Metro Transit D Line Chicago and 48th Station

Final Station Plan Ongoing Outreach

Community Meeting Written Comment Summary

This summary contains written comments given to Metro Transit at the September 13\textsuperscript{th}, 2018 Community Meeting.

Identifying information including names, direct addresses, business names, and contact information have been removed.
I am very concerned about all of the small businesses at this intersection. Construction will have a big impact with loss of business. People do not take the bus currently to come to 48th and Chicago - people come from the neighborhood. I am concerned about pedestrian safety. Many middle schoolers must access the street at 48th and Chicago and 47th and Chicago to attend Field School located at 47th and 4th Avenue. Thanks.

I am fine either way. I think if I were in any European city with robust transit they would absolutely have a stop at this intersection. I think businesses tend to be overly concerned with change. I will say that the shopping area seems smaller to me and so the bus station might be too large/ not commiserate with the area. Maybe offer free advertising to businesses. I am excited about it. I will use it to connect to the 53 at Chicago Lake Transit during inclement weather. I’ll use the 46th and Chicago stop.

Please keep this in the plan. Plan for the future and the growing needs and changes of the community. This is a great amenity and will encourage people to use transit. If you make it easy, more people will use it. Think of the transit riders not people who drive and aren’t dependent on transit. City is growing and we need this. Glad this investment is being made in this very used route, mainly by people of color.

Love it. Ride the bus all the time to shop at local businesses. This bus stop will only be good for the neighborhood. Don’t let bogus concerns derail this project.

BRING IT!! That there are a minimum of three alcohol serving establishments at 48th and Chicago it is unfathomable any responsible neighboring resident or business owner could oppose any alternative to driving, much less one with the frequency and convenience D Line brings. (Grr.)
I fully support the D Line and I went into this meeting fully supporting the 48th Street stop. However, I think the concerns about the bike lanes disappearing where the bumpouts are will be very serious. Electric buses would help it not be so noisy for people dining on the sidewalk patios. I am not concerned about the potential for crime/bad actors. I just think that’s plain racist. Please work with the business owners on the placement of the stop. The presentation didn’t adequately address why the current location of the southbound stop wouldn’t work. Could you buy some small strip of land from health partners so the strip would have room for the bike lane too? Thanks for your hard work on this.

I would consider a stop on 47th + Chicago to be better placement. We value the patio space and the building aesthetic without new bus stops. 47th and Chicago also provides better access to both banks. Happy it’s coming, just don’t want a big stop on 48th.

I support this station. I am a transit-dependent young professional who lives in downtown Minneapolis. I visit this area with some frequency; I have friends and local destinations on the southern part of the D Line corridor that will get easier to patronize with this line. The D Line is going to be an upgrade to the area, hopefully bringing more potential customers to the region and ease parking needs over time. There is no greater slam-dunk for transit improvement than upgrading our region’s busiest bus route. The 5 is a crucial transit line for many individuals and they deserve a higher capacity, better ride experience. I am a vocal supporter of aBRT, it is one of the most cost effective transit improvements out there in a time of limited funds and growing population. Go BRT!

I live near a D Line stop and will only consider visiting businesses at 48th and Chicago if there is a D Line stop. This stop should not be removed for the perceived benefits to a few businesses on the corner. The benefits to these businesses exceed any detriments. These business owners should not do damage to our transit system for their perceived gain. Transit stops are more important than parking spaces. Parking spaces are subsidies to private car owners and induce driving. Removing parking for transit service is a net social benefit. Local concerns should not be given greater weight than the transit needs of the city as a whole. If local businesses want aesthetic improvements they should pay for them as an improvement to their business.
I am concerned about the impact this will have on visibility, atmosphere, traffic (foot and vehicle) and overall impact this will have on a new small business. Will the station overshadow our signage? It might help public transportation, however I hope it isn’t at the expense of this business.

It is not necessary since there is a need to have a stop on 46th for connections. This would disrupt an already limited parking situation and create barriers in front of existing, established businesses - parking will spill over to the residential areas which is impacted already from the 48th St. area. I am for bussing - utilized it many years to commute to work. But to build stations 2 blocks apart is an inefficient use of money to improve safety on the existing lines.

I am not in favor of a station at that location. It would be redundant as there will be a station at 46th and Chicago that does not need to be located there due to connecting bus routes. I think it is a good idea if it is truly an express line.

Be sure to do this if you want the attractive mix of businesses on 48th and Chicago to struggle. By adding visual obstacles, along with noise, fumes, congestion, litter, and more the negative impact may cause some businesses to close. Empty storefronts are not attractive and also cause a negative impact on nearby homes.