

Addendum to the D Line Station Plan: Chicago & 48th Street Station

Recommended for Metropolitan Council Transportation Committee consideration January 14, 2019

Recommended for Metropolitan Council consideration January 23, 2019

Introduction

On July 25, 2018, the Metropolitan Council approved the final D Line Station Plan. In its action, the Council also directed staff to continue planning and community engagement activities related to the planned station at 48th Street and Chicago Avenue. The action stated that following this work and through a future action, the Council would confirm or revise the planned station at this location.

This addendum summarizes additional planning and engagement since plan approval, culminating in a recommendation to confirm the planned station as included in the plan, with bus stops on the northeast and southwest corners of Chicago & 48th Street.

Summary of Additional Community Engagement

On September 13, 2018, Metro Transit held a community meeting to share project information in response to community discussion and hear additional feedback on the planned station at Chicago & 48th Street.

- 80-90 people attended, and 21 people provided verbal comments during the meeting
- 13 written comments were received at the meeting
- 113 email comments were received during the outreach period

A full record of comments received is available on the D Line project website.¹ Feedback from this meeting and corresponding outreach showed broad support for a D Line station at Chicago & 48th Street from local community members as well as from other parts of the city. Much of the support for the station centered around its ability to provide important transit access to the local businesses in the area. This feedback validates the inclusion of a station at this intersection in the D Line plan.

Comments that were not in support of the station focused primarily on the effects that the station would have on parking, noise, intersection traffic operations, and visibility of business signage and access. In response, Metro Transit further examined how the station could fit into the intersection.

Additional Alternatives Evaluated

Metro Transit conducted additional review of plans for the Chicago & 48th Street station in late 2018. The purpose of this review was to look at other options for where to place stops at this intersection to potentially avoid concerns raised by station neighbors, while continuing to provide transit access. The process included review of community feedback, consultation with project partners, and evaluation of an additional station alternative at the existing southbound bus stop. The additional alternative at the existing bus stop is shown in Figure 2 on the following page. Because the planned northbound stop is at an existing bus stop, no other northbound alternatives were explored.

¹ Meeting materials and a record of comments received at this meeting are available at <https://www.metrotransit.org/d-line-library>

Figure 1: Baseline Option from Station Plan – Southbound Farside 48th Street Stop

