Metro Transit D Line
Chicago & 48th Street Station

Final Station Plan Ongoing Outreach

Email Comment Summary

This summary contains email comments sent to Metro Transit during the advertised comment period on this station between August 27th, 2018 and September 20th, 2018.

Identifying information including names, direct addresses, business names, and contact information have been removed.
Email Comments

The coded language used to dismiss people who ride the bus as undesirable offends me as a resident of Minneapolis and a person who rides the bus. I’ve ridden the 5 to patronize the businesses here and I’d ride the D line to do so as well.

The D line is worthwhile investment in transportation in our neighborhood only to the extent that it allows people to get to where they need to go. In this part of the city, one of the primary places that people need to go - to the bank, the doctor, the salon, shopping or out to eat - is 48th and Chicago.

The old bus stop should absolutely be converted to on street parking - there’s no reason not to - but if parking is at such a premium, why have none of the hospitality businesses here, which are busiest in the evening, arranged for their patrons to be able to use the Wells Fargo lot, which sits empty after banking hours? The answer is probably that parking isn’t really an issue. When I have driven to these businesses, I’ve never had to park any farther than around the corner on the next block over.

Business opposition seems to be rooted in inaccurate and ugly assumptions about who rides the bus. People ride the bus. People are their customers. If they believe that keeping people away is good for business, they are wrong.

Hello,

I support the new transit station at Chicago & 48th Street. I work on Chicago Avenue and support more and faster public transportation all over the metro area. Having lived in other cities with more public transportation options, it is the thing I miss most. I wish I could walk, bike, or take public transportation everywhere in Minneapolis and St. Paul within reasonable timeframes, but currently that just is not an option.

Transit Centers help to generate economic development, allows for more choice in housing for people that don’t have cars (or don’t like to drive, like me), creates better and safer options for riders, and helps support climate friendly transportation options.

Thank you for your consideration.

I’m writing in support of a D Line stop at 48th and Chicago. It’s a retail cluster that will be well served by having a rapid transit stop at the corner. It would be a shame to deny D line riders the ability to stop at 48th because some businesses are worried about the "wrong kind" of people. Thanks
Southbound mid-block between 47th and 48th Streets makes more sense. Would not impact the existing businesses as much as the 48th street platform. Why do you need a 48th street station in the first place? What's wrong with a simple bus stop?

The businesses at the intersection can deal with a little more but traffic. It makes all the sense in the world that this new line configuration goes forward. Thanks for being brave enough to consider change!

I live not far from the proposed D line, and very much support the inclusion of a stop at 48th and Chicago. As a popular business node, it’s the perfect spot for a transit connection.

I often need to take transit when traveling to this commercial node, as I am car-free. This is an important destination along Chicago Avenue, and I strongly support this station location. It serves the local business customers (who have limited parking access), and serves the neighborhood.

As a resident of the Northrop neighborhood and customer of many of the small businesses I want to express my support of the D Line stop at 48th and Chicago. This transit stop will allow this special place to be more inclusive and supportive of a variety of our neighbors. I’m disappointed by campaigns of an older generation of building owners who are allowing their bigotry to drive their anti inclusionary campaign. Publicly, referring to metro transit customers as “bad actors,” and actively working to prevent those customers from entering our neighborhood is not only dated, but incredibly shameful.

I live in the neighborhood - I would like to be kept informed about future developments and news updates about this line: I strongly support this bus line, and transit improvements in general. Thank you!
This proposed station would significantly improve service to this commercial area. The impact on parking will be minimal, and the displaced cars can easily find other places to park nearby.

Hello,

I'm writing to support the stop at 48th and Chicago for the D Line. I live a block off of Chicago, and I often use the 5 to run errands, both while traveling north to downtown and south on Chicago. I'm excited for the faster, more reliable service promised by the D Line—especially after using the A line a few times!—and I know other transit riders are, too.

It's important that the line include stops where people want to go, though. The intersection of 48th and Chicago is a vital commercial hub, with restaurants, bars, a bakery, a bank, and many other businesses, all within a block or two of each other. We should be encouraging people to ride transit to these sorts of locations, not banishing transit riders a block away for the sake of a couple of parking spots. The increased foot-traffic spurred by the D Line should more than make up for any stress caused by a small reduction in parking. Furthermore, isolating transit-stops away from businesses sends a clear message: this neighborhood doesn't want you here, it says. Go stand over there, out of the way.

I've lived in the Twin Cities for four years now, and I've followed many debates that have followed this trajectory: a bike lane or transit plan calls for slight parking restrictions, and some area residents and business-owners resist, saying that businesses need limitless free parking to thrive. And then the plan is approved and applied and... everything turns out fine. The changes generally make streets safer for all users, while also attracting pedestrians, cyclists, and transit riders to an area that might otherwise be difficult for them to get to. Drivers are still able to commute to the area, even if they can't always park directly in front of businesses. I see no reason why this project wouldn't lead to a similar outcome.

There are many, many difficult battles ahead as we fight to make Minneapolis truly serve its most vulnerable residents while also meeting our climate goals. Some changes that we implement, I'm sure, will be difficult, and will call for privileged residents (like me) to make sacrifices. But placing a BRT stop in a commercial hub shouldn't have to be one of those battles. Doing so will make the neighborhood more accessible at a minimal cost. I hope the final plan will include this stop.

Hi metro transit,
you all are doing a great job. Just wanted to put a plug saying that buses should take priority and should make stops where people are. Buses should work for people, meaning they make stops where people are and take people to where places they want to go. It’s pretty simple.

I'm a routine patron of the businesses at 48th and Chicago, and typically arrive via bus. I'm very excited about the D Line, but it's utility will be greatly improved if there is a stop directly at the intersection. There is plenty of nearby parking (within a block or two) and it seems ridiculous to make all transit riders walk an extra block or two just so a small handful of people in cars don't have to walk at all.

I fully support the planned station at 48th and Chicago. It's important that our neighborhood is served by a minimum of half mile stop spacing, and leaving this stop out of the plan would reduce to substandard 3/4 mi stop spacing. Additionally, this station would be great for local businesses! Bus stops are going to remain whether used for the D Line or not, so the neighborhood benefits from the incremental increase in service and amenities provided by the D Line whereas removing the planned stop would result in a substantial decrease in service for the neighborhood on a reduced Route 5 while still retaining the stops and not adding any additional street parking. Finally, street parking is not a big deal at all. I routinely drive to this corner and can usually find a free parking spot within a quarter block of my destination.

I support the creation of a D-Line stop at 48th and Chicago. It is a necessary and vital access point to this critical route, and would be instrumental in giving people better opportunity to get to jobs, services, and on to their lives. Increased access to a route like this is also a long-term investment in fighting climate change and reducing congestion and tear on our roads.

Thank you.
Hi,

I am unable to make the meeting but please keep the D Line stop at 48th and Chicago.

This is a vital little neighborhood commercial node and a D Line stop here will be good for the neighborhood.

I’m not concerned with parking in this area whatsoever - I frequent the area often typically on foot but when I do drive, finding a spot within a block of my destination is pretty easy.

Thanks for allowing my voice to be heard on this future transit stop and I am excited for the D Line!

Having experience the sheer joy that the A line is to use on a regular basis, it would be a real shame to not include a stop at 48th St. The transit connections there are vital to the success of the line.

It is important at the upcoming D line meeting September 13 that residence and the general public be made keenly aware that the entire business community at 48th and Chicago is against the transit stop primary reasonsSubstantially reduced parking noise and disruption and a negative affect on outdoor dining venues

I am writing to you as new business here at 48th & Chicago, ______ located at ______. My business counts on foot traffic and those driving by seeing my storefront. As it is now, with the route 5 bus stop just in front of my shop, I do all I can to be visible. The now smaller shelter blocks a lot of my visibility, though I knew this was already here when I opened. Additionally I deal with riders smoking and tossing their cigarette butts on the sidewalk directly in front of my shop. And when it is raining they lean up against my front window and smoke to stay out of the rain. I understand the need of quality mass transit here in Minneapolis and that it should be available to all. That being said I feel that a larger stop will make these issue multiply and more so with the higher frequency. The proposal of this stop also does not follow the standard of distance between stops. I personally would have no issue walking and extra block or two for an express type bus the the D Line will be. This new larger stop will also impact an already tight parking issue here at 48th & Chicago, you will be asking my customers as well as customers of all businesses to walk further to get to the shopping and services that they want. I would say asking a rider of an express bus to walk a short distance for a long bus ride is much more reasonable than to ask a patron to walk further to do convenient shopping (which isn't very convenient). I am also concerned about the design of the proposed new stop. When shown to me by a MET Council representative I was told that the stop would be moving way out from my shop, that the new curb would be moved out to the bike lane. When I look at the information provided to me and measure from my store front based on the dimensions shown, It will barley be 2 feet further out.
My concern is also for the many neighborhood residents that come to 48th & Chicago via bike and walking. This type of stop on such a narrow road, I feel, will cause potential traffic accidents with cars trying to go around the larger D Line bus as it stops. There are many people that come here with children, elderly and those with their dogs as it is a great "small town" type of destination. The older buildings have been maintained to keep that feel, which was one of the many reasons I decided to open shop here. A larger, modern looking shelter will take from that look.

I thank you for you time and consideration in this matter and urge you to help change the plan of the MET Council to add this stop.

Hi,

I work downtown and while it is easy to find buses INTO downtown in the morning, I have VERY few good choices if I have to work past 6:30 or 7 PM. I do NOT want to spend an hour on the 5 to get to the Hale/Page/Diamond Lake neighborhood.

A limited stop going to 48th and Chicago would be AWESOME, and I would SWITCH from DRIVING downtown, to busing, if I have many ways to get home somewhat quickly well into the evening.

Thank you!

I wish to voice my support for a D line stop at 48th & Chicago. I live down near 56th & Chicago, and would love to have an easier way to get to this intersection and give the businesses my money, and for other people to get there to do the same, to increase the chance that the businesses may be successful and exist for my continued future patronage.

I remain supportive of the D-line transit station at 48th and Chicago. I believe the concerns from the businesses in this area misplaced and as a customer of some of their establishments, I am disappointed with their stance. As a resident of the area, this stop will benefit me and my family as it is close to my home and will make other areas more accessible via the D-Line. The decreased service provided by a reduction in 5 service to this node would be a loss for everyone, including the businesses that stubbornly oppose this stop at all costs. Please continue to implement this station!
As someone who uses the 5 bus almost daily, and often stops at this intersection on my way to/from work, I support locating the stop at this intersection as it makes the most sense as far as accessing the businesses that populate the area.

I'm writing in support of the Metro Transit D-Line Station at the corner of Chicago Ave and 48th Street. Transit stops, especially transit stations on higher quality transit lines, belong at busy commercial nodes like Chicago and 48th. Transit stops and stations connect people throughout our city and region to the places they need and want to go. Transit stops are always more important than private automobile storage. Transit brings employees, neighbors, and visitors to patron our businesses. Transit also allows users to reduce their carbon footprint, which is important since climate change is real and driving one person around all the time in a 4000 pound gasoline powered vehicle is destructive in both immediate and long-term ways.

I appreciate Metro Transit calling out racist attitudes from businesses at the Chicago and 48th intersection as perception. I am more than happy to voice to business owners that attitudes like that do not belong in a progressive city.

