METRO E Line
1st Avenue SE & 2nd Street NE Station Location Discussion

April 16, 2022

METRO

Agenda

- Brief review of E Line station planning history
- Review concerns raised about recommended platform location
  - Pedestrian and bicycle safety
  - Residents entering and exiting driveway
  - Fire safety/access and resident security
  - Traffic on 1st Ave NE
  - Village Lofts delivery and loading
- Next steps

E Line Planning Process

- 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**
    - Revised plan based on draft feedback
    - March 8 – April 9 public feedback
  - **Final Corridor Plan**
    - Metropolitan Council Action to approve in May/June 2022

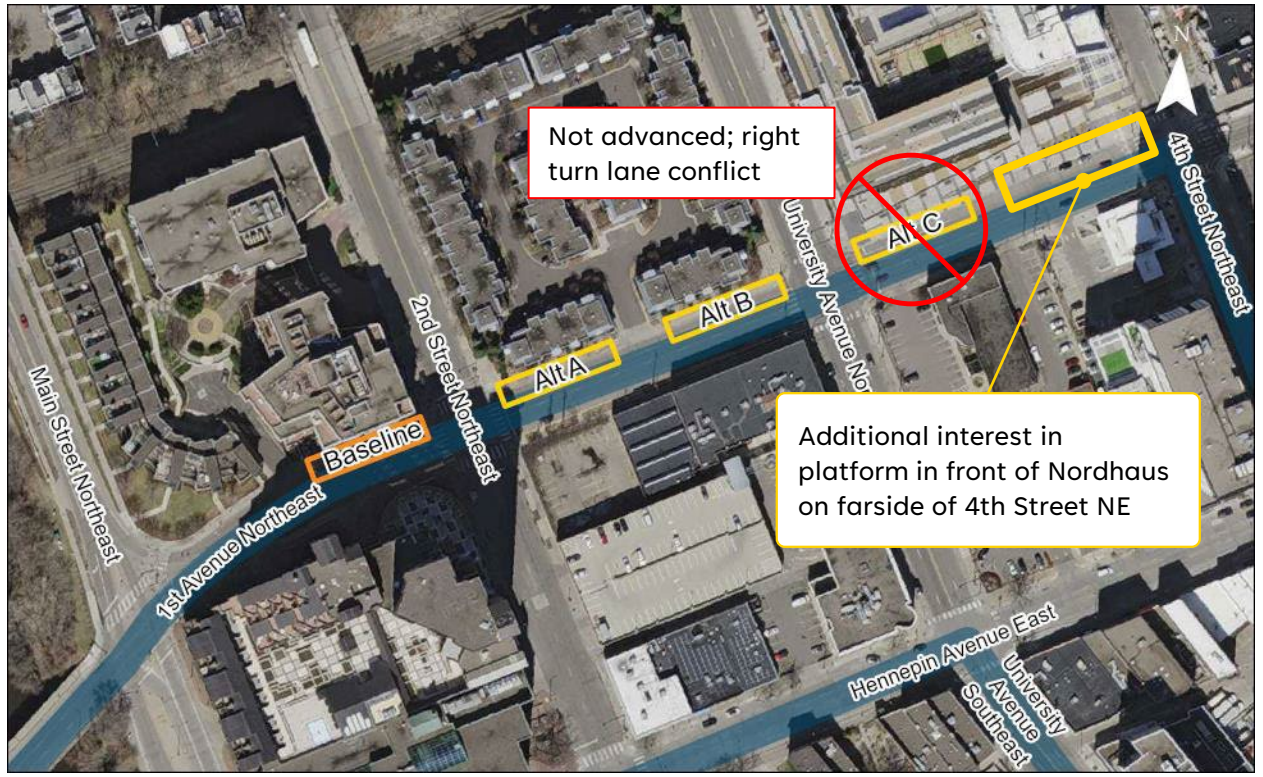
Recap of feedback process at 1st Ave & 2nd St NE

- November 2021:
  - Initial meeting with Village Lofts board members, included on-site walk through
- November – January:
  - Based on concerns raised, Metro Transit conducted additional analysis of alternative locations, retained recommended platform location
- February 2022:
  - Follow up meeting to review the additional analysis and recommendation
- March – April 2022:
  - Metro Transit received additional concerns regarding recommended platform location
- April 2022:
  - Follow up meeting to review and discuss additional concerns

Recap: Additional alternatives analyzed in Recommended Plan

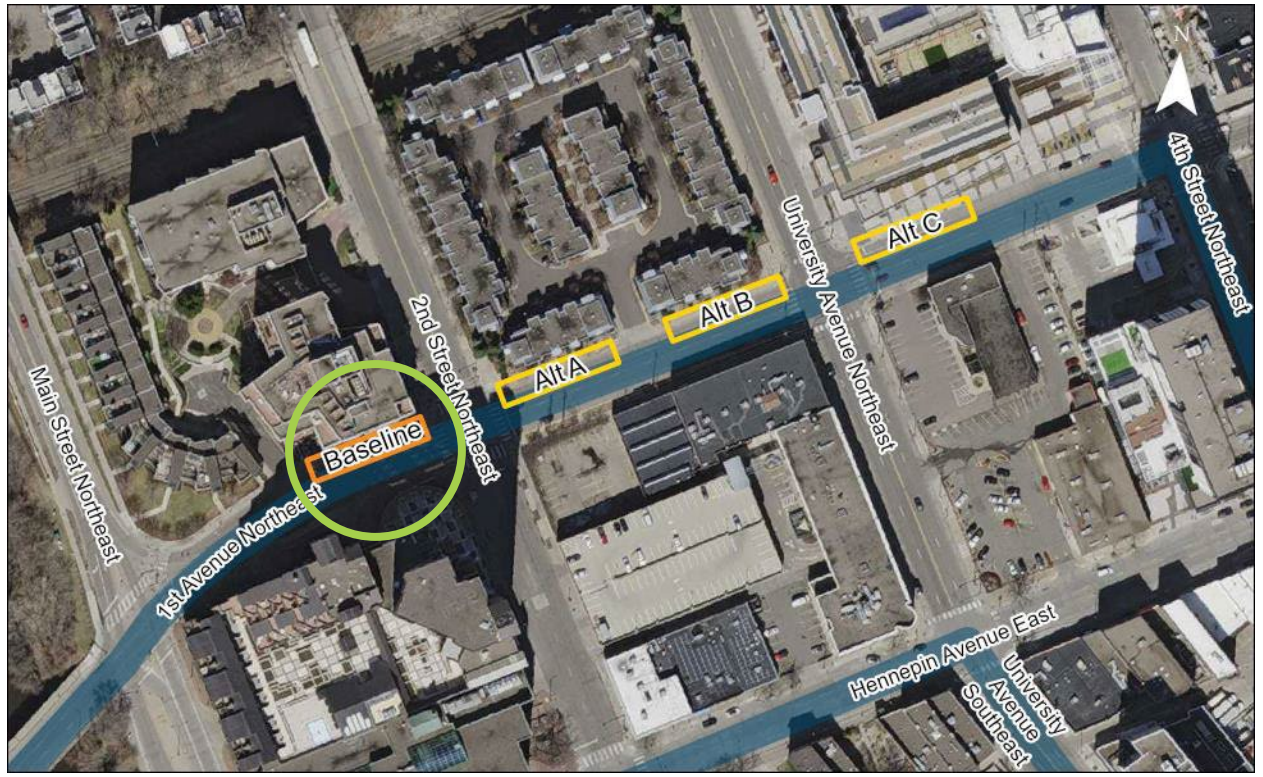
- **Baseline Location:** 1st Ave NE and 2nd St NE farside
- **Alternative A:** 1st Ave NE and 2nd St NE nearside
- **Alternative B:** 1st Ave NE and University Ave farside
- **Alternative C:** 1st Ave NE and University Ave nearside
  - not advanced

