

METRO E Line Station at 50th & France

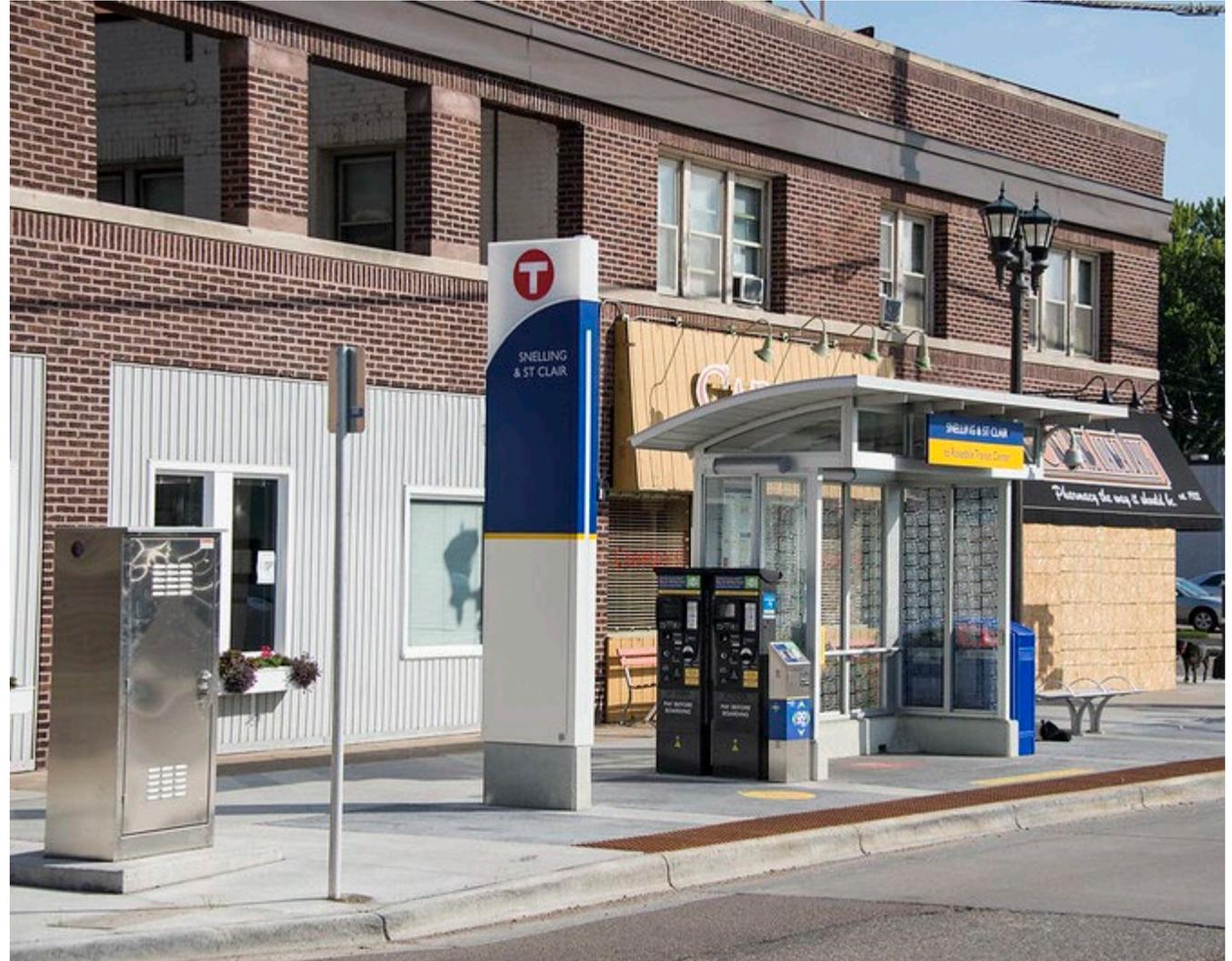
50th & France Business Association
March 1, 2022

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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



