



*D Line*

## **D Line Station Plan Amendment #1**

**Osseo & 47th Avenue Station and Portland & 77th Street  
Station Updates**

April 2022

## I. Introduction

On July 25, 2018, the Metropolitan Council approved the final D Line Station Plan. On January 23, 2019, the Metropolitan Council approved an addendum to the D Line Station Plan to confirm a station location at Chicago & 48th Street. Construction activities for the D Line began in 2021. Through additional agency coordination and associated public engagement efforts, Metro Transit has identified two changes to the D Line Station Plan—the addition of a station at Osseo & 47th Avenue and a change in platform location at the Portland & 77th Street Station.

This amendment summarizes additional coordination and engagement since plan approval, culminating in a recommendation to amend the D Line Station Plan to accommodate these two changes.

## II. Osseo & 47th Avenue Station

### Background

The 2013 Arterial Transitway Corridor Study addendum<sup>1</sup> (ATCS) identified a conceptual Osseo & 47th Avenue station. The D Line Final Station Plan did not include this station due in part to a lack of safe, continuous pedestrian infrastructure along Osseo Road as well as limited available space at Osseo & 47th Avenue and the surrounding intersections. 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” (see D Line Final Station Plan, Appendix C: Agency Comments).

The Station Plan further identified a potential future opportunity to add a station in this segment through coordination with Hennepin County’s programmed reconstruction project for Osseo Road between Penn Avenue and 49th Avenue which, among other improvements, will add or improve existing pedestrian infrastructure along Osseo Road (see Final Station Plan, Appendix A: Other Station Locations Considered). A station in this segment would also serve the C Line, which operates along Osseo Road between Penn Avenue and Brooklyn Boulevard.

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<sup>1</sup> More information at: <https://metrotransit.org/abrt-study>

As the Osseo Road reconstruction project advanced through planning and into preliminary design, Metro Transit continued coordination with Hennepin County and the City of Minneapolis to further discuss project details and consider whether BRT platforms could feasibly be incorporated into the project.

## Public Engagement Summary

Hennepin County led public engagement efforts for the Osseo Road reconstruction project in 2019 and 2020, including open house meetings, walking tours, face to face interactions at local events, online survey, engagement website, and promotions via social media, postcard mailings, email updates, business & neighborhood association notifications, and lawn signs. The project team also presented to the Victory Neighborhood Association and the City of Minneapolis Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC). The PAC and BAC passed resolutions in support of the project.

