

# **Upton & 43rd Street Station**

## **Changes based on draft plan feedback**

Linden Hills Neighborhood Council, Business Subcommittee  
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# Agenda

- Review E Line planning process and proposed platform locations in draft corridor plan
- Feedback received on the draft corridor plan
- Review updated recommendation and alternatives analyzed
- Next steps
- Questions and comments

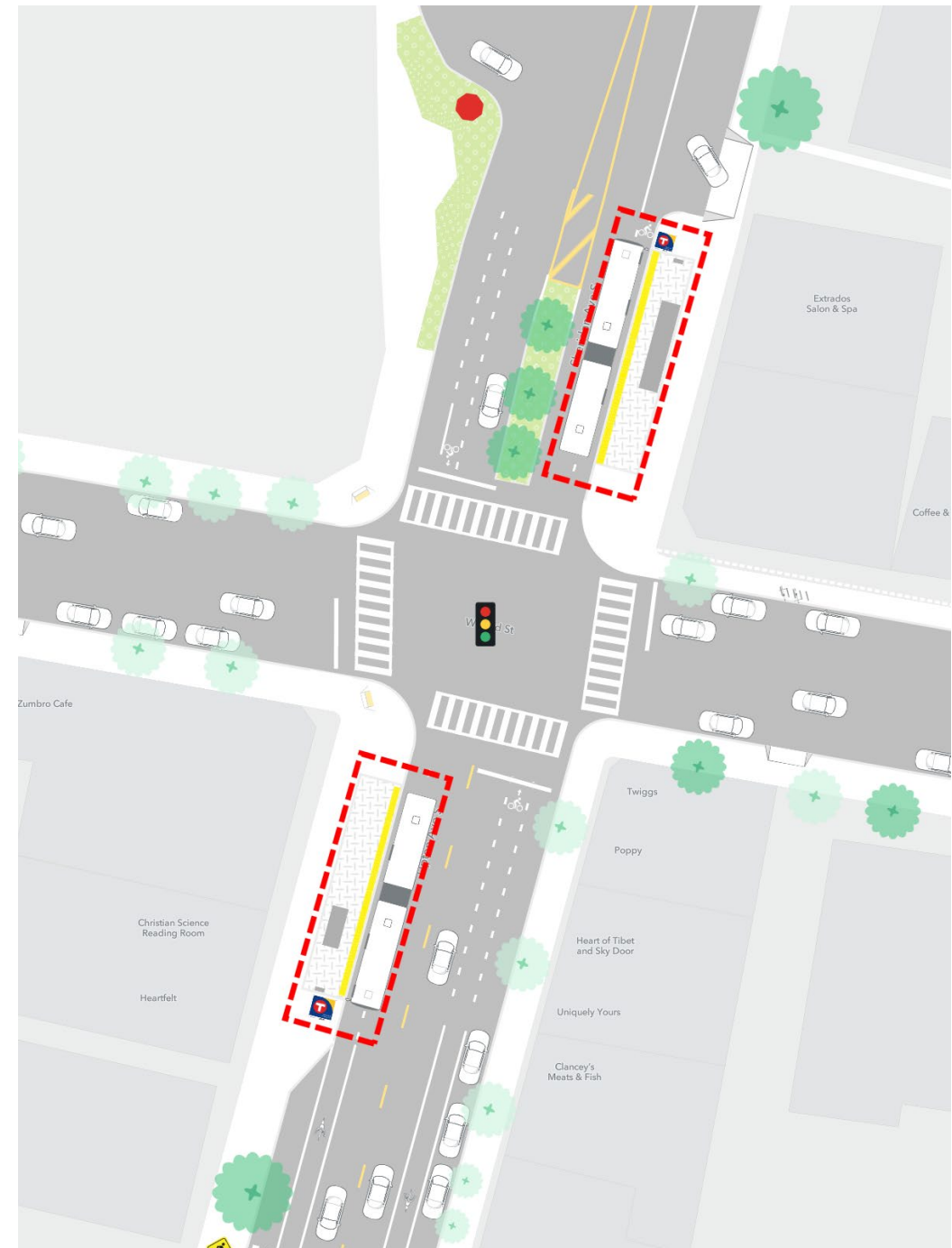
# E Line Planning Process Review

- Corridor Study to define alignment: 2018-2019
  - Metropolitan Council approved alignment in January 2020
- Corridor Plan to define station locations: 2020-2022
  - Release Draft Corridor Plan: September 2021
  - Public comment period: Sept 20 – Oct 31
  - **Release Recommended Corridor Plan (March 2022)**
  - Public comment period: March 9 – April 8
  - Metropolitan Council action to approve final corridor plan in May 2022
- Engineering: Fall 2022 – Late 2023
  - Details about exact shelter placement, street furnishings, tree impacts and new plantings, and construction plans
- Construction: 2024-2025

