

## Station Plan: Ramp A/7th Street Transit Center

This station will serve the existing Ramp A/7th Street Transit Center as the C Line enters downtown Minneapolis. The 8th Street & Nicollet station will be approximately 0.30 mile to the east and the Olson & 7th Street station will be over 0.5 mile to the west. The existing transit facility will be retrofitted to include core BRT improvements.

Table 1: Station Plan Summary – Ramp A/7th Street Transit Center

Ramp A/7th Street Transit Center		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	<u>Ramp A / 7th Street Transit Center</u> Existing transit center connection will serve as downtown Minneapolis entry/exit point.
	Platform Location	<u>SB: Existing transit stop location</u> Will modify existing Ramp A / 7th Street Transit Center facilities
ADDITIONAL STATION DETAILS	Shelter Size	<u>SB: No new shelter</u> Will use existing enclosed waiting area within the transit center.
	Curb Configuration	<u>SB: No bumpout</u> Platform will be located off-street in existing transit-only busway.
	Platform Length	<u>SB: Greater than 60' long</u> Platform is long enough to accommodate 60' BRT vehicle.

\*Final conditions to be developed during the engineering/design process.

## Notes and Discussion

As an existing transit center, the station will offer connections to many transit routes. Reduced Route 19 local service will also be maintained at this location.

### **Retrofit of Existing Facility**

The C Line project will leverage existing transit infrastructure to implement a BRT station. C Line construction improvements will include the landmark pylon housing real-time signage and other technology, fare collection equipment, and additional BRT branded signage. Figure 1 highlights existing conditions.

*Figure 1: Existing Ramp A/7th Street Transit Center*



## Other Alternatives Considered

No alternative locations were considered for this station.

## Project Delivery

Permanent station improvements at the Ramp A/7th Street Transit Center are anticipated to be constructed independently of any larger infrastructure project in 2017. The station will be operational at the start of C Line revenue service. This timeline is subject to change pending full C Line project funding.

C Line BRT investments at this location may ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

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Figure 2: Station Layout – Ramp A/7th Street Transit Center

