WELCOME
Tonight’s Agenda

- 4:30 to 5:30 Open House
  View the proposed station and connect with staff

- 5:30 to 5:45 Presentation
  Frequently Asked Questions and information

- 5:45 to 7:00 Public Comment
  Opportunity to comment on the station
• What is the D Line?
• What is planned?
  – Stations: What is proposed for Chicago & 48th? How will the street change?
  – Buses: How will buses change?
• Why 48th?
• What has Metro Transit heard from community?
What is the D Line?

• Substantial replacement of Route 5, Metro Transit’s highest-ridership route
• 2030 daily riders: 23,500
• D Line service every 10 minutes
  – Route 5 every 30 minutes
• 20-25% faster than Route 5
  – Fewer stops
  – Pre-boarding fare payment
  – All-door boarding
  – Transit signal priority

• Construction in 2020/2021, pending full project funding

Example station from A Line on Snelling Avenue in St. Paul
What is planned for Chicago and 48th?

- Northbound bus stop stays in place
- Southbound bus stop moves to southwest corner of Chicago & 48th
- July: Metropolitan Council approved station plan, but directed staff to continue planning & engagement at 48th
What is planned for Chicago & 48th?

BEFORE: Bus stop
What is planned for Chicago & 48th?

AFTER: Rapid bus station
What is planned for Chicago & 48th?

AFTER: Rapid bus station
More detailed engineering will begin in late 2018
How would on-street parking change?

Existing Conditions

- **15-minute parking**
- **2-hour parking**
- **No parking**
- **Unrestricted parking**

Valet Zone

+3-4 spaces Potential to convert current bus stop to parking

With D Line

- **1-2 spaces** From expansion of bus stop zone

- **4-5 spaces** From relocation and expansion of bus stop zone

Proposed potential on-street parking removal: 3-4 spaces total
How will buses change?

Route 5 (Today): Front-door boarding, all fares collected on board

![40-foot, two-door bus](image)

D Line (Planned): All-door boarding, all fares collected at station

![60-foot, three-door bus](image)

Similarly sized buses are currently used for Saturday service on Route 5.
How many more buses?

• Bus volumes – traveling through and stopping
  – Addition of +2 buses running through each direction per hour.
  – Buses will only stop if a passenger is at the station or wants to exit the bus

• Noise / Emissions
  – Brand-new D Line buses will replace older buses on Route 5
  – New buses are quieter and have fewer emissions
  – Battery-electric buses under consideration; piloted on C Line starting in 2019.
Why 48th?

- **Spacing guidelines**
  - Generally ½ mile between stations
  - ¼ mile when warranted

- **Draft plan**
  - ¾ mile between 46th and 52nd streets

- **Approved plan**
  - ¼ mile to 46th Street
  - ½ mile to 52nd Street
Why 48th? Existing Route 5 Ridership

- Ridership at the existing bus stops at Chicago & 48th is 3rd highest stop of area between 38th & city limits
- Approximately 90 combined boardings and alightings each weekday at the bus stops at 48th
- South of 38th to the city limits, only the stops at 46th Street and 56th Street have higher ridership than 48th
Why 48th?

• Many destinations (restaurants, shops, businesses) at this location
• 48th Street provides better access to destinations than other nearby alternatives
• Support from public comments & City of Minneapolis
• Maintain frequent transit access to destinations: without a D Line stop here, remaining transit service to the intersection would be reduced Route 5 (planned every 30 minutes)
Why not 47th?

Why not one station at Chicago & 47th instead of 46th and 48th?

- 46th Street is the highest ridership point on Route 5 in south Minneapolis between 38th Street and the city limits.
- Many people using the bus at this location are making connections to east-west service on 46th Street.
- Moving the station a block south would introduce a walk in the middle of the transfer for those customers, diminishing the usefulness of the transit network here.
- Signalized intersection allows pedestrians to safely cross the street to get to the bus stops. 47th does not have a signal to facilitate crossings.
Why not 49th?

Why not a station at Chicago & 49th instead of 48th?

• Ridership is lower at 49th than 48th today, an indicator of where people want to go on the bus.

• 48th provides much better access to the destinations at that node; this is likely why ridership activity is higher at 48th.

• Putting a station at the signalized intersection allows pedestrians to easily cross the street to get to the bus stops. 49th does not have a signal to facilitate crossings.
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<th>Time</th>
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| Fall 2017       | • Open house to gather input on stations from 46th to 56th  
                  • **Mixed input** on a station at 48th                  |
| February-March  | • Draft Station Plan released without 48th Street station  
                  • Significant **support** for adding a station         |
| May-June        | • 48th Street added in Recommended Plan  
                  • Continued feedback (**support and opposition**) for station |
| July            | • Continued feedback (**opposition**) to station from businesses  
                  • Metropolitan Council approves station plan, directing staff 
                    to continue planning and engagement around 48th       |
| September       | • Open house to share project information and hear additional feedback |
| Later in 2018   | • The Metropolitan Council will take action to confirm or revise the planned station at this location |
What’s Next?

• Through September 20: Comments accepted on this station
• Fall 2018: Review comments, determine next steps
• Later in 2018: Metropolitan Council takes action to confirm or revise the planned 48th station
• Fall 2018-End 2019: Engineering
• 2020-2021: Construction (Pending full funding)
Procedures for Public Comment

• Only commenters who sign up to speak will be allowed to comment
• Each commenter will have two timed minutes
• Court reporter will document comments
• 1 commenter at a time, please use microphone
• Please be respectful of other commenters, audience, and staff- no booing, interrupting, personal attacks, shouting, or other disruptive behavior