



METRO E Line Draft Corridor Plan

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BRT Projects

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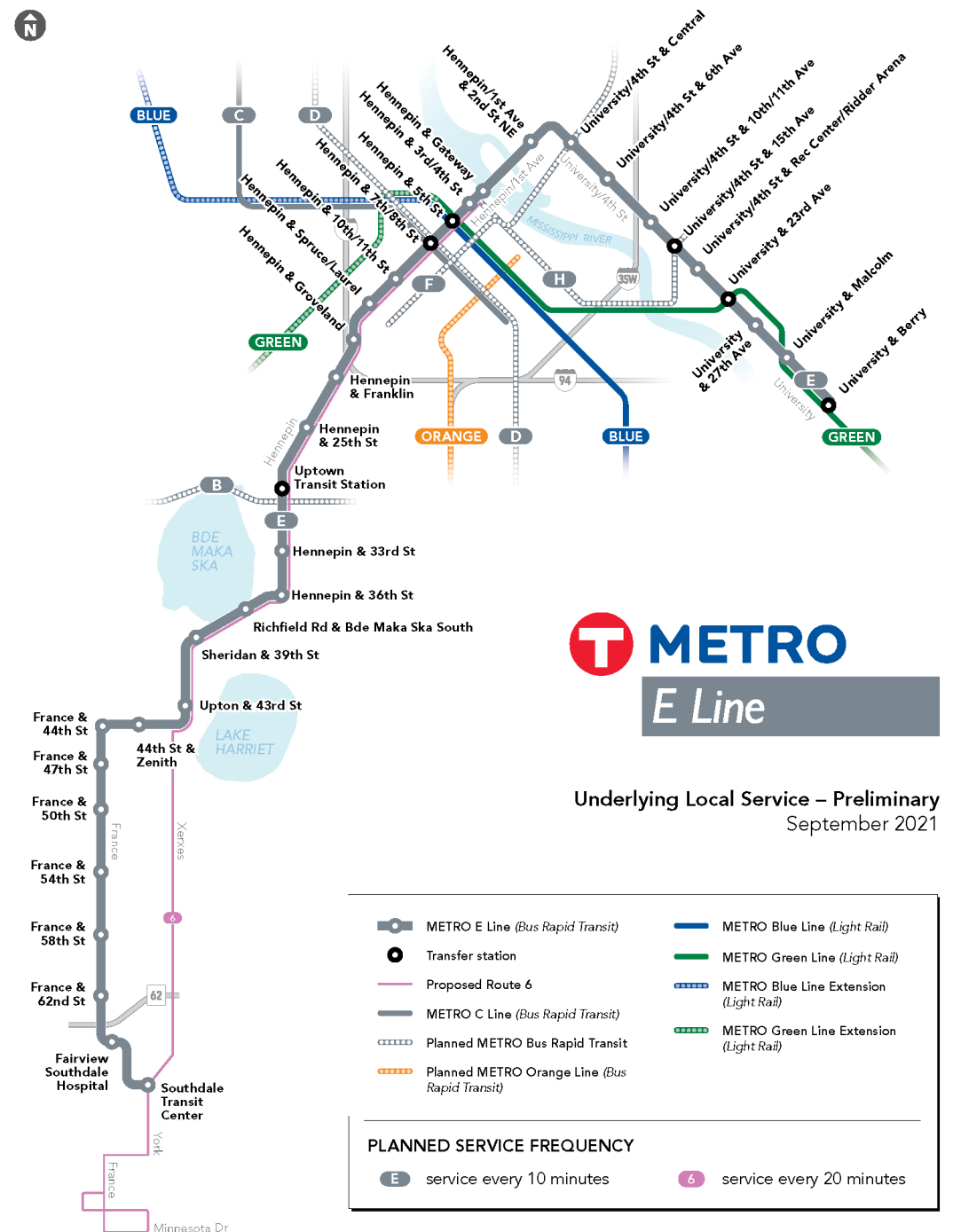
E Line Bus Rapid Transit Overview

- Substantial replacement of Route 6, fifth-highest ridership route (remains high during pandemic)
- E Line is fully funded with \$60 million preliminary budget, to be refined as project advances
- Construction targeted to begin in 2024 with targeted opening in 2025
- E Line planned service every 10 minutes for most of the day



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

- Evaluated potential terminal and alignment alternatives
- Rider and community engagement
 - Community Advisory Committee
 - Open houses
 - Online survey with interactive map
 - Door knocking and meeting riders at stops
 - Meetings with neighborhoods
 - Communications to riders and community through established channels
- E Line alignment adopted by Metropolitan Council January 2020



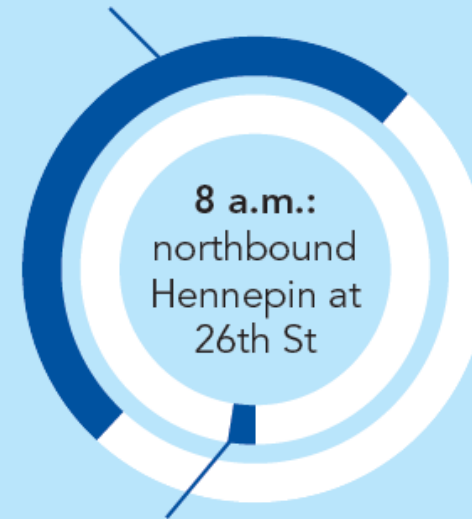
Why arterial BRT?

