Line Rapid Bus Project Planning: 44th Avenue North
Webber Park Library, 4-6pm August 15, 2017

Jackson, Community Outreach and Engagement
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nity Outreach and Engagement Team
What is the D Line?

- Substantially replace Route 5
- 18.2 miles
- 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
Assumes engineering funds are identified mid-2018 and 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?

Station Plan: Penn & Dowling

This station will serve the intersection of Penn Avenue and Dowling Avenue. This location will have unique station spacing as a result of surrounding land uses. The Penn & 43rd Avenue station is located about 0.65 mile to the north, a longer distance than typical due to the disruption of the street grid from the Crystal Lake Cemetery. The Penn & 36th Avenue station is about 0.25 mile to the south, a shorter distance than typical to provide transit access for strong transit demand between Lowry Avenue and Dowling Avenue. Modest ridership surrounding the Penn & Dowling station reflects that transit predominantly serves single-family residential land uses in this area.

<table>
<thead>
<tr>
<th>Table 1: Station Summary – Penn &amp; Dowling</th>
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<tr>
<th>Core Station Plan</th>
<th>Planned Condition*</th>
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<tbody>
<tr>
<td>Intersection Location</td>
<td>Penn &amp; Dowling Provides adequate station spacing and transit access to northern portion of Penn Avenue corridor.</td>
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<tr>
<td>Platform Location</td>
<td>SB: Nearside (NW corner) SB platform must be sized nearside due to existing NB constraints and limited roadway width. A bus stop currently exists at this location.</td>
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<tr>
<td>NB: Nearside (SE corner) Crystal Lake Cemetery limits feasibility of farside platform. A bus stop currently exists at this location.</td>
<td></td>
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<tr>
<td>Shelter</td>
<td>SB: Install new shelter No shelter currently present. Will install new shelter with enhanced amenities.</td>
</tr>
<tr>
<td>NB: Install new shelter No shelter currently present. Will install new shelter with enhanced amenities.</td>
<td></td>
</tr>
<tr>
<td>Curb Configuration</td>
<td>SB: Bumpout Maximizes operational efficiency and pedestrian space. No space constraints exist that will restrict bumpout construction.</td>
</tr>
<tr>
<td>NB: Bumpout Maximizes operational efficiency and pedestrian space. No space constraints exist that restrict bumpout construction.</td>
<td></td>
</tr>
<tr>
<td>Platform Length</td>
<td>SB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle.</td>
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<td></td>
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</table>

*Final conditions to be developed during the engineering/design process.
D Line and 44th Avenue North

- Anticipated station locations
  - 44th & Penn area
    - Currently reviewing technical feasibility
  - 44th & Humboldt/Girard
    - Focus of tonight’s workshop
  - 42nd & Fremont
    - To be included within upcoming draft D Line Station Plan for review
Question 1

How do you use transit in the area today? What are your transit needs?

– What’s your usual stop to board and get off the bus?
– Where are you coming from?
– Where are you going?
Question 2

Do you think recent and upcoming changes to the area will change how you use transit in the future?

– New Webber Park Library
– North Market development currently under construction
– D Line
– Other changes
metrotransit.org/d-line-project

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