D Line Rapid Bus: Frequently Asked Questions- 48th and Chicago

What is the D Line?
The D Line is a planned rapid bus line, like the A Line, that will provide faster and more reliable transit service in the Route 5 (Chicago / Emerson-Fremont) corridor. You can find more information about its route and planned features at metrotransit.org/d-line-project.

How will future bus service levels compare with today’s Route 5?
Today, Route 5 runs every 10-15 minutes for much of the day through the Chicago-48th area. The D Line will become the main service along the corridor, with service about every 10 minutes throughout most of the day. Route 5 will run about every 30 minutes. Both the D Line and Route 5 would run less frequently in the early morning and late at night. The final service plan will be established in 2019-2020, when the D Line is closer to construction.

What will D Line buses look like?
The D Line will use recognizable 60-foot "articulated" buses with wider aisles, more seating capacity and additional doors so more people can get on and off easily. Similarly sized buses are currently used for Route 5 Saturday service.

Why is a D Line stop planned at Chicago & 48th Street?
After releasing a draft plan with stops at 46th and 52nd, Metro Transit heard significant support for adding a stop at 48th from residents, as well as support from the City of Minneapolis. A station here is important to serve many destinations (restaurants, shops, businesses). The planned stop at 48th Street provides better access to destinations than other nearby alternatives.

Why not 49th or 47th?
- Safer pedestrian crossings at a signalized intersection with marked crosswalks: Putting a station at the signalized intersection allows pedestrians to easily cross the street to get to the bus stops. 47th and 49th do not have signals to facilitate crossings.
- Ridership is higher at 48th than at 47th or 49th today, an indicator of where people want to go on the bus.

Why not 46th?
The stop at 48th is planned in addition to a stop at 46th Street. 46th Street is the highest ridership point on Route 5 in south Minneapolis between 38th Street and the city limits. Many people using the bus at this location are making connections to east-west service on 46th Street. Moving the stop away from 48th would introduce a walk in the middle of the transfer for those customers, diminishing the usefulness of the transit network here.
How will the stop affect on-street parking?

There will be changes to on-street parking at the intersection, mostly due to the southbound stop moving closer to 48th Street.

- 4-5 spaces would be removed on the southwest corner of the intersection.
- 1-2 spaces would be removed on the northeast corner of the intersection.
- There is potential to add back 3-4 spaces by converting the existing bus stop by HealthPartners to on-street parking.

The total net reduction to on-street parking at Chicago & 48th Street is estimated to be approximately 3-4 spaces. Changes to parking will be identified with more precision as the stations are designed in detail.

Who will maintain the stations?

Station cleaning, trash and recycling removal, snow clearance, and other station maintenance on the platform is the responsibility of Metro Transit. If you notice problems with bus stops, we encourage you to contact our Customer Service line at 612-373-3333.

How will stations change the street and sidewalk?

The northbound D Line stop is planned to be built in what is currently the bus stop area on the northeast corner of Chicago & 48th. The southbound stop is planned to be built in the current parking lane on the southwest corner. These stations will be built on bump outs (also called curb extensions) to allow for easier, faster access for the bus to load and unload passengers. Bump outs also maintain a safer, more comfortable pedestrian experience at the intersection. Bump outs create a shorter walking distance to cross the street, make people more visible, and offer more space for a shelter and foot traffic.

How will the D Line impact traffic?

The D Line buses will pull up to the station, allow passengers to board and exit the bus, and then will pull away. While a bus is stopped, it will occupy the bike lane and the lane of traffic and vehicles will not be permitted to drive around the bus. Because all customers pay before boarding and can get on the bus through three wide doors, most stops take about 10-15 seconds. The D Line will not stop at the station if there are no passengers waiting at the stop or exiting the bus. In coordination with the City of Minneapolis, Metro Transit has completed a traffic study that has shown that the D Line will not result in substantial impact to traffic at this location.

Will there be extra noise from the D Line?

With the D Line, there will be about 2 additional buses per hour traveling in each direction on Chicago Avenue. Brand new D Line buses will replace older buses on the Route 5. These new buses are quieter than the existing buses that stop at this corner and have fewer emissions. Battery electric buses are under consideration; they are currently being piloted on the C Line starting in 2019.

Buses will be stopped at the intersection for less time due to pre-payment, multi-door boarding, and bump-outs. These factors will result in less noise from D Line buses than currently exists at the stops today.

When will construction begin?

Design work to determine the exact location of stations will occur through the end of 2018 into 2019 with construction currently set to begin as early as 2020, pending full funding.
### What planning and outreach has happened at 48th and Chicago?

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<th>Date</th>
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<td>Fall 2017</td>
<td>Planning work to determine station locations began in 2017, which included an open house in October 2017 focused on gathering input on station locations on Chicago from 46th to 56th streets. Input on a potential Chicago &amp; 48th Street station at that time was mixed.</td>
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| February 2018 | A Draft Station Plan was released for public comment in February 2018 without a Chicago & 48th Street station.  
Metro Transit held six open houses on the project in February-March and conducted other outreach to reach corridor residents and businesses, Route 5 riders, and other stakeholders. |
| March 2018 | Draft Station Plan comments were collected through March 6.  
During that time, Metro Transit heard significant support for adding a station at 48th from residents, as well as support from the City of Minneapolis. |
| May 2018 | A Recommended Station Plan was released in May 2018 for a 30-day comment period.  
In response to heavily supportive public and agency comments on the Draft Plan, Metro Transit included a stop at Chicago & 48th Street in the revised plan.  
During and prior to this comment period, staff solicited input by door-knocking, station visits, fact sheet distribution to businesses and on community boards, and email communications to residents and business. |
| June 2018 | Recommended Station Plan comments were collected through June 8.  
During that time, Metro Transit received a mix of support and opposition to a Chicago & 48th Street stop. In addition, the City of Minneapolis submitted an additional comment of support for a station at this location. |
| July 2018 | Business owners at Chicago & 48th arranged a July 23 meeting to share concerns about the planned Chicago & 48th Street station with Metro Transit and Metropolitan Council officials.  
The Metropolitan Council approved a [Final Station Plan](#) for the D Line on July 25 that included a stop at 48th. In its action to approve the plan, the Council also directed staff to continue planning and community engagement activities related to the planned station at 48th Street and Chicago Avenue. Following this work and through a future action, the Council will confirm or revise the planned station at this location. |
| September 2018 | Metro Transit holds a community meeting on September 13 to share project information in response to community discussion and hear additional feedback on the planned station at Chicago & 48th Street. |
| Late 2018 | The Metropolitan Council will take an action to confirm or revise the planned station at this location. |