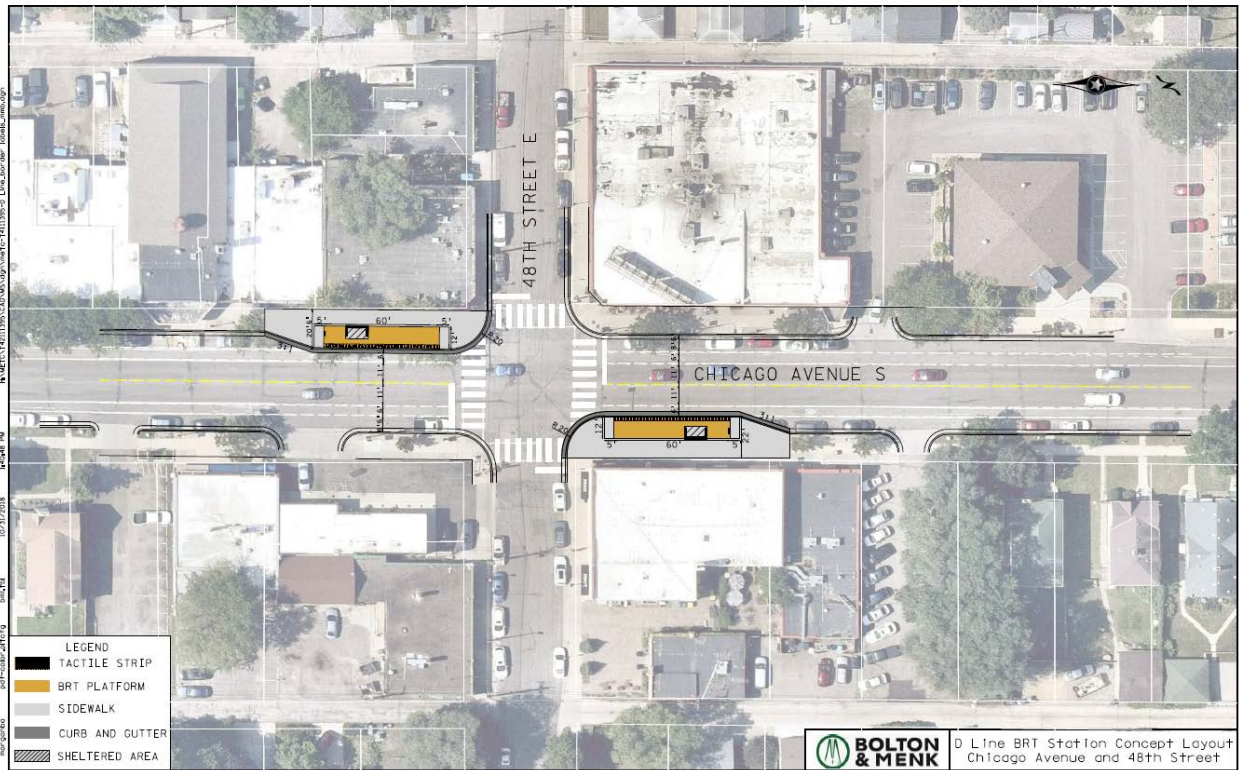
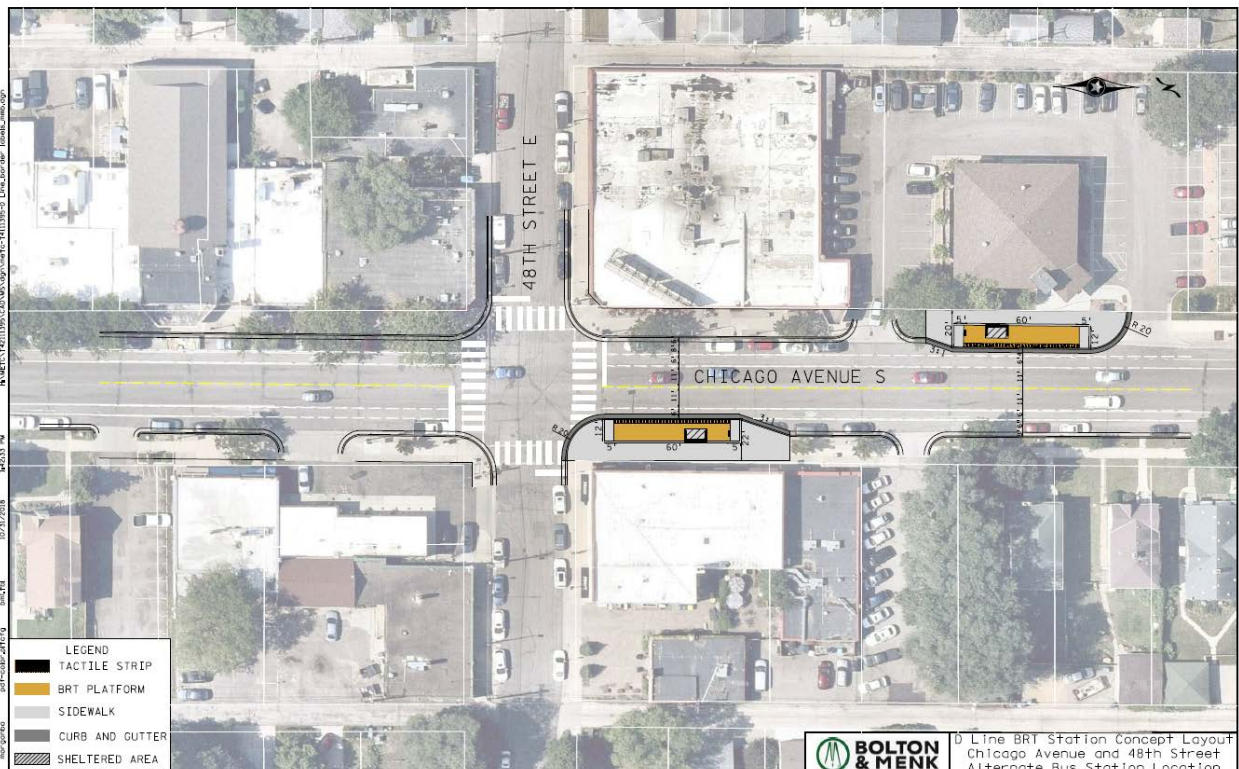