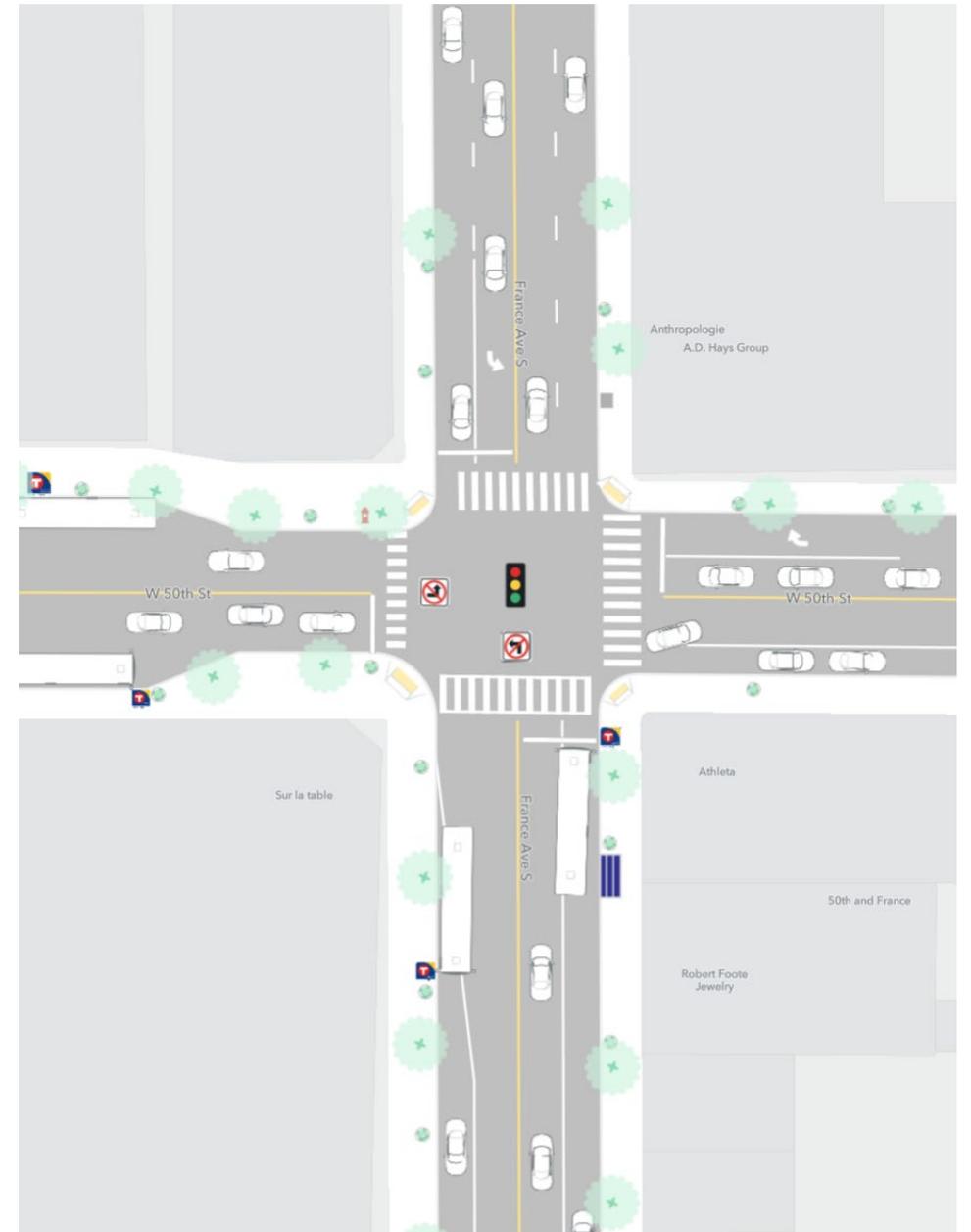
E Line Planning Process Review

- 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



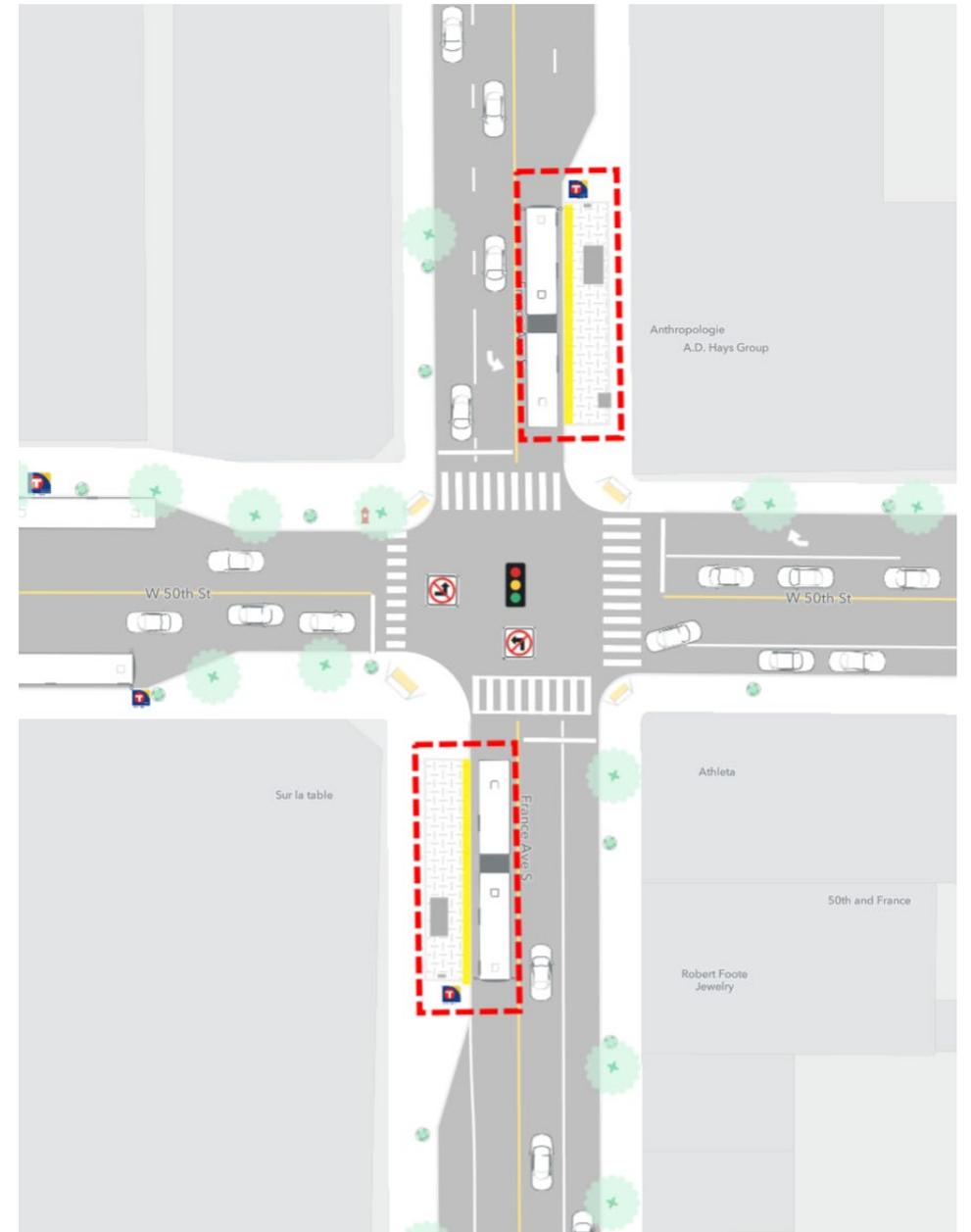
France & 50th Street Existing Condition

- 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

Key to symbols

Green = Preferred

Yellow = Not preferred

Orange = Undesirable

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
Concerns identified by station neighbors	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 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
	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
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



