



METRO E Line Draft Corridor Plan

Saint Anthony Park Community Council

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E Line Bus Rapid Transit Overview

- Substantial replacement of Route 6, fifth-highest ridership route
- Route 6 ridership remains high, despite nation-wide ridership impact during pandemic
- E Line is fully funded, targeted opening in 2025
- \$60 million preliminary budget, to be refined as project advances



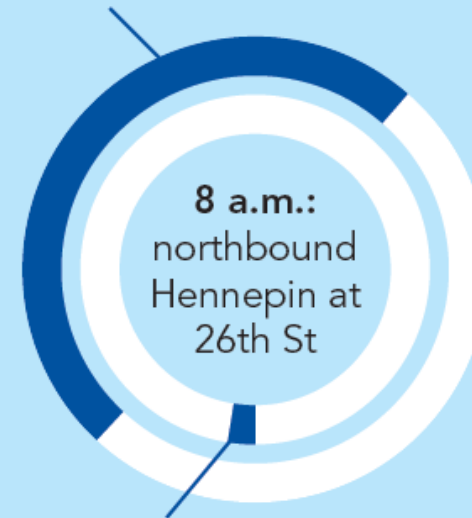
Why arterial BRT?

- Provide faster, more reliable, more attractive bus service
- Improve current slow and unreliable transit service
- Address passenger facilities inadequate for the volume of people using them
- Improve the transit experience at stops and on vehicles



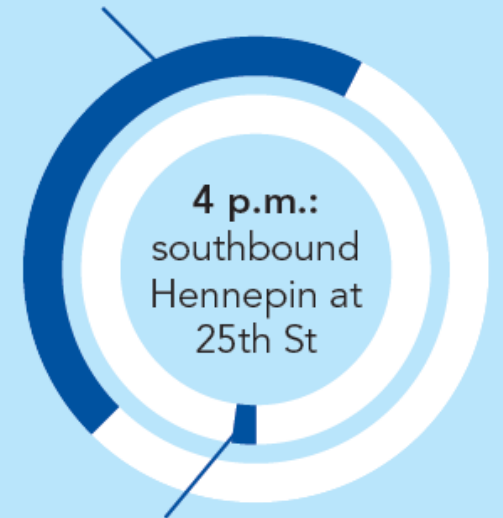
Bus mode share during peak hours

49% of corridor users



3% of corridor vehicles

45% of corridor users



2% of corridor vehicles

Sources: Metro Transit, Oct. 2017; City of Minneapolis, Jan. 2018.

What will METRO BRT stations 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 validators 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. Fixtures will match existing lights in the surrounding area (not pictured)

K Benches at stations provide a place to sit.

L Stations have bike parking.

Early planning: E Line Corridor Study (2018-2019)

- Evaluated potential terminal and alignment alternatives
- Identified concept station locations and service plan
 - E Line service would run every 10 minutes
 - Local service on Route 6 would run every 20 minutes from Minnesota Drive to downtown via Southdale and Xerxes Avenue
- E Line alignment adopted by Metropolitan Council January 2020



