

## Station Plan: 7th Street & Nicollet

This station will serve the major intersection and transit node of 7th Street and Nicollet Mall. This intersection functions as one of the busiest transit stops in the metro area. Over 950 Route 19 customers board at this intersection on weekdays, the largest number of boardings at any stop along the route<sup>35</sup>. The downtown setting allows station spacing denser than the standard 0.25 to 0.50 mile guidance to adequately serve large numbers of customers. As a result, the 7th & Hennepin station is less than 0.15 mile to the west. The 7th Street & 3rd Avenue station is approximately 0.25 mile to the east. The existing transit stop will be substantially improved as part of the 7th Street Transit Advantages project prior to C Line construction. The C Line will use these existing improvements and enhance them with additional C Line components.

Table 1: Station Plan Summary – 7th Street & Nicollet

7th & Nicollet		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	<u>7th Street &amp; Nicollet</u> Provides access to high-ridership location with connections to many transit routes.
	Platform Location	<u>NB: Farside (NW corner)</u> Will use existing BRT-ready transit waiting area constructed via separate project.
ADDITIONAL STATION DETAILS	Shelter	<u>NB: Use existing shelter</u> Will use existing BRT-ready custom shelter to be installed via separate project.
	Curb Configuration	<u>NB: Use existing bumpout</u> Will use existing BRT-ready bumpout constructed via separate project.
	Platform Length	<u>NB: More than 100' long</u> Will exceed 60' standard to accommodate additional routes serving this station.

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

<sup>35</sup> Source: September 2014 APC data

## Notes and Discussion

A major station planning consideration is the potential for connections to existing transit service. As one of the highest ridership stops in the Metro Transit system, the station will serve many transit routes, as well as connections to service on Nicollet Mall. Reduced Route 19 local service will also be maintained at this location.

The intersection of 7th Street and Nicollet Mall is signalized. Transit signal priority will be considered for implementation during the detailed design and engineering phase. Implementation is dependent upon a traffic analysis balancing acceptable traffic operations for all street users.

## Other Alternatives Considered

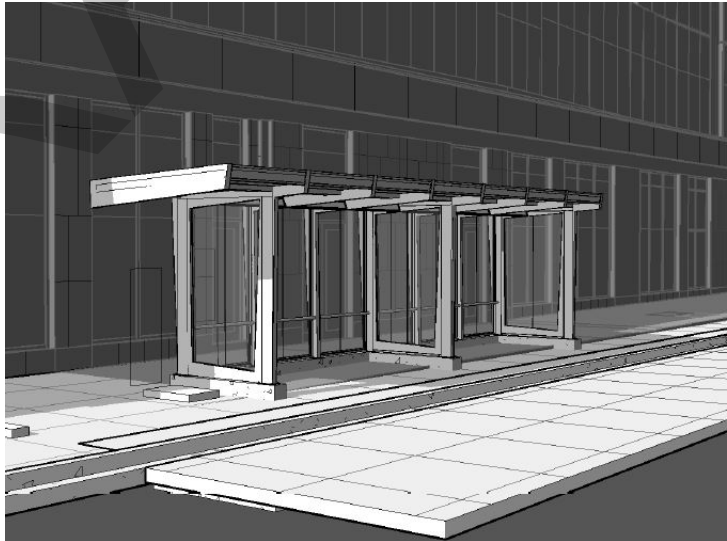
The location's substantial existing ridership and recent infrastructure improvements via the 7th Street Transit Advantages project make it a critical C Line station. Location alternatives were not considered, but coordination with the 7th Street Transit Advantages project resulted in distinctions from other BRT stations.

## Project Delivery

### **7th Street Transit Advantages Project**

Station design and construction was coordinated through a previous project, the Metro Transit and City of Minneapolis 7th Street Transit Advantages project. Construction will be completed by spring 2016 and will immediately improve the transit experience for existing service. Project improvements include a bumpout, new curb and gutter, a wider sidewalk, and an enhanced shelter. This is a custom shelter distinct from standard BRT structures. See Figure 1 for more information. A landmark pylon housing real-time signage and other technology will also be installed as part of the Transit Advantages project.

*Figure 1: Custom Shelter Rendering*



To prepare for C Line operations, the C Line project will install fare collection equipment and additional BRT branded signage during the construction phase in 2017. C Line BRT investments at this location would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

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Figure 2: Station Layout – 7th Street & Nicollet