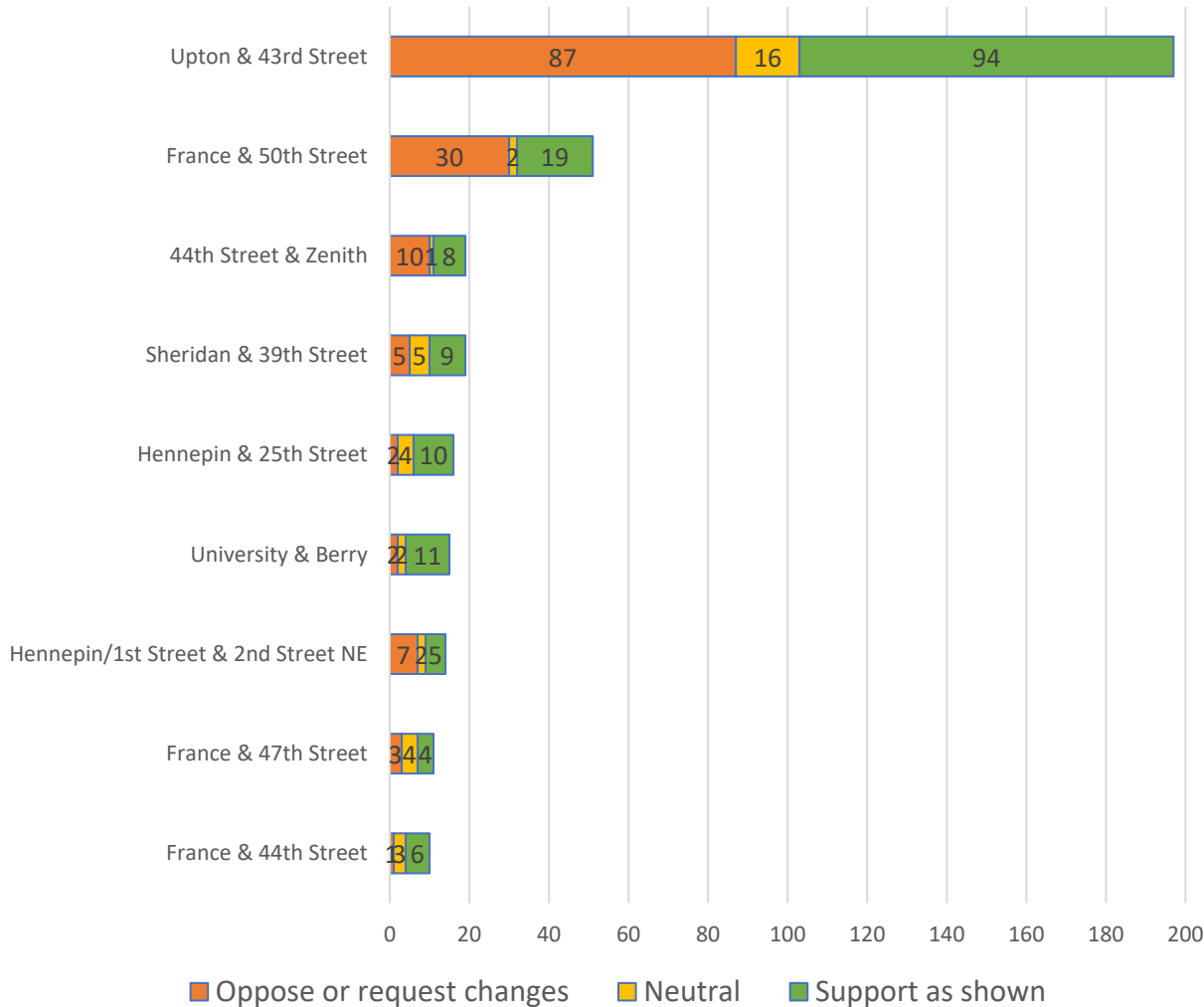


# Proposed platform locations in draft corridor plan

- Northbound platform proposed on farside (northeast) corner of intersection
- Southbound platform proposed on farside (southwest) corner of intersection



