# Station Plan: Chicago & Franklin

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| Platform location     | Southbound: Farside of Franklin, southwest corner  
                        | Northbound: Farside of Franklin, northwest corner  
                        | In both directions, farside has adequate platform length available and is preferred to maximize transit signal priority potential. |

| **SURROUNDING CONTEXT** | **Station spacing** | Southbound: About 0.25 mi to Chicago & 24th Street  
                        | Shorter station spacing than guidelines due to high-ridership segment.  
                        | Northbound: About 0.4 mi to Chicago & 14th Street  
                        | Slightly shorter station spacing than guidelines due to high-ridership segment and proximity to downtown. |
|-------------------------|---------------------|---------------------------------------------------------------|
| Existing ridership within a block, or about 1/8 mile (Fall 2016) | About 820 boardings per weekday |
| Platform location compared to existing bus stop | Southbound and Northbound: At opposite corner of existing bus stop |
| Connecting service | Routes 2, 9, and 39. |
| Parking changes | Southbound and Northbound: Reduction of about 2-3 parking spaces, due to the relocation and expansion of existing bus stop zone.  
Potential for existing nearside bus stop zone to be converted to curbside parking. |

| **DESIGN CONSIDERATIONS** | **Curb configuration** | Southbound and Northbound: Bumpout  
Bumpouts will maximize operational efficiency and pedestrian space. |
|---------------------------|-----------------------|---------------------------------------------------------------|
| Platform length | Southbound and southbound: 60’ platform  
Platforms will be designed to accommodate a 60’ BRT vehicle. |

*Final conditions to be developed during the engineering/design process.*
Notes and Discussion

Project coordination: Highway Safety Improvement Project (Hennepin County)

- Hennepin County is planning to make safety improvements at the intersection through the MnDOT Highway Safety Improvement Program.

- The project is currently planned for construction in 2020 or 2021 and will include safety features like curb extensions and signal improvements.

- Coordination will reduce construction impacts and result in a more compatible design that accommodates both projects and improves the intersection for different road users.

Other station locations considered: Chicago and 18th Street

The 2012 Arterial Transitway Corridor Study\(^2\) (ATCS) included a conceptual Chicago & 18th Street station in addition to the station at 14th Street. This station plan does not include a D Line station at Chicago and 18th Street.

Station spacing

- While ridership is substantial at Chicago and 18th Street (about 310 daily boardings), it is only about 900 ft from the recommended Chicago & Franklin station.

- Not recommending a Chicago & 18th Street station prioritizes improved travel times from stop consolidation.

Design considerations: General station concept

- See Figure 37 for an example of a preliminary station concept at Chicago and Franklin.

- Station design considerations in 2018-2019 will require coordination to account for any impacts to the adjacent Peavey Field Park and the public art installation at the corner of Chicago and Franklin.

*Figure 37: Preliminary Chicago & Franklin platform concept*

42 More information at: [https://www.metrotransit.org/abrt-study](https://www.metrotransit.org/abrt-study)
Figure 38: Recommended station location – Chicago & Franklin

- 0.4 miles to Chicago & 14th St
- 0.25 miles to Chicago & 24th St