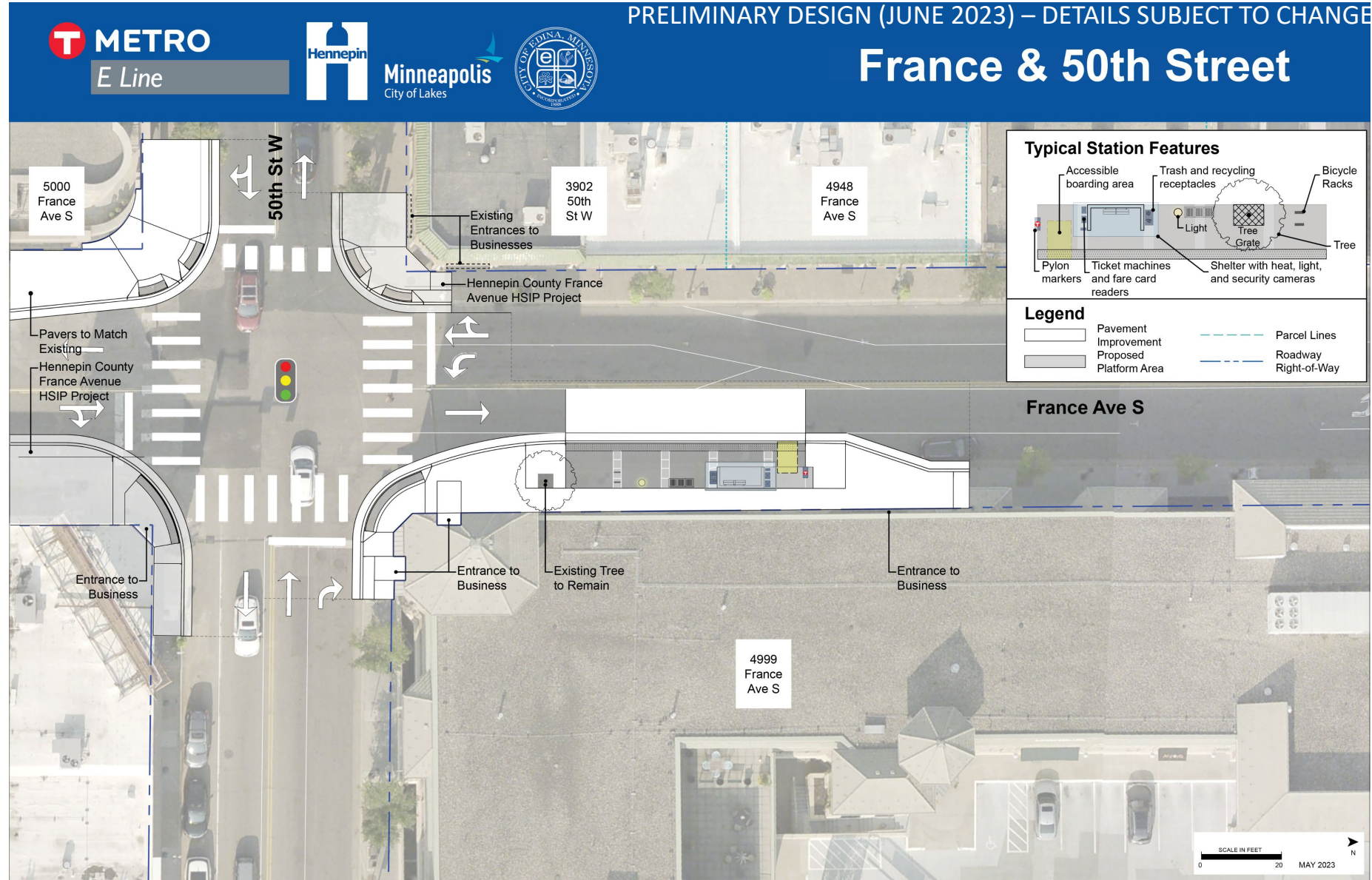


PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE

France & 47th Street – southbound visualization

France & 50th Street - northbound

- Existing Route 6 stop to be relocated to opposite corner
- Sidewalk improvements, curb bumpouts, and signal improvements to be constructed in coordination with Hennepin County