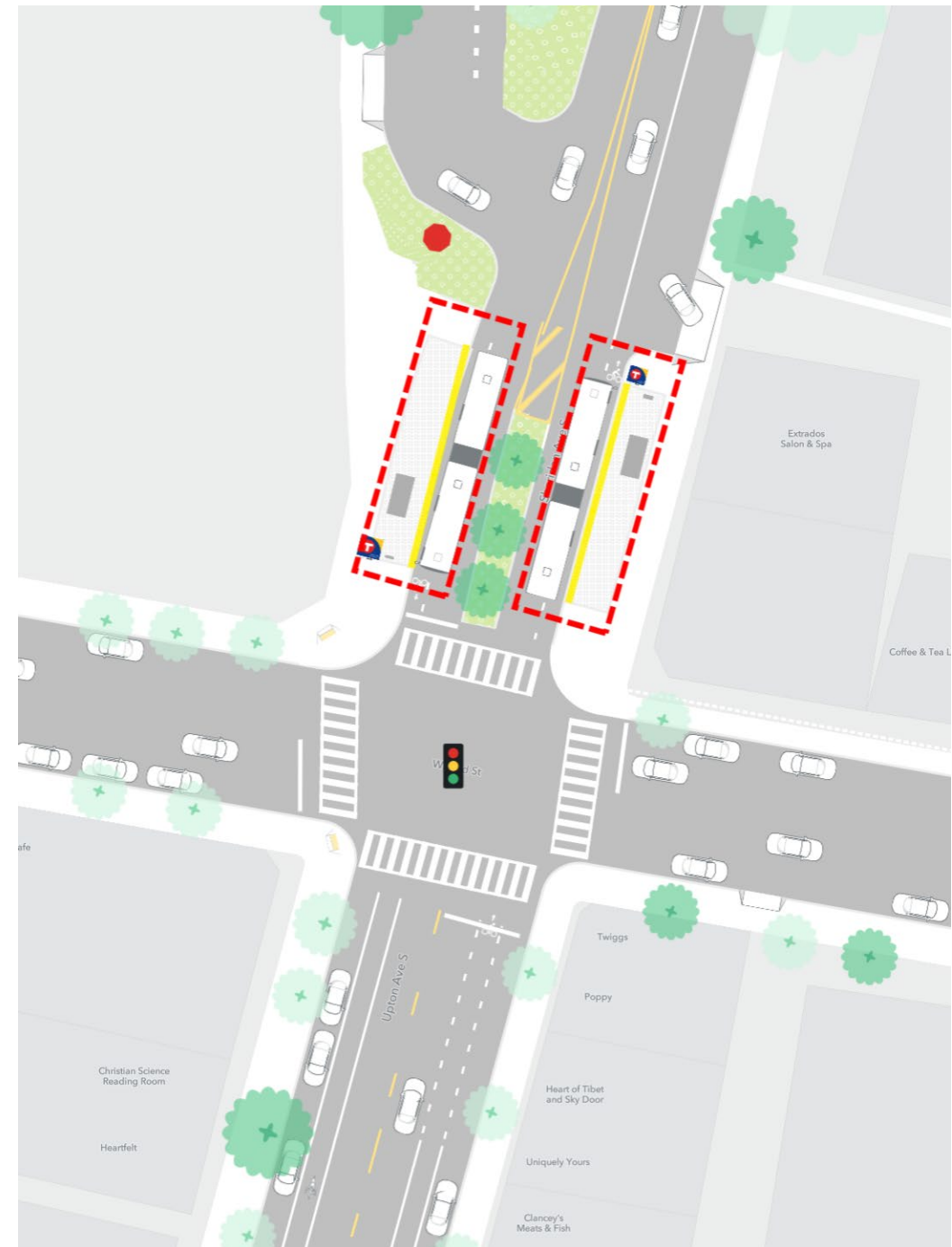
# Feedback received on the draft plan



- 197 emails and comments on this station location
- 87 opposed or requested changes, 94 supported as shown
- Common supporting themes:
  - Improved customer waiting facilities
  - Convenient access to commercial district
  - Improved frequency, speed, and reliability of service
- Common opposing themes:
  - Removal of on-street parking and boulevard trees
  - Bus and traffic operations
  - Impact on storefront visibility and fit within neighborhood character

