APPENDIX A: *Other Station Locations Considered*

Appendix A compiles information about other station locations considered and discussed within the individual station plans, but not included in the final station plan document.

Osseo and 47th Avenue

The 2013 Arterial Transitway Corridor Study addendum[63] (ATCS) included a conceptual Osseo & 47th Avenue station. This station plan does not include a D Line station at Osseo and 47th Avenue.

Station spacing and ridership

- The D Line planning process does not include an Osseo & 47th Avenue station because a station is recommended at 44th Avenue & Penn-Oliver. The commercial node in the 44th Avenue & Penn-Oliver area was prioritized before seeking other station alternatives farther north. Acombination of lower transit demand, limited available space at Osseo and 47th Avenue and the surrounding intersections[64], and proximity to the Penn-Oliver area limit the feasibility of building a second station within the area.

- If a 44th Avenue & Penn-Oliver station had been deemed technically infeasible, the D Line station planning process would have continued to explore a station option in the Osseo Road and 47th Avenue area. Several potential station locations along Osseo Road between Penn Avenue and the CP rail overpass were considered within the final *C Line Station Plan*.[65] These options continue to be restricted in their constructability due to the limited available space in the current configuration of Osseo Road, where sidewalks are narrow or missing entirely, and the right of way is narrow

- Customers in this area will access the D Line at the 44th Avenue & Penn-Oliver area station.

Potential future opportunity

- In its comments on the draft *D Line Station Plan*, the City of Minneapolis commented that Metro Transit should "look for future opportunities to include a station in this segment."[66]

- Hennepin County has programmed Osseo Road between Penn Avenue and 49th Avenue in its five-year Capital Improvement Program. A specific year for improvements is unknown, however, Hennepin County staff anticipates construction activities to occur around the 2022/2023 timeframe. This reconstruction project will present an opportunity to investigate the potential to construct rapid bus platforms within the project limits. Metro Transit will pursue coordination with Hennepin County and the City of Minneapolis to further discuss project details

44th Avenue and Morgan

Station spacing

- A 44th Avenue & Morgan station is not included because of the feasibility of a 44th Avenue & Penn-Oliver station. If building a station near the intersection of 44th Avenue and Penn had been deemed technically infeasible, a station at Morgan would be a candidate for siting a station in this area.

- Access to the D Line to/from Patrick Henry High School (about two short blocks away) will be comparable to C Line access.

63 More information at: https://metrotransit.org/abrt-study
64 More information at: https://www.metrotransit.org/Data/Sites/1/media/about/improvements/c-line/final-station-plan/04---osseo--victory-area---final-station-plan.pdf
65 More information at: https://www.metrotransit.org/Data/Sites/1/media/about/improvements/c-line/final-station-plan/04---osseo--victory-area---final-station-plan.pdf
66 More information within Appendix C: Agency Comments

Fremont and 36th Avenue

Station spacing and ridership

- Ridership is slightly lower at 36th Avenue compared to 35th Avenue when including adjacent stops.

- Station spacing is more uneven compared to 35th Avenue, which provides spacing of about 0.4-mi between Lowry and Dowling.

Emerson-Fremont and 16th Avenue

The 2013 Arterial Transitway Corridor Study addendum[67] (ATCS) included a conceptual Emerson-Fremont & 16th Avenue station. This station plan does not include a D Line station at Emerson-Fremont and 16th Avenue.

Land use and station spacing

- A major consideration of a potential Emerson-Fremont & 16th Avenue station is to provide rapid bus access to North High School, located about one block west of the D Line corridor.

- Ridership data, however, suggests North High School students predominantly use the existing Route 5 bus stops at Emerson-Fremont and 15th Avenue (about 60 student-related boardings per day). Emerson-Fremont and 15th Avenue is located just 0.15 mile north of the planned Emerson-Fremont & Plymouth station, too close to sustain an additional D Line station. Emerson-Fremont & 16th Avenue is also less than a quarter-mile from the planned Emerson-Fremont & Plymouth station.

- It is anticipated that existing Route 5 school trips will continue to serve North High School after D Line begins operations. In addition to the school-related service, the local Route 5 service will continue operating about every 30 minutes.