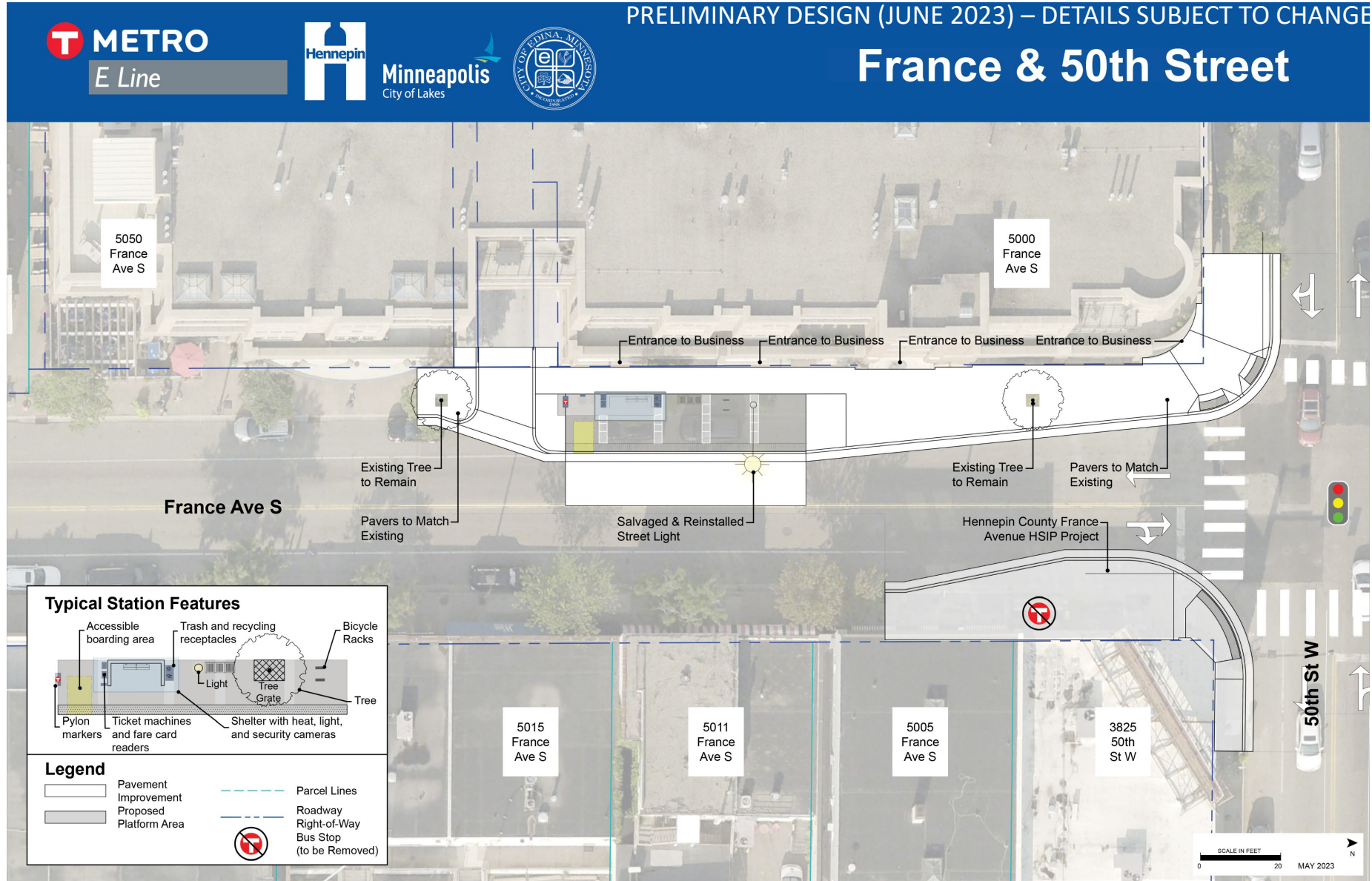




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France & 50th Street – northbound visualization

France & 50th Street - southbound



- Located at existing Route 6 stop
- Sidewalk improvements, curb bumpouts, and signal improvements to be constructed in coordination with Hennepin County

