



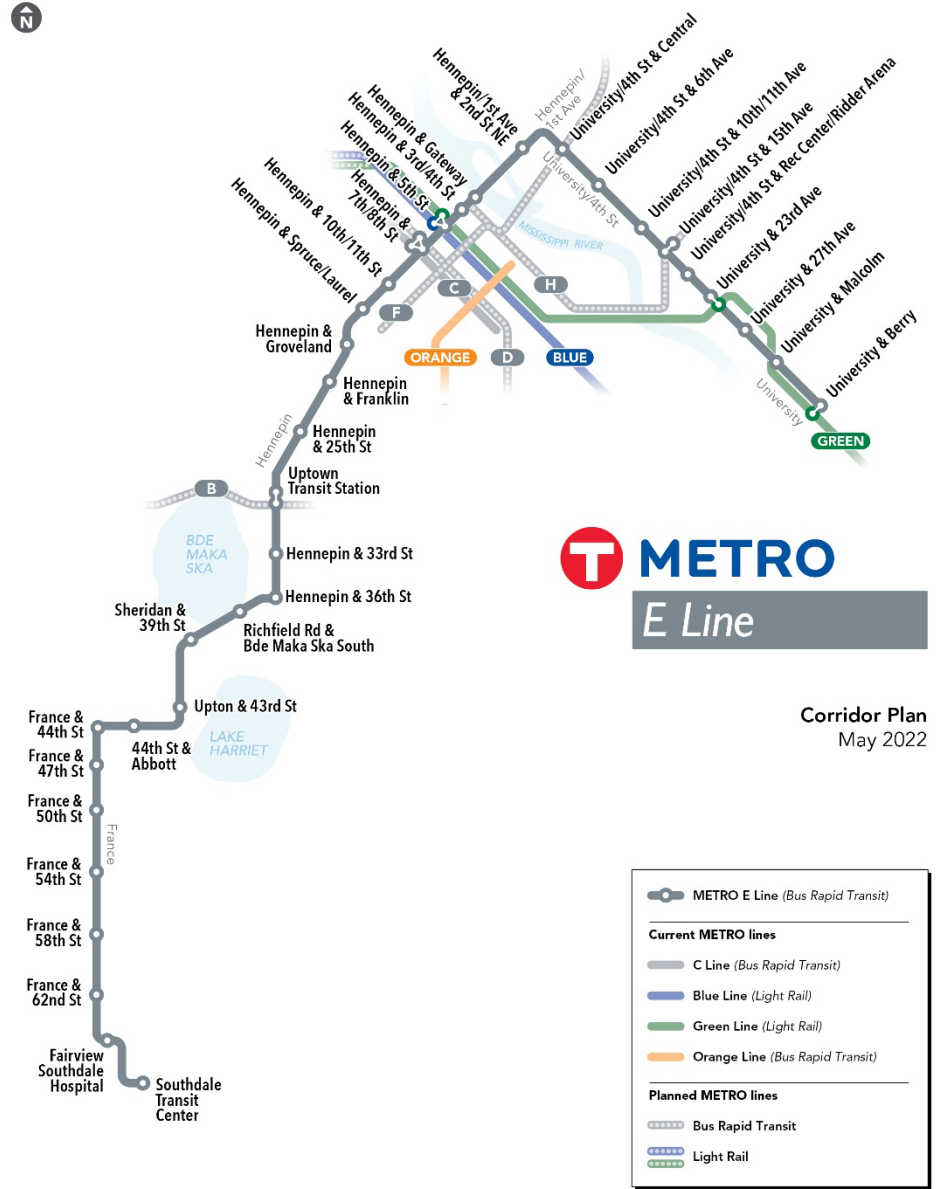
METRO E Line Final Corridor Plan

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Proposed action 2022-134

- That the Metropolitan Council approve the Final E Line Corridor Plan to establish the number and location of stations included in the project.