Thanks for your time

Hello,

Just writing in to fully support the D Line station at Chicago and 48th St, it provides transit to an important commercial node that was once off a streetcar line back in the day.

Thanks

Hi! I live in the neighborhood at _____. I very much support the D line stopping at Chicago and 48th. I ride the A line a lot, so in my head I'm equating the D-Line stopping at Chicago and 48th with the A-Line stopping at Ford Parkway in Highland. It's an important and super-used stop! There's lots of businesses, a clinic, grocery, etc. LOTS of people get on and off at that stop. I see Chicago and 48th as a similarly important stop for the new rapid transit line. Highland has become so vibrant and I think the A-line has contributed because it's now fast and so much easier to get there. I really hope the D-Line proves to be similar. Please add a D-Line stop at Chicago and 48th, I think it's a missed opportunity for all if it's not included.

Thanks for your time,
This bus station will be great to have a stop actually where people need to go. I'm not even sure why there wasn't one before? My gym is a couple blocks away and I'd much rather ride the bus than walk the couple blocks (when it's cold) to get food after training. Please build it.

In order to appease both the need for passengers to transfer on 46th St and also to ride to the commercial hub on 48th St, without creating too many stations too close to each other, you need to compromise with a single one on 47th St.

I'm writing to support the addition of a D Line Stop at 48th and Chicago.

I visit the commercial node at the corner of 48th and Chicago regularly, arriving by car, bus, or bike depending on the weather and the rest of my day. We regularly stop there to shop, have dinner, or a cup of coffee, often with our infant along. I'm excited by the promise of future D Line service, and look forward to many BRT trips with my family.

I would like to offer a hearty support of the 48th and Chicago station stop for the Metro Transit D Line. I am a transit dependent individual who is very pleased with the ambitious expansion plans for Arterial BRT in the Cities. There is, to my esteem, no better way to stretch a limited transit dollar than aBRT, and the prospect of the 5 getting an upgrade is very exciting to me. To speak of this stop specifically, I love visiting this former streetcar node as frequently as I can, as I have a handful of friends who live close to this stop. When I do arrive, it is almost always by bus or bike. Having the improved-frequency D Line coming from downtown (where I live) to this area, I would appreciate having a way to get door to door, without having to walk from 46th.

While there are, I'm sure, somewhat valid concerns over parking congestion, it is outweighed by the potential benefits of allowing businesses at this node have more potential customers arrive at the center of the action. I should note that any racially coded language regarding the "type of clientele" who would use the future D Line should be viewed extremely critically, and it should be in Metro Transit's best interest to improve service to all residents and destinations along the corridor, regardless of their perceived status in society.
If I had one complaint about South Minneapolis today, it is that many local routes take a long time, are too infrequent, and don't cover as many destinations as I'd like across a wide area. Projects like the D Line, Orange Line, and continued density around the Blue Line are all going to make me more likely to visit all businesses in South, and I sincerely hope that this stop is put in to make it easier for me and others to visit.

There should be a D Line stop at 48th St, as shown in the station map. It's the most vibrant Chicago Avenue intersection south of Lake St. It's only common sense. Suggestions that parking is an issue are just not true, and bus riders already use this intersection on the 5 at a High Frequency rate.

Hello, My name is ____ and I live in the apartment building on ______. I just recently moved here from New York to teach English at ______ along the Route 5 and future D Line. I heard about this proposal from talking with one of your staff while exiting my bus near my home. The bus is my absolute lifeblood and if I had to walk 3 blocks in the bad winter that everyone tells me you have just to get to my stop, it would be a very major inconvenience. I looked all of the stuff on your website and it looks like a stop is proposed at 48th near me. That would be so incredible, you have no idea. Please, please build this. I don’t know how things work here, but MTA did not take a lot of public comment and I hope you do. Im used to walking, but a faster bus would be amazing. The more concerning thing in my mind: I talked to someone else who lives in my building and they said the reason you aren’t building it is because of businesses being afraid of “sketchy” or “ghetto” customers. I’m a black man, new in this city, who moved to this area because of all the great stuff on this corner. I have felt somewhat out of place at some of these businesses before, but to hear this infuriates me: just know I will be moving elsewhere if this is the attitude that persists in this area of Minneapolis. I cannot attend your meeting so consider this my public comment. Thank you for taking my comment and have a blessed day

My name is ______ and my family and I reside on ____.

I am writing to express my opposition to a bus hub at 48th and Chicago. It is not the I am against a hub in general, but I do believe it would be better served at 46th and Chicago for a few reasons.

First of all, taking away parking and visibility for the businesses on 48th and Chicago is a problem for our community. We want to attract good
businesses who will stay to continue to help the Hale, Field, Regina neighborhood. Secondly, I believe that there are more transfers that happen on 46th and Chicago where it would better serve the people of the Twin Cities. Lastly, as I have school age children who will eventually be walking to Field, I am concerned that the increased bus traffic and people swerving quickly around a major bus stop will make it dangerous for my kids to cross the road twice a day to go to and from school.

Because I cannot make it to the meeting on the 13th, I wanted to write to share my concerns that will hopefully be taken seriously.

I think the proposed D Line station at 48th and Chicago is a great idea. I believe it will significantly improve transit and will serve thousands of folks every day. The loss of parking—if that is what happens—seems small and is more than adequately balanced by the increase and improvement in bus-rider access to this business node.

please include a d-line stop at 48th and Chicago. Thank you.

You have a station at 46th street. Such a waste of money to add another two blocks away. What about taking parking away from the 48th & Chicago business district? That can’t be a good thing. This is supposed to be a limited stop transit route. Just keep route 5.

Hello,

As a member of this community and a frequent patron of businesses located at and near 48th Street and Chicago Avenue I am in strong support of the proposed Rapid D bus stop being built and implemented as planned. I have read the opposition letter and find the counter-arguments to be not only nonsensical but also racist with little to no facts other than siting the classist if not racist view that buses bring "bad characters" to neighborhoods. I am disappointed by my
neighbors that in this community and will not be frequenting businesses that only seek to serve an idealized, false, and elitist view of what our community actually looks like, and who qualifies as a member, and who it serves.

To Whom It May Concern,

Hello, I am emailing regarding the D Line Bus stop that the city has approved to install on the corner of 48th and Chicago.

I am a tenant at _____ just around the corner from where the stop will be located. My concern for this stop is not solely for myself and how I think it could affect my business, the lack of parking which we already have issues with, and the potential rif-raff it could bring, but more so how it could affect the 3 restaurants that are directly in front of where this bus stop would be placed. I rely solely on the parking that is outside of my studio, or right down the street, as I have clients with newborn babies who I would really appreciate if they didn’t have to park 3 blocks away to come and have their babies photo taken.

I think the city has seen time and time again (Nicollet Mall, and so so many other areas) that have caused serious damage to small and local businesses because of A. Construction and B. something invasive being in the way of the restaurant or place of establishment. There are 2 very popular restaurants directly in front of this proposed stop, both of them with very popular (and much needed for this area) patio for people to dine and enjoy themselves. 48th and Chicago has worked so hard at becoming an "it" spot for families and residents, and I don't know one person who would want to dine with a gassy and loud bus stopping every 7 mins. It's not fair to the businesses that have worked so hard at building themselves, and it’s not fair for the neighborhood that frequents these establishments.

I ask you to look at the damage construction has caused businesses in the past. I ask you to consider moving the stop one more block down. Minneapolis is on the up and coming. Property values are rising, new and amazing restaurants, shops and bars are opening. But 48th and Chicago could be ruined by this bus stop, and all of us business owners have been fighting so hard to ensure that this stop is not put directly in front of businesses. If it's what the apartment residents want, then put it a block down, in front of the residents. Don’t put it in a place that could potentially ruin this corner. Please please please listen to those of us who are trying to make this city a better place for our residents to live by working so hard at building businesses for them to enjoy. We understand that public transportation makes the city better, but putting the stop 1 more block down will be of more benefit to the residents who live on
Chicago Ave. EVERY. SINGLE business owner is fighting to ensure this does not happen. Every single one. This has to tell you something.

Thank you for your time. We really hope you will consider and do what is morally right.

Hello,

I will try to make the meeting on 9/13, but as of now I have a conflict so I'd like to comment here and give my support to the D Line and the 48th Street stops in particular. I live on the 4500 block of Columbus Avenue.

I often use transit, and an improved network would help me and my family use it more often for work, school, shopping and recreational activities (parks, museums, sports). Admittedly, living so close to 48th and Chicago we most often walk there, but we strongly support improving citywide transit connections to hubs like this one, which of course originated due to its being a street car stop!

I have seen some resistance from business owners and some residents to the stop and its location: To me this is largely unwarranted and short-sighted. Based on the A Line stops I see along Snelling and Ford Parkway, the shelters are not too much of a visual impediment to storefronts. It needs to be clarified that most of the footprint shown for the stop is not a building, but open space, ticket pedestals, and the relatively slim vertical signpost. Putting the northbound stop in the place of the current bus shelter does not seem like much of an imposition to me. On the southbound side, we can see that it might be bit snug: If so, could it be an option to locate it further north, in front of Wells Fargo or the HealthPartners clinic instead?

Metro Transit should absolutely prioritize a D-Line BRT stop at Chicago & 48th. As a Minneapolis resident who frequents this area as a destination (I live a few miles away) I would be far more likely to visit this intersection if I could get there with high quality bus infrastructure. Existing transportation options mean I only go there when I have to drive for other purposes already; which as a mostly transit-dependent consumer, means that I frequent these businesses based on convenience, not always choice. Let me (and other transit-riders) CHOOSE this node!
Besides, this neighborhood commercial node literally exists because it was once a transit hub! Even though I only go there when I'm driving, it's not a comfortable intersection for cars because it was originally designed with transit users in mind! Let's bring that back. It makes sense, and it's consistent with the accessibility goals Minneapolis strives for. Misguided concerns of business owners should not outweigh the incredible value this stop would bring to the community.

I am writing to express my support for the D line station at 48th and Chicago. I'm a frequent user of the 5, a former A line rider, and a regular patron at businesses at 48th and Chicago. Without the 48th street station the commercial node will be far less accessible for employees, customers, and my family. The A Line is great in part because every node along the line has a stop. Please do not degrade the D line customer experience.

The arguments against the station are outdated - buses haven't smelled in 15 years. Metro Transit bus emission data backs this up. The parking concerns are a non issue. One or two new spaces will be affected.

Hello my name is ______,

I am an avid biker and transit user that happens to manage a ___ on the corner of 48th and Chicago. I think I have a unique prospective and feel it is important that I voice my opinion on this proposed added stop for the new D line at 48th and Chicago. I am opposing this specific added stop for two main reasons.

First: This is a very busy corner, with a lot of foot, bike and car traffic. I feel that the proposed extension in my opinion will cause additional traffic problems. Logistically the width of the bus will be pultruding in to the car lane when it stops. Cars will inevitably go into the oncoming traffic lane to get around the bus, that in it self is dangerous. Additionally, since this will be located on the bike line, bikers will have to go into the main lane to get around the buses when they stop. As a biker I can speak from experience how dangerous lane switches can be when cars expect bikes to be in a bike lane. Motorized drivers become dangerously aggressive and will speed up to avoid being behind a biker and make poor driving decisions. I have almost been hit on different occasions where bike lanes are blocked due to construction forcing me into the car lane. I feel this could cause similar issues. Side note the 5 bus is a high frequency bus that
stops here several times an hour, so this is not just a consideration of the D line but also the effect from the regular 5 line.

