

City of Minneapolis Comments on D Line BRT Draft Station Plan: 2/14/2018

The City of Minneapolis appreciates the opportunity to comment on the D Line Draft Station Plan. It is understood that additional opportunities exist to modify the Station Area Plan, and City staff look forward to working with Metro Transit staff to advance the final station area plan.

Station location and spacing considerations

Appendix A of the draft plan includes a summary of 14 stations within Minneapolis that were included in the 2012 Arterial Transitway Corridor Study but ultimately not recommended in the draft plan. The City of Minneapolis generally supports Metro Transit's effort for consolidating stations in order to provide a balance between access and service. However, the following comments relate to "no build" recommendations that leave a greater than one-half mile distance between stations, or which involve a Neighborhood Commercial Node. The City acknowledges that the goal of this plan is for an average of one-half mile station spacing, and that some variation to this distance is inevitable due to specific site characteristics.

- **47th Ave N at Osseo Rd:** The City requests that Metro Transit provide more supporting information on the alternatives to the 47th Ave N at Osseo Rd station and the difficulty of siting a station equidistant between the two adjacent stations. Several alternative locations for this station were considered with the previous C Line BRT station plan, though ultimately no C Line station was recommended in this segment of Osseo Rd. The C Line station plan seems to indicate that these alternatives would be revisited with the D Line station plan. However, it is unclear from the D Line draft station plan whether further exploration or engagement of the alternatives took place. The City recommends providing a statement summarizing the results of any additional analysis and engagement for a station at 47th Ave N and Osseo Rd. The City also recommends that Metro Transit look for future opportunities to include a station in this segment, if surrounding land use were to significantly change.
- **7th St N and 11th Ave N:** The City requests that Metro Transit provide more supporting information on the alternatives to the 7th St N at 11th Ave N location and the difficulty of siting a station equidistant between Olson Memorial Highway and Plymouth Avenue North. The City would like to emphasize the high ridership in this area, and note that additional transit service alone is not a sufficient justification for a "no build" recommendation in this segment. The City recommends that Metro Transit provide a statement summarizing the results of any additional analysis and engagement for a station at 7th St N at 11th Ave N or alternative locations. The City also recommends that Metro Transit explore whether a future station in this segment could result in increased ridership or service connections, including access to routes on I-94.
- **48th St E & Chicago Ave S:** The City recommends a station within the 48th St E and Chicago Ave S business node for the following reasons:

- The City of Minneapolis defines 48th St E and Chicago Ave S as a Neighborhood Commercial Node. The large quantity and diversity of businesses as well as multifamily housing within this node make it a prime location for a station location. It is one of only two Neighborhood Commercial Nodes with “No Build” recommendations along the D Line route, the other being Chicago Ave S at 54th St E. The City believes that the quantity and diversity of businesses in this node warrant an exception to the average half-mile spacing goal within the station plan.
- The draft station plan states that parking considerations were an additional factor for a “no build” recommendation at 48th St E and Chicago Ave S. The City manages curbside uses, including street parking and loading. The City’s Complete Streets Policy supports prioritizing the public right of way for people who walk, bike and take transit over those that choose to drive motor vehicles. Transit extends the range of travel for people when they walk or bicycle, provides greater efficiencies and operational benefits than motor vehicles, and is accessible to those unable to walk, bicycle, or drive. The City supports a D Line station at the 48th St E and Chicago Ave S business node and believes the benefits to transit service at this node outweigh the potential impacts to street parking in the node. City staff note that mitigation strategies discussed within the Draft Station Plan would minimize the overall number of parking spots needed for a D Line Station at this node.
- The City would like to express that including a D Line BRT station within the existing 48th St E business node would support City goals for implementing infrastructure, public services and community assets that support business and commerce.
- **54th St E & Chicago Ave S:** The City supports Metro Transit’s recommendation to not build a station at this location due to the quarter-mile proximity to the 56th St E station, multiple existing driveways that conflict with station siting, and the limited number of businesses in this commercial node.
- **60th St E & Chicago Ave S:** The City supports Metro Transit’s recommendation to not build a station at this location due to the quarter-mile proximity to the Portland Ave S at 60th St E station and the surrounding low-density residential land use.

Additional station siting comments

The City of Minneapolis acknowledges the general station platform locations identified along the future Emerson Ave N, Fremont Ave N and 7th Ave N protected bikeway alignments. The City requests that Metro Transit explore station designs that incorporate innovative solutions for reducing bicycle and transit conflicts in key locations along these priority bikeway corridors.

Additional staff comments

The City of Minneapolis is committed to partnering with Metro Transit on the D Line BRT, as evidenced by its participation on the Technical Advisory Committee and through its coordinated effort to improve pedestrian access and safety along the Emerson/Fremont segment of the corridor. The City will also look to further coordination and support through final design and construction of the D Line BRT.