- Additional interest in platform location farside of 4th Street NE
  - Initial review and was not analyzed in more detail:
    - Too close to Central Avenue platform location
    - Operational challenges from making left turn to fully align with platform curb



Retain recommended platform location

- Balances station spacing distance
- Balances access to residential and commercial district with access to key destinations like DeLaSalle High School/ Nicollet Island
- Space available for BRT platform, bicycle facility, and pedestrian space
- Have worked with City and County throughout design process to ensure platform placement is safe for all users



Recommended Platform Location - existing

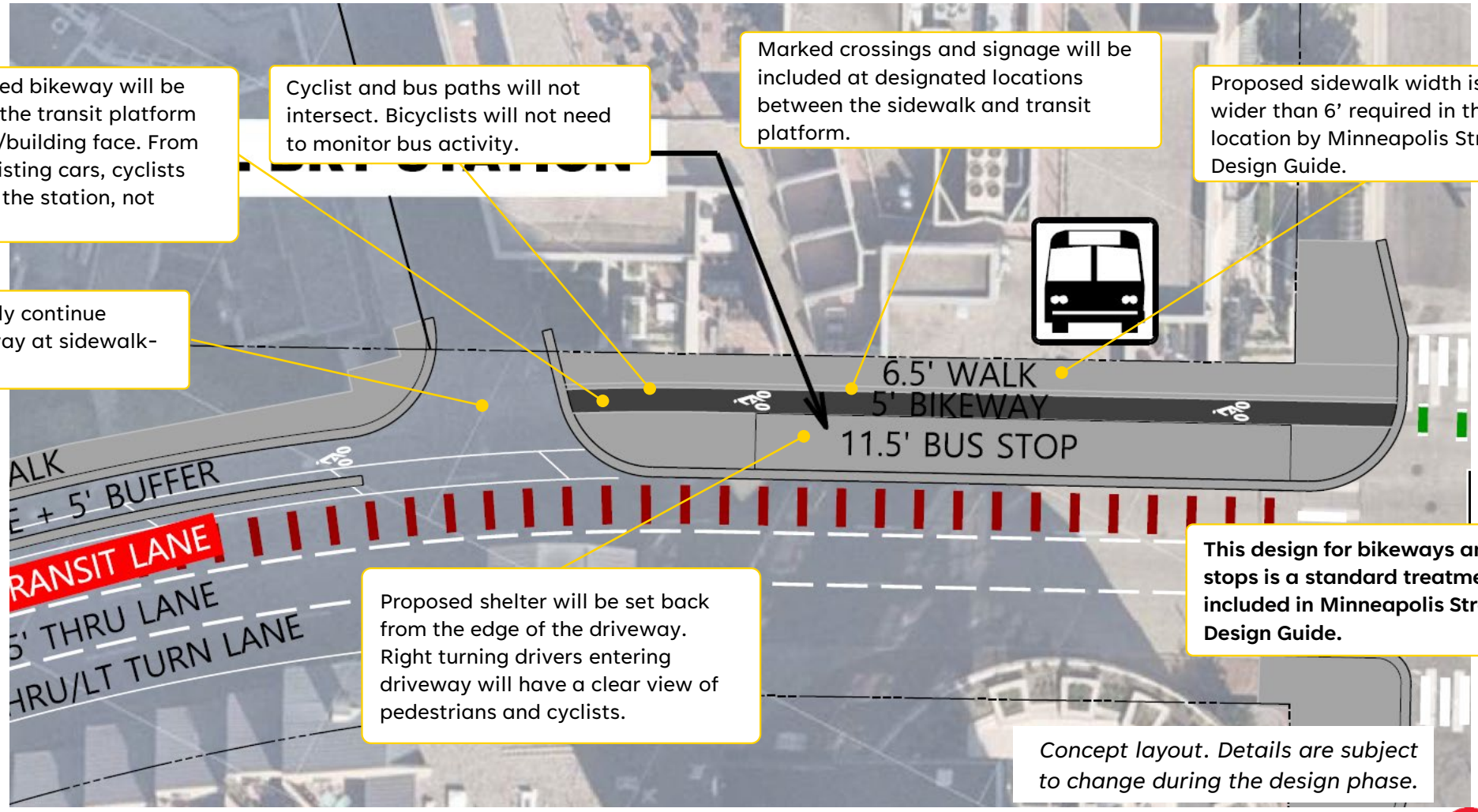
Recommended Platform Location - proposed

Concept rendering. Details are subject to change during the design phase.