Consistency

- Comparable station spacing of about half-mile will be located on the Penn Avenue corridor's C Line between Plymouth and Golden Valley. Ridership is similar on these segments between Plymouth and Golden Valley on Route 19 (future C Line) and Plymouth and West Broadway (future D Line).

Chicago and 15th Street

- Chicago and 15th Street has substantially lower ridership compared to 14th Street (about 60 boardings compared to about 280 boardings per weekday).

- Outreach and engagement suggested that community members consider Chicago and 14th Street as the center of the neighborhood compared to other intersections.

67 More information at: https://metrotransit.org/abrt-study

Chicago and 17th Street

- While ridership is substantial at Chicago and 17th Street (about 340 daily boardings), multiple driveway access points and the interstate highway overpass in the northbound direction severely limit constructability in this location.

- Chicago and 17th Street is less than 1,000 ft from the recommended Chicago & 14th Street station.

Chicago and 18th Street

The 2012 *Arterial Transitway Corridor Study*[68] (ATCS) included a conceptual Chicago & 18th Street station in addition to the station at 14th Street. This station plan does not include a D Line station at Chicago and 18th Street.

Station spacing

- While ridership is substantial at Chicago and 18th Street (about 310 daily boardings), it is only about 900 ft from the recommended Chicago & Franklin station.

- Not recommending a Chicago & 18th Street station prioritizes improved travel times from stop consolidation.

Chicago and 27th Street

The 2012 *Arterial Transitway Corridor Study*[69] (ATCS) included a conceptual Chicago & 27th Street station. This station plan does not include a D Line station at Chicago and 27th Street.

- Pedestrian access is blocked east of the intersection of Chicago Avenue and 27th Street by the Abbott Northwestern hospital campus. As an alternate option, 26th Street offers better connectivity to the street grid and more typical rapid bus operations at a signalized intersection.

Chicago-Lake Planning Study

Background

- Today, at the Chicago-Lake Transit Center, there are 1,500 average daily weekday Route 5 boardings. This is the highest ridership point on the Route 5, outside of downtown Minneapolis.

- The Chicago-Lake Transit Center serves as a major transfer point for customers traveling on Routes 5, 21, and 53.

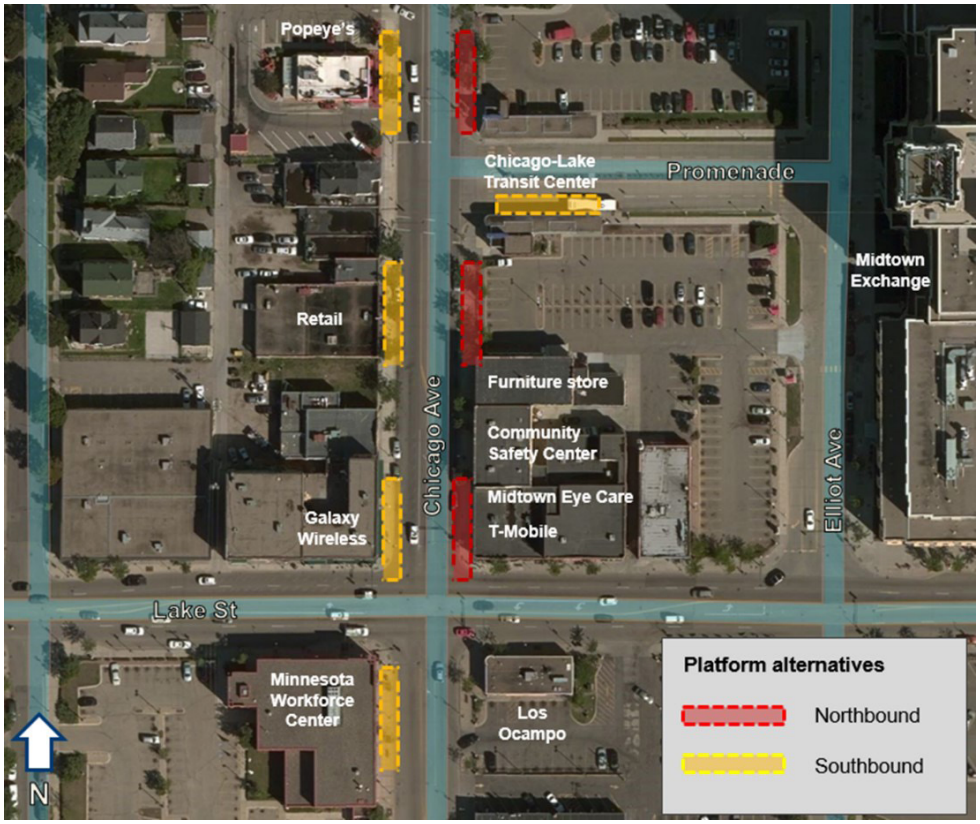
- The existing Route 5 southbound stop is located off Chicago Avenue on the transit center driveway entrance to the Midtown Exchange building. This requires southbound Route 5 buses to make multiple turning movements, resulting in about three minutes of travel delay and poor on-time reliability.