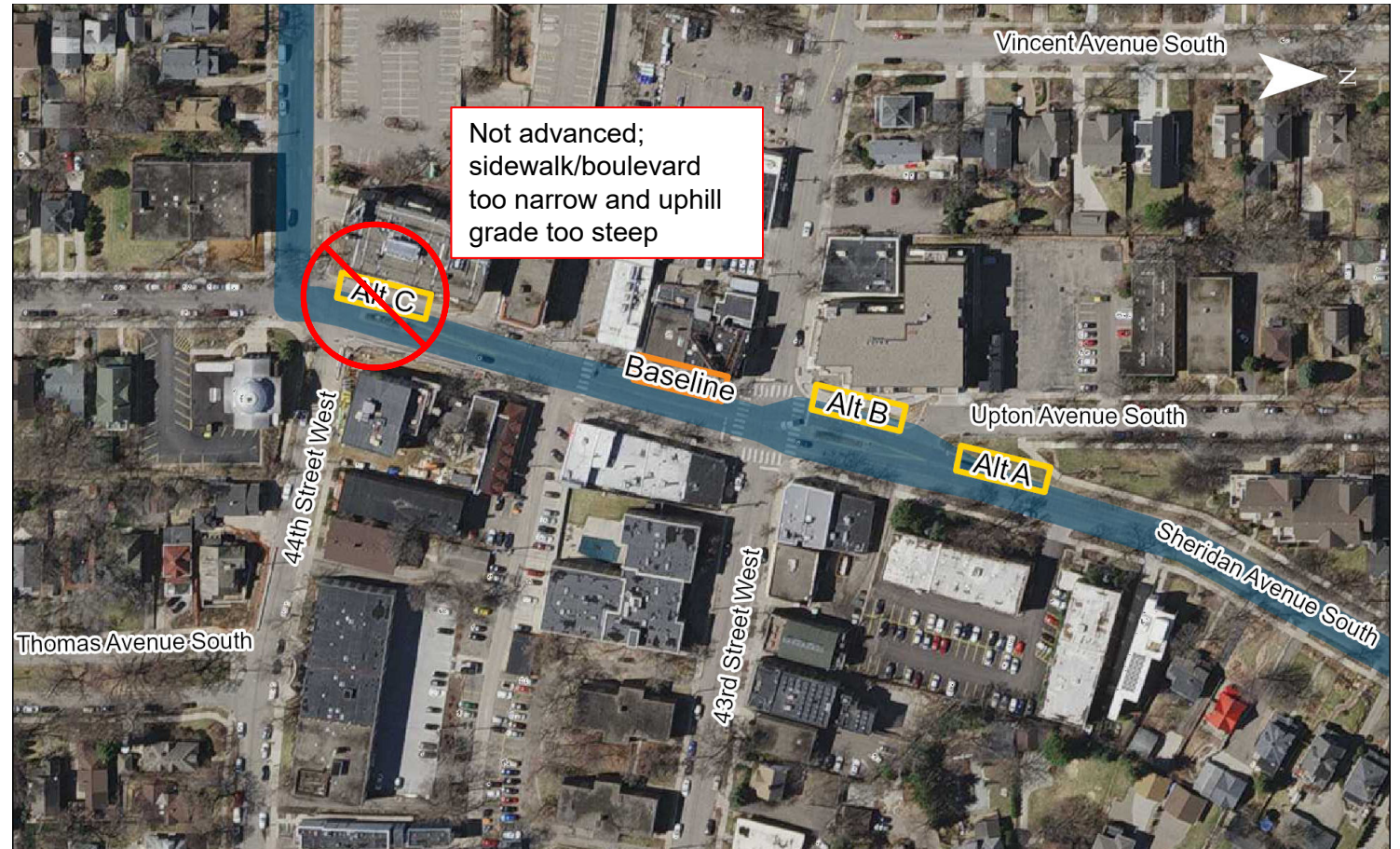
# Changes to platform locations in recommended corridor plan

- Additional alternatives analyzed based on draft plan feedback
- Shift southbound platform from farside (southwest) corner to nearside (northwest) corner
- No change recommended to northbound platform