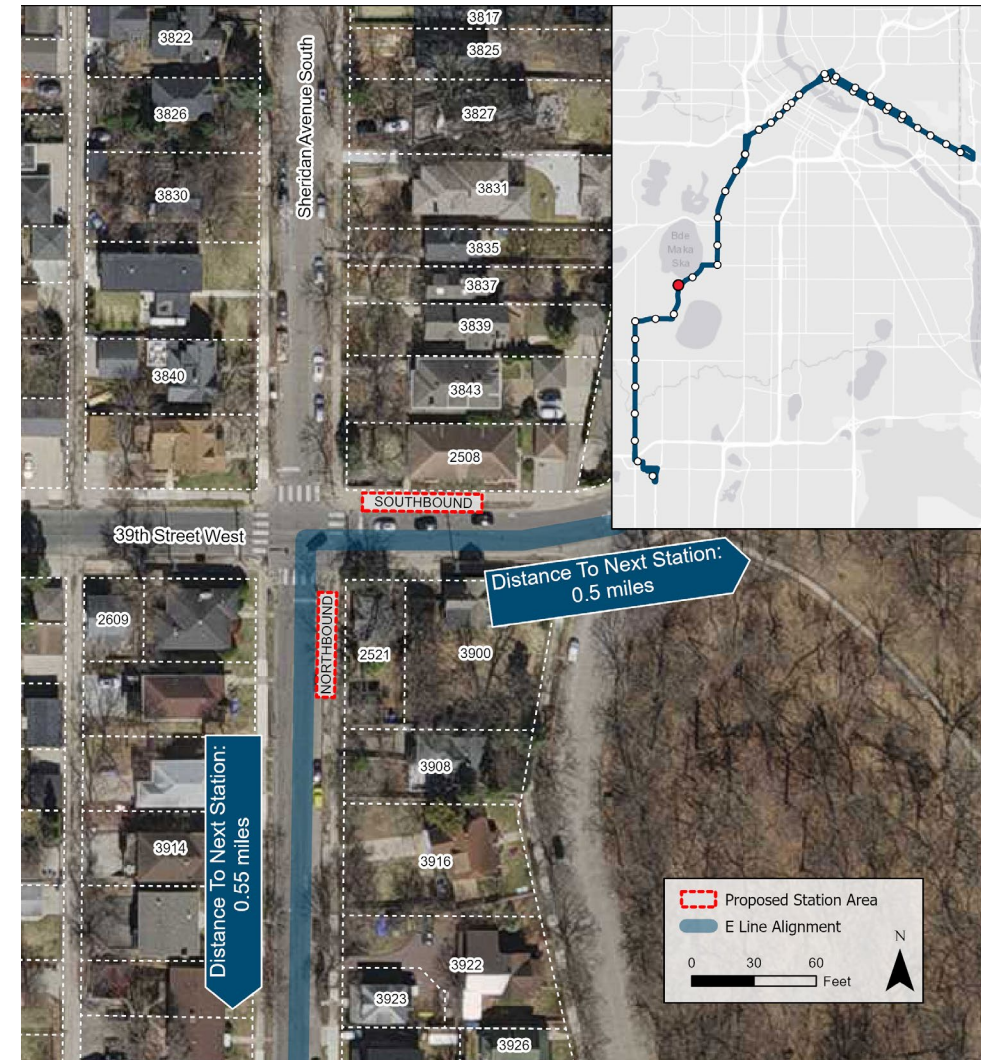
Project schedule

- E Line Corridor Study: 2018 – 2019
- Corridor Plan
 - September 2021: Release Draft Corridor Plan
 - January 2022: Recommended Corridor Plan (Council action to release for public comment)
 - March 2022: Final Corridor Plan (Council action to approve)
- Engineering: Mid-2022 – Late 2023
- Construction: 2024 – 2025
- Start of service: 2025

E Line Draft Corridor Plan

- Planned station locations:
Station intersections and
location of platforms within each
intersection