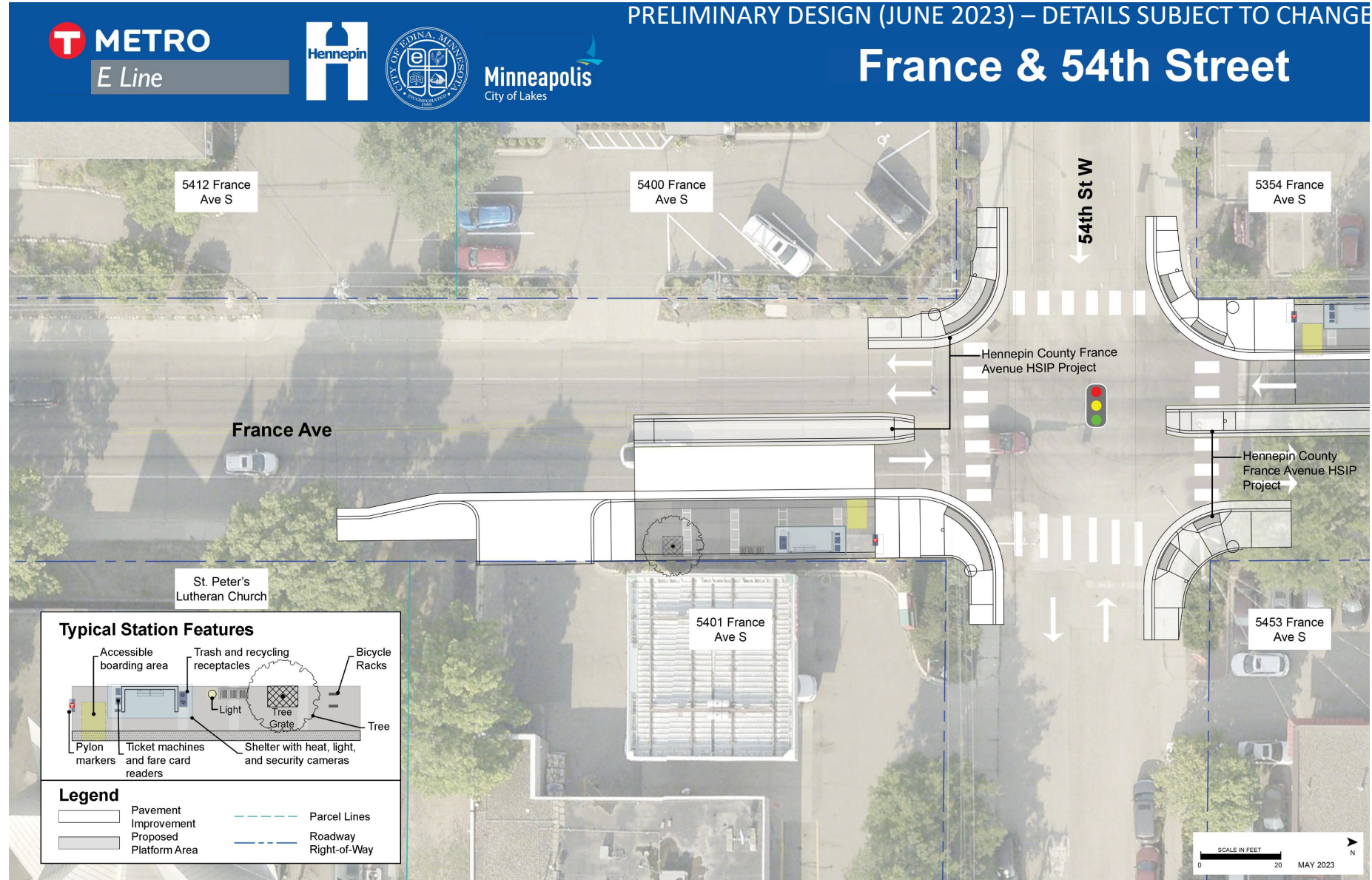


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France & 50th Street – southbound visualization

