D Line Rapid Bus
Project Planning & Bicycle-Transit Considerations
Hennepin County Bicycle Advisory Committee
July 17, 2017

Scott Janowiak, Planner
BRT/Small Starts Project Office
D Line: Scope

- Substantially replace Route 5
- 18.2 miles (about 2 mi. in Richfield)
- Service every 10 minutes, 20-25% faster than Route 5
- Approximately 50 stations
- More comfortable
  - Rapid bus style shelters with heat, light, security features, signage
  - Larger buses
- Improved travel time
  - Pre-boarding fare payment
  - All-door boarding
  - Transit signal priority
- 2030 daily ridership forecast with rapid bus improvements: 23,500
# Project Schedule

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<th>Activity</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<td>Planning issues resolution</td>
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<td>Publish &amp; approve station plan</td>
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<td>Complete NEPA document</td>
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<td>Develop service plan</td>
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<td>Design services procurement</td>
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<td>Preliminary design</td>
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<td>ROW acquisition</td>
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<td>Construction procurement</td>
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Assumes engineering funds are identified mid-2018; construction funds identified mid-2019

Revenue service to begin following construction & testing
Planning Process Overview

- Planning objective: Approved *D Line Station Plan*
  - What intersection?
  - What intersection quadrant?
  - How was location determined?
- Setting up for engineering phase
  - Intersection + quadrant → Feet + inches
  - Understanding interaction between bicycle-transit facilities
Bicycle-transit considerations

- **On County roadways**
  - 44th Avenue North
    - 44th & Penn
    - 44th & Humboldt/Girard
  - Portland Avenue
    - Portland & 60th
    - Portland & 66th
    - Portland & 70th/73rd

- **Other primary corridors**
  - Emerson-Fremont Avenues
  - Chicago Avenue
  - American Boulevard
Examples of transit-bicycle facility interaction

- **Bicycle lane throughout length of platform**
- **Transition from bicycle lane to shared lane and back**
- **Shared lane continuation**
Potential future roadway conditions to consider

1.) Portland & 60th bike-ped (Regional Solicitation)
2.) Portland & 66th bike-ped (Regional Solicitation)
3.) 44th Avenue reconstruction (Regional Solicitation)
4.) Recent reconstruction of Portland Avenue
Planning next steps

• Station planning process
  – Now through end of 2017: Agency coordination, outreach and engagement

  • Determine bike-transit “fit” to the extent possible pre-engineering
  – Beginning of 2018 through mid-year 2018: Station Plan review and approval process

PRELIMINARY PROJECT SCHEDULE (subject to change)

- 2016-2017: PLANNING
- 2018-2019: DESIGN
- 2020-2021: CONSTRUCTION

Pending project funding
metrotransit.org/d-line-project

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