Proposed Platform Locations at Sheridan & 39th Street



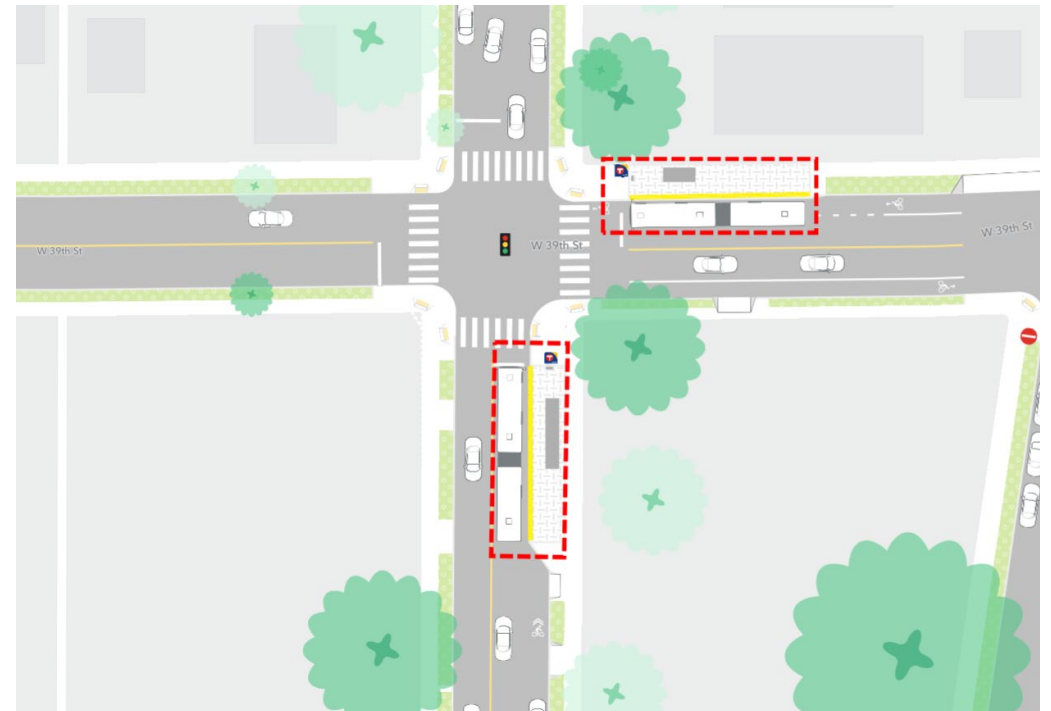
Core element of Corridor Plan: Station and Platform Locations

- Proposed platform locations developed through site-specific review
- Excludes locations that have been or will be developed in coordination with other projects
- Concept designs will evolve through coordination and engineering