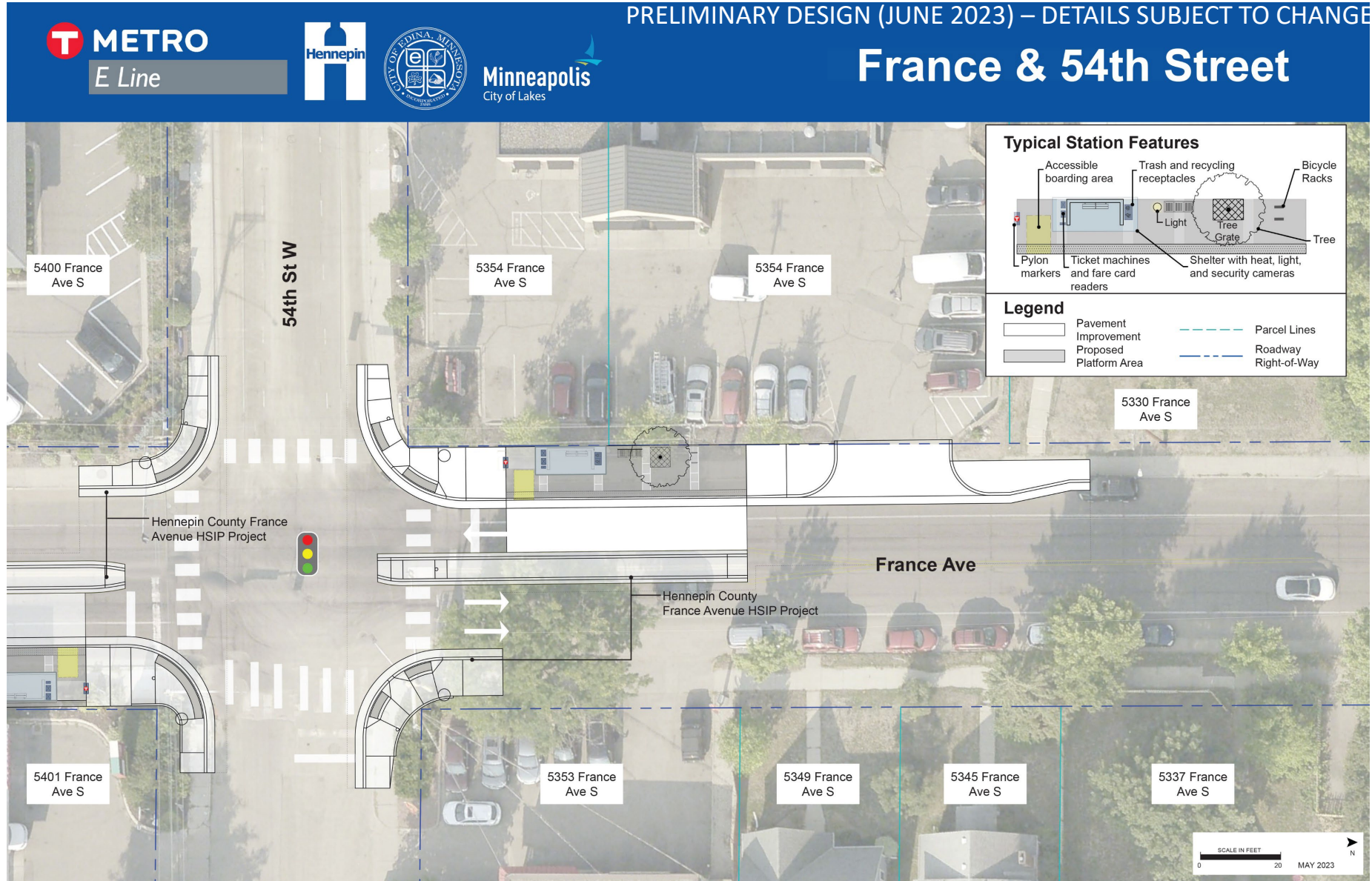
France & 54th Street - northbound

- Located at existing Route 6 stop
- Sidewalk improvements and center median to be constructed in coordination with Hennepin County