# Additional southbound alternatives analyzed

- **Baseline Location:** Upton Ave and 43rd St farside
- **Alternative A:** Sheridan Ave and 43rd/42nd St midblock
- **Alternative B:** Upton Ave and 43rd St nearside
- **Alternative C:** Upton Ave and 44th St nearside
  - not advanced



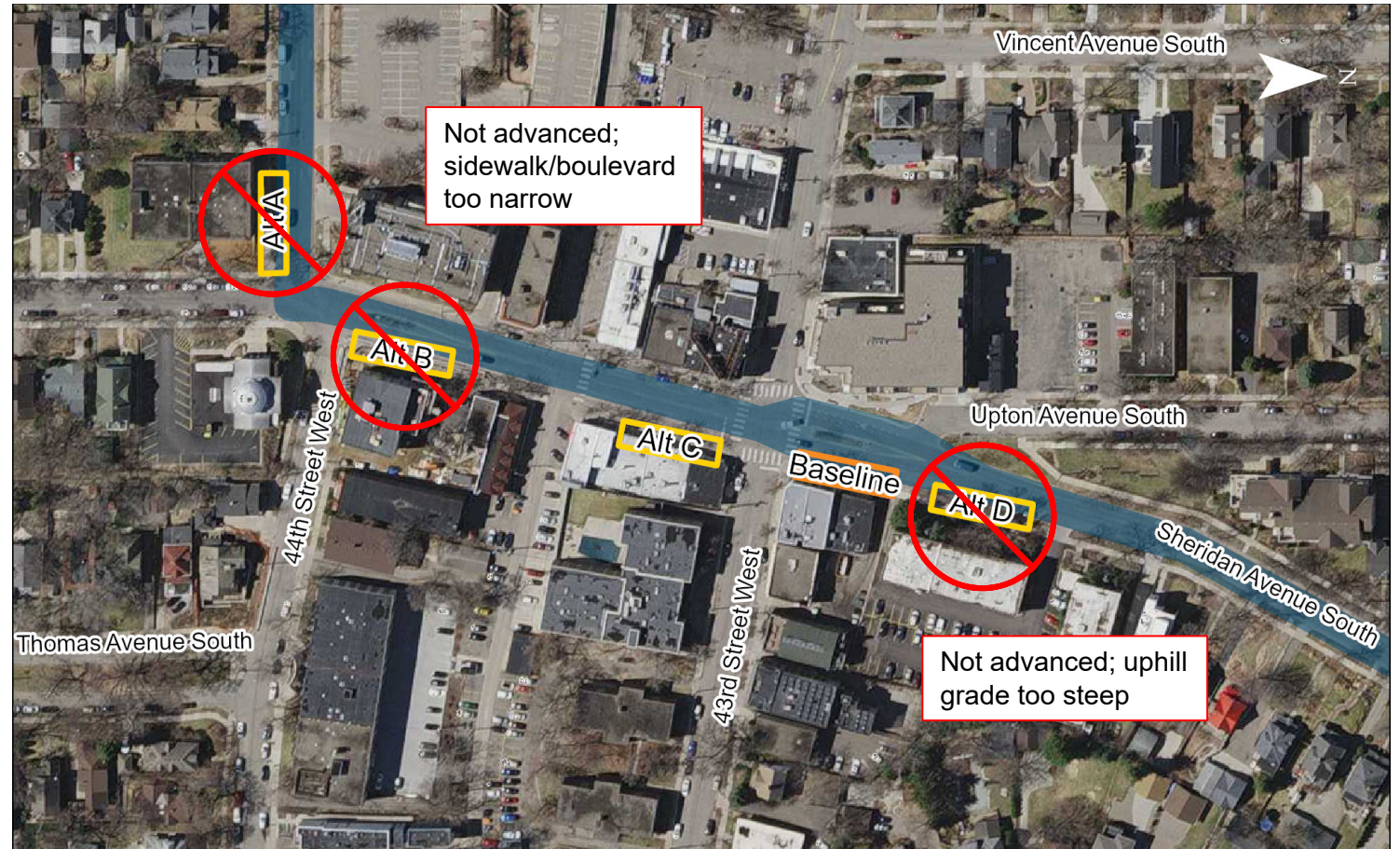
# Additional analysis of southbound alternatives

Key to symbols   Green = Preferred   Yellow = Not Preferred   Orange = Undesirable

