



METRO E Line Recommended Corridor Plan Marcy Holmes Infrastructure Committee March 28, 2022

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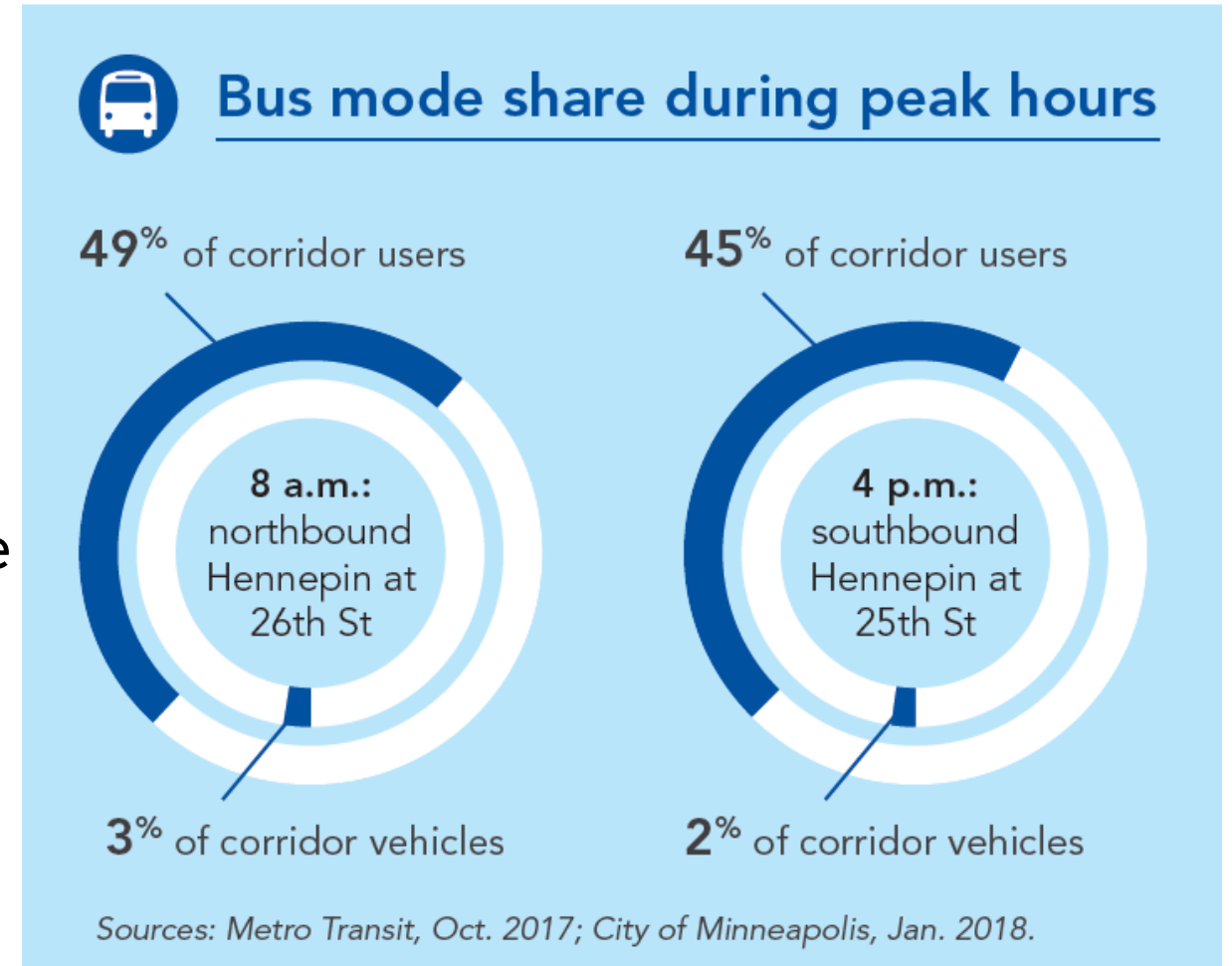
E Line BRT Overview

- 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



Improving the existing transit experience

France Avenue & Sunnyside



Hennepin Avenue & Franklin



What will METRO E Line 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**.



E Line Planning Process

- Corridor Study to define alignment: 2018-2019
 - Metropolitan Council approved alignment in January 2020
- Corridor Plan to define station locations: 2020-2022
 - Release Draft Corridor Plan: September 2021
 - Public comment period: Sept 20 – Oct 31
 - Release Recommended Corridor Plan (March 2022)
 - **Public comment period: March 9 – April 8**
 - Metropolitan Council action to approve final corridor plan in May 2022
- Engineering: Fall 2022 – Late 2023
 - Details about exact shelter placement, street furnishings, tree impacts and new plantings, and construction plans
- Construction: 2024-2025



Corridor Plan Contents

- Locations: station intersections and locations of platforms within each intersection
- Corridor context:
 - Concept bus service plan
 - Priorities for bus priority treatments and bus only lanes to meet speed and reliability goals