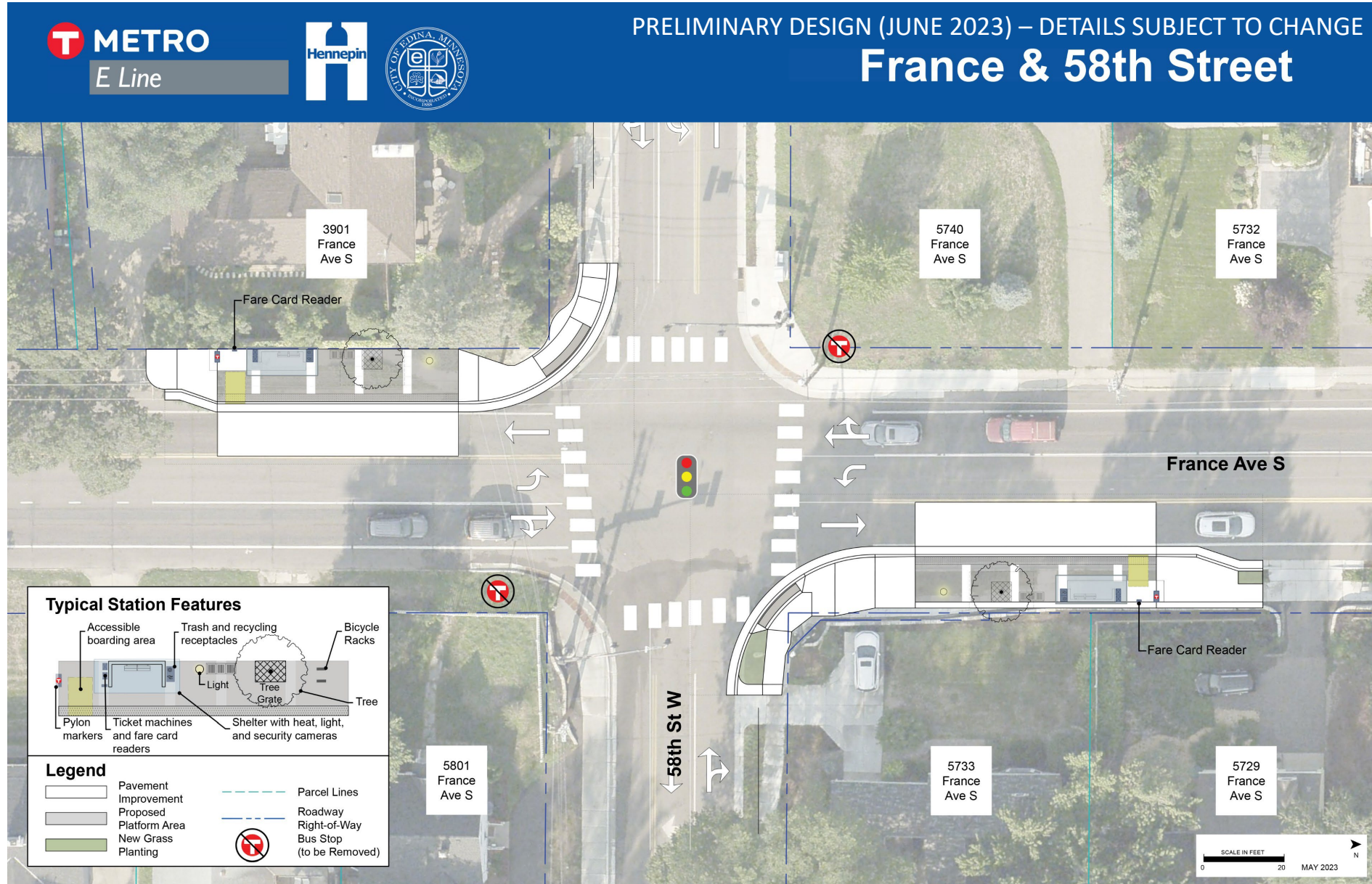
France & 54th Street - southbound

- Located at existing Route 6 stop
- Sidewalk improvements and center median to be constructed in coordination with Hennepin County