Existing Sheridan & 39th Street Station Area

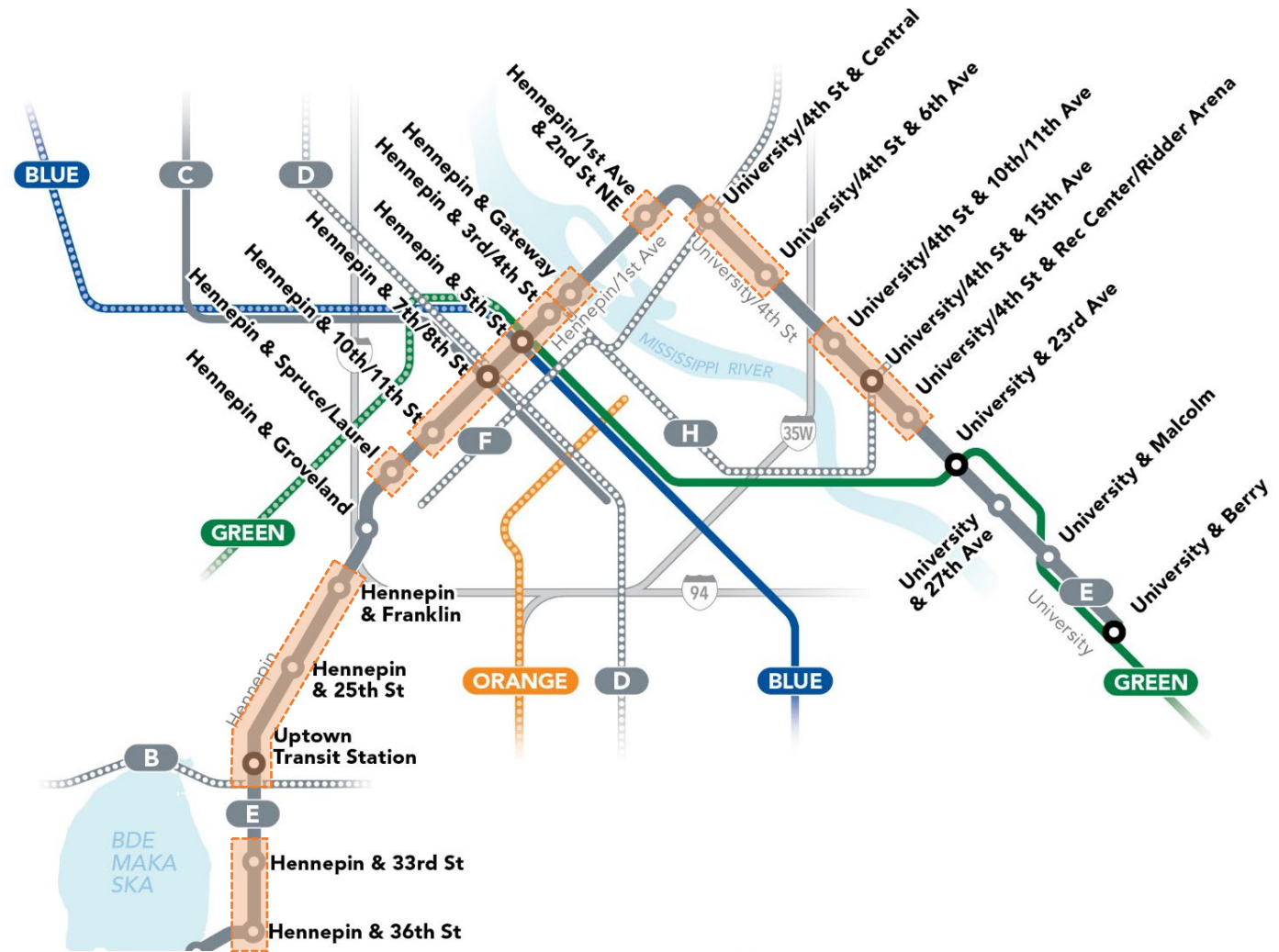


Proposed Sheridan & 39th Street Station Plan



E Line coordination with other projects

- Planning for stations located within other roadway projects has advanced in coordination with those projects
- Station plans not developed for Corridor Plan for these stations
- Metro Transit is coordinating with the City of Minneapolis and Hennepin County through other projects on potential bus-only lanes



