



METRO E Line

1st Avenue & 2nd Street NE Station

Additional analysis based on draft plan feedback

Village Lofts and Village Brownstones
February 3, 2022

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Agenda

- Review planning process and proposed platform location in draft corridor plan
- Feedback received on the draft corridor plan
- Review alternatives analyzed and recommendation
- Next steps
- Questions

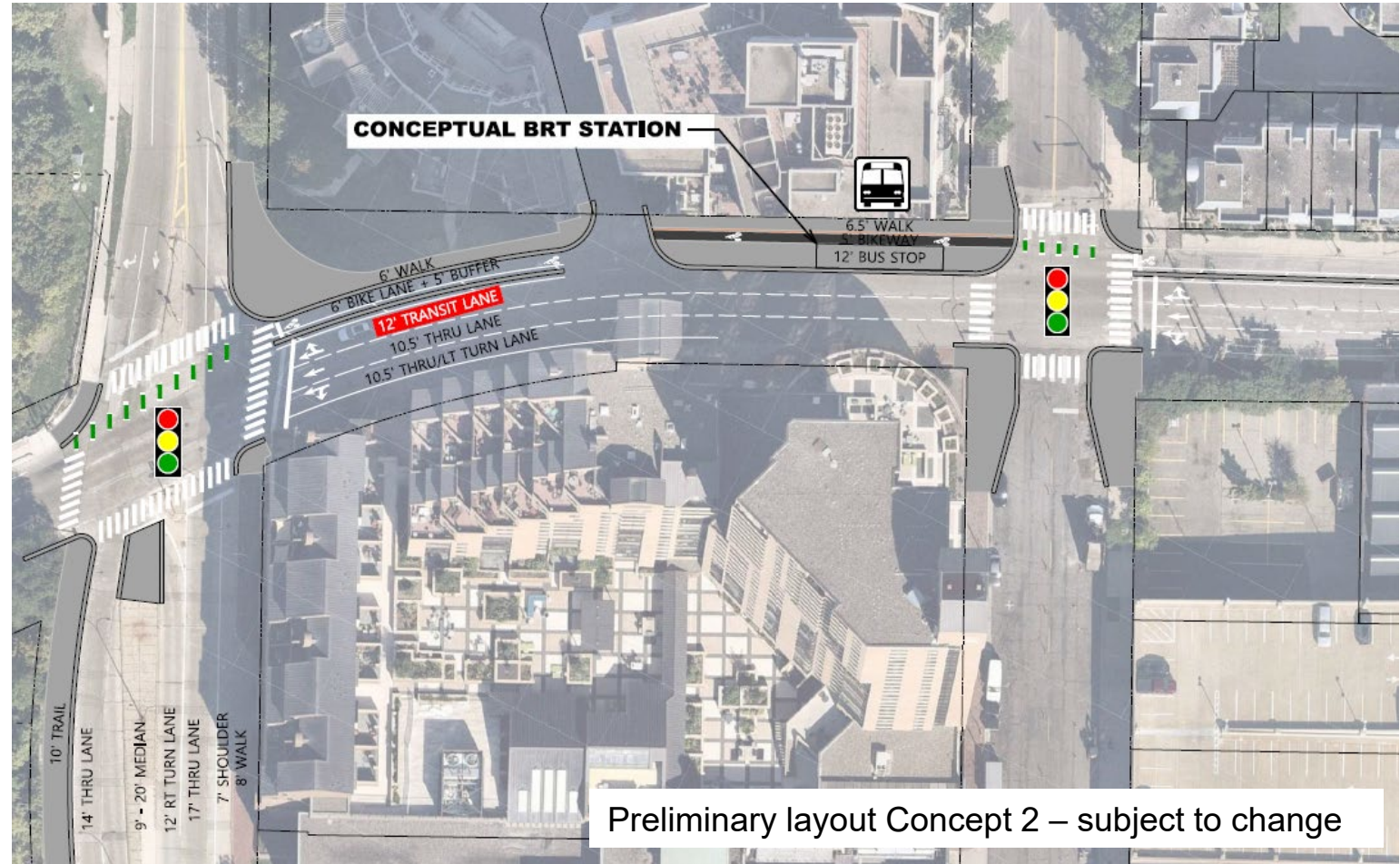
E Line Planning Process Review

- E Line Corridor Study
 - Evaluated potential terminal and alignment alternatives
 - E Line alignment adopted by Metropolitan Council January 2020
- E Line Corridor Plan
 - Finalize E Line Station and Platform locations
 - **Draft Corridor Plan**
 - Draft station and platform locations
 - Fall 2021 public feedback
 - **Recommended Corridor Plan (we are here)**
 - Revised plan based on draft feedback
 - March 8 – April 9 public feedback
 - **Final Corridor Plan**
 - Met Council Action to approve in May 2022



Proposed platform location at 1st Avenue & 2nd Street NE

- Platform location proposed on the farside (southwest) corner of the intersection
- E Line platform location, design, and construction coordinated with Hennepin and First roadway improvement project led by Hennepin County