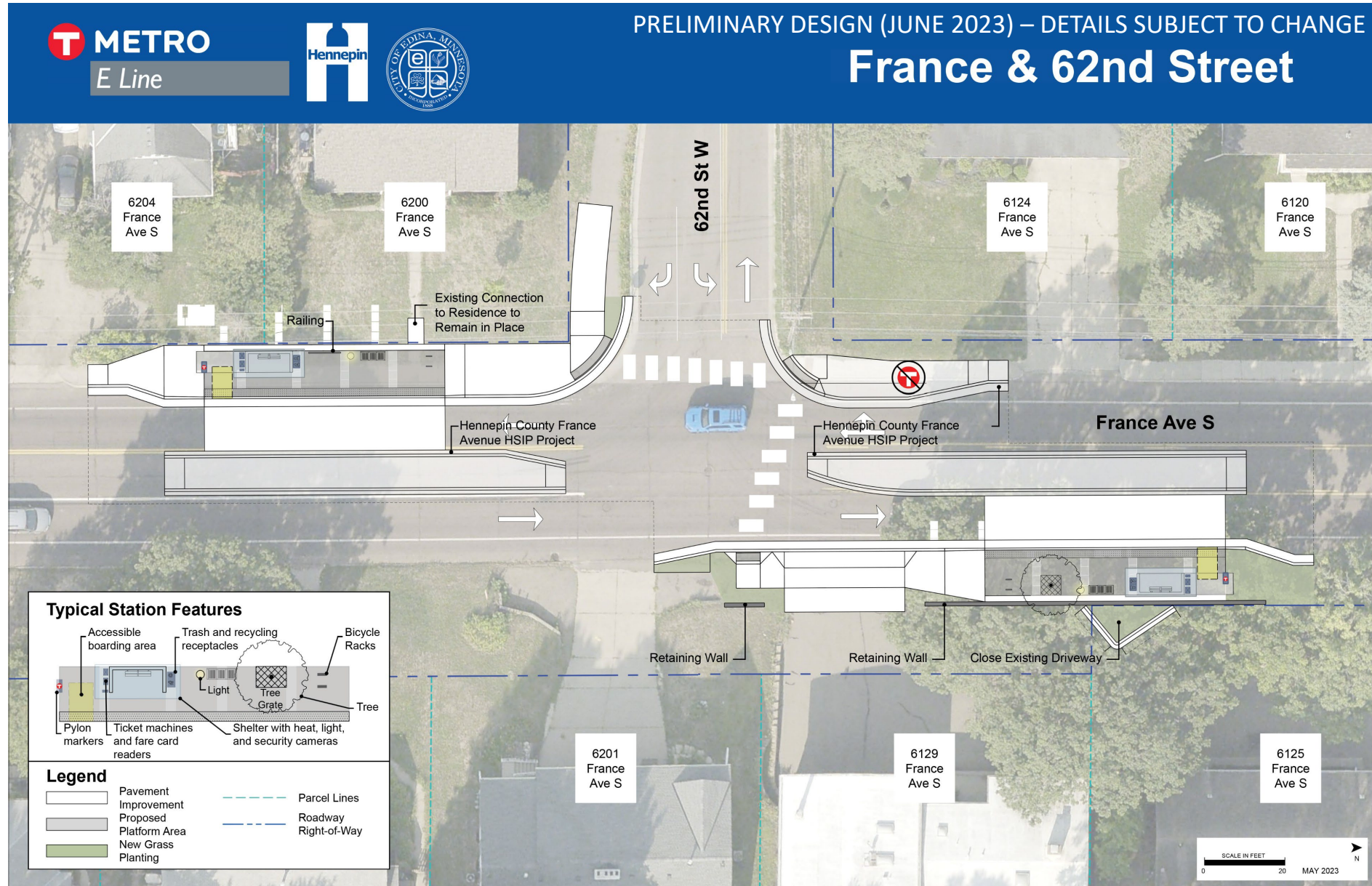
France & 58th Street

- Existing Route 6 stops to be relocated to opposite corners
- Sidewalk improvements at station corners



France & 62nd Street

- Northbound platform located at existing Route 6 stop
- Existing southbound Route 6 stop to be relocated to opposite corner
- Sidewalk improvements, curb bumpouts, and center median to be constructed in coordination with Hennepin County
 - New accessible pedestrian crossing to be added