- Metro Transit completed a Chicago-Lake planning study to consider alternative platform options to provide a faster and more reliable trip.

- Figure 70 illustrates the location of considered alternative platform locations.

68 More information at: https://www.metrotransit.org/abrt-study
69 More information at: https://www.metrotransit.org/abrt-study

Figure 70: Chicago-Lake area alternative platform locations



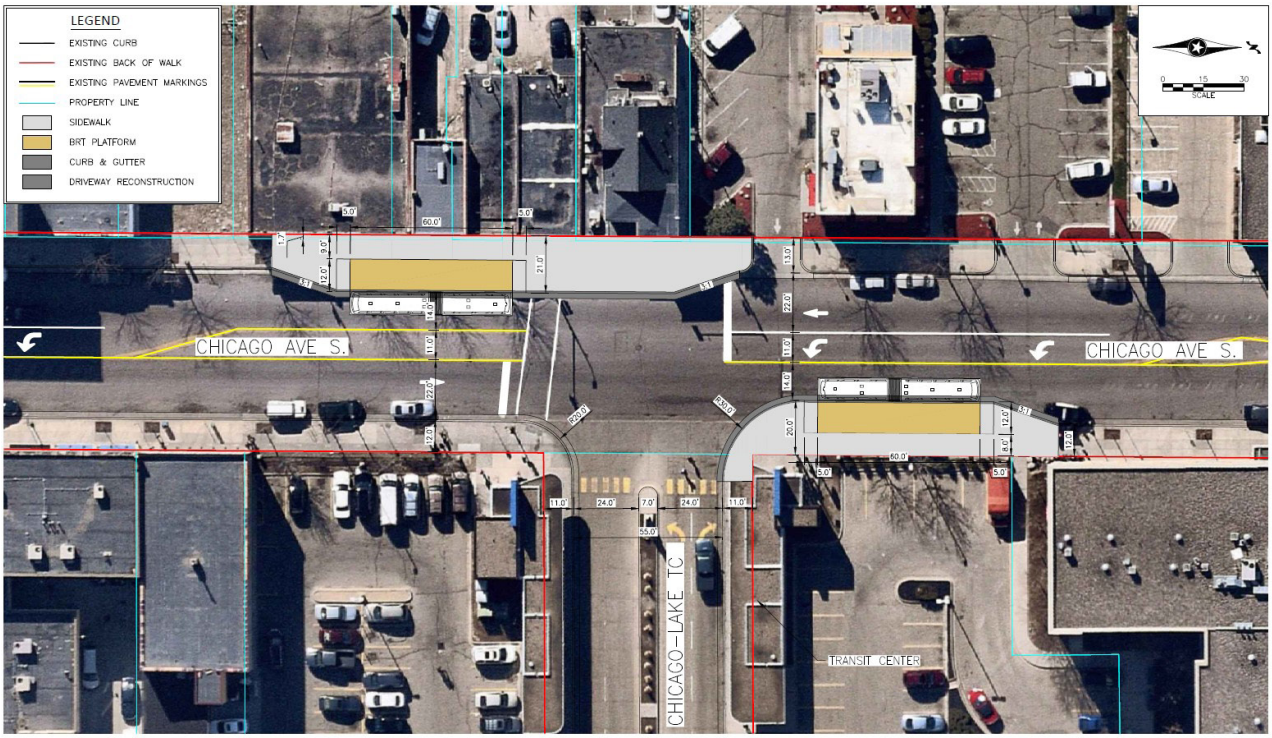
Study process

- Evaluation of travel times, traffic impacts, transfer movements across routes, and pedestrian access
- Interviews with Metro Transit police, operations, and maintenance departments about how the transit facility functions today
- Customer surveys and conversations with neighborhood groups and small businesses