Pedestrian and bicycle safety

Concern raised:	Response:
• There is very high pedestrian traffic along the south side of the 100 2nd St. NE building	• Pedestrian Counts show an average counts of about 20 pedestrians per hour with a maximum of 60 pedestrians per hour. The 6.5’ sidewalk will adequately allow for pedestrians to traverse the sidewalk adjacent to the transit platform and bikeway.
• Bikers will be challenged to navigate while monitoring bus activity and additional pedestrian activity near the station.	• This design for bikeways / bus stops is a standard treatment included in the City of Minneapolis Street Design Guide. • Bicyclist and bus paths will not intersect in the proposed design. Bicyclists will not need to monitor bus activity but will need to pay attention for pedestrians and driveway users. • Like other transit platforms with protected bikeways behind, marked pedestrian crossings and signage will be included at designated pedestrian crossing locations between the sidewalk and the transit platform.
• A 6’5” sidewalk is not wide enough to safely protect pedestrians sandwiched between the bikeway and building	• Proposed 6.5’ sidewalk width is wider than 6’ required in this location in the Minneapolis Street Design Guide. 6.5’ is comparable to existing pedestrian access route.
• Bikers will not be readily visible when exiting cars are looking through the station for oncoming traffic.	• Vehicles entering and exiting driveway will have to watch for cyclists on the bikeway. Shelter placement at this site will not interfere with visibility entering or existing the driveway. • Proposed protected bikeway will be located between the transit platform and the sidewalk and building face. From the perspective of exiting cars, bikers will be in front of the station. • The shelter will be set back from the edge of the driveway providing a clear view of the sidewalk and bikeway for right-turning vehicles into the driveway.

Pedestrian and bicycle safety



Proposed protected bikeway will be located between the transit platform and the sidewalk/building face. From perspective of existing cars, cyclists will be in front of the station, not behind.

Cyclist and bus paths will not intersect. Bicyclists will not need to monitor bus activity.

Marked crossings and signage will be included at designated locations between the sidewalk and transit platform.

Proposed sidewalk width is wider than 6' required in this location by Minneapolis Street Design Guide.

Bike lane will likely continue across the driveway at sidewalk-level

Proposed shelter will be set back from the edge of the driveway. Right turning drivers entering driveway will have a clear view of pedestrians and cyclists.

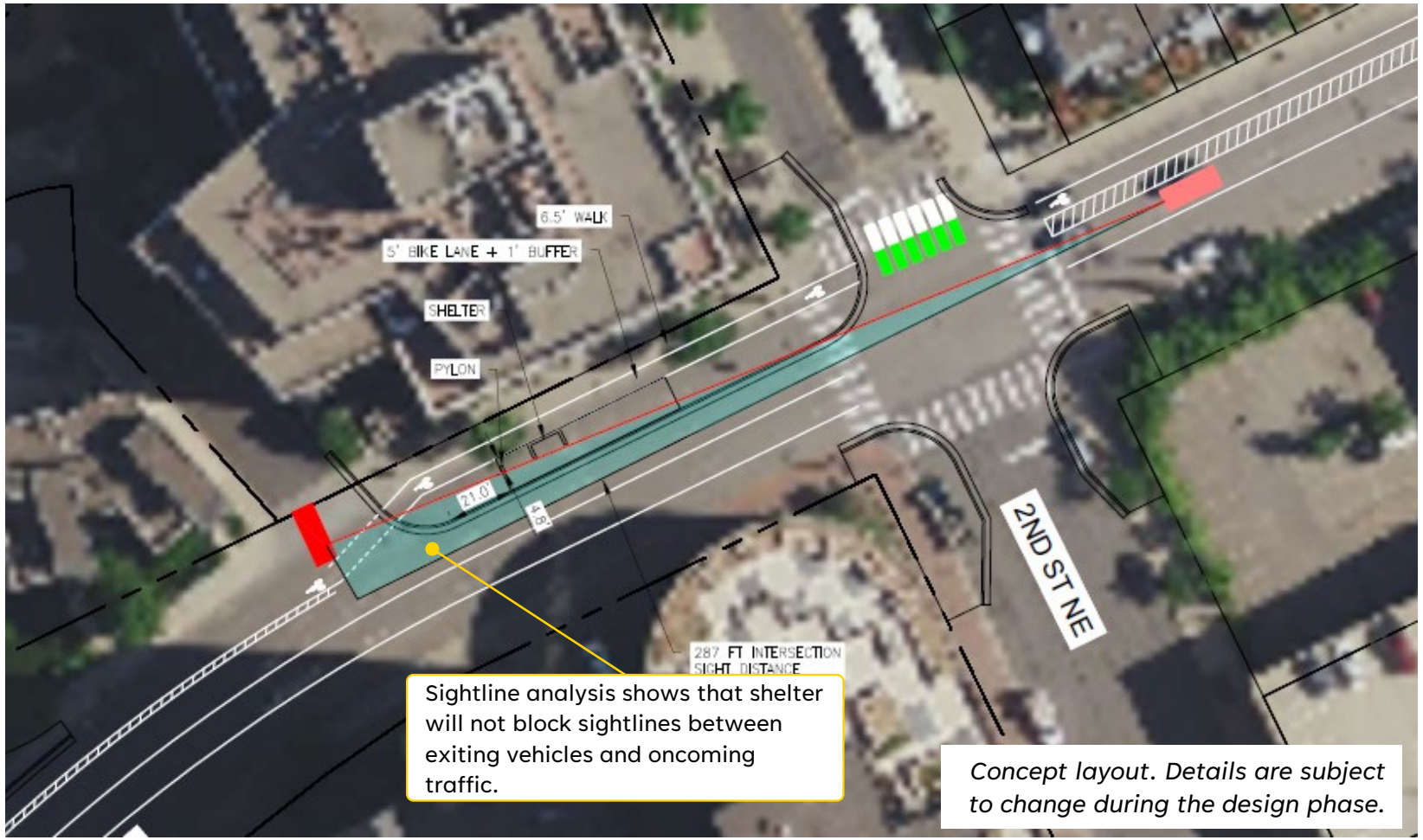
This design for bikeways and bus stops is a standard treatment included in Minneapolis Street Design Guide.

Concept layout. Details are subject to change during the design phase.