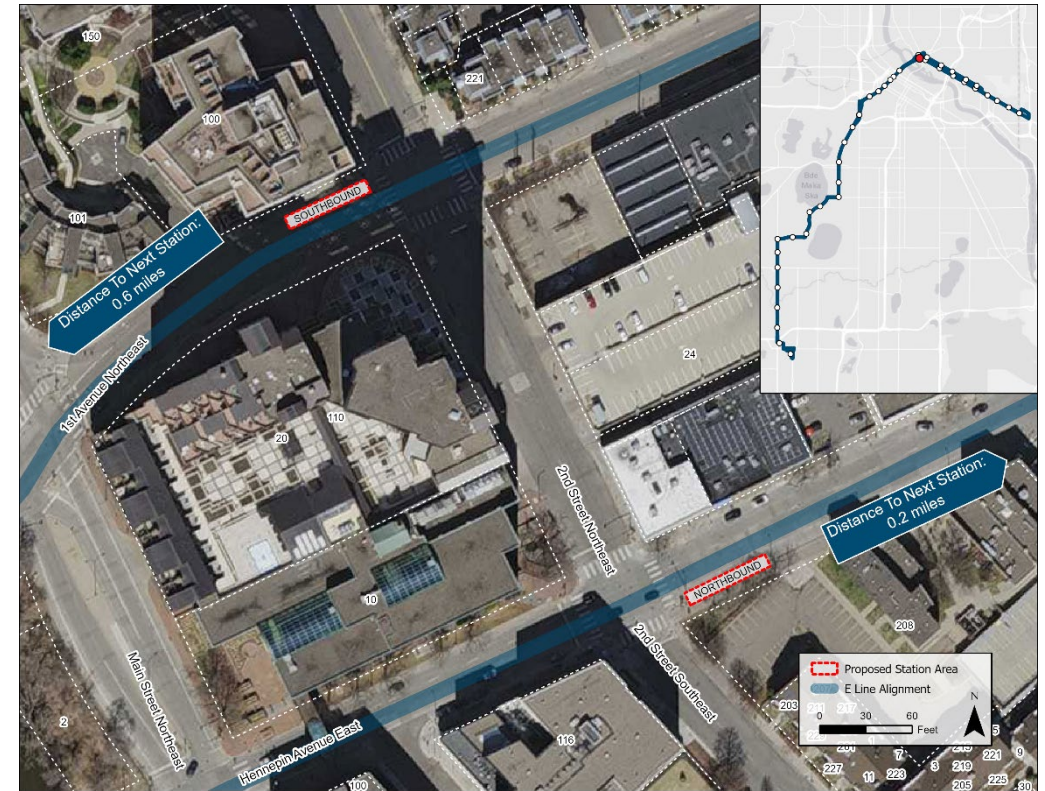
Corridor Plan
May 2022

Route 6 role in the transit network

- Pre-pandemic, Route 6 was a top 5 ridership route, with around 8,000 average daily rides
- 34 percent of riders are people of color
- 48 percent of riders have incomes less than \$35,000
- 43 percent of trips for school or work
- 23 percent of trips for recreation and shopping
- Key destinations include:
 - Downtown Minneapolis
 - Multiple neighborhood and regional retail/recreations centers
 - Medical institutions and clinics
 - Wide range of residential densities
 - Universities and high-schools

Hennepin/1st Avenue & 2nd Street NE

- Received letters of opposition from condo residents and NIEBNA
- Key concerns:
 - Pedestrian and bicycle safety
 - Residents entering and exiting driveway
 - Traffic operations and loading
- Additional meetings with condo residents throughout corridor plan process
- Formal comment letter from City of Minneapolis identifies overall support for E Line, commitment to “working with community and Metro Transit to finalize a recommended station along 1st Avenue NE”
- Metro Transit and partner agency staff have reviewed and responded to concerns in detail