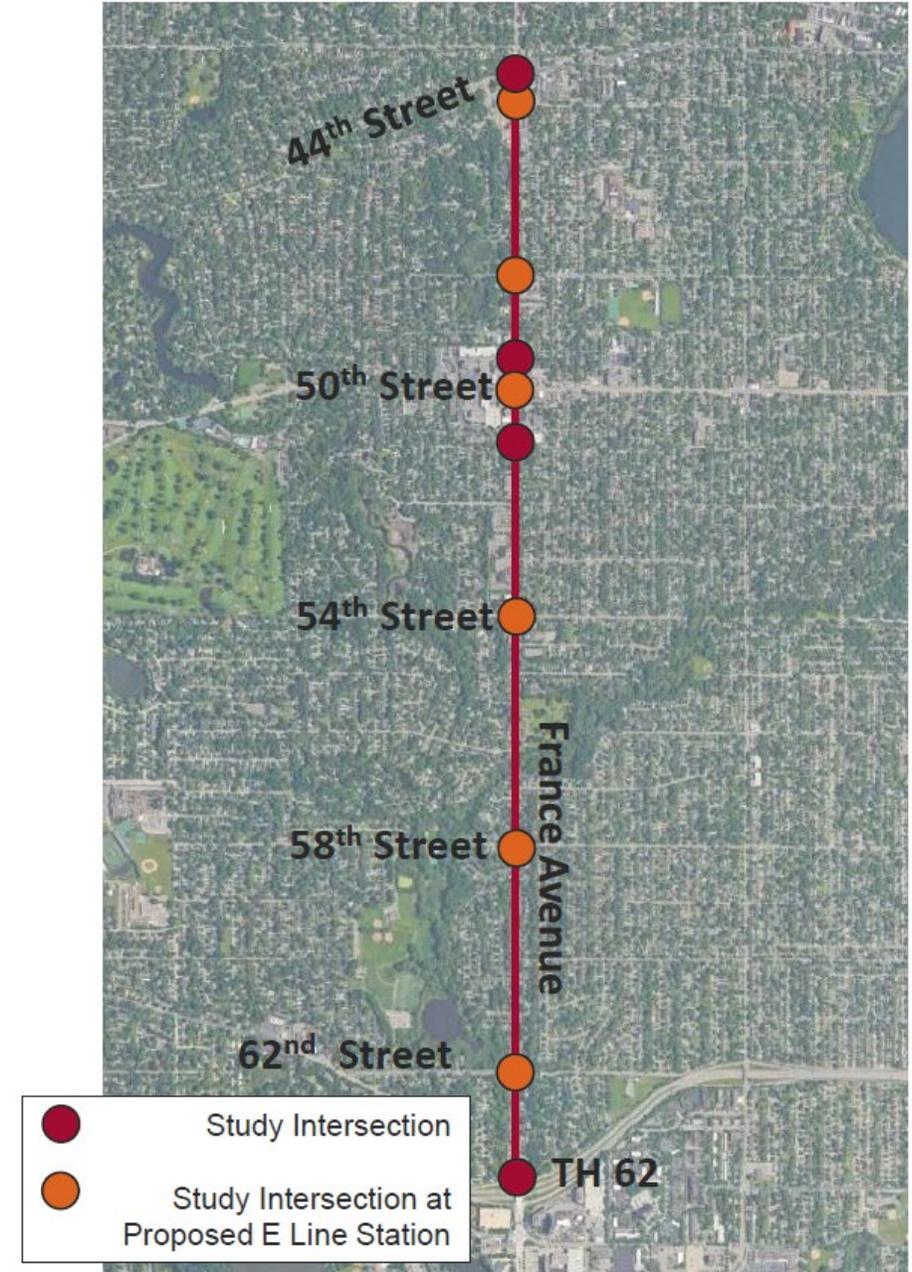
Additional analysis of southbound alternatives

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

Factor	Baseline France Ave and 50th St farside	Alternative B France Ave and 51st St nearside
Safe pedestrian crossings	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
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 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	Nearside platform location at signalized intersection increases likelihood of stopping at red
Concerns identified by station neighbors	On-street parking	0-2 total on-street parking spaces removed
	Storefront or residential visibility	No or limited potential effect on storefront visibility
	Trees and other public amenities	3 trees potentially disturbed; design will consider preservation and/or replacement
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



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