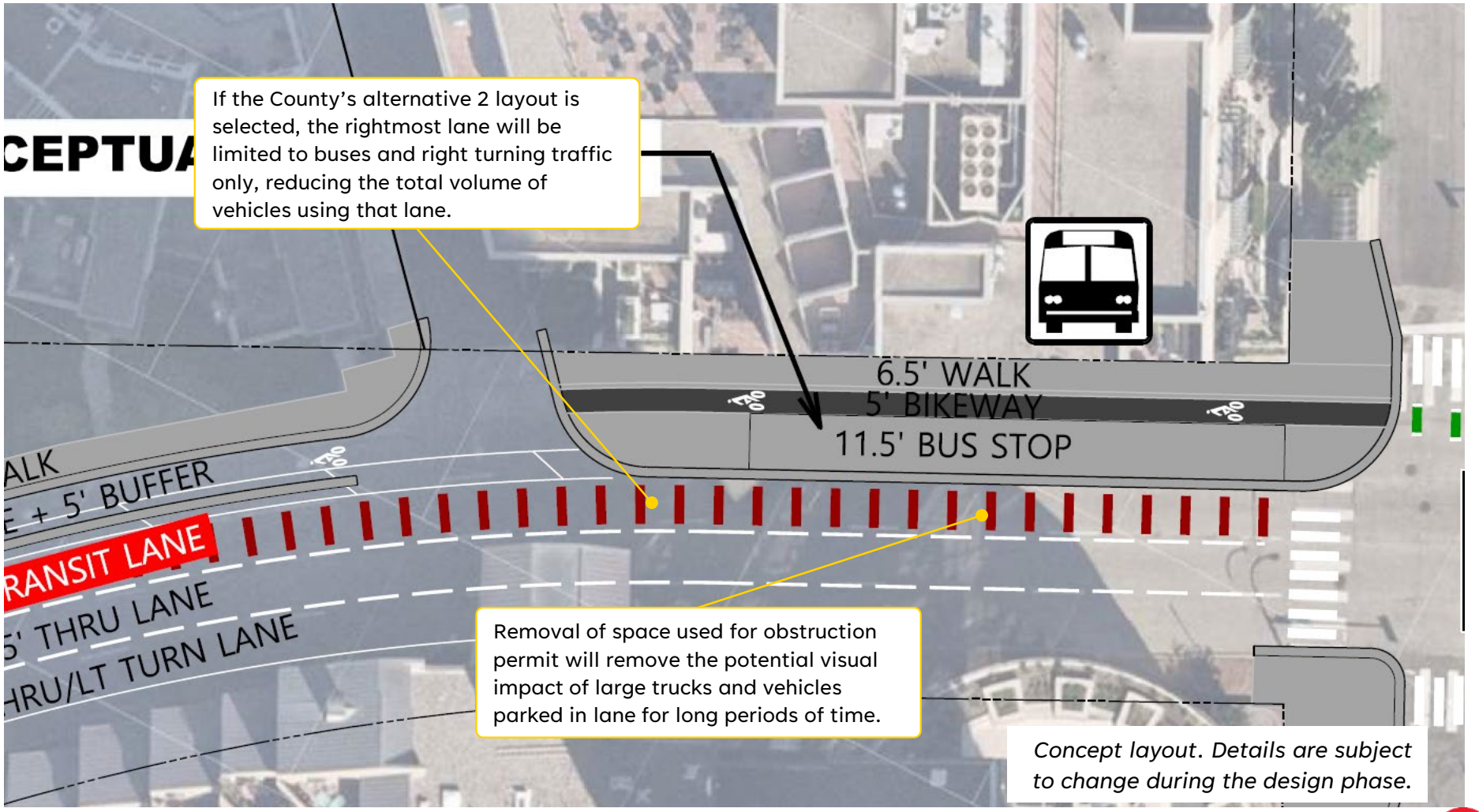
Residents entering and exiting driveway

Concern raised:	Response:
• Hundreds of vehicles (Village Lofts and Village Brownstone) from the underground parking garage drive in and out each day. Adding a bus station would be extremely dangerous for the buses, residents, and pedestrians.	• Similar to other driveways across the city, elsewhere there has been successful placement of transit stops, bikeways, and sidewalk facilities like proposed with this current planned station platform (examples to follow).
• Sightline through a bus station for exiting cars will further challenge the safety of this driveway already challenged by pedestrians, bikers, runners, dog walkers and scooters.	• Preliminary “sight triangle” analysis demonstrates that shelter will not block sightlines between exiting vehicles and oncoming traffic. • If the County’s alternative 2 layout is selected, the rightmost lane will be limited to buses and right turning traffic only, significantly reducing the volume of vehicles using that lane • Removal of space used for obstruction permit will remove the potential visual impact of large trucks and vehicles parked in lane for extended periods of time.
• The average usage of this drive is over 517 vehicles / day.	• Both local bus stops and BRT platforms are sited near driveways with comparable or higher average daily usage.