Factor		Baseline Upton Ave and 43rd St farside	Alternative A Sheridan Ave midblock	Alternative B Upton Ave and 43rd St nearside
Safe pedestrian crossings		Encourages crossing at intersection	Encourages mid-block crossing	Encourages crossing at intersection
Access to destinations		Station serves commercial center directly with convenient access to destinations	Station is offset from commercial center with less convenient access to destinations	Station serves commercial center directly with convenient access to destinations
Meets guidelines for station spacing		Station between 1/4-1/2 mile to neighboring stations	Station between 1/4-1/2 mile to neighboring stations	Station between 1/4-1/2 mile to neighboring stations
Available right-of-way		Right-of-way available for standard BRT platform and pedestrian space	Right-of-way available for standard BRT platform Would require significant regrading of boulevard space	Right-of-way available for standard BRT platform and pedestrian space
Speed and reliability		Farside platform location at signalized intersection reduces likelihood of stopping at red light	Midblock platform location preceding signalized intersection increases likelihood of stopping at red light	Nearside platform location at signalized intersection increases likelihood of stopping at red light
Concerns identified by station neighbors	On-street parking	3-4 total parking spaces removed	0 total parking spaces removed	0 total parking spaces removed
	Storefront or residential visibility	Some potential effect on storefront visibility	No or limited potential effect on storefront visibility	No or limited potential effect on storefront visibility
	Trees and other public amenities	3-4 trees potentially disturbed; design will consider preservation and/or replacement	0 trees potentially disturbed	0 trees potentially disturbed
Recommendation		Acceptable location	Do not advance	Advance platform in recommended plan

# Additional northbound alternatives analyzed

- **Baseline Location:** Upton Ave and 43rd Street farside
- **Alternative A:** 44th St and Upton Ave nearside
  - not advanced
- **Alternative B:** Upton Ave and 44th St farside
  - not advanced
- **Alternative C:** Upton Ave and 43rd St nearside
- **Alternative D:** Sheridan Ave and 43rd/42nd St midblock
  - not advanced