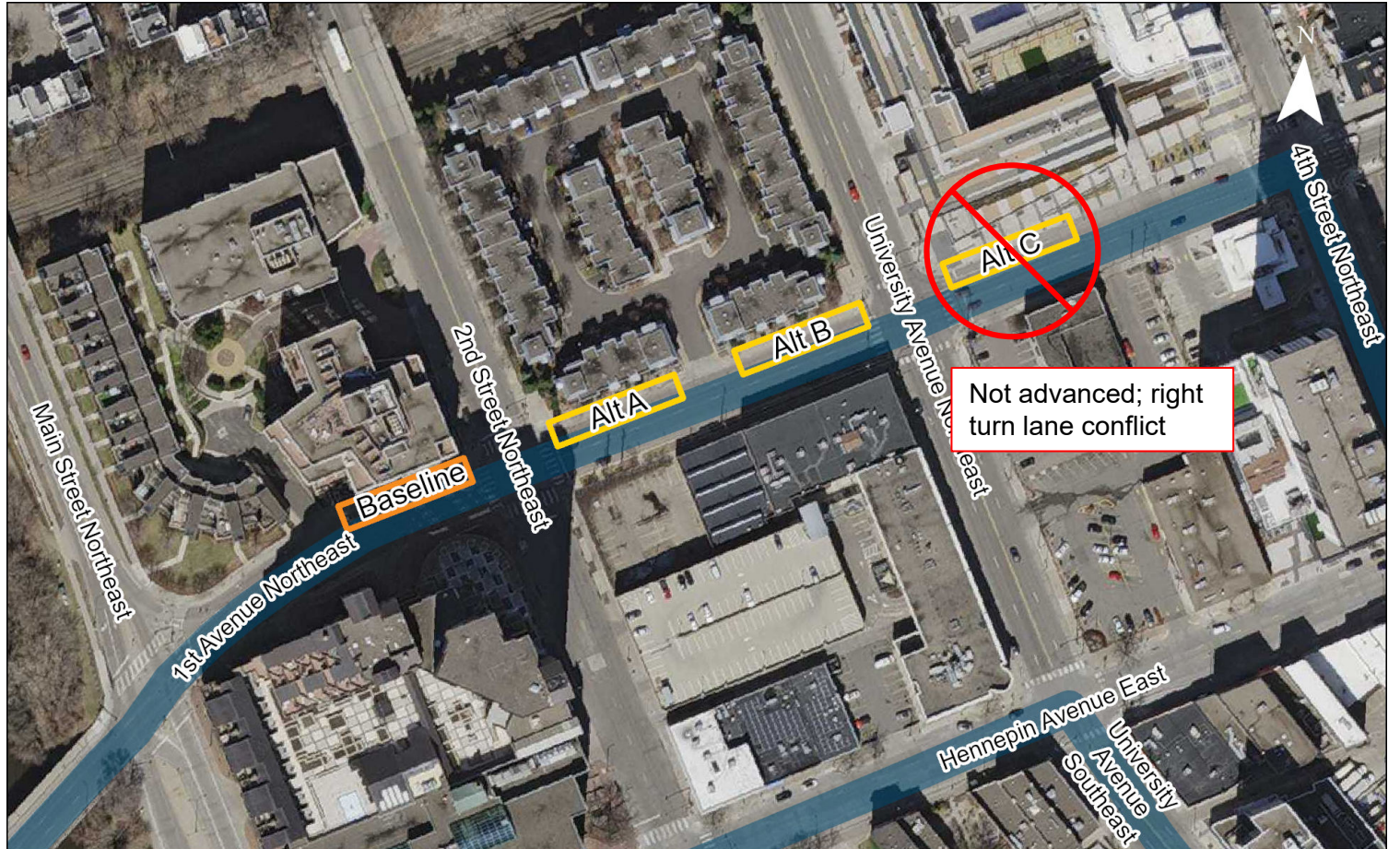


Feedback received on station location

- Concerns raised about station location:
 - Concerns that existing sidewalk space is too narrow for platform and pedestrian space and shelter would be too close to Village Lofts building
 - Concerns about complicated traffic operation with dedicated right-turn lane onto Main Street
 - Concern that platform would use curb space currently used for loading under annual obstruction permit
 - Concern that platform and bus operations could disrupt access to driveway
- Request to consider additional alternatives platform locations

Additional alternatives analyzed

- **Baseline Location:** 1st Ave NE and 2nd St NE farside
- **Alternative A:** 1st Ave NE and 2nd St NE nearside
- **Alternative B:** 1st Ave NE and University Ave farside
- **Alternative C:** 1st Ave NE and University Ave nearside
 - not advanced