Second: The actual bus stop will be much larger and will not only visually block the company I work for, but all the other businesses on this corner as well. There are 7 business fronts just on our side of the street that will be effected (and all 7 businesses are against this extension/added stop as well as every business we have spoken to that is located around the 48th and Chicago corner). From a business prospective it is so important to be seen. The new bus stop would block all of the business awnings and store fronts. Much of our business is reliant on people driving and walking by, and seeing the business and walking in. The phrase "out of site, out of mind" runs through my head when I think of the effect this bus stop will have on the company I work for. In addition the construction noise will be severely detrimental to our business (we are in the business of relaxation, and our clients will not be able to relax when there is months of massive construction happening).

With the stops at 52nd and Chicago and 46th and Chicago that will be installed (which I am in favor of), and the 46th stop is only 2 blocks away. I do not see a reason to have a stop at 48th and Chicago, when all of the businesses have voices how strongly opposed they are and the negatively impact we all see this will have from a business stand point.

To my understanding the intention and idea of the D line is to benefit the community. I feel this specific bus addition that is being proposed at 48th and Chicago will hurt local businesses and could be unsafe logistically. I am opposed to this added stop and hope that these factors are considered by those involved in making the decision.

The D line will have a bus stop at 46th and Chicago only 2 blocks

Thank you for your time.

The original Metro Transit’s February 2018 Recommendation for the D Line was to have a stop at 46th Street and Chicago Avenue, and NO stop at 48th & Chicago, for consistency of 1/2 mile spacing between stops on the route. Adding the stop interferes with the purpose of rapid transit’s limited stops.

As a business and property owner at 48th and Chicago, and resident at ____, I strongly oppose a D Line stop at 48th and Chicago. It will take critical parking, obscure visibility of storefront businesses, and be a safety hazard on this corner already busy with cars, bikes and pedestrians. Businesses and business owners at 48th and Chicago are universally opposed to the stop. The
riders encouraging this additional stop can walk the two blocks to a stop at 46th, or wait for the current 5 bus, which will continue to operate.

48th and Chicago is a vital neighborhood commercial note in the heart of south Minneapolis. The D Line will serve local residents well at this intersection, with ample walking and bicycling connections to nearby residences and businesses. I strongly support retaining this station on the D Line aBRT route.

I am unable to attend the meeting tomorrow, but wanted to weigh in to reinforce my previous comments in favor of a 48th & Chicago D Line station.

As a Bancroft neighborhood resident and frequent shopper/customer/client of many 48th and Chicago businesses and service providers, I am strongly in favor of the proposed 48th & Chicago station location.

Transit service directly to this hub of small business, services, and jobs, is exactly the right approach. I often bike to this commercial node in good weather now, preferring not to drive/look for car parking, and look forward to having a more viable transit option to access this intersection once the D Line is implemented and service becomes high-frequency, predictable and easy to access.

I am sure that a station design at this specific intersection, with community input from multiple stakeholders, can appropriately balance the needs of transit riders (customers/employees/neighborhood residents) and small businesses. I would encourage interested stakeholders to focus on that design effort, moving forward with preparation for the D Line.

I'm writing you today because the location of the proposed station at 48th and Chicago will severely impact our business and force us to move. We opened _____ at _____ in January, 2017 after spending $15,000 getting the property ready to go. We rely on the bike lane and the high visibility to conduct our business. This is not a large business. There are two of us employed full time helping folks from the metro area get back to the bike path and find alternatives to driving. So clearly, it's not that we're against mass transit or alternative transportation. It's quite the opposite. It's that we invested in this
location on a ten year plan. The stop will make it impossible for most of our customer base, age 40 and more to safely get a bicycle. Moving the test ride area to 48th Street is not an option as there is often only one person in the store. Leaving the store to help customers onto their bikes would leave the store unsupervised. Additionally, the loss of parking impacts are ability to load bicycle purchases into cars and to unload inventory into the store.

We are only just beginning to recover from the financial impact of the build out of this space. Finding a new location and building that out will no doubt set us back $20,000. Our only other alternative is to close our doors completely, something we never imagined would happen. The proposed location is devastating to us.

Please consider moving the location to the apartments south of us at 49th and Chicago, where the clientele who rides the bus actually lives or to 47th and Chicago, where this is currently a bus stop.

Best regards,

Hello,

I am just writing to express my support for the addition of a D-Line station at 48th and Chicago. This intersection is such an important node for neighborhood residents, businesses, and visitors. Increased transit access will help to bring customers and employees to the area. Increased visibility in the form of bumpouts and station areas (no parking all the way to the corner) will also be great for pedestrians in the area.

Thank you for the opportunity to provide feedback.

I support a stop at 48th and Chicago as proposed. The retail node around this intersection is the largest along Chicago past Lake Street and should be considered an important destination along the line. We live south of the area and currently can walk to the stores, bars and restaurants there, however, as we grow older being able to use the bus with a stop directly in one of the areas we like to spend our time and money at makes perfect sense. Neighbors want to be able to use transit to support local businesses and a bus stop here is one of the best ways to ensure that happens.
To Whom It May Concern:

My name is ____, and I am one of the new owners of the ___ located at ____ in Minneapolis, as well as co-owner of the building that is home to _____ at ____. I am also a resident of the neighborhood, residing at ____

I understand that on September 13, a meeting will be held to discuss the fate of the D-line stop at 48th & Chicago in a public forum. I’m writing to inform you that, as a result of September 13 being the grand opening of _____, I will be unable to attend this meeting.

I’m writing this letter, in lieu of personally appearing, to reiterate my opposition to the D-line stop at 48th & Chicago. I believe that a D-line stop at 48th & Chicago will have a detrimental effect on parking — which is already at a premium in our neighborhood. I believe that a stop at 46th and Chicago will suffice, and there is no need to add an additional stop at 48th & Chicago. Also, I support my neighbors in the adjoining buildings, who will be adversely effected by the physical barrier created by installing this stop at 48th & Chicago.

Please feel free to contact me with any questions regarding my position on this matter. Thank you for your time and attention.

Sincerely,

Hello.

Unfortunately I can’t make the meeting tomorrow to provide this feedback in person so I’m sending an email. Super excited about the rapid transit line! Can’t wait to have a faster commuting option than the 5 (and 133, although that is a pretty good option for me too).

My preference would be to have a 46th and Chicago stop, which I understand is part of the plan, and not add a 48th and Chicago stop. Even though it would be a further walk for me, I am concerned about the character of the 48th corner. If that is not the ultimate decision, I would like to see subtle bus infrastructure on the 48th corner so it doesn’t look like a big hub.

Additionally, I want to see the business on the 48th corner succeed. So please take into consideration their input as well.

Dear Metro Transit,

I have previously written to voice support for the upgrades to service along the current #5 route in the form of the D Line arterial BRT, and would like to reiterate support specifically for the proposed stop at 48th and Chicago.

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I live near the 56th and Chicago bus stop, and am a regular rider of the #5 bus. I also frequently use the #5 bus to get to the commercial node at 48th and Chicago on my way to or from work, and rely on the stops there. I think it is critically important to the success of the D Line to maintain stops at 48th and Chicago, as removing those stops would drastically reduce transit service to the intersection while providing no significant benefits to the commercial node by their removal (given that there are existing stops there and minimal parking impacts from the new D line).

I understand that some of the business owners at 48th and Chicago have voiced opposition to the proposed stop there, but I implore you to keep that stop in the D Line plans given the critical role they play in providing access to an important commercial node in South Minneapolis.

Thanks for your work on this project.

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I'm a resident of the neighborhood near the 48th and Chicago stop, and would like to express my support for the proposed stop and platform infrastructure. I think it will be a great asset, increase business for local establishments, and improve transit access for myself and many of my neighbors. I would especially love to see a sheltered stop to help transit users access the line with ease during all types of weather.

Thank you for bringing this line to the neighborhood - it's much appreciated.

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To Who It May Concern,

My name is ____, I own ____ on 48th and Chicago. I am opposing the D Line stop on 48th and Chicago for many reasons. The primary reason I am opposing the proposed stop is that it will interfere with the success of my small business. Starting and running a small business is no small task. It has taken me many years and countless hours of hard work to get my business off the ground. Having visibility from the street has helped us grow, because new customers are able to see my business when they are driving by and while sitting at restaurants across the street. Half the battle of growing a small business is getting people to know you exist and that you are open for business. 48th and Chicago has been a wonderful place for my business to flourish and I am hoping to stay in this location for many years to come. The D Line stop at 48th and Chicago would only hinder business for us and the many other small businesses around us. It will most definitely block the view to my store front and prevent potential customers from seeing my business from the street.

Besides the stop blocking the view to my store front, the noise from the constant bus stopping would be a huge deterrent. Not to mention the construction of the bus stop. The construction alone could cause
us to have to close our doors and lose a huge amount of income, preventing me from being able to support my staff.

The loss of parking spaces is another reason we are opposed to this bus stop. This area is already short of parking and we get complaints all the time. If more parking is removed, we could potentially lose more business. Parking convenience is important for the success of all businesses and with less parking available, customers may choose to go elsewhere where parking is not an issue.

Many businesses owners in the area have expressed deep concern about the stop at 48th and Chicago. Some businesses may have to close their doors if the stop is added. Please consider how it would effect the business district. If businesses were to close because of the stop, no one would be riding it anyway. This stop will most likely not effect most people on a daily basis, but it would directly effect myself, my staff and my business on a daily basis and that is why it is important to us that it stop be excluded.

Attached is a petition with over 40 signatures opposing the 48th and Chicago D Line bus stop.

Thank you for your time.

I'm not able to attend the meeting tonight in regards to the proposed transit stop on 48th and Chicago. I live in the neighborhood and though I'm not against transit or even a line on Chicago, there has to be more input before the stop is added so last minute. There are a number of businesses this will negatively impact. Please vote no on this bus stop.

Thank you!

I live at _____, and I oppose the proposed shelters at 48th and Chicago Avenue. I plan to attend the meeting tonight.

My name is ____, and I'm a car-free Minneapolis resident who lives in the Bancroft neighborhood—just a short walk, bike or bus ride away from the business node at 48th and Chicago.

Although I could not be at tonight’s meeting to discuss the proposed 48th street stop for the D Line, I still wanted to write to express my elation and unwavering support for a new aBRT stop at such a popular (and growing!) destination.

My support hinges on three main reasons:

1) We need to do everything we can to prevent a planet-wide climate meltdown, and putting high quality public transportation near high interest destinations is a no-brainer way to help out. Persuading
people to ride the bus is a way to fight global warming, and the importance of that goal cannot be overstated. It needs to be a guiding principal for everything we do, as a city, a region and a planet.

2) When we say "no" to public transit, we're saying "yes" to segregation. We know that poor people and people of color are more likely to ride the bus as their main mode of transportation, so when we say "this neighborhood doesn't want a bus stop" what we're really saying is, among other things, that "this neighborhood doesn't want poor people, or people of color." In a city and region as segregated as Minneapolis, we need to be proactive about making sure our POC and poor neighbors are able to get around with dignity and with ease.