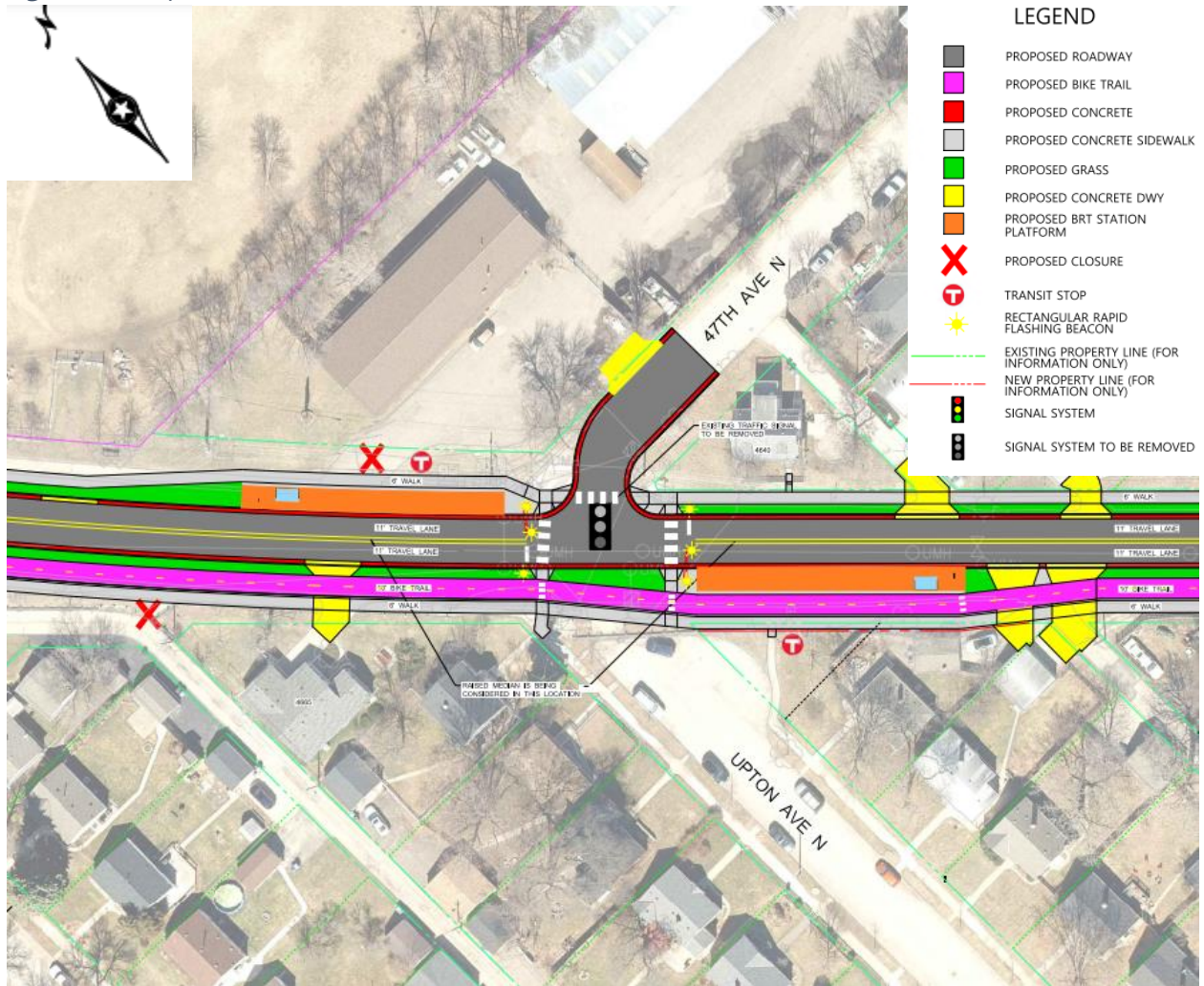
Public feedback specific to transit supported adding a station in the area. Participants felt that previously planned BRT stations were spread too far apart; as a result, they were supportive of adding a BRT station at Osseo & 47th Avenue. In response, and building on previous planning and engagement, Metro Transit continued pursuing station options within the project limits in coordination with County and City partners.

## Recommendation

Based on the preliminary concept design for the Osseo Road reconstruction project, recommended BRT platform locations were identified in the north and south quadrants of the intersection of Osseo Road & 47th Avenue, as shown in **Figure 1**, which presents an excerpt from the approved layout for the project.

The project layout was approved by the City of Minneapolis Transportation & Public Works Committee on February 3, 2021 and by the City Council on February 12, 2021. Following plan amendment, final station design and construction will continue to be coordinated with the Hennepin County project, which is scheduled to begin construction in 2023.

Figure 1: Proposed Osseo & 47th Avenue Station



## Portland & 77th Street

### Background

The D Line Final Station Plan identified both northbound and southbound D Line platform locations on the north side of the intersection of Portland Avenue and 77th Street, as shown in **Figure 2**. At that time, a southbound farside platform was not considered feasible or desirable due to the existing driveway access point approximately 20 feet from the intersection.

Following D Line Station Plan approval in 2018, MnDOT began developing its I-494: Airport to Hwy 169 project, which includes reconstruction of the Portland Avenue bridge over I-494 and changes to Portland Avenue in the vicinity of the interchange, including the intersection of Portland Avenue with 77th Street.

Because the MnDOT project construction will not begin until 2023 or beyond, D Line construction in 2021-2022 includes temporary D Line platforms on the northwest and northeast intersection quadrants to provide passenger waiting facilities prior to D Line opening day later in 2022. MnDOT will then construct permanent D Line platforms as part of its larger project.

As the I-494 project advanced through planning and into preliminary design, Metro Transit continued coordination with MnDOT to further discuss project design decisions. In Fall 2021, it was determined that the proposed design and schedule for the I-494 project along Portland Avenue would require D Line platform changes.