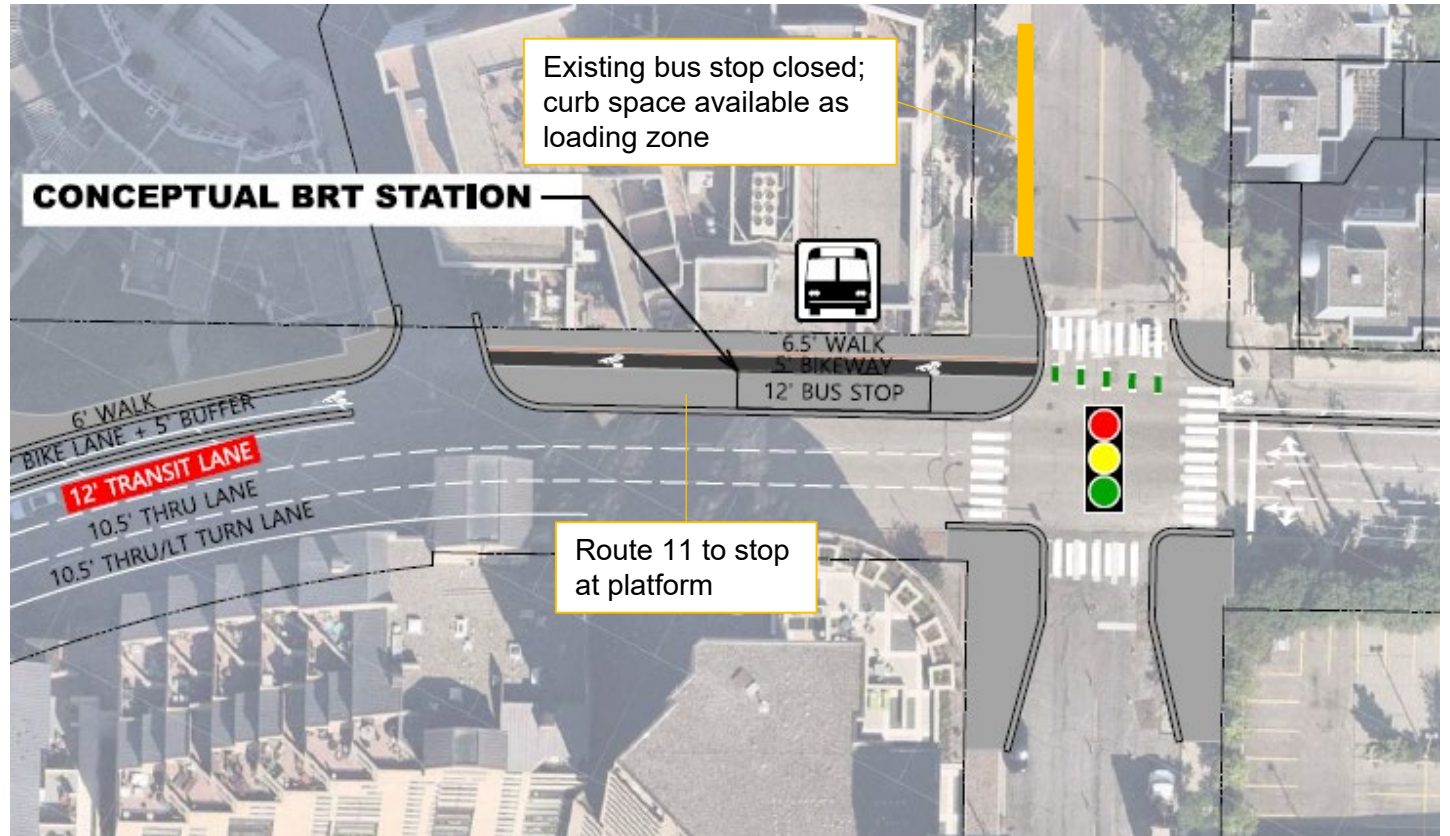


Additional analysis of alternatives

Key to symbols		Green = Preferred	Yellow = Not Preferred	Orange = Undesirable
Factor	Baseline 1st Ave NE and 2nd St NE farside	Alternative A 1st Ave NE and 2nd St NE nearside	Alternative B 1st Ave NE and University Ave farside	
Safe pedestrian crossings	Encourages crossing at intersection	Encourages crossing at intersection	Encourages crossing at intersection	
Access to destinations	Balances access to commercial center with access to De La Salle High School	Closer access to commercial center with longer distance from De La Salle High School	Closer access to commercial center with longer distance from De La Salle High School	
Meets guidelines for station spacing	Station between 1/4-1/2 mile to previous station	Station between 1/4-1/2 mile to previous station	Station closer than 1/4 mile to previous station	
Available effective right-of-way/ pedestrian space	Space available to meet needed widths BRT platform, bicycle facility, and pedestrian space.	Space not available to meet needed widths for BRT platform, bicycle facility, and pedestrian space.	Space not available to meet needed widths for BRT platform, bicycle facility, and pedestrian space.	
Speed and reliability	Farside platform location at signalized intersection reduces likelihood of stopping at red light	Nearside platform location at signalized intersection increases likelihood of stopping at red light	Farside platform location at signalized intersection reduces likelihood of stopping at red light	
Concerns identified by station neighbors	On-street parking and loading	0 parking spaces removed due to platform; existing loading area may be accommodated on 2nd Street NE	0 spaces removed	0 spaces removed
	Storefront or residential visibility	Limited potential effect on residential visibility	Some potential effect on residential visibility	Some potential effect on residential visibility
	Trees and other public amenities	2 trees potentially disturbed; design will consider preservation and/or replacement	No trees potentially disturbed, potential disruption to private landscaping	No trees potentially disturbed, potential disruption to private landscaping
	Interference with right turn only lane onto Main Street	No conflict. Right turn lane is removed in Hennepin/1st roadway plans	No conflict. Right turn lane is removed in Hennepin/1st roadway plans	No conflict. Right turn lane is removed in Hennepin/1st roadway plans
Recommendation	Retain platform in recommended plan	Do not advance	Do not advance	

