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
  – You can like a comment or question in the “featured” questions tab

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• NOTE: For both versions, if you lose audio, check to see if you’ve paused the live meeting
• 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

PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE
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

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

PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE
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

PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE
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

PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE

**Typical Station Features**
- Accessible boarding area
- Ticket machines and fare card readers
- Shelters with heat, light, and security cameras
- Bicycle racks
- Trash and recycling receptacles

**Legend**
- Pavement Improvement
- Proposed Platform Area
- New Grass Planting
- Parcel Lines
- Roadway
- Right-of-Way
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
• 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
- Platform at new station location
- Sidewalk improvements at station corner

PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE
44th & Abbott – northbound visualization
44th & Abbott - southbound

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

PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE
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

PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE
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
• 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
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
France & 50th Street – southbound visualization
• 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

Preliminary Design (June 2023) – Details Subject to Change
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
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

PRELIMINARY DESIGN (JUNE 2023) – DETAILS SUBJECT TO CHANGE
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

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• Metro Transit
  – Erik Thompson (Community Outreach Coordinator)
  – ELine@metrotransit.org

• E Line Website
  – https://www.metrotransit.org/e-line-project
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Thank You!

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