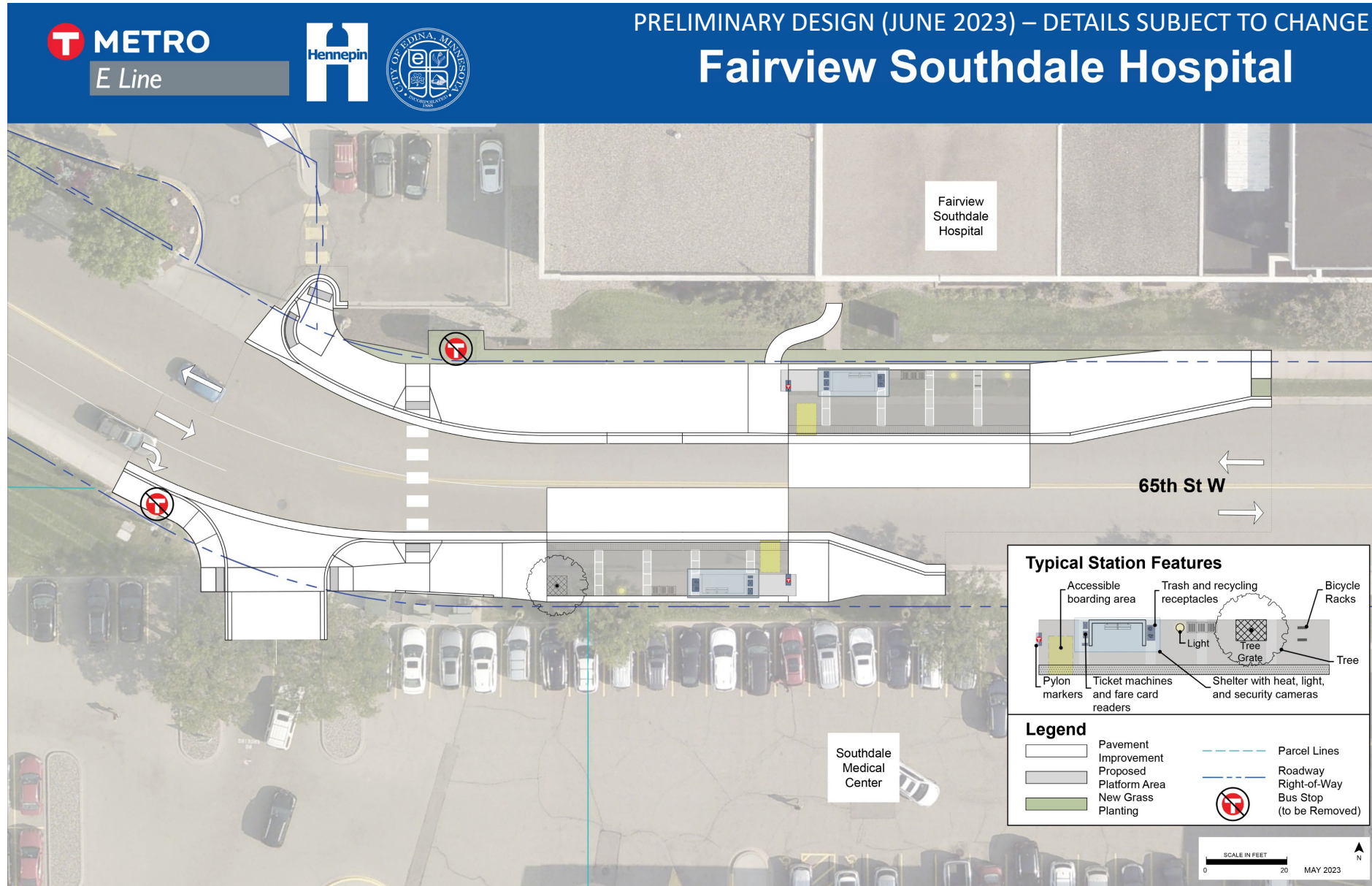


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France & 62nd Street – northbound visualization

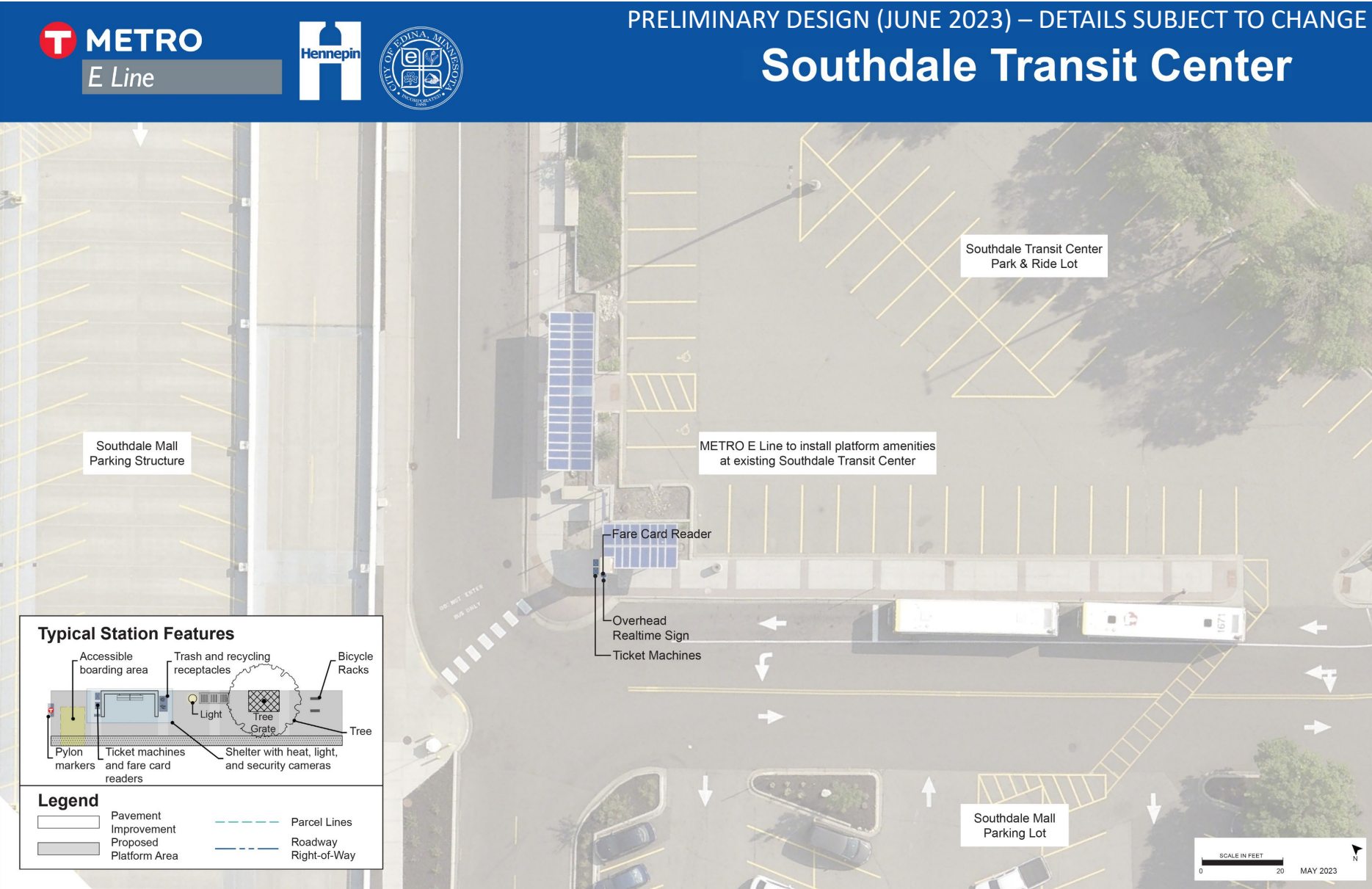
Fairview Southdale Hospital

- Existing Route 6 stops to be relocated to improve visibility at driveway exits
- Includes sidewalk improvements and lane configuration changes within station area