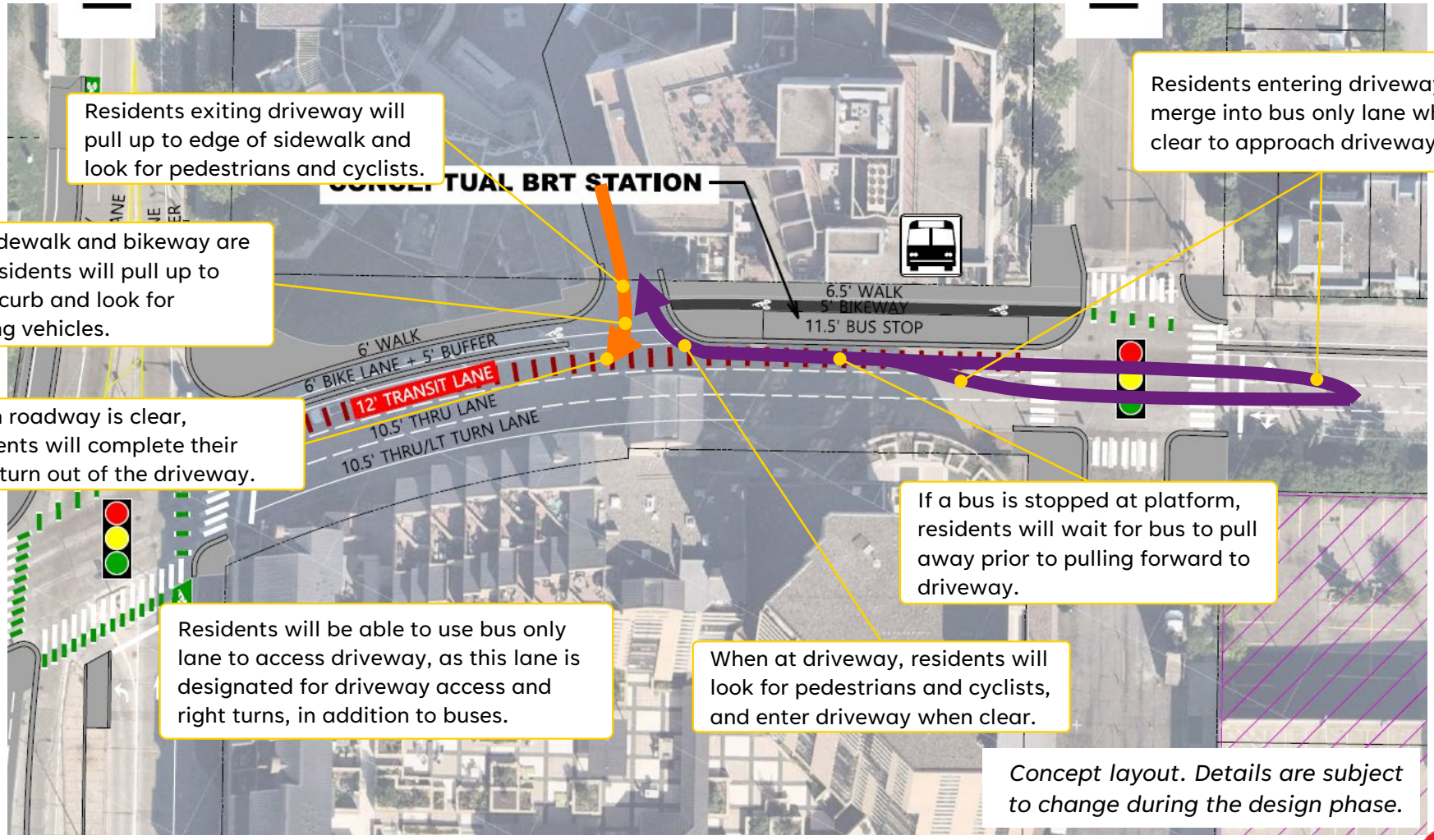
Residents entering and exiting driveway



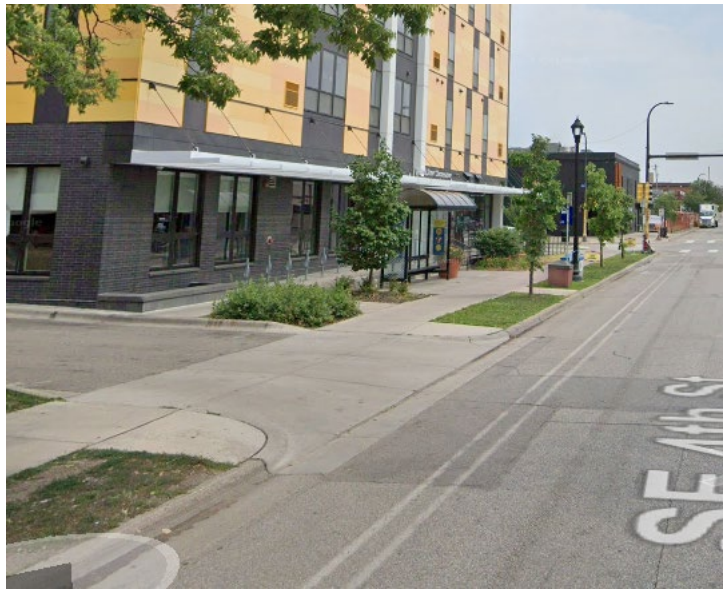
Residents entering and exiting driveway



Residents entering and exiting driveway

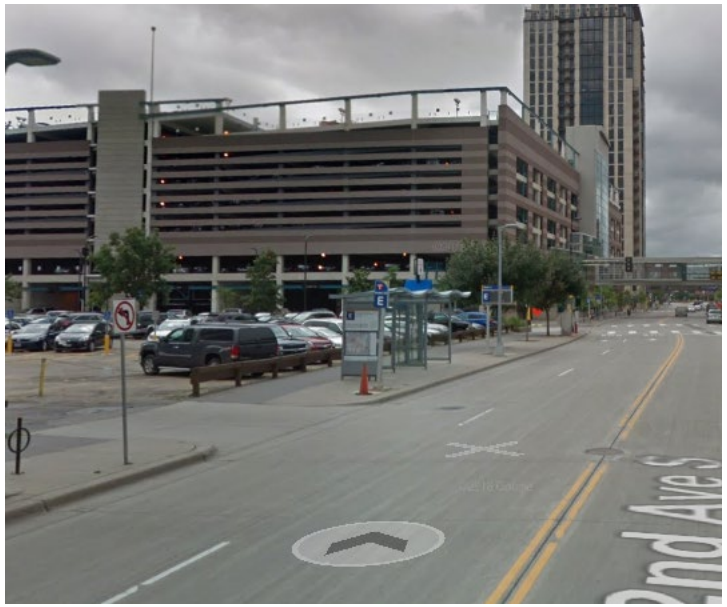


Entering and exiting driveway – local stop examples



- 4th St SE & 13th Ave SE
  - Routes 2, 6
  - AADT: 12,500 (2017)

- 4th St SE & 15th Ave SE
  - Routes 2, 6, 123
  - Future E Line station
  - AADT: 16,700 (2011)



- 2nd Ave S & 10th St
  - Routes 263*, 288*, 477, 760*, 761, 762, 763, 767*
    - *Currently suspended
  - AADT: 6,600 (2010)

Entering and exiting driveway – BRT examples

- Penn & Golden Valley Rd
  - C Line, Route 19
  - AADT: 11,900 (2017)

- Ford & Finn
  - A Line (Routes 23, 46, 74 serve local platform behind)

- 46th St & 46th Ave
  - A Line, Routes 46, 74
  - AADT: 12,300 (2016)

- 7th St & Hennepin
  - C Line, D Line (upcoming), Routes 3, 5, 14, 19, 22, 94, 721, 755, 764
  - AADT: 12,800 (2010)

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Entering and exiting driveway – rendering

