

APPENDIX B: D LINE STATION PLAN COMMENT SUMMARY

A draft *D Line Station Plan* was released on February 5, 2018, opening a 30-day comment period that concluded on March 6, 2018. A recommended *D Line Station Plan* was published on May 9, 2018. A 30-day comment period immediately followed and concluded on June 8, 2018. Metro Transit collected comments throughout these comment periods with a requested input focus on station and platform locations.

See Section II of this plan for information about outreach and engagement activities during the station plan process.

Over 250 comments were submitted during the draft and recommended *D Line Station Plan* comment periods. Over 110 comments were submitted via email. Over 130 comments were submitted during on-bus conversations. Open house comments and agency letters contributed about ten additional comments. Formal comments submitted by government agencies can be found in Appendix C.

Many comments addressed similar topics, like general service planning questions or overall project support. Comment trends and frequent comment topics are highlighted below. Formal comments submitted by government agencies can be found in Appendix C.

General: Service planning considerations

A common question asked for clarification on potential D Line and Route 5 service plans and operations details.

Comment excerpts:

- *Will there be regular bus stops between D Line stations? I would still like to catch a bus where there is not a D Line stop.*
- *Route 5 should run no less than twice an hour, 7 days a week.*
- *The D Line should share stops with the Route 5. That way passengers can take whichever comes first.*

Comment response:

More information about service and operations like bus frequencies or stop spacing can be found within the *D Line Station Plan's* Section I (Introduction) and Section IV (Station Characteristics).

The D Line would be the primary service in the corridor, substantially replacing Route 5. Final service plans will be formed in later phases of D Line project development. It is anticipated that D Line service would generally operate every 10 minutes throughout day, including weekends. Local Route 5 service would generally operate about every 30 minutes, including weekends. The D Line and Route 5 would operate with less frequent service in the early morning and late at night.

Route 5 would continue to serve all existing bus stops, including those between planned D Line stations. D Line and Route 5 buses are generally targeted to share facilities at rapid bus platforms; however, operations decisions for each location will be determined in later project phases.

General: Safety and security

Comments about safety and security were received throughout the comment period.

Comment excerpts:

- *More police presence is needed.*
- *More security.*
- *Buses are crowded, which doesn't help safety.*

Comment response:

More information about customer safety and security can be found within Section I (Introduction).

Metro Transit police officers will be on D Line buses to randomly inspect fares, similar to light rail. Security cameras and telephones at stations will also improve customer safety. In addition, the D Line will operate with 60-foot articulated (or accordion) buses. Providing more space inside the vehicle.

General: Miscellaneous

Comments included a variety of miscellaneous questions. A few are highlighted below.

Comment excerpts and responses:

- *Will bike lanes still be available on Chicago Avenue with the D Line? Will bike lanes be re-routed?*

Bike lanes are planned to remain available on Chicago Avenue and will not be re-routed to a different street. Many platforms on Chicago Avenue are planned to be bumpouts. These D Line platforms are anticipated to be built into what is currently a parking lane or bus stop zone. Buses would temporarily block the on-street bicycle lane to let customers board or exit. This is comparable to what occurs today on Chicago Avenue.

- *Can transfers to other transit service be timed to connect to the D Line?*

Improving transfers to and from the D Line will be reviewed as the service plan is finalized later in project development. Schedule adjustments to improve transfer connections are more likely to happen during off-peak hours.

- *Do you need to have a Go-To Card to ride?*

A Go-To Card is not required to use the D Line. Ticket machines at every D Line platform will accept cash or credit card fare payment. Go-To Card validators are also available for customers with Go-To Cards.

- *What about snow removal?*

As on the A Line today, snow will be cleared from D Line platforms by Metro Transit maintenance staff.

Location: On Emerson-Fremont Avenues, between Broadway and Plymouth Avenues

Several comments addressed the segment on Emerson-Fremont Avenues between Broadway and Plymouth Avenues, specifically requesting a station at Emerson-Fremont & 16th Avenue.

Comment excerpts and responses:

- *I think you should stop midway between Plymouth and Broadway for kids who attend North High School.*

A potential station at Emerson-Fremont & 16th Avenue was considered but ultimately not recommended. See Appendix A (Other Station Locations Considered) for additional information. North High School students predominantly use the existing Emerson-Fremont & 15th Avenue bus stops, about 0.15-mile north of the planned Emerson-Fremont & Plymouth station. It is also anticipated that existing Route 5 school trips will continue to serve North High School after D Line begins operations. In addition to the school-related service, the local Route 5 service will continue operating about every 30 minutes.

Location: Chicago & 48th Street area

About 60 comments addressed the Chicago & 48th Street area, representing a mix of support for and opposition to the inclusion of a Chicago & 48th Street station in the final Station Plan.