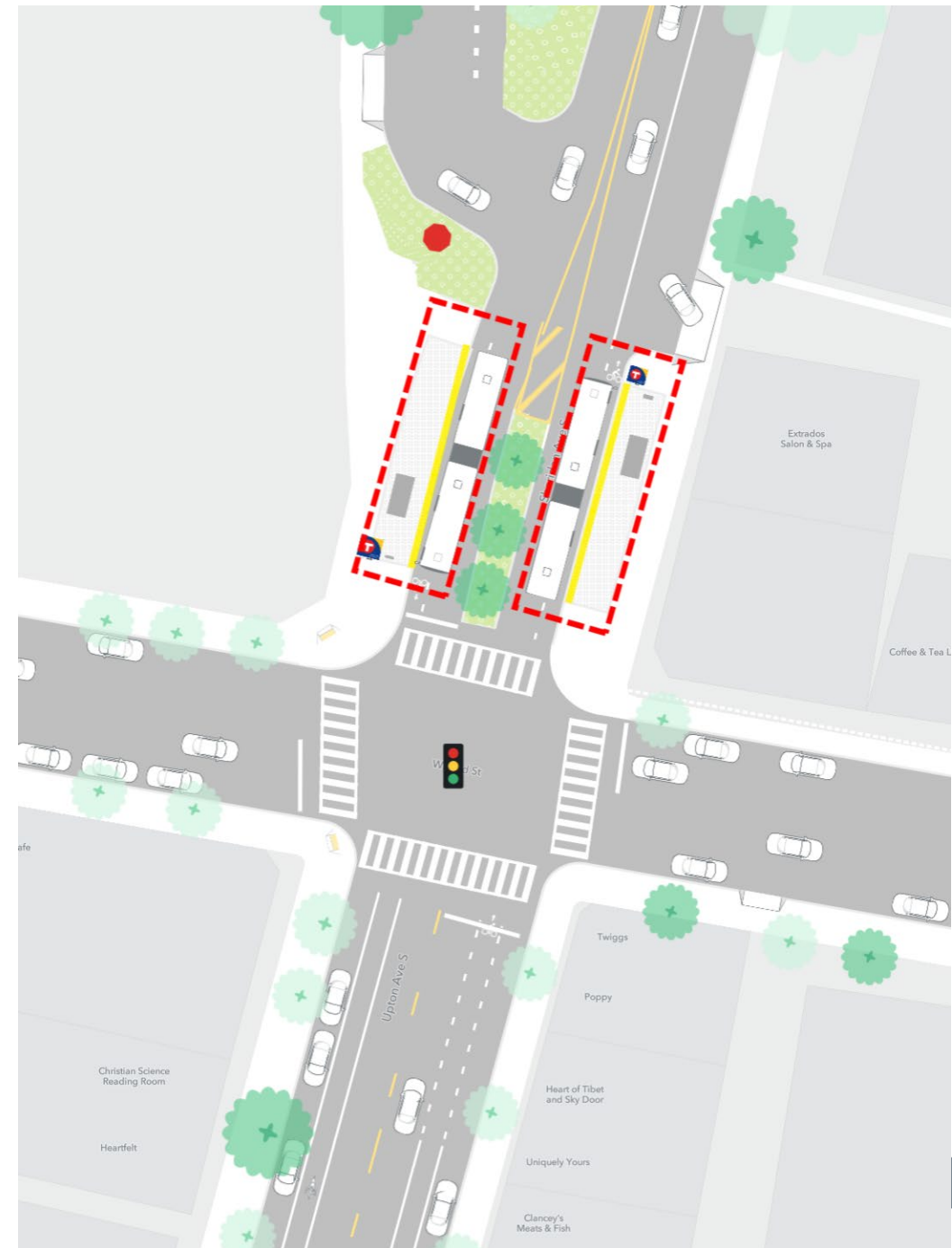


# Additional analysis of northbound alternatives

Key to symbols		Green = Preferred	Yellow = Not Preferred	Orange = Undesirable
Factor		Baseline Upton Ave and 43rd Street farside	Alternative C Upton Ave and 43rd St nearside	
Safe pedestrian crossings		Encourages crossing at intersection	Encourages crossing at intersection	
Access to destinations		Station serves commercial center directly with convenient access to destinations	Station serves commercial center directly with convenient access to destinations	
Meets guidelines for station spacing		Station between 1/4-1/2 mile to neighboring stations	Station between 1/4-1/2 mile to neighboring stations	
Available right-of-way		Right-of-way available for standard BRT platform and pedestrian space.	Right-of-way available for standard BRT platform and pedestrian space.	
Speed and reliability		Farside platform location at signalized intersection reduces likelihood of stopping at red light	Nearside platform location at signalized intersection increases likelihood of stopping at red light	
Concerns identified by station neighbors	On-street parking	3 total on-street parking spaces removed including parking added at existing bus stop location to be closed	1-2 total on-street parking spaces removed	
	Storefront or residential visibility	No or limited potential effect on storefront visibility	Some potential effect on storefront visibility	
	Trees and other public amenities	4 trees potentially disturbed; design will consider preservation and/or replacement Existing benches potentially removed; design will consider replacement	2-3 trees potentially disturbed; design will consider preservation and/or replacement	
Recommendation		Retain platform in recommended plan	Do not advance	

# Changes to platform locations in recommended corridor plan

- Reduces reduction in on-street parking spaces from 7-8 spaces to 3 spaces
- Reduces potentially disturbed boulevard trees from 7-8 to 4 trees (station design will include preservation or replacement)
- Reduces potential effects on storefront visibility
- Maintains convenient access to commercial district



## Other considerations

- Tree impacts
  - Metro Transit seeks to minimize impacts to existing trees in designing and building BRT stations. Trees can provide needed shade at transit stops.
  - Where possible, platform design will incorporate existing mature trees to avoid removing or damaging trees
  - Where direct impacts on existing trees cannot be avoided in platform design, Metro Transit will consider tree relocation and/or on-site tree replacement
- Planned E Line shelters are approximately the same size as existing standard bus shelters in the area, and will have clear glass walls
- The City of Minneapolis is considering making other safety improvements at Upton & 43rd Street in conjunction with the E Line project, including bumpouts

## Upton & 43rd Street northbound platform location – existing



# Upton & 43rd Street northbound platform location – proposed



## Upton & 43rd Street southbound platform location – existing



# Upton & 43rd Street southbound platform location – proposed



## Next steps

- Seeking feedback on Recommended Corridor Plan
  - Metropolitan Council to consider authorizing release of recommended corridor plan on March 9 for public review and comment
  - Pending Council action, 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](https://metrotransit.org/e-line-corridor-plan)
    - [eline@metrotransit.org](mailto:eline@metrotransit.org)
- Final Corridor Plan – Metropolitan Council action to approve in May 2022