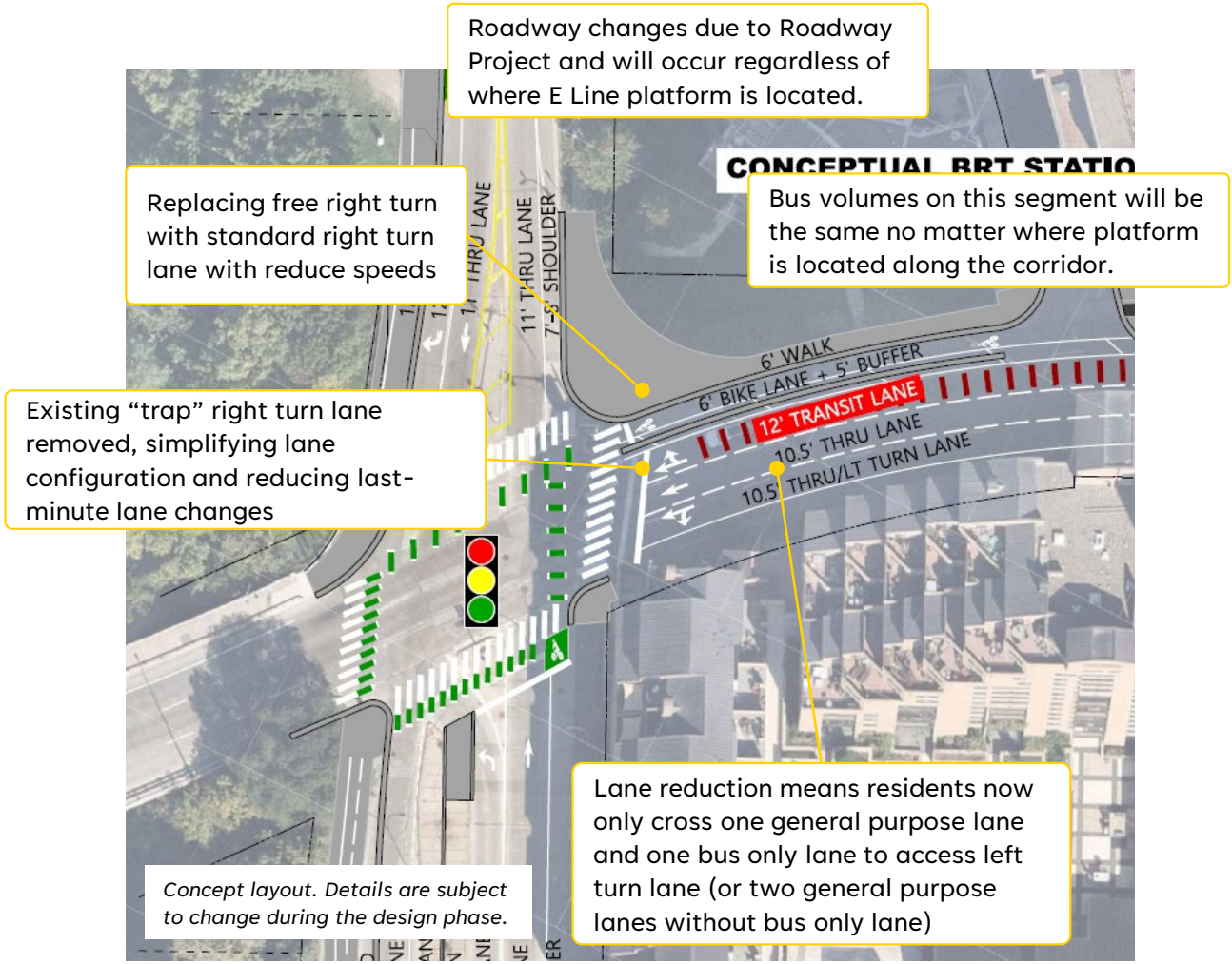
- 1st Ave & 2nd St N
  - E Line, Johnson/Lyndale BRT (post-2030), Routes 4, 11, 61
  - AADT: 8,800 (2010)

Concept rendering. Details are subject to change during the design phase.

Traffic on 1st Avenue NE

Concern raised:	Response:
• Traffic on 1st Ave. NE is dangerously fast with many drivers making last minute lane-change decisions.	• Proposed roadway design will simplify the lane configuration throughout the corridor, and specifically on this block, reducing speeds and risky driver behavior. • The “trap” right turn lane (right through lane converting to a right-turn only lane) at 1st Ave NE and Main Street will be replaced by a shared through lane and right-turn lane. This will remove the need for a last-minute lane change out of the right lane to continue through the intersection into downtown.
• Adding bus traffic from the E-Line, Routes 4, 61 and 11 and a bike lane in addition to the resident vehicles entering and exiting behind the bus platform increases risk to pedestrians, scooters, and cyclists.	• Bus volumes on this segment will be the same no matter where platform is located along the corridor. • Addition of E Line to this segment will add an additional three bus trips per hour, or about 70 new bus trips per day. This is less than 1% of the total average daily auto trips through this segment (8,800 AADT – 2011) • Addition of dedicated bike lane, separated from bus traffic and car traffic, will improve safety for people biking

