Upton & 43rd Street Station
Changes based on draft plan feedback

Linden Hills Neighborhood Council, Business Subcommittee
February 23, 2022

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Yumi Nagaoka, Supervisor, Public Involvement
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

Not advanced; sidewalk/boulevard too narrow and uphill grade too steep
## Additional analysis of southbound alternatives

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

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

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

Concept rendering. Details are subject to change during the design phase.
Upton & 43rd Street southbound platform location – existing
Upton & 43rd Street southbound platform location – proposed

Concept rendering. Details are subject to change during the design phase.
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
    • eline@metrotransit.org

• Final Corridor Plan – Metropolitan Council action to approve in May 2022