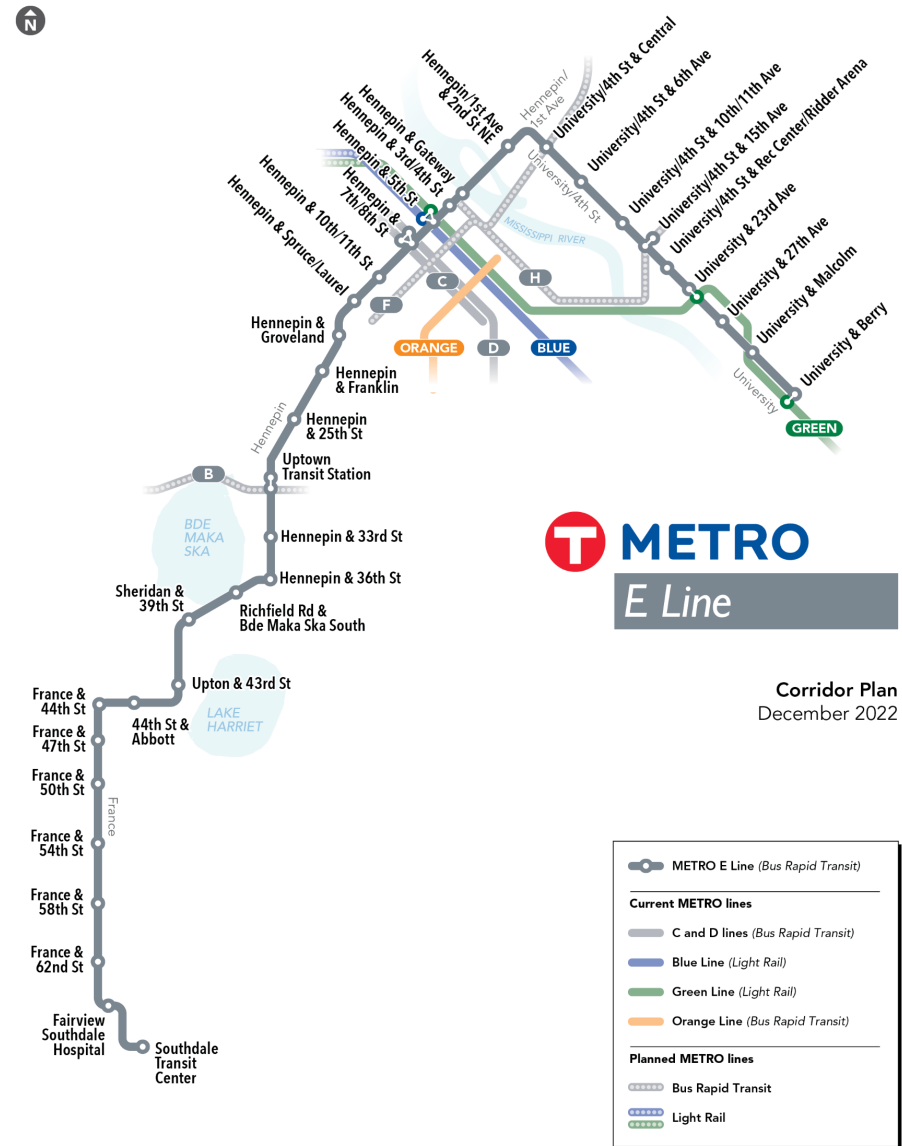
Southdale Transit Center

- First station at southern end of E Line route
- BRT amenities will be added to Southdale Transit Center
- Passenger pick up and drop off at existing Route 6 gate



Next Steps

- Continue to engage station neighbors and the broader community around preliminary design
 - Survey available through June 26 at metrotransit.org/e-line-project
- Work with cities, Hennepin County, and MnDOT to finalize project design
- Begin construction in spring 2024
- E Line service planned to begin in late 2025



Q & A

metrotransit.org/e-line-project

Questions & Answers

- Questions and answers (Q&A)
 - We will attempt to answer as many submitted questions as possible within the meeting time
 - Staff will schedule follow-up conversations if necessary
 - We ask that you please keep your questions relevant to this project
- Open house recording will be available on project website
- Metro Transit
 - Erik Thompson (Community Outreach Coordinator)
 - ELine@metrotransit.org
- E Line Website
 - <https://www.metrotransit.org/e-line-project>

Q&A Instructions

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Thank You!

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