3) 48th and Chicago exists because of our now-defunct streetcar system. Bringing high quality public transportation back to the node will help restore its neighborhood character as a transit and pedestrian-friendly business district.

Thank you for reading, and for all your work to make the Twin Cities an easier place to get around.

I live in the Phillips neighborhood and often take the 5 bus. I would love it if there was a stop at 48th and Chicago. Thank you for your work on this project!

While I understand a vocal minority of very engaged citizens is pushing for a D Line stop at 48th Street, this stop is wholly unnecessary and compromises the intent and functionality of the arterial BRT mode. Yes, 48th Street does have a commercial node, but unfortunately it does not intersect with another transit line. 46th Street does have a transit line that needs to have access to transfers. The 5 route does not drop of passengers at the intersection for Chicago and 48th, but about mid block. A compromise station should be located at 47th and Chicago. It is a 2 minute walk either direction and for those that need drop off closer to either 46th or 48th can take the 5. I'm sorry that my neighborhood wasted thousands of project dollars to argue over a two-block difference in station location. One 46th is adequate and a compromise location would work just as well. If this was a conversation about parking lots, the those pushing for two stops would be mocking those complaining that they don't want to walk a block or two to the stores and restaurants they want to go to. This is absurd and I feel for all of your working so hard to implement this awesome new service for our neighborhood. I look forward to my first ride. I think that the people who were at that meeting last night do not represent that actual riders of the future D Line; I wonder how many of those people actually ride the 5 bus. People in North Minneapolis will be more affected by over stopping this route than affluent people who want to be picked up in front of their house and dropped off in front of boutiques and restaurants. I think this needs the increased time added to this route by "over stopping" this route needs to be looked through a ridership equity lens and not just voices that are loudest.
I am a 28-year resident of the City of Minneapolis, the last 26 years of which I have spent living at the corner of ______. My address is one block from 48th and Chicago Avenue South (my driveway is 1/2 block away), which intersection I see from our back room.

I visit 48th and Chicago every single day I am in Minneapolis, often several times a day.

I am writing to oppose the location of the bus-stop infrastructure proposed for construction directly in front of shops on the west side of Chicago Avenue and across from Ken & Norm's liquors.

My opposition is based on the following experience and observations:

1--26 years interacting directly, and daily, with the proposed location;

2--The heavy traffic experienced at that intersection, including liquor-store customers turning in high volume into and out of Ken and Norm's parking lot at the proposed bus-stop site;

3--Large trucks, including tractor-trailers, delivering beer to Ken & Norm's at the proposed location, pause at the site proposed. I observed a truck do so this morning, 9/13/2018. These deliverers work hard, using hand-trucks heavily laden with cases of beer. Their pauses are fine, and understandable, under the present circumstances, but will create chaos, headaches, and traffic tickets--or impose hardship on the drivers/deliverers--if a bus stop is placed exactly where these stops occur.

4--The proprietors of Town Hall Tap, 4810 Chicago Avenue South, have invested in a beautiful, friendly, welcoming eatery with outdoor seating. My wife and I and our neighbors are regular patrons, as are many people from the surrounding community. The bird's-eye view of the drawings indicates that the proposed structure will be very close to this outdoor seating and may obscure the facade of Town Hall Tap to southbound traffic.

5--The proposed location appears to sit directly in front of, and will obstruct the facade of Pedego, 4804 Chicago, an electric bicycle shop with friendly owners, an interesting product, and a visually appealing store.

6--The proposed location appears to sit directly in front of and will obstruct the facade of Rock, Paper, Scissors, 4806 Chicago, a small proprietorship likely to suffer from obstructed signage.

7--The new owners of the venerable Parkway Theater, 4814 Chicago Avenue South, have invested a large sum to bring the theater back to its former glory, to the delight of the neighborhood. Placing the bus stop very near their doors will increase parking and traffic hassles to the theater's--and neighborhood's, and community's--detriment.

8--The new owners of the former Pepito's, now El Burrito, 4820 Chicago, have invested a large sum in the building and the block. Their outdoor seating would be close to the bus stop and car traffic to and from the restaurant, as well as on-street parking, would be complicated by a bus stop so close to their front doors.
Please note that neither I nor any of my neighbors opposed to the proposed site oppose buses themselves. I ride the bus—the 5—whenever I have contract work downtown. My neighbors also ride the bus, some every weekday, year round.

Our objection is not the nature of or need for bus transportation, which we roundly support—it's the next best thing to street cars, long gone. But the proposed site of the stop—complicating traffic flow and parking, creating visual obstructions of storefronts, and the other concerns above, poses a net LOSS for the block, not a net gain.

Simply shifting the location north or south a short way, such as to 49th and Chicago, would retain all of the benefits of bus transportation, while eliminating the hassles and impediments posed by situating the bus directly where a large number of cars and people walk, turn, park, make deliveries, sit, and rely on visual recognition from passers-by who view their storefronts.

Minneapolis is a wonderful city with positive, productive government. Please, please, parse this project carefully and base your decision as to the precise location of the proposed stop on all of the functional elements involved.

Thank you for your consideration and public service.

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Hello,

I live 3 blocks from the proposed 48th/Chicago D Line station and generally support the addition of this station in the neighborhood. However, I strongly recommend moving the southbound stop 1/2 block north in front of Health Partners / Wells Fargo, or closer to the southwest corner of 47th/Chicago. I realize that is only a block or so from the 46th street station, but I have concerns about putting it right at the southwest corner of 48th/Chicago. The proposed stop would be in front of several storefronts that have changed ownership multiple times over the last 5 years. I worry that hiding them behind a large shelter would be detrimental to their business, and should they close I believe it will be harder to find new tenants. By comparison, the Northbound stop is in front of businesses that have been thriving in the neighborhood for years (with the exception of, I think, just one that’s new). The proposed southbound stop is also right next to a restaurant with very popular outdoor seating, and would eliminate several parking spots. Moving the stop a little further north would put it closer to two larger businesses (Health Partners and Wells Fargo), and where foot traffic is much less congested.

Thank you for reading!

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Hi,
I'm writing to express my enthusiastic support for the new D Line bus stop at 48th and Chicago. I live three blocks from the intersection, at ____. I think quality, frequent mass transit service is of great value to the neighborhood.

I live at ____, three blocks from the proposed D Line route. I strongly support a stop at or near 48th and Chicago. Whether the stop is near Health Partners, the Parkway Theater or right at the intersection, I want to make sure that intersection has a stop.

Dear planners,

I have lived two blocks from Chicago & 48th for twelve years. I love this intersection, and visit one of the businesses almost daily. I am a passionate believer in including a D-line stop at this intersection. I understand the arguments against this stop. However, I feel the benefits far outweigh the loss of a few parking spots and extra bustle.

As a resident who lives on ___ I would enjoy the convenience of a D-line stop for myself and my family. However, the primary benefits of the stop would be felt by the retail businesses at the corner of 48th & Chicago, and the citizens who would use the D-line to patronize the businesses. Although I love the businesses at 48th & Chicago, many of the smaller business have trouble staying in business for longer than a year. The addition of a D-line stop would increase foot traffic and help them.

I urge you to include the 48th & Chicago stop to ensure our neighborhood remains a vibrant mix of small local retails and mixed residential housing!

Please stop catering to people who are afraid of the working class. It's time to stop catering to the scared middle-aged white racists in our community. Do what science says is smart: build intelligent density in high traffic areas. Please. I vote (: 

Thank you for a beautifully run meeting yesterday evening regarding the 48th street station. I was really impressed how the plans were presented and how community input was engaged and managed.
After learning more and hearing the range of comments, I’d like to add a little more to the written commentary. Specifically, regarding the bump-outs. I recognize Metro Transit has past experience with the bump-outs, and to some extent I am prepared to defer to that expertise and past experience. I understand it has advantages in terms of space for loading riders and preserving the existing sidewalk space. However, at this particular intersection, it is hard to see how it can work without creating some chaos. Drivers behind the bus could easily get caught “in the box” when the light turns red. They will be mightily tempted to go around the bus, which could lead to honking or even collisions. As a commenter or two mentioned yesterday, bicycles will also be tempted to go around the bus which could lead to danger and car driver frustrations as they swing even wider to go around the bicycles... pedestrians may be tempted to cross against the light, or jaywalk a little away from the intersection while the bus is sitting there and traffic seems to have stopped.

Apologies this is getting long... the current bus arrangement where it pulls into the parking lane and traffic goes past seems essential to the flow. It was pointed out yesterday that this is a road with two lanes in each direction only (two parking and two traffic total), different from prior installations? As I elaborated yesterday, from my psychotherapy office overlooking the intersection, my patients and I hear louder noises at the intersection. If there is honking or tires squealing, it will affect me and numerous other therapists and bodyworkers with private practices in the immediate vicinity.

Thanks again,

While I was unable to attend last night’s meeting at Joan of Arc, along with many of my neighbors who have children at Hale Elementary School (it happened to be parent’s night), I wanted to make sure that my support for this stop—and, more broadly, that of the vast majority of neighborhood residents—was registered as part of the official record. The Shenandoah Terrace neighborhood centered around the 48th and Chicago intersection has a disproportionate number of downtown commuters who use public transit. Accordingly, my neighbors and I were disappointed when the initial plan omitted a neighborhood D-Line stop, and, in turn, we were delighted when the revised plan addressed this apparent oversight. Now, understanding that a number of business owners, none of whom (to my knowledge at least) actually reside in the neighborhood, object to that revised plan, the residential neighbors want our support to be heard by Metro Transit. Access to transit is critical to this neighborhood, and will only serve to encourage its economic vitality. Short-sighted—or, in some cases, dog-whistle-like—concerns about loss of parking and “bad characters” attracted by a more efficient transit system serving the neighborhood should be seen for what they are. There is no parking shortage in our neighborhood. I should know—I live there 24-7, and I frequent our neighborhood’s “downtown” on a daily basis. Likewise, concerns expressed about “bad characters” reflect, in my view, thinly veiled
racist opinions about public transit that are not subscribed to by the actual residents of the neighborhood. To the extent there are aesthetic concerns with a stop at the intersection, those can be addressed in the planning stages if and when funding is obtained. Even the location of the stops at the intersection can be addressed if some reasonable accommodation needs to be made in that regard. But the concerns expressed by a vocal few (whom I have no doubt were overrepresented at last night’s meeting) should not stand in the way of a stop somewhere in the immediate vicinity of 48th and Chicago—a stop that has the support of the vast majority of its residential neighbors. Thank you.

Respectfully submitted,

I really didn't think I'd have to send an email for such a no-brainer place to put a bus stop. Clearly it makes sense to have a bus stop at this busy node, and I'd be very disappointed to see the borderline racist comments about transit users made by the business owners against the plan be heeded to!

I support the dline stop at Chicago and 48th. If it remains part of the plan, it will likely be the reason I purchase a bus pass to commute to work.

Hello, as a resident of the neighborhood, an occasional bus patron, and a bike rider I would like to give my input. I am excited about the idea of having a rapid transit line on Chicago but propose to move the stations out of the busy area of Chicago and 48th to either midway on 46th and Chicago (there is already a northbound stop here) or 47th and Chicago. The 48th and Chicago shopping district is already busy with bus, car, bike, and pedestrian traffic and moving the stop north a block or so would allow the congestion to be dispersed slightly. Thank you for your time.