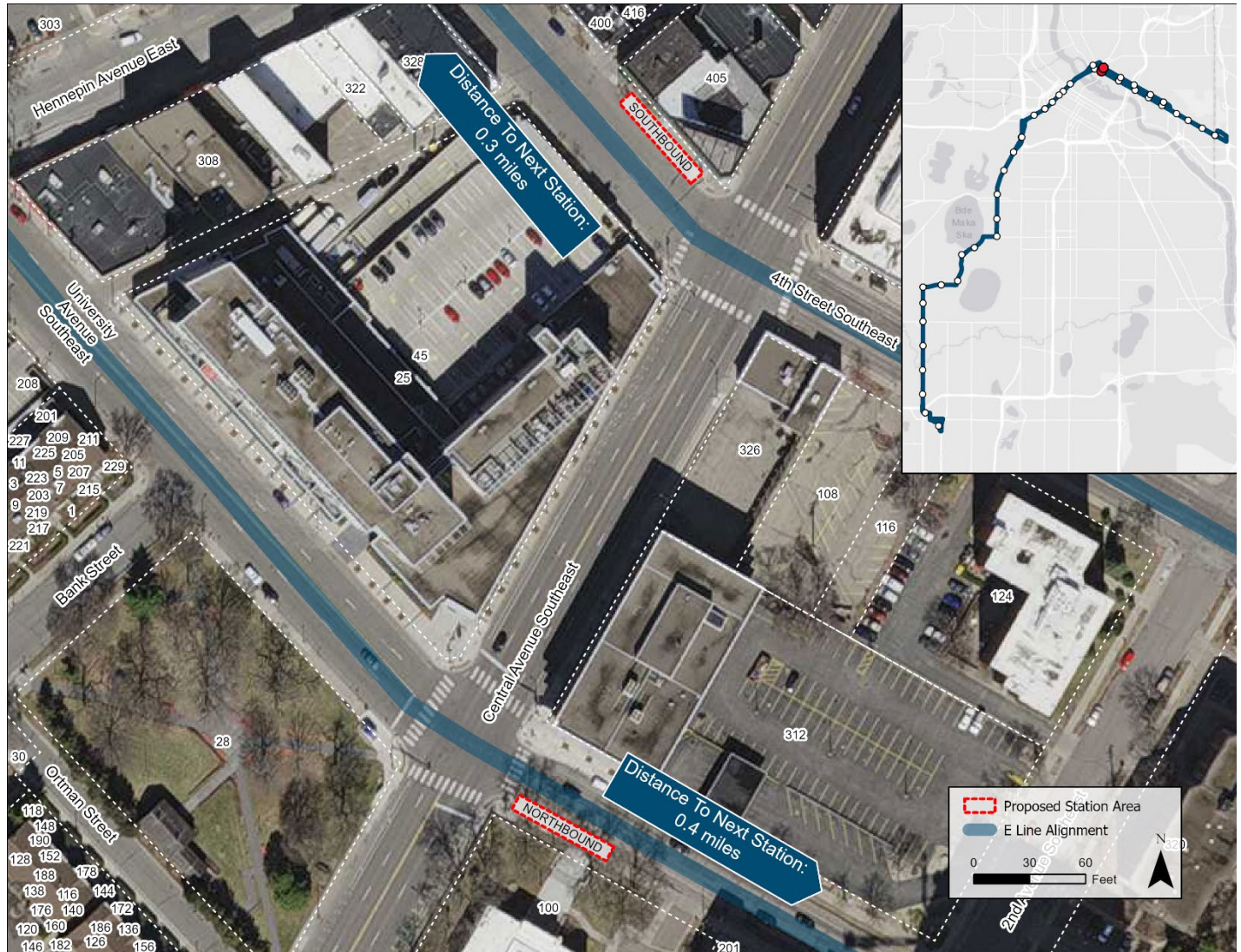


Next steps

- Seeking feedback on Recommended Corridor Plan
 - Metropolitan Council to consider authorizing release of recommended corridor plan on March 9 for public review and comment
 - Pending Council action, 30-day public comment period open from **March 9 to April 8**
 - Review recommended corridor plan and provide comment at:
 - metrotransit.org/e-line-corridor-plan
 - eline@metrotransit.org
- Final Corridor Plan – Metropolitan Council action to approve in May 2022

University/4th Street & Central

- Platform design coordinated with future MnDOT-led project
- Southbound platform proposed on 4th Street farside (northwest) corner of intersection
- Northbound platform proposed on University Avenue farside (southeast) corner of intersection



University/4th Street & 6th Avenue

- Platform design coordinated with future MnDOT-led roadway project
- Southbound platform proposed on 4th Street nearside (northeast) corner of intersection
- Northbound platform proposed on University Avenue farside (southeast) corner of intersection



University/4th Street & 11th/10th Avenue

- Platform design coordinated Hennepin County-led roadway project
- Southbound platform proposed on 4th Street on nearside (northeast) corner of 10th Avenue
- Northbound platform proposed on University Avenue on farside (southeast) corner of 11th Avenue



University/4th Street & 15th Avenue

- Platform design coordinated Hennepin County-led roadway project
- Southbound platform proposed on 4th Street on farside (northwest) corner of 15th Avenue
- Northbound platform proposed on University Avenue on nearside (southeast) corner of 15th Avenue