Study recommendation

- The study recommendation locates both the northbound and southbound platforms on the farside of the existing transit center driveway. Three primary considerations of this recommendation include:
    - **Maintaining the ease of existing transfer activity:** It is estimated that about 50-75 percent of existing customers transfer between routes at this location. The proximity of recommended D Line platforms to the transit center prioritizes the continued ease of these transfers.
    - **Positioning with long-term transitway planning:** Recommended D Line platforms are located between the planned B Line rapid bus (Lake Street corridor) and Midtown rail (Midtown Greenway corridor) services.
    - **Minimizing traffic impacts:** Traffic evaluation indicated minimized traffic impacts by locating platform north of congestion at Chicago and Lake, especially in the southbound direction.

Figure 71: Preliminary Chicago-Lake Transit Center platform concept



Chicago and 33rd Street and Chicago and 35th Street

The 2012 Arterial Transitway Corridor Study[70] (ATCS) included conceptual Chicago & 33rd Street and Chicago & 35th Street stations. This station plan does not include D Line stations at Chicago and 33rd or 35th Streets.

Station spacing and consistency

- Stations at both 33rd Street and 35th Street would result in station spacing of about 0.25- to 0.33 mile, too close when considering ridership and spacing trends elsewhere on the D Line corridor. Outside of downtown, this station plan limits quarter-mile station spacing to the Chicago & 24th Street station where a variety of dense land uses drive high ridership throughout the surrounding area.
- Other segments on the D Line corridor have higher ridership with stations planned closer to half-mile station spacing, like segments between Chicago and 14th Street and 18th Streets or Chicago and 26th and the Chicago-Lake Transit Center.

Access to destinations

- In addition, access to the Minneapolis Public Schools Wilder Complex is currently provided at the bus stop located at Chicago and 33rd Street. This educational facility includes the Wellstone International High School.
- Ridership data indicates seasonal increases in daily ridership up to about 150 boardings when school is in session.
- Service to the Wilder Complex can be maintained by a Chicago & 34th Street station without introducing additional pedestrian crossings of Chicago Avenue.

70 More information at: https://www.metrotransit.org/abrt-study

Chicago and 54th Street

The 2012 *Arterial Transitway Corridor Study*[71] (ATCS) included a conceptual Chicago & 54th Street station. This station plan does not include a D Line station at Chicago & 54th Street.

Constructability

- Driveway access substantially limits available platform length at three out of four corners at Chicago and 54th Street. As a result, a station at this location is not feasible.

Ridership

- In addition, ridership is substantially lower at 54th Street (about 20 total daily weekday boardings) compared to 56th Street (about 70).

Chicago and 60th Street

The 2012 *Arterial Transitway Corridor Study*[72] (ATCS) included a conceptual Chicago & 60th Street station. This station plan does not include a D Line station at Chicago and 60th Street.

Ridership and station spacing

- Existing ridership and lower-density residential land uses in this segment of the D Line corridor do not support the inclusion of a station at Chicago and 60th Street.

- All customers except those currently boarding at Chicago and 59th Street would be within a quarter-mile walk to a D Line station. Riders currently boarding at Chicago and 59th Street (about five total boardings per day) would be able to access the planned Portland & 60th Street D Line station by walking about a third of a mile. Access to Route 5 will remain at bus stops on every block.