As a resident of the area for 30+ years, living between 48th and 49th on ____ , I am in complete support
of the D line station at 48th and Chicago. I believe that the D line at this location will enhance the businesses here, and will improve my quality of life.

I am a local resident and am opposed to this stop.

First, it seems like a waste of money to have this stop so close to the Chicago & 46th St Station.

Second, even though I live nearby and this would be the closet stop for me, I don't think there should be a stop right in front of restaurants. These businesses have seating outside and the extra people standing around and bus noise and exhaust would reduce the quality of the experience for the patrons of those businesses.

If there has to be a stop here for some reason, the southbound station should be further south, by the apartment buildings.

I am opposed to this stop.

Hello,

I am a resident of the Field neighborhood and I am grateful that a faster bus service is coming here. I previously wrote in support of a bus stop at 50th street, but since that has been rejected I am in full support of the 48th street station. I hear that there was vigorous opposition in a neighborhood meeting this week, but I thought you should know that opinion isn't held by all of us here in Field! In fact, my son has delayed taking driver's education classes because the 5 bus takes him everywhere he needs to go--and a faster bus will make his life even easier!

Thank you for all of your hard work.

Hello!

I was not able to make it to the recent public meeting about the D-Line and the proposed stops in South Minneapolis. I am a longtime resident and lived in the Kingfield neighborhood at _____ for over 5 years. I now live in the Loring Park neighborhood, and have utilized MetroTransit since I first moved to the twin cities from Northeastern Minnesota to attend the University of Minnesota.

I support the proposed stop alignment at 48th and Chicago, and furthermore am enthusiastic about expanded bus rapid transit options in Minneapolis and beyond. I have been woefully disappointment
with the planning and implementation of light rail since the completion of the Green Line, and view BRT as a much more affordable, adaptable system that can address the urgent need for more transit options in our city.

We are growing, and with global climate crises on the horizon, will likely continue to attract new population. We need options for those who cannot or choose not to own cars, and for those who own cars to diversify their transit mode. I utilize the A Line on Snelling frequently, often to access Rosedale mall (and sales at Macy's). Since I've moved away from Kingfield, the businesses I once frequented at 48th and Chicago (and 46th and Nicollet, and 46th and Grand, and 54th and Lyndale, and 48th and Cedar), remain almost as inaccessible to me as Rosedale was to a transit user in the heart of Minneapolis before the green line LRT and the A line BRT.

This project is EXACTLY the kind of bang-for-your-buck transit we have to prioritize, especially given the disinvestment in transit from our state legislature. We need it, and the proposed stops are the right plan to give residents equitable access to all of our city's amenities. It is wrongheaded and short sighted that some business owners seem to prefer limited access to their shops and bakeries just to keep their clientele lilly white and deep-pocketed. Their desire to remain exclusive to the most privileged Minneapolotans is not just cause for scrapping a well planned transit upgrade that will benefit the city and its transit system.

Best regards, and thank you for the work you do,

I strongly support the recommended station at 48th Street. This station will be a huge benefit for residents, workers, visitors, and patrons of local businesses.

Service - The Route 5 already serves the intersection. Concerns about noise and safety are unsubstantiated.

Safety - The larger station areas will provided greater space for walking and greater setbacks from existing buses and vehicles traffic.

Bikes - Buses are forced to weave back and forth across the bike lane at stops, creating difficult blind spots for bus drivers. The proposed design or a floating bus stop with a wrapped bike lane are best practices.

Parking - There is limited impact to on street parking and the bus connects people directly to businesses. People spend money, not cars, and they are better served by high quality transit service.

I strongly support the D-Line, but would like to see commuter service maintained on my primary bus the Route 133.

Hey there,
As a Minneapolis resident, I wanted to voice my strong support of the rapid transit bus stop at 48th and Chicago.

Expanding transit lines farther to reach areas where people may not be able to afford a car is a huge responsibility of the metro transit, and you have this resident’s wholehearted support.

I live a few blocks from 48th and Chicago and this would be a major benefit to the neighborhood. The shops would get more business and residents would have an easier time getting to these shops. Let's do it!

Hi,

I'm a resident of Minneapolis Ward 8 and I support the D line, including having a stop at 48th & Chicago. I do hope that consideration is paid to the design and placement of the stop so that there is as little disruption to the bike lane and everything else as possible. But it clearly makes sense to have a stop at this commercial area.

Hello, I am a Ward 10 resident and I am writing to express my support for the proposed rapid transit bus line and Chicago and 48th. This is a commercial business node with existing high ridership, and it will encourage more people to use transit. Lots of different people (and lots of different types of people) depend on transit (especially because this is one of the city’s busiest routes!), and we should be taking steps to make their experience better. And we need to be taking every step we can to fight climate change and meeting our city’s climate goals.

Hello!

I'm writing from my office at the intersection of 48th and Chicago - my second floor window is directly above the existing bus stop at this intersection. I strongly support the proposed D Line stop at this intersection. The current traffic and ridership is perfectly manageable and I have no concerns about adding the D Line to this stop, and I experience the traffic and noise (which is minimal) related to this stop more than just about anyone.

I know the ward boundaries mean that CM Jenkins represents one side of the street and CM Schroeder the other, so I'm cc-ing you both on this message.
Good evening,

I am writing to express my support for improved transit infrastructure, the Metro transit D line, and the stop at 48th Street and Chicago Avenue.

I am a Ward 10 resident and a frequent transit user. In addition, I work professionally and on a volunteer basis with adults and youth whose primary transportation is the Metro Transit bus system. As an educator of high school youth, I must speak up for how many of our young people use the buses to get to school and to work, and how important it is that transit lines be fully serviced!

I appreciate your attention and your support for public transit.

Sincerely,

Hello,

I live in ward 8 of Minneapolis and I am writing to let you know I support the D Line, including the proposed stop at 48th st. and Chicago ave.

I recently moved to Minneapolis from the Highland Park neighborhood in St. Paul. I lived right off of Ford Parkway as the A Line was being developed, and when it went live it greatly improved my ability to commute to Downtown Minneapolis. I know that the proposed D Line will bring the same transit improvements to my new neighborhood as well.

Regarding the stop at 48th st. specifically, my wife and I look forward to having quick and reliable transit options to and from the restaurants at that intersection, and both of us being able to get a drink while we are there!

I support the Dline, and the station at 48th and Chicago. I take the bus every day to work, and have before (and will again) use it to get to the businesses at 48th and Chicago.

I live a few blocks away from the 48th St intersection and often take the #5 bus to/from there to the Mall of America where I work. Today, for example. No surprise that I would like for there to be a D-line stop at this intersection. It would make taking the bus more convenient for me. The shorter trip time and more frequent service will make it an easier choice between riding or driving. I expect that others in the neighborhood would also use the bus more.
I attended a meeting last Thursday where there were several complaints, mostly from the businesses or people concerned about the impact on the businesses. If I’m riding the bus more then I’m spending more time in the area and I’ll be going to these businesses more often. Increased ridership will expose their businesses more than hoping to distract drivers. I worked in retail and we often had customers say that they drove by every day but didn’t notice the store was there.

There were also complaints about impatient drivers and bike riders that I don’t think should be a concern when planning this bus stop since these drivers/bikers should learn patience instead. They’ll need it when driving on Minnehaha parkway and it’ll help at other times too.

Hello, my name is ____ and I live at ____. I’m emailing in support of a D Line station at 48th street and Chicago Ave. I currently visit the businesses at that intersection by car when I have one available, but I would visit them more frequently if the D Line had a stop there.

Thank you.

Hi,
I am writing to express my strong support and excitement for the D line and the stop at 48th and Chicago. As a resident of Ward 5, the D line will offer a key connection to south minneapolis and its unique services, destinations, and amenities.

This intersection in particular is a key commercial node with a high existing ridership. In fact, it is a personal favorite of mine. Our city should aim to promote reduced car usage and connecting a historically isolated area of the city (north Minneapolis) with nodes such as this helps our city become more accessible for all.

This is an exciting transit amenity for our city! I am strongly in favor of the D line and the 48th & Chicago stop. Thanks!

Hello,

My name is ____ and I am a homeowner near Lyndale and 48th. I am writing to express my support for more transit, and specifically rapid transit buses in my neighborhood and on Chicago and 48th. I wish that I could take the bus to work, and rapid buses within biking distance are a great way to make this happen. Please put this amenity closer to me!
Please accept this email lodging support in the strongest terms possible for a D Line stop at 48th and Chicago.

My spouse and I had a home in the Diamond Lake neighborhood for 10 years where we frequented the 48th and Chicago commercial node countless times via bicycle or on foot. While I was in graduate school at the University of Minnesota, I often took the High Frequency #5 bus between the stadium (to transfer to the train to school) and my neighborhood in Diamond Lake. We had a nice dinner at Cafe Levain on the day of my graduation ceremony.

A BRT route along the Chicago Avenue corridor would have been a dream while I was in graduate school. Now that we live further into southwest, the only thing precluding more trips to 48th and Chicago is the lack of connectivity via transit from the Kenny/Armatage neighborhood. Nextrip is suggesting a long trip with two transfers from our neighborhood just to connect to the #5. If we could bike across the south safely and get on a fast bus at a well-designed and safe station at Portland and 60th St, it would make the trip much more feasible with small children.

The last thing Minneapolis needs is more car traffic, more parking and more cars. 48th and Chicago is a wonderful, walkable commercial node and more cars here would keep us away. We should be CONNECTING nodes via transit in Minneapolis, not encouraging driving.

Hello,

My name is ____ and I moved into the neighborhood about a year ago with my partner ____. The two of us have been a little dumb-founded by the amount of opposition some people have been expressing toward the D Line and specifically the proposed stop on Chicago & 48th St. That little corner of shops and restaurants (and the newly renovated theater!) is one of the major reasons I was attracted to this neighborhood to begin with and am looking forward to it being even more accessible to me and many others. I can see no justifiable reason why business owners would, in particular, be opposed to allowing the elderly or those with disabilities that rely on public transportation to be dropped off right at their entrances.

Having only just moved from Highland Park in St. Paul, I lived through the conversion to the rapid transit system once already. The A Line is quite possibly the best bus line in the cities, offering a quick, smooth experience on a very clean bus! Finding out that this system was following us to our new home was pretty exciting. Maybe it would benefit those upset with the proposal to try an existing rapid transit bus for themselves? I think it's a good experience, at the very least.

Thank you for taking the time to read this. I do hope that the plan goes through despite the anger and frustration of some. In time I'm sure they'll come to appreciate. And thank you for the work that you do.
Would like to thank and congratulate the council and Metro Transit for addressing the need for an efficient, modern transportation option in Minneapolis. I strongly support the D Line.

I would like to bring up three points about the proposed addition of the 48th stop. I have a business and building on the corner, but I write as a long-term resident at ____. Selfishly, it would be convenient to have a stop just down the hill from us. I expect it is something I would use. But looking at the big picture, I have to oppose the stop for three reasons.

