

Station Plan: Fremont & 35th Avenue

Fremont & 35th Avenue		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Fremont & 35th Avenue
	Platform location	<p>Southbound: Farside of 35th Avenue on southwest corner</p> <p>Northbound: Farside of 35th Avenue on northeast corner</p> <p>In both directions, farside has adequate platform length available and is preferred to minimize sightline conflicts at unsignalized intersection.</p>
SURROUNDING CONTEXT	Station spacing	<p>Southbound: About 0.4 mi to Emerson-Fremont & Lowry</p> <p>Northbound: About 0.4 mi to Fremont & Dowling</p> <p>In both directions, shorter spacing than guidelines provides access to a high-ridership segment between Dowling and Lowry.</p>
	Existing ridership within a block, or about 1/8 mile (Fall 2016)	About 310 boardings per weekday
	Platform location compared to existing bus stop	Southbound and northbound: At opposite corner of existing bus stop
	Connecting service	No connecting service
	Parking changes	<p>Southbound and northbound: Reduction of about 2-3 parking spaces in each location, due to the relocation and expansion of existing bus stop zone.</p> <p>Potential for existing nearside bus stop zone to be converted to curbside parking.</p>
DESIGN CONSIDERATIONS	Curb configuration	<p>Southbound and northbound: Bumpout</p> <p>Bumpouts will maximize operational efficiency and pedestrian space.</p>
	Platform length	<p>Southbound and northbound: 60' platform</p> <p>Platforms will be designed to accommodate a 60' BRT vehicle.</p>

*Final conditions to be developed during the engineering/design process.

Notes and Discussion

An additional station between Dowling and Lowry is warranted because of consistently high transit demand in this segment. 35th Avenue directly services existing ridership that is comparable to surrounding stops, but with more even station spacing.

Project coordination: Emerson/Fremont Avenues bicycle-pedestrian improvement project (City of Minneapolis)

- D Line station planning in north Minneapolis between Plymouth Avenue and 42nd Avenue occurred in conjunction with the development of the City of Minneapolis Emerson-Fremont Avenues bicycle-pedestrian improvement project.²⁹ Outreach and engagement occurred separately between projects.
- Station locations were coordinated in advance of the city's 2014 Regional Solicitation application and confirmed in late 2016.
- Coordination ensures that bicycle-pedestrian improvements (planned for construction in 2018) will not be impacted by D Line construction (planned for construction in 2020/2021, pending full project funding).

Other station locations considered: Fremont and 36th Avenue

Station spacing and ridership

- Ridership is slightly lower at 36th Avenue compared to 35th Avenue when including adjacent stops.
- Station spacing is more uneven compared to 35th Avenue, which provides spacing of about 0.4-mi between Lowry and Dowling.

²⁹ More information at: <http://www.ci.minneapolis.mn.us/cip/future/emerson-fremont>

Figure 25: Recommended station location - Fremont & 35th Avenue

