METRO E Line
1st Avenue & 2nd Street NE Station
Additional analysis based on draft plan feedback

Village Lofts and Village Brownstones
February 3, 2022

Kyle O’Donnell Burrows, Metro Transit
Yumi Nagaoka, Metro Transit
Josh Potter, Hennepin County
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

Not advanced; right turn lane conflict
<table>
<thead>
<tr>
<th>Factor</th>
<th>Baseline 1st Ave NE and 2nd St NE farside</th>
<th>Alternative A 1st Ave NE and 2nd St NE nearside</th>
<th>Alternative B 1st Ave NE and University Ave farside</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe pedestrian crossings</td>
<td>Encourages crossing at intersection</td>
<td>Encourages crossing at intersection</td>
<td>Encourages crossing at intersection</td>
</tr>
<tr>
<td>Access to destinations</td>
<td>Balances access to commercial center with access to De La Salle High School</td>
<td>Closer access to commercial center with longer distance from De La Salle High School</td>
<td>Closer access to commercial center with longer distance from De La Salle High School</td>
</tr>
<tr>
<td>Meets guidelines for station spacing</td>
<td>Station between 1/4-1/2 mile to previous station</td>
<td>Station between 1/4-1/2 mile to previous station</td>
<td>Station closer than 1/4 mile to previous station</td>
</tr>
<tr>
<td>Available effective right-of-way/ pedestrian space</td>
<td>Space available to meet needed widths for BRT platform, bicycle facility, and pedestrian space.</td>
<td>Space not available to meet needed widths for BRT platform, bicycle facility, and pedestrian space.</td>
<td>Space not available to meet needed widths for BRT platform, bicycle facility, and pedestrian space.</td>
</tr>
<tr>
<td>Speed and reliability</td>
<td>Farside platform location at signalized intersection reduces likelihood of stopping at red light</td>
<td>Nearside platform location at signalized intersection increases likelihood of stopping at red light</td>
<td>Farside platform location at signalized intersection reduces likelihood of stopping at red light</td>
</tr>
<tr>
<td>On-street parking and loading</td>
<td>0 parking spaces removed due to platform; existing loading area may be accommodated on 2nd Street NE</td>
<td>0 spaces removed</td>
<td>0 spaces removed</td>
</tr>
<tr>
<td>Storefront or residential visibility</td>
<td>Limited potential effect on residential visibility</td>
<td>Some potential effect on residential visibility</td>
<td>Some potential effect on residential visibility</td>
</tr>
<tr>
<td>Trees and other public amenities</td>
<td>2 trees potentially disturbed; design will consider preservation and/or replacement</td>
<td>No trees potentially disturbed, potential disruption to private landscaping</td>
<td>No trees potentially disturbed, potential disruption to private landscaping</td>
</tr>
<tr>
<td>Interference with right turn only lane onto Main Street</td>
<td>No conflict. Right turn lane is removed in Hennepin/1st roadway plans</td>
<td>No conflict. Right turn lane is removed in Hennepin/1st roadway plans</td>
<td>No conflict. Right turn lane is removed in Hennepin/1st roadway plans</td>
</tr>
<tr>
<td>Recommendation</td>
<td>Retain platform in recommended plan</td>
<td>Do not advance</td>
<td>Do not advance</td>
</tr>
</tbody>
</table>
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 the region.
- Shelter and pylon location will retain adequate sight distance between the driveway and 1st Avenue.
- Drivers pulling out of the driveway can make a right turn in front of the stopped bus or wait until the bus pulls away from the 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