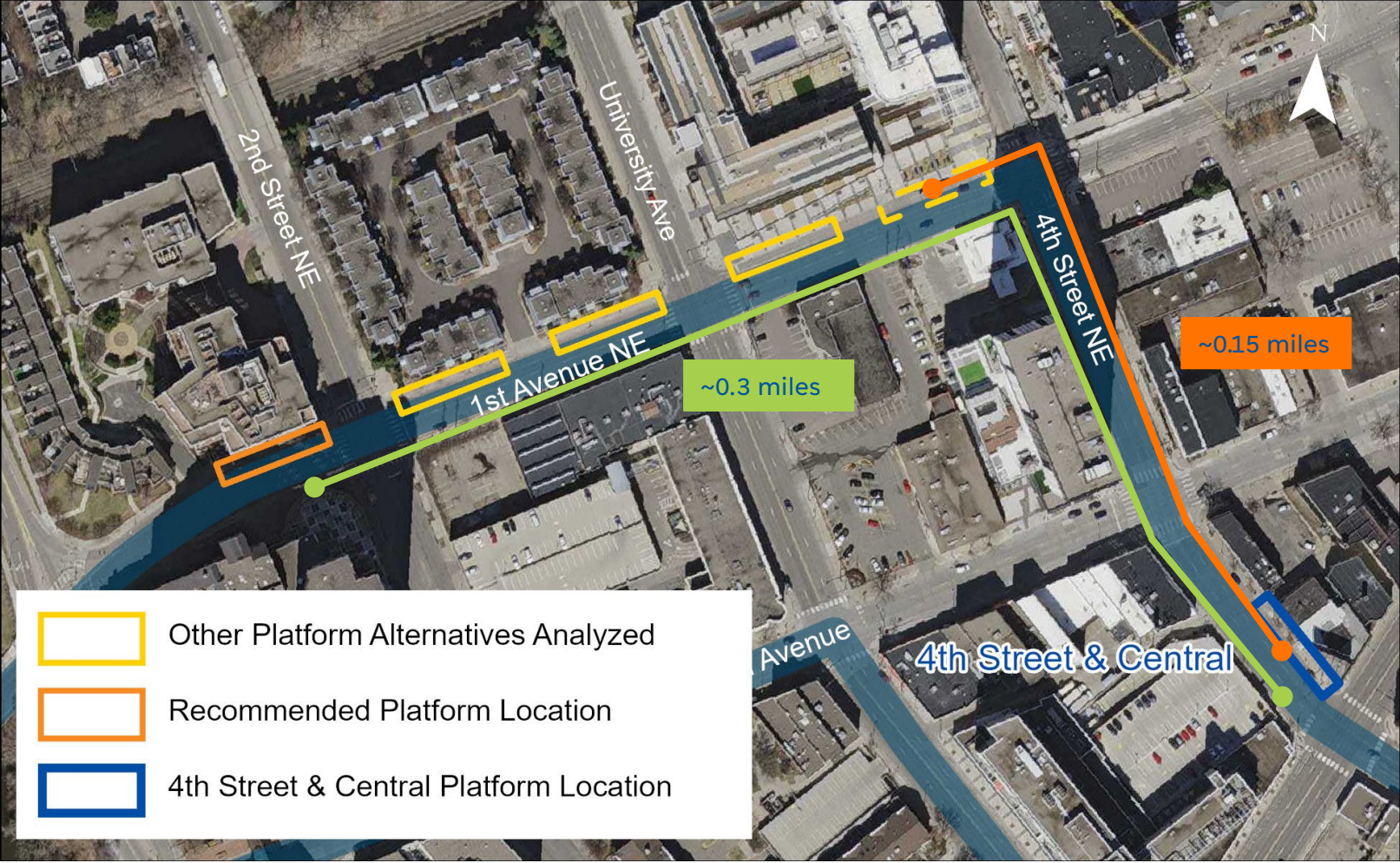
Hennepin/1st Avenue & 2nd Street NE



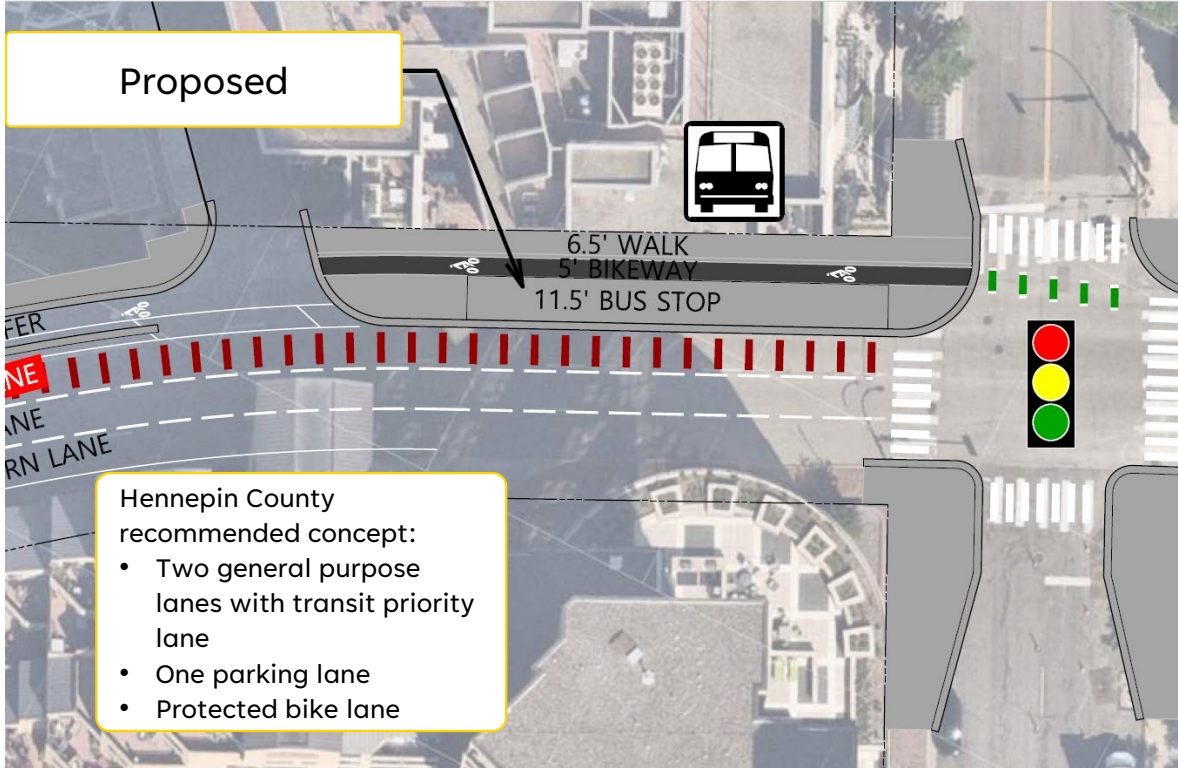
Hennepin/1st Avenue & 2nd Street NE



Hennepin/1st Avenue & 2nd Street NE



Hennepin/1st Avenue & 2nd Street NE



Hennepin/1st Avenue & 2nd Street NE

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

Proposed sidewalk width meets 6' required in this location by Minneapolis Street Design Guide.

Route 11 bus stop on 2nd Street NE will be closed, making additional curb space available for loading. (existing loading zone impacted regardless of platform location)

Drivers entering and exiting driveway will have a clear view of pedestrians and cyclists.

6.5' WALK
5' BIKEWAY
11.5' BUS STOP

Sightline analysis shows that shelter will not block sightlines between exiting vehicles and oncoming traffic.

Residents will be able to use bus only lane to enter and exit driveway.

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

Recommended Platform Location - existing



Recommended Platform Location - proposed



Revisions from recommended to final plan

- Includes summary of feedback on recommended and draft corridor plans, and additional response to comments on individual station locations and key themes
- No changes to station or platform locations
 - Staff have reviewed feedback received from the public and our partner agencies in detail
 - Proposed platform and station locations balance concerns received with E Line and overall transit network goals, as well as positive feedback received throughout planning process
 - Staff will continue to engage with stakeholders throughout design to address and/or mitigate concerns raised

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