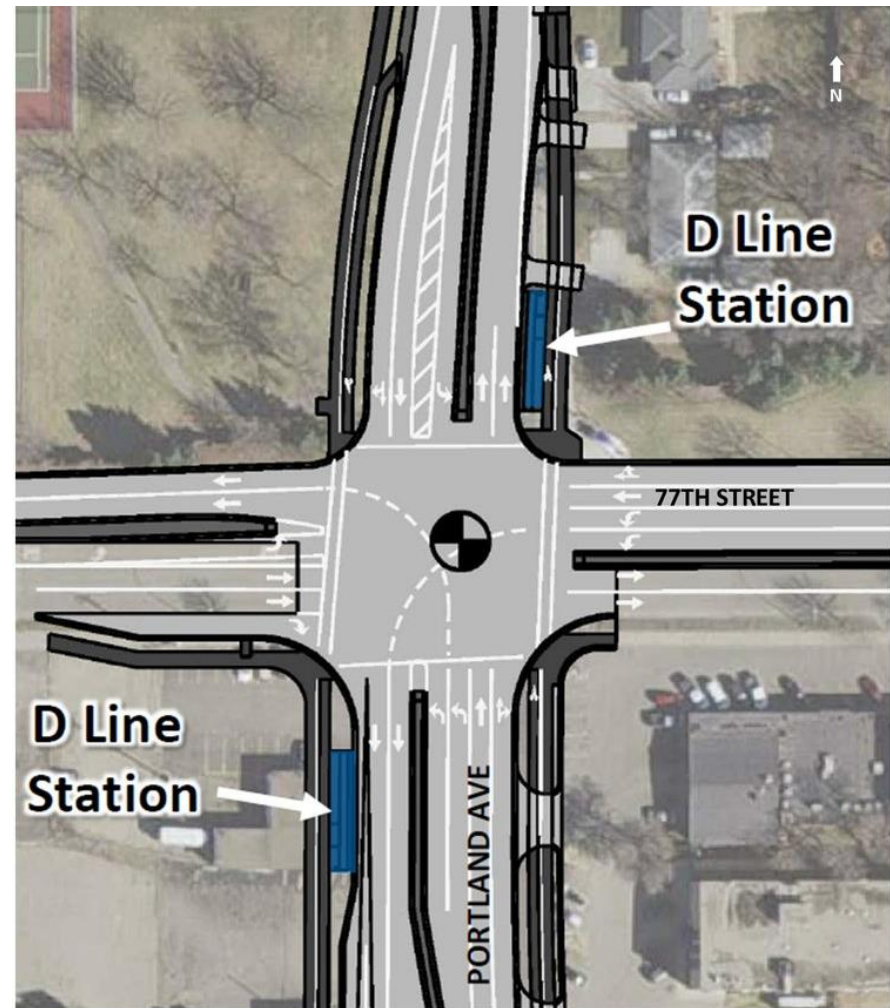
As part of the design for Portland Avenue and the I-494 interchange, MnDOT is shifting the Portland Avenue roadway alignment further to the west. Maintaining a nearside southbound D Line platform would have required construction further into Roosevelt Park in the northwest quadrant of Portland & 77th Street. Additionally, to enable the broader interchange design, MnDOT is acquiring real estate in the southwest quadrant of the intersection and closing the existing driveway access points in that area. With the driveway closed, it is feasible and operationally preferred that the permanent southbound D Line platform be placed on the far side (i.e. south side) of the intersection, as shown in **Figure 2**. To minimize park impacts and provide preferred BRT operations, the permanent southbound D Line platform will be constructed in the southwest intersection quadrant rather than the northwest intersection quadrant, as was approved in the D Line Station Plan.

Figure 2: Approved and amended permanent D Line station at Portland & 77th Street

Approved Portland & 77th Street Station



Amended Portland & 77th Street Station



## **Public Engagement Summary**

MnDOT has led public engagement efforts as part of the overall I-494 Vision initiative. Engagement includes a project website, online survey, and listening sessions in April and October 2021. A primary goal related to the changes at Portland Avenue and other changes to access points along I-494 is related to input suggesting that drivers feel unsafe due to the proximity of entrance and exit ramps near Nicollet Avenue, Portland Avenue, and 12th Avenue. To address this issue, MnDOT is planning to remove I-494 access at Nicollet and 12th Avenue and increase capacity on Portland Avenue to provide full highway access to the interstate at the Portland Avenue interchange. As part of the municipal consent process, the City of Richfield received comments and held a public hearing on the proposed layout for the project. The City acted to provide municipal consent for the project on February 22, 2022.

## **Recommendation**

To accommodate the selected design for this interchange, a permanent southbound D Line platform will be constructed in the southwest intersection quadrant.