1. It is essential to preserve the health of the 48th and Chicago business corner.
   a. I have lived in the neighborhood for 30 years. We were here when the corner was not vibrant and healthy. There were run down buildings and vacant storefronts. To fill spaces, we had a beeper store in the days before cell phones when the main use of beepers was for anonymous drug deals. For a while, we had a gun shop. People were uneasy or just avoided walking along Chicago after dark. There was crime and graffiti.
   b. After much work and investment, we now have our corner with a safe, welcoming family atmosphere.
   c. Having a healthy business node builds community. This gives us a place to congregate and meet neighbors, and a convenient local place to shop and be entertained. Its success draws other successful businesses willing to invest in their properties. The corner is an asset that attracts new residents and increases all of our property values. Businesses provide jobs.
   d. Some of the literature claims the new bus stop should be located here to support business. The business owners and property owners are universally opposed to a stop at this corner.
   e. The lifeblood of a business is customers. Customers need parking.
      i. Some can bus, but some people need to drive and park. A busy mom with a list of errands to run is not going to grab her infant and car seat and toddlers and walk to a bus stop. People want to drive for the quick stop for a loaf of bread, to drop off a broken bike, pick up a 20# bag of dog food or bring a frisky lab or frightened cat in its carrier to the vet. A family of 5 out for dinner or just an ice cream cone will want to drive, and if they can’t park, will go elsewhere. Many seniors can’t walk to a bus, especially on slippery winter streets. They need to drive.
      ii. The stops will take critical parking spaces the businesses need. A loss of 5 spots doesn’t sound like much, but if each spot has a car parked there for one hour during business hours from 8-10, that is 14 hours times 5 spots or a loss of a space for 70 cars per day. Most people don’t use the spot for a full hour, so add all those extra cars that can’t find a space. That is a very serious problem for our stores.
      iii. In the winter, it will be a loss of more than 5 spaces. My friend with a business at Snelling and St Clair had a stop added in front of her. Besides the expense to get a new sign and mounting it higher for visibility, in the winter the snow plows leave a pile of snow just beyond the buildout of the stop as they angle back to normal sidewalk.
f. The bus will interrupt businesses. Besides blocking visibility of many stores, outside diners at Town Hall Tap will be unhappy to have a bus in front of their table every 10 minutes. The electric bike store has customers try his bikes in the bike lane. The bike lane will be blocked, and every 10 minutes there will be a bus there. Health and wellness businesses that need a quiet atmosphere are disturbed by the noise.

2. Equally critical concern is safety
   a. The corner, especially evenings, is very busy with car, bike and pedestrian traffic. People cross mid-block, not at the lights, as they leave the parking lot to the restaurants and Parkway Theater.
   b. Buses stopping in the middle of the street will encourage hurrying bikers and cars to go around the bus, risking the bus not seeing them as it pulls out.

3. We don’t need this stop. It was not in the original plan.
   a. This is one of the busiest lines in the cities. 99% of the people using the D Line are not going to 48th and Chicago. They want to move quickly to downtown, the Mall or wherever they are going. They do not want another stop to slow the ride.
   b. Riders who walk to catch the bus can walk two blocks to the stop at 46th. The current 5 bus will continue to stop at the corner as it does now.
   c. If it is decided an additional stop is needed, a compromise of moving the stop one or even two blocks south would provide shoppers a stop near 48th and Chicago, and get hikers closer to Minnehaha Creek.

It is in all our interests to support public rapid transit. It is equally in our interest to support local businesses who provide services, entertainment, tax revenue and jobs for our community. Do not put a stop at 48th and Chicago.

___________________________________________________________________________________________

I'm a writing to express my support for the proposed Chicago & 48th Street Station.

___________________________________________________________________________________________

Hi, I want to state my support of the D Line, particularly at Chicago and 48th. I’m really hoping the D Line gets implemented!

___________________________________________________________________________________________

Dear Metro Transit,
I am writing to express my support for the DLine stop at 48th and Chicago. All three of my kids use the #5 to go to the businesses at 48th and Chicago and to the clinic and to the bank and to see friends who live in that neighborhood. Having that stop there is crucial.

Thanks

I just wanted to say how excited I am to hear about the proposed bus rapid transit route on Chicago Ave. I look forward to riding it, and hope that it will stop at 48th, so I can responsibly ride home from Town Hall Tap and El Burrito. Please do what you can to ensure that the stops can coexist safely with bike lanes.

Thanks for your time.

just wanted to express a positive viewpoint on this plan- I think it’s a great idea!

Hello,

I am greatly in favor of the stop at 48th & Chicago. My husband rides the bus and the main reason we purchased in this neighborhood (just a few blocks off of Chicago) was the access to public transportation. He works downtown and having a rapid bus stop close to our home will help keep us a 1 car family. If he stops at 46th and has to walk longer, we will need to look into alternates, and he won’t stop for coffee on his way in or takeout on his way home. We value the businesses at 48th & Chicago and know that bus ridership to the area is key to maintaining the high volume clientele necessary to keep these businesses open and thriving! There has been some turnover of businesses in the past few years and I can’t imagine two more busses an hour and the addition of nicer bus stops would change that much. Strong businesses will be fine, as they have been on Ford Pkwy.

As a resident of Northrop and member of a family that relied heavily on our cities public transportation, I am in FAVOR of this stop!

Hello,

My name is ____ and I have been a resident of south Minneapolis for more than a decade. I am writing in support of the plan to instal the D-Line (Chicago-Fremont rapid bus). I currently live on 48th and
Columbus and I work downtown. I try to bike to and from work as often possible even though I have a car and a free parking spot at work. As a 20+ resident of Minneapolis, I welcome an efficient mass transit option if one were available. I typically drive in the winter, but I would much rather read or do some other kind of work while I commute as I find driving frustrating and stressful. I firmly believe that we have to build the kind of city we want to live in and I want to raise my children in a city where we have many transportation options. Please consider this resident’s opinion as you move forward.

Thank you,

-----------------------------------------------------------------------------------------------------------------------------

Hi -

I support the D line keep the station at 48th & Chicago, but please design it with a floating bus stop (see the attached image for an example) so that buses do not need to pull out of traffic, and do not need to stop in the bike lane. Minneapolis is growing, so let’s plan for new residents by investing in transit that supports local businesses and reduces car trips.

Thank you,

_____________________________________________________________________

As a resident who is up and down Chicago avenue multiple times every day in my car, I cringe at the thought of ripping up yet another prospering area to prevent people from getting to it. This corner area already struggles with on and off street parking to support the businesses there. I’m in and out of those businesses almost daily - whether it be for coffee at Turtle Bread, taking my pets to the Vet, eating at one of the restaurants, zipping into the gift shop there, and more often than not, a quick stop at Ken and Norms.

The DLine is targeted to people who want to get through an area - not get off and shop/spend money in the businesses. Putting the stop a block or two in any direction will prevent the bump outs, construction and changes to structure there which will be a ton of disruption in a neighborhood has hit already and suffering for the next 3 years from major disruption to our road system.

- It currently takes minimum of 10 min to go the 10 blocks from Chicago to 35th by car, regularly with a 6 block back up now.
- Cedar is regularly slow and go from Nokomis up to beyond 42nd in either direction depending on time of day, and regularly blocked almost every weekend morning in the summers for events
- To go to/from the crosstown area my neighbors and I really only have Chicago as a viable option at this point and to add this disruption/construction now means essentially gridlocking myself and neighbors into a box we can’t easily come and go from.
We live in the city so that we can get to things easily and enjoy our neighborhood businesses. Engineering barriers to keep us from accessing them is a failure by the city that we’ve been supporting with our taxes and business and productivity for years and years.

I moved to Minneapolis 15 years ago after growing up in St. Paul. I have to say that it’s not doing itself any favors these days with the disastrous road planning - it’s put entire neighborhoods in jeopardy and for many just one more construction barrier cutting us off from getting to and from home will make this no home at all.

I am writing to express my complete support for the proposed D Line southbound stop at the northwest corner of 48th and Chicago.

I am a frequent commuter on the 5, using it to travel between my home and my employment at _____ at Chicago Ave. and Lake Street. When I travel home, I usually get off at 56th and Chicago. But when I want to stop for some food, a drink, or to meet a friend (or a combination of any of these), 48th and Chicago fits the bill. I like that I can use the amenities at that hub, hop back on a bus, and continue on my way home.

Any steps that make public transportation (and reduced reliance on an automobile) easier in this city should be encouraged. As a 50-year-old white upper-middle class male, I am dismayed by others similar to me who feel the city is primarily for people like us. When I ride the 5, I see faces and hear voices that represent the broader palette of our city. It’s a fair bet that the people responding about the D Line do not match the demographics of our city, so please think of the less vocal.

Regards,

I remain concerned about the reasoning behind two stops so close together and the impact of these long buses on the block, interfering the access to business visibility. They do nothing to help those of us who shop or eat coming from the west or east. This could make many of us go elsewhere.

Sent from my iPad

This station seems to make sense to access the business district. As a neighbor, walking or biking is the preferred method to travel to this business district, so parking is non-issue. Giving access and visibility to the D line would be a plus to have a stop at this intersection.

There are two large parking lots in the area, they may be able to assist the businesses to give further access(wells fargo etc).
Adding this station into the final plan for the D Line is important for connecting people to the surrounding businesses and neighborhood, let's not allow fear mongering from others prevent us from providing a great transit connection to a major commercial node.

I wanted to send an email in support of the D Line keeping that station at 48th & Chicago. Keeping a stop at that location is logical, its a commercial business area with an existing big ridership. There is no reason to change an existing, high-use stop, which will only increase with the D Line with 2 more buses an hour. Transit riders should be able to access that commercial area as any other individual would and, as you well know, the D Line will replace Route 5 which is disproportionately lower income and people of color compared to other routes. There is no parking issue in that area at all and the stop would take a handful of stops. The only possible tweak would not be eliminating the stop but to not have the bus stop in the bike lane. There are easy design solutions for that. But most importantly is keeping that stop so everyone has equal access to that commercial area. Thank you

I support the D Line. Keep the station at 48th & Chicago, but please design the station so that buses do not stop in the bike lane.

Hello Metro Transit,

As a Minneapolis resident & avid transit user, I'm writing to share my strong support for adding a stop at 48th and Chicago. We need to be doing all we can to encourage more transit use in our city -- for economic benefits, for public health, for the environment, to reduce single-driver-car congestion, and to make our city more equitable & accessible to all people, regardless of their ability to own or operate a personal automobile.

Please do not let a small minority of voices outweigh the larger public benefits of this work.

Thank you!

Hello,

The proposed D Line station locations are in the perfect spot to give residents and customers the most benefits for commercial access to this important commercial node. Sacrificing two parking spots for improved transit access to thousands of residents should be an easy decision. The 'bus riders are
criminals' rhetoric that had been floating around these discussions is absolutely disgusting and we should lend no credence to those views.

Best,

Should a bus stop exist in an urban neighborhood? Yes.

Please stop adjusting the process and plans to cater to the paranoid concerns coming from this iota of opposition.

I shouldn't have to write a public comment supporting a bus stop in a city. This is ridiculous but nevertheless, here we are.

This will help me get to work more quickly since I assume my 5 bus stop will be eliminated.

I support this.

Thanks,

Hello,

I wanted to let you know that I live along Chicago Avenue at 41st, and I strongly support putting a D Line station at 48th St. I will personally use the station on the way from work to pick up amenities at the liquor store or coffee shop, or go out to eat at El Burrito or Pumphouse or Bagu Sushi. I think more people will use transit as a result of the D Line's increased service, and having a stop at the neighborhood's main commercial node is only common sense. I look forward to the D Line, and Metro Transit's goal of increasing aBRT lines is exciting.

