METRO E Line Draft Corridor Plan

Kyle O’Donnell Burrows, Sr. Planner, BRT Projects
Yumi Nagaoka, Community Outreach and Engagement Coordinator

Village Lofts Condo Association, 11/9/2021
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
Improving the existing transit experience

France Avenue & Sunnyside

Hennepin Avenue & Franklin
What will METRO BRT stations look like?

- **Pylon markers** help riders identify stations from a distance.
- **Real-time NextTrip signs** provide bus information, and on-demand **annunciators** speak this information for people with low vision.
- **Utility boxes** near station areas house necessary communications and electrical equipment (not pictured).
- **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).
- **Ticket machines** and **fare card validators** collect all payment before customers board the bus.
- **Emergency telephones** provide a direct connection to Metro Transit police. Stations also feature **security cameras**.
- **Stations feature trash and recycling containers.**
- **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.
- **Platform areas** are distinguished by a dark gray concrete pattern.
- 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).
- **Benches** at stations provide a place to sit.
- **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