# Station Plan: Emerson-Fremont & West Broadway

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<th>Emerson-Fremont &amp; West Broadway</th>
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<td><strong>Station Characteristic</strong></td>
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| Platform location | Southbound: Farside of West Broadway on Fremont, southwest corner. Farside is preferred to maximize transit signal priority potential. Existing driveway about 60’ from intersection will require design adjustments.  
Northbound: Farside of West Broadway on Emerson, northeast corner. Farside has adequate platform length available and is preferred to maximize transit signal priority potential. |
| **SURROUNDING CONTEXT** |  |
| Station spacing | Southbound: About 0.5 mi to Emerson-Fremont & Plymouth. Within guidelines of about half-mile station spacing.  
Northbound: About 0.5 mi to Emerson-Fremont & 26th Avenue. Within guidelines of about half-mile station spacing. |
| Existing ridership within a block, or about 1/8 mile (Fall 2016) | About 840 boardings per weekday |
| Platform location compared to existing bus stop | Southbound: At opposite corner of existing bus stop  
Northbound: At existing bus stop |
| Connecting service | Route 14, 30 |
| Parking changes | Southbound and northbound: No changes. |
| **DESIGN CONSIDERATIONS** |  |
| Curb configuration | Southbound and northbound: Bumpout. Bumpouts will maximize operational efficiency and pedestrian space. |
| Platform length | Southbound: 60’ platform. Platforms will be designed to accommodate a 60’ BRT vehicle.  
Northbound: 60’ platform. To obtain a 60’ platform, deviations from design standards may be required due to existing driveway about 60’ from intersection. |

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

The Emerson-Fremont and West Broadway intersections are critical community nodes with the highest ridership in north Minneapolis at over 700 combined boardings per day. The intersections also provide transit connections to the existing Routes 14, 30, and 32 local service.

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. 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 platform locations considered: Northbound platform nearside of West Broadway

- A northbound nearside location was considered, and has more available length compared to the recommended farside location. However, the farside platform is preferred for the following reasons:
  - Maximizes the potential of transit signal priority at the busy intersection;
  - Maintains ease of transfers to the heavily used bus stop for westbound/northbound Routes 14 and 30;
  - Minimizes potential impacts to historic properties on the southern half of the intersection.

Other station locations considered: Emerson-Fremont and 16th Avenue

The 2013 Arterial Transitway Corridor Study addendum (ATCS) included a conceptual Emerson-Fremont & 16th Avenue station. This station plan does not include a D Line station at Emerson-Fremont and 16th Avenue.

Land use and station spacing

- A major consideration of a potential Emerson-Fremont & 16th Avenue station is to provide rapid bus access to North High School, located about one block west of the D Line corridor.

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32 More information at: http://www.ci.minneapolis.mn.us/cip/future/emerson-fremont
33 More information at: https://metrotransit.org/abrt-study
• Ridership data, however, suggests North High School students predominantly use the existing Route 5 bus stops at Emerson-Fremont and 15th Avenue (about 60 student-related boardings per day). Emerson-Fremont and 15th Avenue is located just 0.15 mile north of the planned Emerson-Fremont & Plymouth station, too close to sustain an additional D Line station.

Emerson-Fremont & 16th Avenue is also less than a quarter-mile from the planned Emerson-Fremont & Plymouth station.

• It is anticipated that existing Route 5 school trips will continue to serve North High School after the D Line begins operations. In addition to the school-related service, the local Route 5 service will continue operating about every 30 minutes.

Consistency
• Comparable station spacing of about half-mile will be located on the Penn Avenue corridor’s C Line between Plymouth and Golden Valley. Ridership is similar on these segments between Plymouth and Golden Valley on Route 19 (future C Line) and Plymouth and West Broadway (future D Line).

Design considerations: Northbound platform farside of West Broadway
• The existing driveway constrains available platform length and may require design considerations like the narrowing of the existing driveway and non-raised curb heights.

• A platform concept was developed in the planning process to better understand potential northbound platform operations. See Figure 28 for additional information.

Figure 28: Preliminary Emerson & West Broadway platform concept
Figure 29: Recommended station location - Emerson-Fremont & West Broadway