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

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**Bus mode share during peak hours**

- **8 a.m.: northbound Hennepin at 26th St**
  - 49% of corridor users
- **4 p.m.: southbound Hennepin at 25th St**
  - 45% of corridor users

- **3% of corridor vehicles**
- **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 E Line stations look like?

1. Pylon markers help riders identify stations from a distance.
2. Real-time NextTrip signs provide bus information and on-demand announcements, speak this information for people with low vision.
3. Utility boxes near station areas house necessary communications and electrical equipment (not pictured).
4. Shelters provide weather protection and feature push button, on-demand heaters and shelter lighting. Shelter sizes will vary based on customer demand (not shown here).
5. Ticket machines and fare card validators collect all payment before customers board the bus.
6. Emergency telephones provide a direct connection to Metro Transit police. Stations also feature security cameras.
7. Stations feature trash and recycling containers.
8. Platform edges are marked with a caution textured warning strip to keep passengers safely away from the curb while the bus approaches. Many stations also feature raised curbs for easier boarding.
9. Platform areas are distinguished by a dark grey concrete pattern.
10. Some stations have pedestrian-scale light fixtures to provide a safe, walkable environment. Fixtures will match existing lights in the surrounding area (not pictured).
11. Benches at stations provide a place to sit.
12. 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
• 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