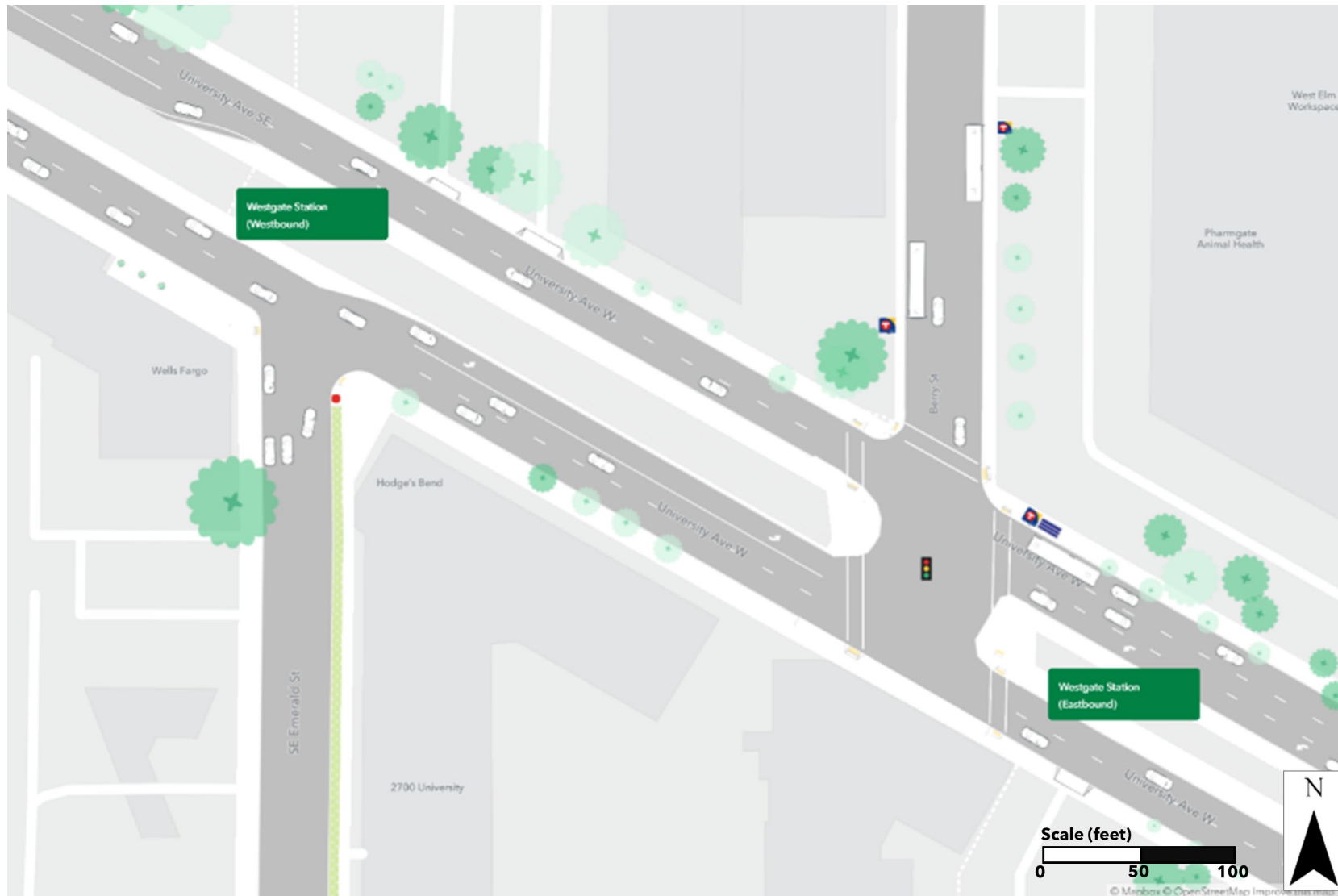
Outreach and engagement strategies

- Public comment period: September 20 – October 31
- Project website (metrotransit.org/e-line-project)
 - Key information and station concepts
 - Draft Corridor Plan
 - Corridor overview video
 - Survey form for feedback on specific stations
- Direct mailing (postcard)
- Email to subscribers and Rider Alerts
- In-person feedback at key bus stops
- Partner with community organizations and neighborhood groups along corridor
- Flyers to post along corridor
- Social media