Portland and 72nd Street

Ridership

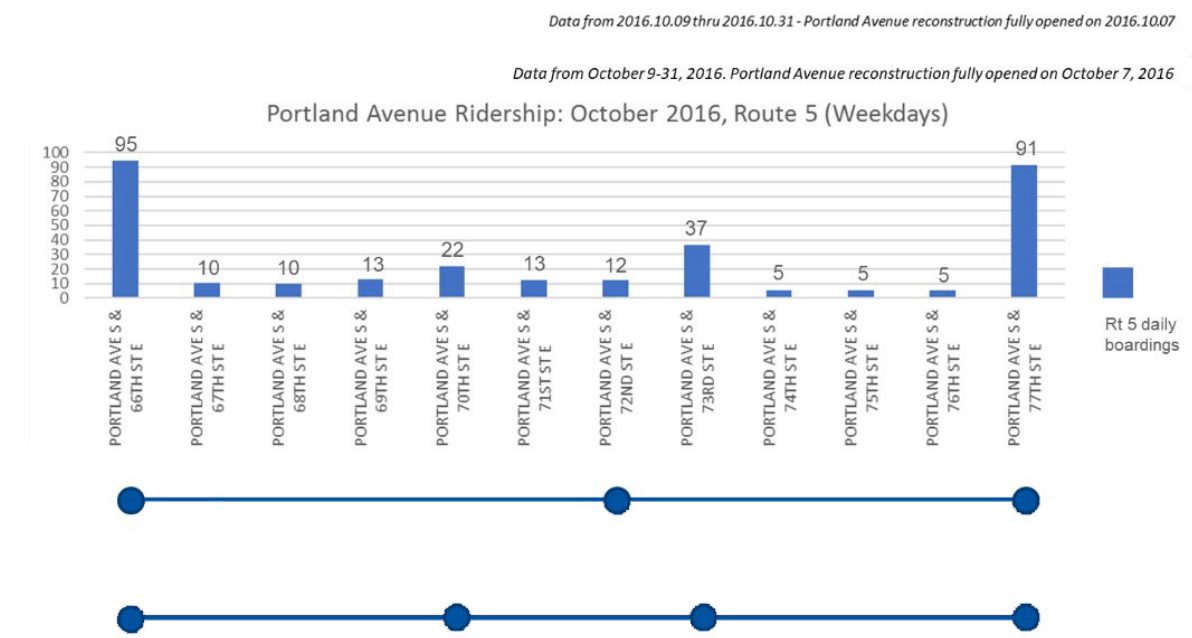
- Ridership between 66th and 77th Streets is highest at 73rd Street and not at 72nd Street. See Figure 72 for more information.

Connectivity

- The large block west of Portland and 72nd Street disconnects the street grid and limits pedestrian access for neighborhoods to the west.

71 More information at: https://www.metrotransit.org/abrt-study
72 More information at: https://www.metrotransit.org/abrt-study

Figure 72: Existing Route 5 ridership on Portland Avenue



The addition of a station at 70th Street in this recommended plan further supports the placement of a station at 73rd Street instead of 72nd Street.

American and Portland

The 2012 *Arterial Transitway Corridor Study*[73] (ATCS) included a conceptual American & Portland station. This station plan does not include a D Line station at American and Portland.

- Ridership and pedestrian movements are more focused eastward from Portland.
- Coordination with the City of Bloomington indicates a preference to locate rapid bus platforms away from the busy intersection of Portland and American to reduce traffic complications and improve overall safety.

American and 12th Avenues

The 2012 *Arterial Transitway Corridor Study*[74] (ATCS) included a conceptual American & 12th Avenue station. This station plan does not include a D Line station at American and 12th Avenue.

Station spacing, ridership, and land use

- A D Line station at American and 12th Avenue would result in station spacing of about 0.25 and 0.33 mi to neighboring stations. However, the surrounding land uses, longer block lengths, ridership considerations, and station location precedents set elsewhere on the corridor do not support station spacing closer than half-mile guidelines.

73 More information at: https://www.metrotransit.org/abrt-study
74 More information at: https://www.metrotransit.org/abrt-study

Constructability

- Limited right-of-way is available at 12th/13th Avenues compared to Bloomington Avenue, likely requiring design mitigations to ensure transit operations needs are met.

- An existing midblock crossing at American and Bloomington can be utilized to assist pedestrians and customers with safe crossings of American.

24th Avenue and Lindau

The 2012 *Arterial Transitway Corridor Study*[75] (ATCS) included a conceptual 24th Avenue & Lindau station. This station plan does not include a D Line station at 24th Avenue and Lindau.

- A D Line station at 24th Avenue and Lindau would result in station spacing of about 0.3 and 0.4 mi to neighboring stations. However, the surrounding land uses, longer block lengths, ridership considerations, and station location precedents set elsewhere on the corridor do not justify station spacing closer to half-mile guidelines.

75 More information at: https://www.metrotransit.org/abrt-study