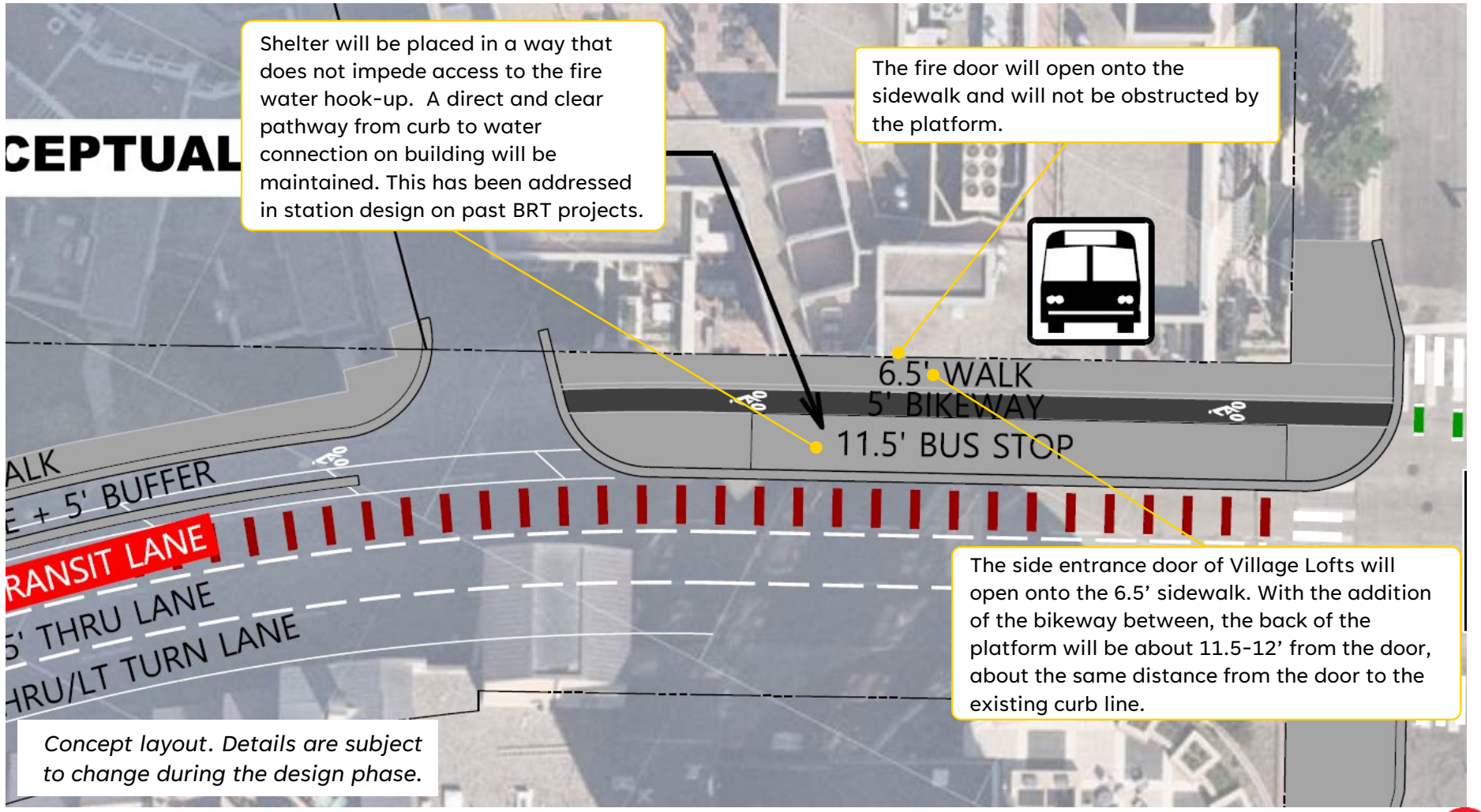
Traffic on 1st Avenue NE



Fire safety/access and resident security

Concern raised:	Response:
• There is a fire exit door directly next to the proposed station that is a safety concern.	• The fire door will open onto the sidewalk and will not be obstructed by the platform.
• The busy bus station may impede access for fire trucks to access the fire water hook-ups from our building behind the proposed station.	• Shelter will not be placed in a way that impedes access to the fire water hook-up. This has been addressed in station design on past BRT projects. • Professionally trained bus operators, like other vehicles, yield to and move out of the way of emergency vehicles and will not obstruct fire access to the building.
• Our side entrance door of Village Lofts opens directly onto the platform. Residents will have less open space to enter and exit and an increase of individuals trespassing, and a place hidden from public view.	• The side entrance door of Village Lofts will open onto the 6.5' sidewalk. With the addition of the bikeway between, the back of the platform will be about 11.5-12' from the door, about the same distance from the door to the existing curb line. • All BRT stations are equipped with standard safety features including pedestrian-scale lighting within the shelter and along the platform, monitored security cameras, and emergency telephones. Clear glass allows for views into and out of the shelters.