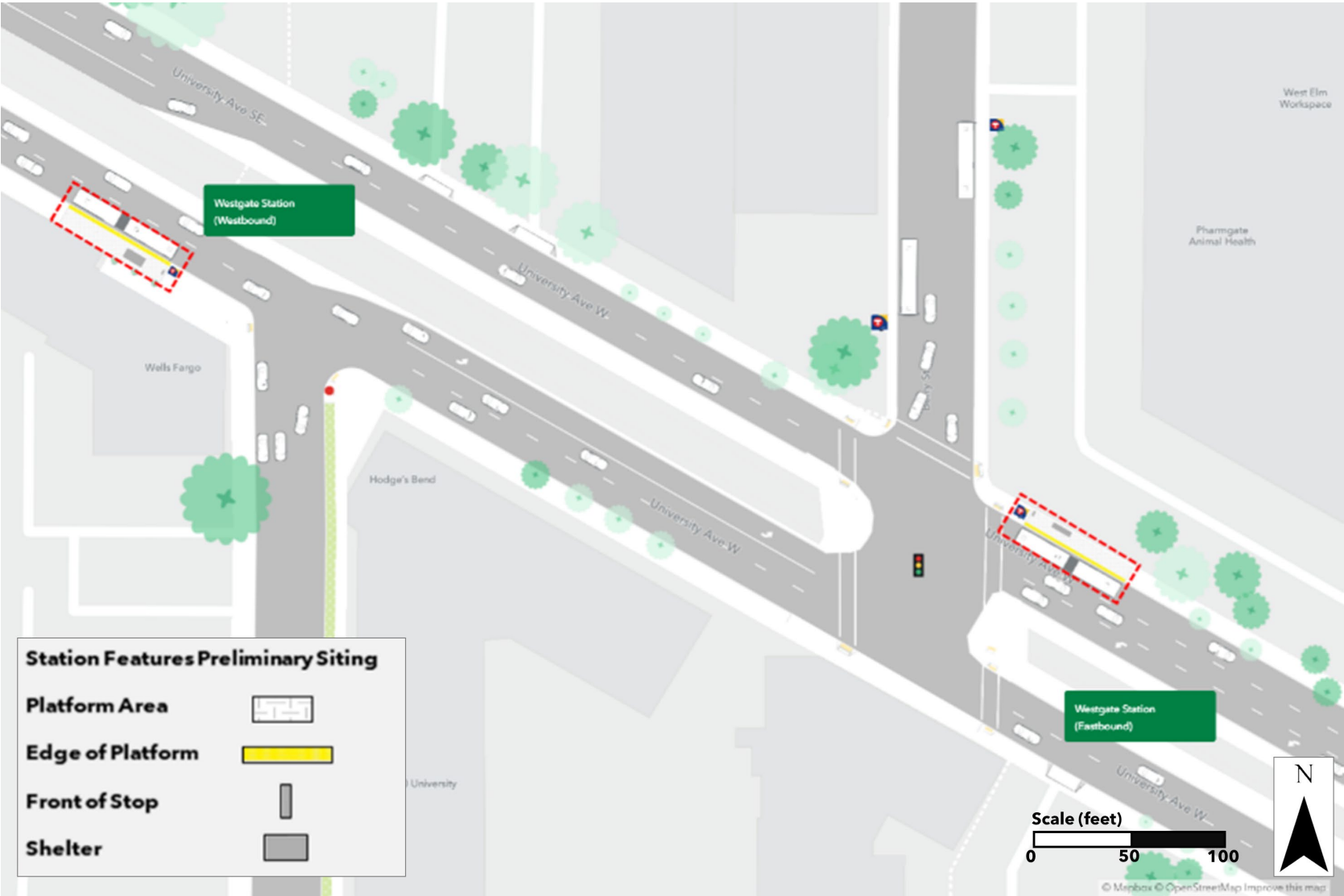
Next steps and project schedule

- Release Draft Corridor Plan and seek feedback through October 31
- Recommended Corridor Plan (Council action to release for public comment): January 2022
- Final Corridor Plan (Council action to approve): March 2022
- Engineering: Mid-2022 – Late 2023
- Construction: 2024 – 2025

Nearby Station Plans: University & Berry - Existing



Nearby Station Plans: University & Berry - Planned



- E Line is one of several arterial BRT lines planned between now and 2030

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- NetworkNEXT**
- T Metro Transit**
- February 2021
- Map showing the Metro Transit NetworkNEXT as of February 2021. The map displays the existing network (solid lines) and proposed extensions (dashed lines). Key lines include the Blue Line, Green Line, Orange Line, Red Line, A Line, B Line, C Line, D Line, E Line, F Line, G Line, H Line, Riverview Line, and Rush Line. The map covers the Minneapolis-St. Paul area, including suburbs like Brooklyn Park, Golden Valley, St. Louis Park, Edina, Richfield, and St. Paul. The Metro Transit logo and the date 'February 2021' are in the top right corner.

Current METRO network

A Line

C Line

Blue Line

Green Line

Red Line

Planned METRO network

Planned BRT

Orange Line

Green Line Extension

Gold Line

Blue Line Extension

Rush Line

Riverview Line