Comment excerpts:

- *I am concerned about the lack of a station at 48th Street and Chicago Avenue. It's a major neighborhood commercial center and one of the most important anchors on Chicago Avenue in south Minneapolis. While having a station at both 46th Street and 48th Street is not ideal spacing, the importance of accessing the business district overwhelms standard spacing considerations in this case.*
- *The main issues I think it raises are: impeding on businesses by blocking both visibility and a loss of additional parking, attracting additional undesirable foot traffic, people smoking, and loitering.*
- *The station at 46th & Chicago should be moved a block (or more) south to better serve the retail node at 48th & Chicago OR an additional station should be added at 48th.*
- *When half mile spacing is not feasible we should skew slightly closer than half mile spacing rather than significantly further.*

Comment response:

The Station Plan has been revised to include a Chicago & 48th Street station. See the individual station plan in Section V (Station Plans) for more information. In general, comments indicate a mix of support and opposition to the additional station. Supporting comments focus on the importance of serving the commercial node, providing more rapid bus access, and ensuring long-term transit connectivity to the intersection. Opposing comments focus on loss of scarce parking, perceptions of security issues and nuisances from bus riders, diminished visibility of signage, and noise/odor from buses. In addition, the City of Minneapolis submitted two comments supporting a Chicago & 48th Street station.

As noted within the Chicago & 48th Street station plan section, the final *D Line Station Plan* includes a Chicago & 48th Street station and platform locations as communicated within the recommended *Station Plan*. Metro Transit, in partnership with the City of Minneapolis, will incorporate community concerns to the extent possible in an effort to implement a station design that best “fits” the surrounding area. Conversations and coordination with the Chicago & 48th Street community will continue on an ongoing basis throughout the project development process.

Several comments suggested relocating the proposed Chicago & 46th Street station farther south to serve both Chicago and 46th Street and the commercial district surrounding 48th Street. Improving connectivity to the existing transit network is a priority when considering rapid bus station locations.

As a result, the planned Chicago & 46th Street station is important to maintain and will improve connections to Route 46 local service. Other comments suggested alternative locations like at Chicago & 49th Street or at the existing southbound platform location. The final *Station Plan* prioritizes directly serving the center of the Chicago & 48th Street commercial node. This location also allows customers to use the existing crosswalks at the intersection and results in increased potential for transit signal priority benefits compared to other options.

Location: City of Richfield and Portland Avenue

About 10 comments addressed station locations within the City of Richfield on Portland Avenue, predominantly supporting the inclusion of a Portland & 70th Street station in the final *Station Plan*.

Comment excerpts:

- *The plan developed does not provide sufficient service for Richfield residents. I would like to see the stop at 70th Street added back in this plan.*
- *70th Street is a key neighborhood connector, to our library and large community park, to three schools, and to a new trail.*
- *Please don't impact the recently reconstructed Portland Avenue.*

Comment response:

The *Station Plan* has been revised to include a Portland & 70th Street station. See the individual station plan in Section V (Station Plans) for more information. In general, an additional station is supported by submitted comments and would provide better transit access to the area with the D Line, independent of potential Route 5 local service levels.

The planned Portland & 70th station is anticipated to be built within the existing Portland Avenue curblines, minimizing impacts to its recent reconstruction.

Location: Franklin Avenue to Lake Street segment

About 10 comments addressed station spacing considerations between Franklin Avenue and Lake Street in south Minneapolis.

Comment excerpts:

- *The Franklin to 26th Street area is one of high ridership and should be served well. However, I think that having three stations in such a short distance goes against the principle of what arterial BRT should be. It seems prudent to eliminate 24th St. given time savings and the cost savings of eliminating one station.*
- *Offer plenty of additional stations between Lake and Franklin. They will be used.*
- *Instead of stopping at Chicago & 26th, the D Line should stop at Chicago & 27th. It is much easier to get into the hospital from there.*

Comment response:

Submitted comments were mixed in their support and opposition to the number and location of stations between Franklin Avenue and Lake Street. The revised *D Line Station Plan* maintains planned station locations at Franklin Avenue, 24th Street, 26th Street, and the Chicago-Lake Transit Center. Station spacing is closer than rapid bus guidelines in this area due to the consistently high ridership throughout this segment. This ensures better transit access throughout the segment and minimizes walking distances for the large number of customers in the area.

A station at Chicago and 27th Street was considered but ultimately not recommended due to the blockage of pedestrian access from the east by the Abbott Northwestern hospital campus. The hospital campus will be served by the Chicago & 26th Street station, which is also better connected to the street grid for improved pedestrian access. See the Chicago & 26th Street individual station plan within Section V (Station Plans) for more information.