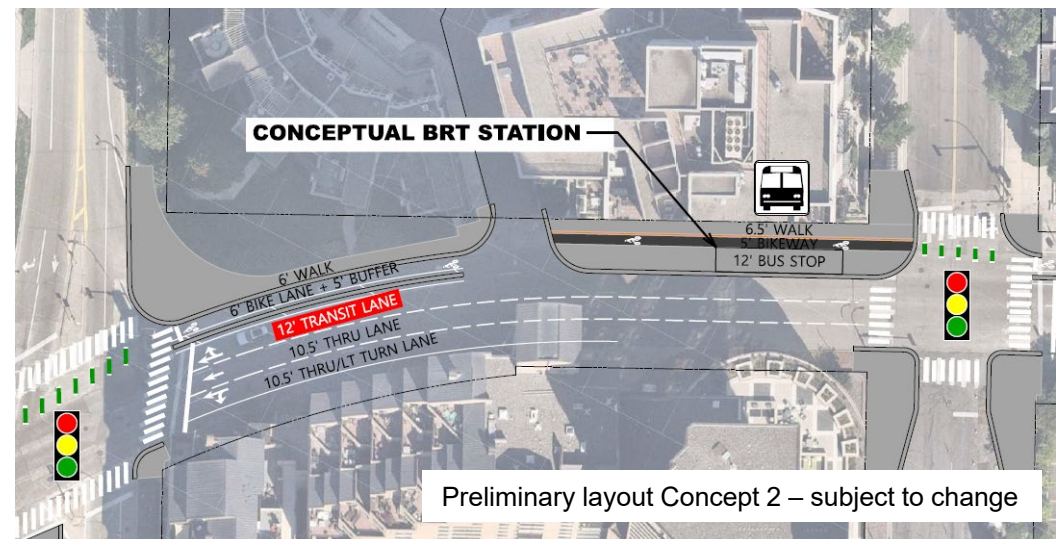
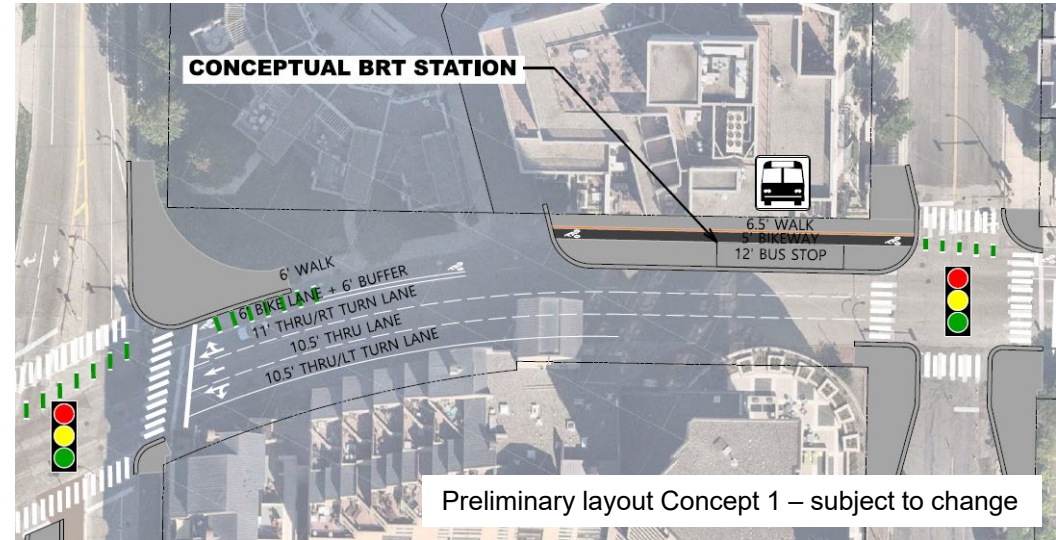
On-street loading zone

- Existing bus stop on 2nd Street NE will be closed, Route 11 will stop at platform
- Curb space becomes available for obstruction permit for loading
- Shifting loading area from 1st Avenue will reduce visibility impact due to parked vehicles



Right-turn lane change in proposed layouts

- Existing right-turn-only lane will be removed under both roadway layout concepts under consideration
- Bus-only lane in Concept 2 will be shared bus-only and right turn lane
- Shared right turn and through lane will reduce need for last-minute lane shifts



Driveway visibility and operations

- Bus stops and shelters near driveways are common throughout region
- Shelter and pylon location will retain adequate sight distance between driveway and 1st Avenue
- Drivers pulling out of driveway can make right turn in front of stopped bus or wait until bus pulls away from platform



Driveway visibility and operations

- Vehicle stacking on 1st Ave at Main St similar in proposed concepts as existing conditions
- Improved driveway operations with combined shared thru / right turn lane on 1st Ave
- Space behind bus at platform for left turning traffic from 2nd Street



Next steps

- Seeking feedback on Recommended Corridor Plan
 - Metropolitan Council to authorize release of recommended corridor plan on March 9 for public review and comment
 - 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