METRO E Line Station at 50th & France

50th & France Business Association
March 1, 2022

Kyle O’Donnell Burrows, Sr. Planner, Arterial BRT
Yumi Nagaoka, Supervisor, Public Involvement
Agenda

• Review planning process and proposed platform locations in draft corridor plan
• Feedback received on the draft corridor plan
• Review alternatives analyzed and recommendations
• Next steps
• Questions and feedback
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
France & 50th Street Existing Condition

• Northbound local bus stop curbside nearside (southeast) corner of intersection
• Southbound local bus stop curbside farside (southwest) corner of intersection
France & 50th Street
Recommended Station Plan

- Northbound bumpout platform proposed on farside (northeast) corner of intersection
  - Replaces dynamic parking/ peak period (4-6pm) general purpose lane
  - Removes 1-2 total spaces (including parking replacement at existing bus stop) – final count determined in design

- Southbound bumpout platform proposed on farside (southwest) corner of intersection
  - Replaces shoulder/transition to parking lane
  - Removes 0-2 parking spaces – final count determined in design

- Several additional alternatives analyzed in response to draft plan feedback
Feedback received on the draft plan

• 51 emails and comments on this station location
• 30 opposed or requested changes, 19 supported as shown, 2 neutral
• Common support heard:
  - Improved customer waiting facilities
  - Convenient access to commercial district
  - Improved frequency, speed, and reliability of service
• Common concerns heard:
  - Removal of on-street parking
  - Bus and traffic operations
  - Storefront visibility
Additional northbound alternatives analyzed

- **Baseline Location**: France Ave and 50th St farside
- **Alternative A**: France Ave and 51st St nearside
- **Alternative B**: France Ave and 51st St farside
- **Alternative C**: France Ave and 50th St nearside
## Additional analysis of northbound alternatives

| Factor                          | Baseline 
| France Ave and 50th St farside | Alternative A 
| France Ave and 51st St nearside | Alternative B 
| France Ave and 51st St farside | Alternative C 
| France Ave and 50th St nearside |
|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| Safe pedestrian crossings       | Encourages crossing at controlled intersection | Encourages crossing at controlled intersection | Encourages crossing at controlled intersection | Encourages crossing at controlled intersection |
| Traffic operations              | Traffic analysis shows no added delays or queues due to BRT | No anticipated change from baseline | No anticipated change from baseline | Bus and platform would block right turning traffic |
| 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 is offset from commercial center with less convenient access to destinations | Station serves commercial center directly with convenient access to destinations |
| 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 | 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 | 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 | Nearside platform location at signalized intersection increases likelihood of stopping at red | Farside platform location at signalized intersection reduces likelihood of stopping at red | Nearside platform location at signalized intersection increases likelihood of stopping at red |
| On-street parking               | 1-2 total on-street parking spaces removed including parking added at existing bus stop location to be closed | 0 total parking spaces removed | 1 total on-street parking space removed including parking added at existing bus stop location to be closed | 0 total parking spaces removed |
| Storefront or residential visibility | No or limited potential effect on storefront visibility | Some potential effect on storefront visibility | Some potential effect on storefront visibility | Some potential effect on storefront visibility |
| Trees and other public amenities | 2 trees potentially disturbed; design will consider preservation and/or replacement | 2 trees potentially disturbed; design will consider preservation and/or replacement | 2 trees potentially disturbed; design will consider preservation and/or replacement | 3 trees potentially disturbed; design will consider preservation and/or replacement |
| Recommendation                  | Retain platform in recommended plan | Do not advance | Do not advance | Do not advance |
Additional southbound alternatives analyzed

- **Baseline Location:** France Ave & 50th St farside
- **Alternative A:** France Ave & 50th St nearside
  - Not advanced
- **Alternative B:** France Ave & 51st St nearside
  - Not advanced; sidewalk too narrow and curb bumpout not feasible
### Additional analysis of southbound alternatives

<table>
<thead>
<tr>
<th>Factor</th>
<th>Baseline France Ave and 50th St farside</th>
<th>Alternative B France Ave and 51st St nearside</th>
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<tbody>
<tr>
<td>Safe pedestrian crossings</td>
<td>Encourages crossing at controlled intersection</td>
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<tr>
<td>Traffic operations</td>
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<td>Nearside platform location at signalized intersection increases likelihood of stopping at red</td>
</tr>
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<td>Concerns identified by station neighbors</td>
<td>0-2 total on-street parking spaces removed</td>
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| Recommendation                | Retain platform in recommended plan | Do not advance                                                              |
Traffic Operations

- Traffic operations analysis conducted with participation and review from Edina, Minneapolis, and Hennepin County transportation staff
- Traffic analysis considered potential impacts from the E Line along France Avenue on
  - Vehicle delays
  - Queue lengths at intersections
  - Travel times
  - Intersection level of service
- Analysis results show no significant traffic impact from the E Line
- BRT bus dwell times significantly shorter than standard local bus
- Transit signal priority which extends green time for bus benefits auto traffic as well
Other considerations

- Planned E Line shelters are approximately the same size as existing standard bus shelters in the area, and will have clear glass walls
- Safety and security features include security cameras, lighting, and emergency telephones in shelters
- 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.
- Minimal on-street parking reduction (2-4 spaces total) represents less than 2% of on-street spaces within a 2–3-minute walk or roll of the intersection.
Example: Upton & 43rd Street northbound platform - existing
Example: Upton & 43rd Street northbound platform - 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