Thanks,

To Whom It May Concern;

I support the proposed D-Line stop at Chicago Ave and 48th Street. Rapid transit will increase ridership—aiding in the growing congestion problem on the cities roads. More importantly it will drastically improve the lives of those to rely on transit for whom there is not a transportation...
substitute; those people need transit and needlessly limiting their ability to comfortably move around the city is a dishonor and disgrace. Thank you for your time.

Best,

______________________________

Good morning Metro Transit,

I wanted to reach out and express my support of the D-Line stop at 48th and Chicago. While I live within walking distance of this intersection, I can absolutely see the need for a stop at a corner with so many diverse businesses. I have been appalled at the unreasonable reasons for opposition many people have with a stop on this corner. People are afraid that the bus shelters are going to be “overwhelming”, blocking signage, and decreasing the number of business patrons, but that is all incorrect. The pros of a stop at this location far outweigh the cons.

My favorite parts of BRT are the limited stops, quick boarding, and the screens showing how long until the next bus comes. I am much more likely to stop in and patronize a business when there is a screen showing me that the next bus arrives in 7 minutes, rather than needing to watch out for a bus that could be coming in 1 minute or in 10. Some people are concerned about the noise and pollution, but because of the signal priority and fast boarding, it is very unlikely that a bus will be lingering at the intersection.

I think the removal of 4-6 parking spots to make room for the bus station will help calm the intersection and increase pedestrian visibility. It’s true, when I am in a car and want to visit any of the businesses on this corner, I have to park at least half a block away -- but that doesn’t bother me in the least. What bothers me are people who think that the D Line stop should be relocated to 47th street, away from the majority of retail, just because they want to save a few parking spots.

I am a proud South Minneapolis resident and YIMBY who would love to see this busy corner improved with a D Line stop. Thank you for looking into the future of Minneapolis transit.

______________________________

Hi, I’m a resident at 51st and Portland who commutes downtown. I used to take the bus (express route 552) before I had kids. But the long walk to the stop and the schedule made it difficult to make it work for me. I tried the 5 on Chicago, but it was awful. Always full, sometimes the driver wouldn’t even stop for you. In the afternoon, people were swearing at their kids, drinking and I’d always end up on a bus that ended at 38th street. So I started driving. A rapid bus transit line at 48th would get me back on the bus. Plus, the amenities and service of a RBT would help address racial disparities in transportation and jobs. Go get the funding for this!

Sent from my iPhone

______________________________

another vote for a stop at this retail hub, haven't been there yet but might like to if the dline goes! won't if it doesn't... thanks! --
I attended the community meeting about this stop and spoke in favor of it. I live at Lake and Chicago. I wanted to write to expand on my oral comments at the meeting and on my impressions, having heard the opposition to the stop at the public meeting.

I found the objections articulated by stop opponents to be mystifying and unwarranted. The 5 already stops at 48th and Chicago, presumably it will continue to stop at 48th and Chicago after the D-line begins operation. And in any event, both buses will run, with the same scheduled frequency, down Chicago whether or not there is a stop at that corner. At issue is not a reduction in bus traffic passing this intersection.

The complaints about the noise of buses, then, are just bizarre. The marginal noise difference between a D-line stop, or no, is going to be minuscule (if not a net reduction). The fear and anxiety about this point is overblown.

But more importantly, efforts to impose the ordinary costs of mitigating the costs of doing business in a city onto transit users are anathema to a functioning and vital city. A business truly concerned about perfectly ordinary effects of transit in a city location should expect to bear its own costs to adapt their space to the city environment. They make great glass and insulating materials now adays.

It's simply an untenable position to say "bus stops are too noisy, (or undesirables use them...) so it should go elsewhere or it should be eliminated." If that rationale is sufficient to eliminate a bus stop, there's no bus stop in town that could survive. The same goes for the other aesthetic concerns, such as the visibility of awnings and advertisements. Business owners should be expected to accept and bear these costs as the cost of doing business in a city, not pass them off through extremely-localized opposition, and in doing so degrade the effectiveness and value of the entire transit system.

I was similarly unimpressed with concerns raised about the bike lane. Where does the 5 stop now? Right across the bike lane. Another complaint that doesn't seem to acknowledge that the proposal is no worse than the status quo. I'd support a station design that sneaks the bike lane between the station and the sidewalk, but if there isn't room, the D-Line stopping *all* same-direction traffic for the brief moments it sits at the stop is a reasonable way to deal with the limited amount of space available.

Finally, the rhetoric around the importance of parking for businesses is classist and narrow-minded. Businesses don't need parking they need customers. Customers don't need parking they need transportation. Business owners saying that people in cars can't walk an extra half-block from a parking space to their business, but transit users can walk two, long blocks for the same purpose are plainly engaging in dictating customers' transportation options by deciding which customers to burden with the inconvenience of a walk. Prioritizing a small number of parking spaces over a rapid transit stop at this commercial node would be detrimental to the city, and contrary to the environmental, land use, and transportation policy goals of the City of Minneapolis and the Metropolitan Council.

The math on this is clear: using the small number of parking spaces for the proposed stop will be a higher and better use for the space than private car storage. The people on the D-line are potential customers, too, and just as human as the car drivers, and if the car drivers can't be expected to walk an extra half block, there's no logic in the world that says D-line riders can be expected to swallow a two-block walk to save a few measly parking spaces.
To summarize, the parochial business opposition to enhanced transit service at 48th and Chicago is weak and should not override the clear benefits to the transit system. The stop should go in.

Thanks.

I support the D Line and would like there to be a station at 48th and Chicago. I am disgusted by the fucking blatant racism of the business leaders, and appalled that my peers and I have been labeled as “bad characters” because we enjoy the convenience and flexibility of riding a bus. My hope is that if I were to step off the platform and into a store I would instead be seen as a “valued customer.” I would love to support local businesses here, and as someone who lives and works off the D Line corridor this would be a huge improvement in mobility, both for those who live in and out of the corridor. From personal experience, I would have never wanted to patron businesses along Snelling or Ford if it wasn’t for the experience and convenience of the A Line. Again I do not live or work along that corridor, but there is a regional draw to a functional rapid bus line. In order for the D Line to be functional it needs to connect and support important neighborhood nodes, like 48th and Chicago.

I would like it if the station was redesigned to mitigate and reduce the interaction with buses or bikes. I support a cycle track behind the station, putting bicyclists out of danger when buses are merging into their lane while also reducing D Line delays. While redesigning please foremost consider pedestrian safety when accessing the station through a bike lane.

The D Line will be operating here regardless, and it would be a shame to not include this community. I support keeping the station at 48th and Chicago to benefit the citizens, businesses, and mobility of Minneapolis.

Thank you for your time and consideration,

I really appreciate your time to consider my comments opposing the Bus Rapid Transit Line D stop proposed at 48th & Chicago. The Line D will be a welcome addition to South Minneapolis and I am glad it is being proposed. I am against a Line D stop at 48th & Chicago because I think the negatives of adding this infrastructure will far out way the benefits to this part of South Minneapolis, it's pedestrians and it's bikers and it's businesses owners.

The devil with these micro-local decisions is always, always in the details. The wheels of commerce won't come grinding to a halt if a bump out and Line D infrastructure is built at 48th & Chicago. But some very successful and community minded businesses will leave the area if the stop is planned. Other businesses will continue to operate but will have less new customers find them because of blocked storefronts, signing and awnings. Of course it is also true that transit riders will still frequent the 48th & Chicago business district if the closest Line D stop is at 46th & Chicago. How many fewer customers with still go via transit to 48th & Chicago by using the 46th & Chicago stop? Why don't we study it after the original Line D is built and add a stop if needed?
What is so special about the commercial node at 48th & Chicago? For one the density of businesses -- 83 independent businesses within a block of 48th & Chicago and only one corporate chain. This includes 26 storefront businesses many of which have very narrow facades and are more likely to be blocked or obstructed by Line D infrastructure.

Metro Transit staff kept telling those that oppose a stop at 48th and Chicago that they should check out the Line A and how well it works. So I did. From the 48th Street Transit Station which connects to Snelling & Hewitt that serves Hamline University. The main difference is that at ALL the intersections served by the Line A the following things are true:

1) There are at least two full lanes of traffic in both directions;
2) The intersections have designated left turn lanes;
3) These two factors mean that Line A buses can pick up and drop off passengers without blocking all vehicle and bicycle traffic.

As many people have pointed out the intersection at 48th & Chicago

1) Has only one full lane of traffic.
2) There are no designated turn lanes
3) Line D bumpouts will ensure that buses will block the free flow of vehicles and bikes traveling in the same direction as the stopped bus.

Most of the infrastructure for stops on the A Line do not negatively affect businesses for the following reasons:
1) The A Line infrastructure is placed:
   a) in front of parking lots,
   b) in front of residential homes, duplexes or apartment building,
   c) or is placed in front of a 1.5 or 2 story chain business that do not use awnings and have signs that are higher enough on buildings that they aren't obstructed.

Metro Transit also has guidelines for placing BRT stations whenever possible.
1) Placing the stations at intersections with traffic lights
2) Placing the stations at the far side (after) the traffic light
3) Placing the stations at 1/2 mile intervals.
Interestingly enough there is NOT an A Line BRT stop located at the busy Snelling & Selby intersection. Instead it is placed a block away at Snelling & Dayton. This BRT station violates two guidelines for placing stations.

1) The stations are not placed at an intersection with a traffic light. There is a pedestrian cross walk at this intersection but NO traffic light.

2) The west bound stop at Snelling & Dayton is not located on the far side (after) the intersection. Instead it is placed in front of a parking lot -- not where it would obstruct small, one story businesses and their storefronts.

Why would Metro Transit violate it's own planning rules? Why were these exceptions even considered? I think it is because of the density of businesses at the intersection of Snelling & Selby that would have been impacted. I think it is because their was an option that still provided transit access without disrupting local businesses. We have the same situation at 48th & Chicago but there is no accommodation for the realities of how much the infrastructure and buses are going to be detrimental to this very successful business node.

But perhaps the most important reason that a logical and business-friendly decision was made at Snelling & Dayton is because local residents, business owners and other community leaders were asked to provide input during the A Line planning process in Community Advisory Committees. This was not done for the Line D. In light of the pros and cons please approve the Line D without a stop at 48th & Chicago. Which would also reduce the expense of building the entire D Line. After the line has been established start a real Community Advisory Committee to see if an additional stop just two blocks away from 46th & Chicago is warranted.

Thank you for considering my perspective on this issue.

Sincerely,

I am writing as one of the owners of ____, as well as a business owner on the corner. Approximately 15 years ago there were approximately the same amount of retail business spaces on the corner of 48th and Chicago as there are today, although at that time there was substantial vacant and underutilized spaces. The retail spaces are now full and there are an additional 57 small businesses operating in offices built in a Wellness Center replacing the old Gun Shop on 48th, in the old apartments on the second floor of 4749 Chicago and in the offices that replaced the hardware store adjacent to Pumphouse Creamery. These businesses all bring business owners, and their clients, to the corner every day. A perfect example of what the city states they want in finding businesses close enough for citizens to be able to walk to rather than drive downtown. The small business concept has been developed slowly, but for several years now has had a waiting list that has essentially eliminated any vacancies. It is a successful corner.