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



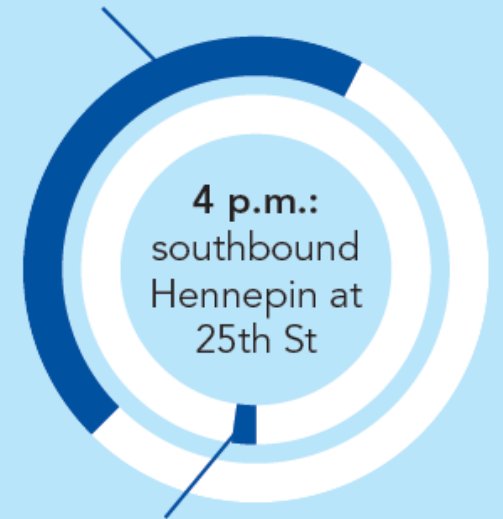
Bus mode share during peak hours

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.

Improving the existing transit experience

France Avenue & Sunnyside



Hennepin Avenue & Franklin



What will METRO BRT stations look like?



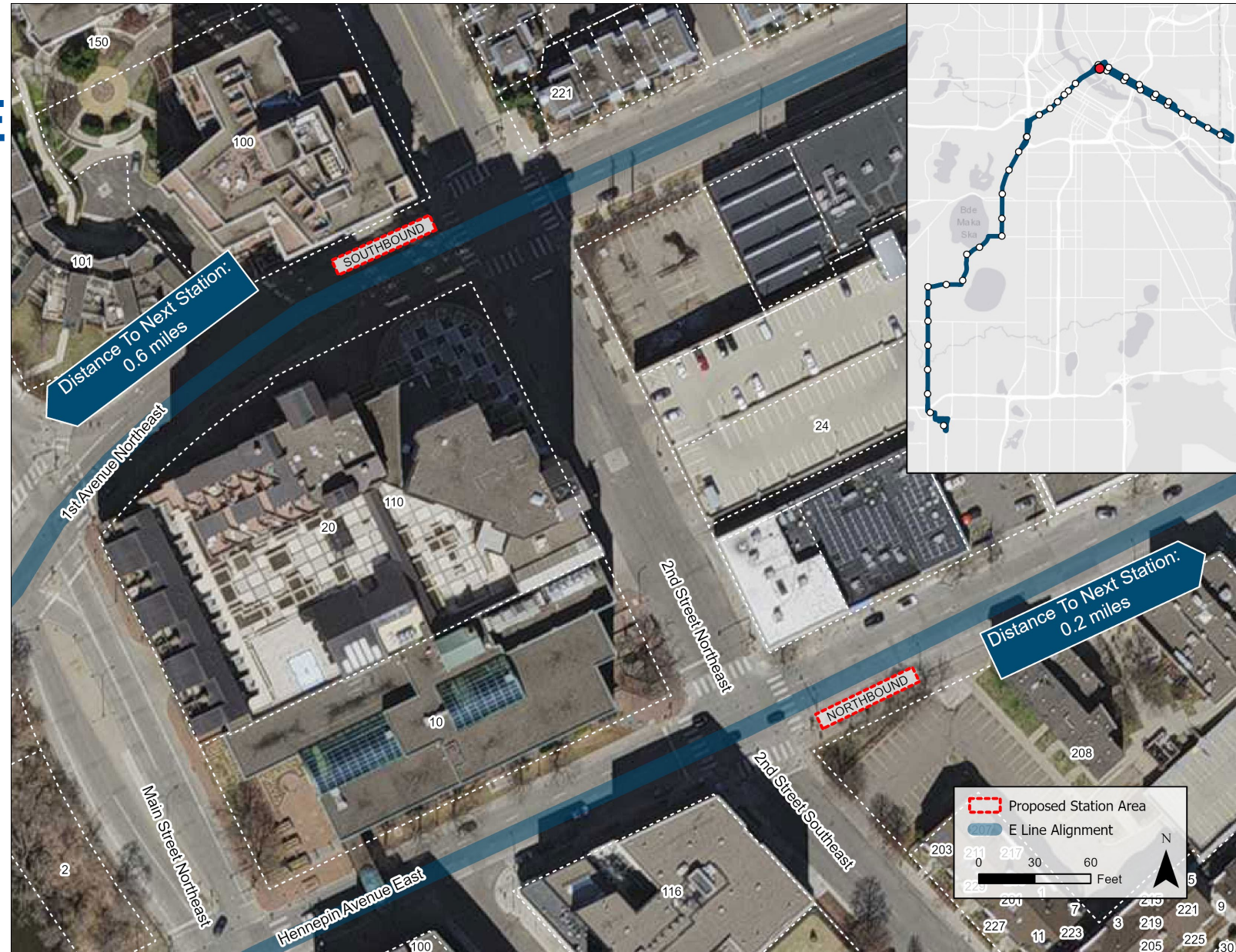
- A Pylon markers** help riders identify stations from a distance.
- B Real-time NexTrip signs** provide bus information, and on-demand **annunciators** speak this information for people with low vision.
- C Utility boxes** near station areas house necessary communications and electrical equipment. (not 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**.

Proposed Station Location at 2nd Street NE

- Serves core retail, residential, and commercial area
- Balances station spacing between 2nd Street N (downtown) and Central Avenue



Next Steps

- E Line Corridor Plan
 - Draft Corridor Plan:
 - Completed public comment period October 31
 - Recommended Corridor Plan:
 - Targeting public comment period in February 2022
 - Final Corridor Plan:
 - Metropolitan Council action to approve in March 2022
- Ongoing coordination with Hennepin and 1st Roadway Improvement project led by Hennepin County
 - Concept design
 - Outreach and engagement