Fire safety/access and resident security



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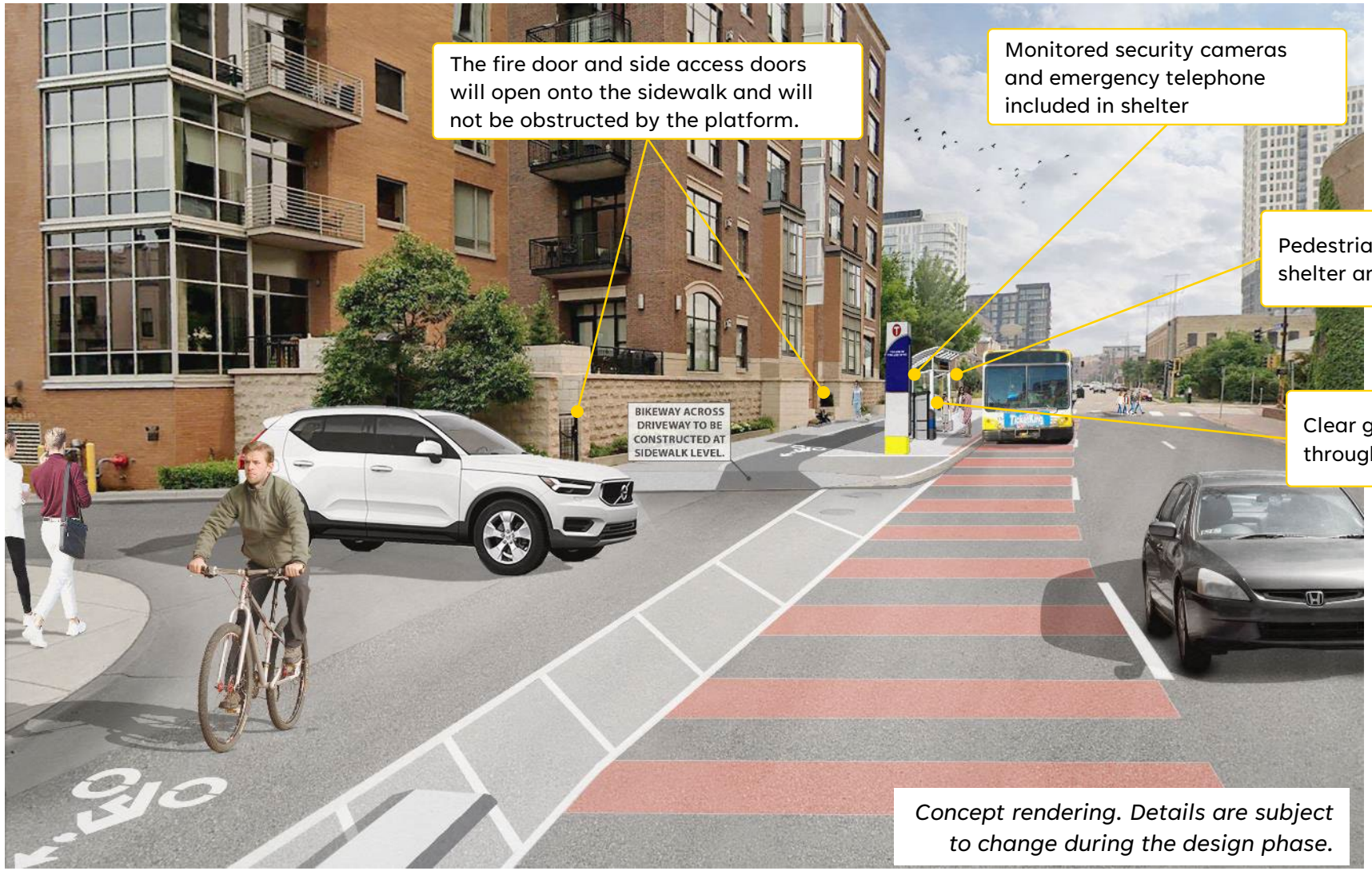
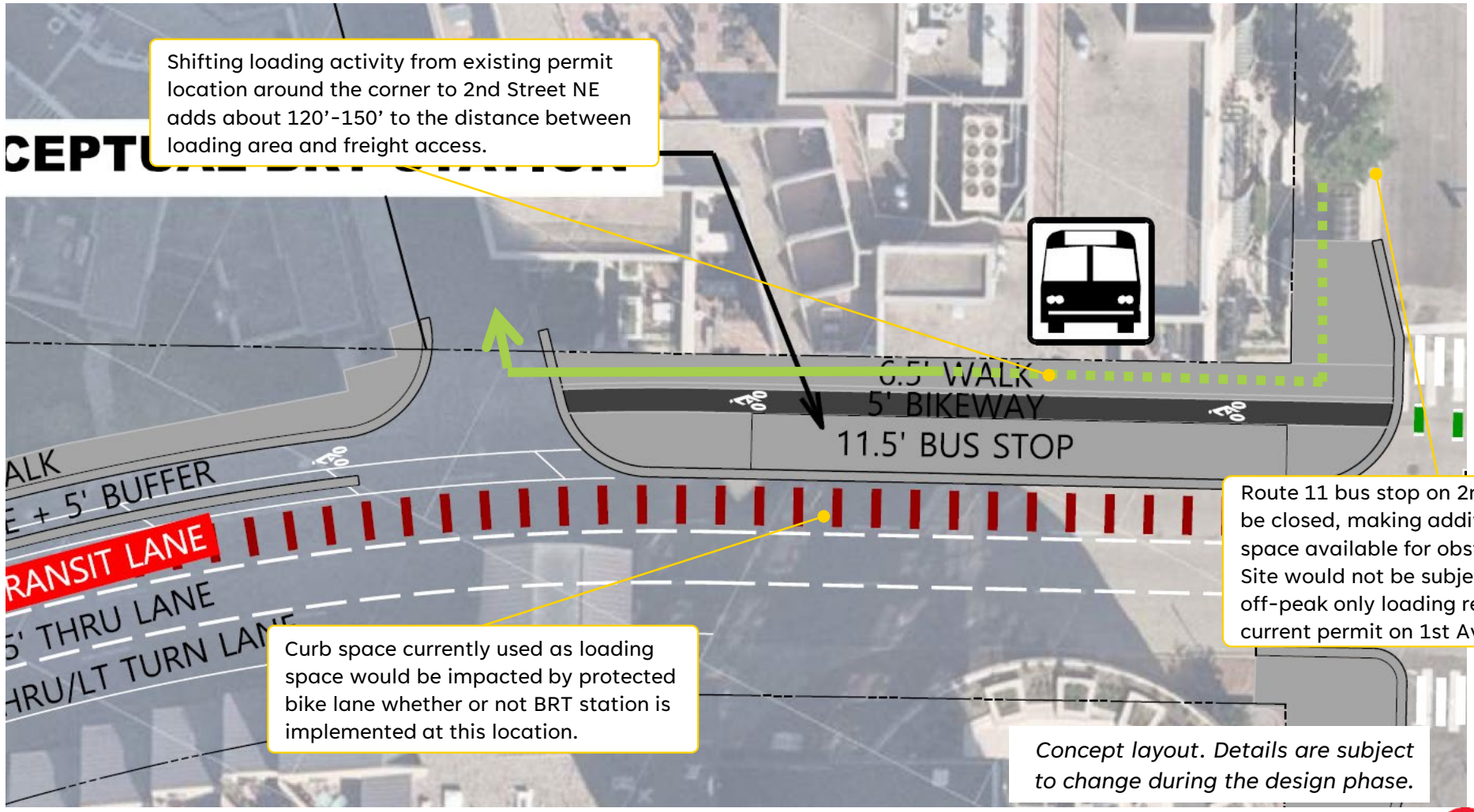


Village Lofts delivery

Concern raised:	Response:
• The proposed BRT station would relocate our commercial loading space, which is currently a city-approved encroachment permit (part of the original approval by the City of Minneapolis).	• Curb space currently used as loading space would be impacted whether or not BRT station is implemented at this location, obstruction permit will not continue under any roadway scenario. • City evaluates application and issues an obstruction permit on annual basis and is not guaranteed into perpetuity. • Loading zone is not a city-approved encroachment space and loading zones of any type are not approved through the site plan process. • Route 11 bus stop on 2nd Street NE will be closed, making additional curb space available for obstruction permit (City ROW office sees no reason why this wouldn't be granted) • This site would not be subject to the same off-peak hour restrictions as the permit currently granted on 1st Avenue, extending the potential loading hours for the building.
• All building services and oversized deliveries will need to be walked around the block, past the proposed platform and down the resident driveway in order to access the resident garage.	• Shifting loading activity from existing permit location around the corner to 2nd Street NE adds about 120'-150' to the distance between loading area and freight access. • Loading distance is comparable to other residential and commercial loading zones within City of Minneapolis.

Village Lofts delivery



Next steps

- Metro Transit staff recommendation is to retain the platform location at 1st Avenue & 2nd Street NE
- Comment summary reflecting feedback on this station location will be included in the Final Corridor Plan
- Final Corridor Plan is planned be taken to Metropolitan Council for action in May/June
  - Transportation Committee – Monday, May 23 (anticipated)
  - Metropolitan Council – Wednesday, June 8 (anticipated)