Figure 2: Alternate Option – Southbound Midblock 47th/48th Street Stop



Platform details shown in these figures, including shelter locations, are preliminary. Actual locations will be determined following utility investigation and community input during design in 2019.

Evaluation

Metro Transit evaluated the alternatives for the southbound stop across several factors, shown below.

Key to symbols Green = Preferred Yellow = Not Preferred Red = Undesirable

Factor	Baseline Option from Station Plan Farside 48th Street (Figure 1)	Alternate Option Midblock 47th/48th Street (Figure 2)
Safe pedestrian crossings	Encourages pedestrian crossing at signalized intersection with marked crosswalks	Encourages pedestrian crossings at unsignalized, unmarked midblock location
Pedestrian access	No driveway crossings on approach to station	Pedestrians cross vehicle traffic to access destinations in either direction
Traffic operations	No sightline conflicts for turning vehicle drivers Avoids operational conflicts with driveways	Potential for station infrastructure to impede sightlines for drivers exiting parking lot on Chicago from two driveways Potential for operational conflicts with driveways
Convenient proximity to destinations	Stop serves center of the node with more convenient access to a greater number of destinations	Stop is offset from the center of the activity with less convenient access to the greatest number of destinations
Meets guidelines for spacing stations	Meets lower end of ¼ to ½ mile spacing between arterial BRT stations to serve destinations	Station would be less than ¼ mile to 46th Street
Concerns Identified by Station Neighbors	Building visibility	Most signage is above shelter elevation; shelter and pylon are consistent in scale with existing obstructions from tree cover
	On-street parking	Approximately 1-2 net spaces removed by relocating bus stop; to be confirmed through final design
	Noise	No impact Adjacent uses: commercial restaurant/retail storefronts
	Construction impacts	Approximately 2 months of construction
	Bike/bus interaction	Consistent with corridor-wide bike/bus treatment

Summary and Recommendation

The farside stop on the southwest corner of Chicago & 48th Street would provide a safer pedestrian crossing at a signalized intersection with marked crosswalks, and would better avoid conflicts between buses, drivers, pedestrians, and bicyclists. It would have minimal overall impacts to on-street parking in the area and to visibility of neighboring properties, including business signage. For other cited concerns, including noise and interactions with on-street bicycle lanes, the two alternatives are similar. Metro Transit is committed to continuing to work with businesses and property owners to minimize visibility impacts at the farside stop location.

Following this review, project staff recommends that the Metropolitan Council approve the station as proposed in the Final Station Plan, with bus stops on the northeast and southwest corners of Chicago & 48th Street.

Next Steps

Metro Transit staff will continue to communicate this recommendation in this addendum to the D Line Station Plan with community and stakeholders before the Metropolitan Council considers an action to approve it in January.

- The Transportation Committee of the Metropolitan Council will consider this addendum at its meeting at 4:00 p.m. on Monday, January 14th, 2019.
- The full Metropolitan Council will consider the recommendation at its meeting at 4:00 p.m. on Wednesday, January 23, 2019.

Both meetings are open to the public and will be held at the Metropolitan Council (390 Robert St N, St Paul, MN 55101).

Following Metropolitan Council action, Metro Transit staff will continue to work with the community and station neighbors including residents, business owners, and property owners as design begins in 2019 to best fit shelters and other station elements into the public realm.