To accomplish this story the corner has had substantial investment over the years made by the building owners, the retail shops and the business owners. Retail business spaces that were vacant as well as retail spaces that were tired and underutilized have been gradually replaced with operators excited to be a part of the corner. It could not have been accomplished without the support of the neighborhood
which we believe have adopted the corner as their “town”. If you have any question of this please come visit on a warm summer day when the neighbors are lined up to get their ice cream cones at Pumphouse Creamery, on a cool fall day when the line is long at Turtle Bread waiting for a favorite soup, or almost any morning when a group of neighborhood moms and dads bring their kids to Sovereign Grounds to share a cup of coffee while their children enjoy the indoor play area. I apologize for not listing other businesses but believe these paint a fair image of what I am referring to.

This has been accomplished without anyone asking for help from the city. This is not a tax increment district created by CPED. This is an organic development that occurred with a mixture of effort from multiple owners looking for a home for their business. In the early days there was one act of support that came from Met Council with the moving of the bus stop from the front of Turtle Bread to the middle of the block to support Turtle Bread’s desire to offer outdoor seating to their clients.

Now that the corner has found success, this is the stop that is scheduled to be moved back in front of Pizza Hut, Pedego Bike Shop and the outdoor seating of Townhall Tap.

The city and Met Council are offering to help the corner by insisting that it needs to have a substantial change to the feel and flow of the corner by adding significant changes to handle stops for the new D Line BRT. The owners of the buildings on the corner as well as the owners of the businesses are in support of the buses that serve Chicago Ave. They are in general supportive of the new D Line as a service for their neighbors. In all those we have talked to however, we have found unanimous opposition from the owners and business concerning the location of these new stops. We feel they are ill considered.

We are asking that you reconsider and adopt the original position of Met council which said the corner was not an appropriate stop for the D Line because it did not fit the guideline established for proximity to other stops and that it would lead to issues with parking and congestion. We disagree intensely with the City of Minneapolis’ interpretation of the stops as being placed on the corner to “support business and commerce”. If the businesses thought it was good for their business they would support it. They do not.

If this recommendation is not acceptable based on your staffs analysis of the corner than we would at a minimum ask that you consider placing this additional stop at the corner of 47th or 49th where it would not have the negative impact that we see as concerns safety, congestion, parking as well as the visual affect of turning the corner to a bus stop rather than the charming and successful corner it has been made into by its numerous shops, as well as the support of the neighborhood.

Sincerely,

_____

I am writing to express my support for the planned D Line station at Chicago and 48th.

Including a D Line station at Chicago and 48th supports all six goals outlined in the Transportation Policy Plan, particularly access to destinations, competitive economy, and healthy and equitable communities. Alternatively, excluding a D Line station at Chicago and 48th would be a great disservice to the
thousands of anticipated riders and is in contrast with the Council's vision, goals, and objectives. I hope you will join me in continuing to support the planned D Line station at Chicago and 48th.

Best,

I use the current bus stop to access the businesses at 48th and Chicago. I support the D line and keeping the station there (but please design the station so that buses do not stop in the bike lane). Without the D line stop there it is less likely that I’ll access those businesses in the future. Let’s keep this commercial business node accessible with a high ridership line option.

Cheers,

Hello,

I am writing to express my support for the 48th St D Line Station. I think it will be a huge win for transit users and the neighborhood. I think the placement of the stations is excellent. I am not concerned at all about parking in this area. I frequent the stores and restaurants here and have never had any trouble finding a parking spot, regardless of time of day. I have ridden the A line a number of times traveling to Grand Ave in St. Paul and I cannot state more emphatically how much of an improvement on regular bus service aBRT is compared to regular and limited stop MetroTransit buses. I am excited for this line.

Thanks,

I live at 47th St and Oakland Ave, and I think the proposed D line stations planned at 48th and Chicago will serve the residents of our area very well. The improved bus stop, faster trip downtown, and convenient location to the shops are all valuable assets to our community and businesses. I am looking forward to the changes!

As a former President of the Field Regina Northrop Neighborhood Group and one of the authors of its NRP plan I wish to comment on the proposed D-Lone Station at 48th and Chicaogo Ave S. I have lived at ____ since 1982.

In my opinion, any change that will be detrimental to the 48th & Chicago businesses is untenable. I believe the loss of so much as one parking spot in the business node is detrimental to the businesses. Consequently, I am opposed to the D-line station at 48th and Chicago.
The parking lot at 47th and Chicago was created for use by visitors to the 48th and Chicago businesses. This is a public parking lot, it does not belong to the bank, although it is used by bank customers. City planners felt it would be perfectly acceptable for visitors to park at 47th and walk a block to the 48th street businesses. I see no reason this logic wouldn't also apply to visitors arriving by bus.

The location you have designated for the south bound bus stop is grievously unacceptable. It is my suggestion you leave the location where it is today.

The location you have designated for the north bound bus stop is destined to exacerbate the chaos and congestion already occurring at that intersection. It is my suggestion you move that bus stop to 47th street, in front of the credit union. The crossing lights should be changed to stop lights, a change that is needed anyway to protect our children going to Field Middle School.

Thank you for your consideration.

Hello, I am writing as a resident of the Field Regina Northrop Neighborhood. I live 3 blocks from the proposed station. I am writing to reiterate my previously expressed support for a BRT stop at 48th and Chicago. I have followed this debate closely and have listened to and read the concerns from opponents during the extended comment period. I believe on balance the stop is warranted and is in fact needed to maintain and improve the quality of life in our neighborhood.

My primary concern, is that if the current stop is downgraded to local 5 bus service only, the corner will effectively but cut off from transit access. Riders will prefer the ease and speed of the D-Line over the now every 30 minute 5 bus, and many people will zip right by. Recently the Parkway Theatre re-opened with 368 seats and the former Pepitos restaurant next door is now El Burrito Mercado and also will offer live music, drinks and has room for many people. If we cut off transit access, the only option visitors will have to access 48th and Chicago is to drive, take the low service 5 bus, or walk 1/4 of a mile. No one driving will ever have to walk this far. If they did, they would be parking at my house. I believe given these options, people will drive. This will result in more cars in the neighborhood, and more drunk driving. Giving people a serious transit option will encourage more people to leave their car out at home. To me, this is a far larger issue than the corner potentially losing 3-5 parking spaces.

The concern about the bus stations blocking the business should be addressed somehow throughout the D-Line’s length. Chicago Ave has historically different construction than the path of the A Line, which was largely re-developed in the 1970s. Chicago Ave is more narrow, with a more vibrant street scape due to it’s street car legacy. I believe the D-Line has the potential to restore that legacy, however I believe certain historical corners and destinations should receive special attention.

In addition, if it is possible to compromise and keep the existing bus stop layout (southbound mid-block) I would support that as well.

I believe everything else is an improvement to the current status quo. The quiet busses, the fast boarding, better security, heated stops, and faster service. I use the 5 often but it is often slow. I have ridden the A Line and find it a consistently enjoyable experience. If the 48th and Chicago station is removed, I imagine riders watching out the window as they wiz past 48th and Chicago and wonder,
“why can’t I get of there?” Please avoid making this mistake which would harm our neighborhood and the BRT system for a generation.


Thank you for revising the original plan to include a station at 48th and Chicago. I think including a stop at this commercial node is important and in line with the goal of providing good transit in the city.

I think this station is a great idea. It’s a great location on a popular transit corridor. The effect on parking will be negligible compared to the impact of increased access to transit users.

Put the dang bus stop in at Chicago and 48th. I want to get off the bus and eat some Turtle Bread even though they hate me for riding the bus.

Hello!

Having experienced the A Line — it takes me two buses to reach the nearest A Line station and I still love it — I'm beyond excited that the D Line will bring those speed, convenience, and frequency improvements to my regular travel routes: south 25 percent of the time to Mall of America and 75 percent to destinations north: Midtown, downtown, a few times a year all the way to Brooklyn Center. And, yes, 48th and Chicago.

The vibrant retail node at 48th has been a prime household destination for 30 years; new every-ten-minute bus service could not be more convenient and conducive to frequent restaurant, bike shop, and liquor store visits. So it’s hard for me to comprehend opposition to the D Line stopping at 48th and Chicago.

That there’s already space for stops for the 5 bus means any net parking loss after the D Line station replacements would be negligible. That five or six establishments serve alcohol make any alternative to driving a no-brainer. Finally, the comments of the 48th and Chicago business owners are not only distasteful in their racism and classism, but demonstrate a sad ignorance as to how many of their customers ride the bus.

Bring the D Line and bring the 48th and Chicago station. Thank you.
Please do include a D-line stop at the corner of 48th and Chicago in both directions.

Just chiming in with my support for a D Line station at 48th and Chicago. It’s a spot that already has high ridership, and I fail to see many downsides to adding a stop there.

Thanks,

This evening after the heavy rain I was asked by one of my tenants after hours to affect repairs at their space resulting from the storm I responded to find with El Borrito now open and the theater in full swing I had no place to park. I wound up parking two blocks away hauling tools and equipment. This is a realistic example of why we cannot lose any more parking space. I know you have heard from me many times, because this issue is that severe. Please listen to reason and pragmatism the D line stop does not belong on the 48th St. corner you should not over ride the will of the people simply because you want to. I mean no disrespect but it is inconceivable that you don’t appear to understand why the D line proposal is so remarkably ill advised. Hopefully you will resolve this matter appropriately. Thank You

Hello,

We are very much in favor of having a D line BRT stop at 48th & Chicago. We think it’s essential for riders on the new line to be able to easily visit the local businesses at the commercial node. Without it, southbound riders would pass by the 46th St stop, see this thriving corner and have no way to get off the bus and actually patronize the local businesses until 52nd St. With the Parkway Theater being recently remodeled and attracting many more patrons to this corner, it’s also important to have robust transit options here and that includes a D line stop at 48th.

That said, I share the concerns of businesses whose front windows and signage could be blocked by the shelters and structure of the stop itself. I think with our highly engaged community (both residents and businesses), 48th is a perfect place to modify that shelter and stop design so it doesn’t block or obscure businesses. The best part of the Green line stops are the unique art and structural designs incorporated into each station. Why not do something unique for this stop as well? The BRT display showing upcoming bus arrival times doesn’t have a huge footprint by itself and it could be paired with a bench and/or much shorter shelter that wouldn’t block storefronts. Metro Transit could coordinate the
creation of something unique that reflects our community, brings art to the corner, and protects the visibility of the independent businesses that make this part of Minneapolis so unique.

Thank you for the opportunity for community members to weigh on this proposed D line stop.

This stop is needed to serve area residents and any organizing to eliminate it is dog whistle racism.

I periodically visit the various locations along Chicago Avenue, though do not live immediately adjacent to the project corridor. I strongly support this project and particularly am commenting on the proposed stop at 48th St. Shelters and improved stops will enhance the intersection and offer improved likelihood for people to visit the businesses and the area. Curb bump-outs improve walking safety and are a worthwhile trade off for the limited loss of parking. This is a busy corridor and as network connections continue to expand, will further enhance transit options. I rarely drive and appreciate such projects.