

# Station Plan: Brooklyn Center Transit Center

This station will function as the northern terminus of the C Line. It will use the existing Brooklyn Center Transit Center, one of the busiest boarding locations in the Metro Transit system. Over 400 customers board Route 19 each weekday at the transit center, the highest ridership of any existing southbound stop. The Xerxes & 56th Avenue station is about 0.30 mile to the south, within the 0.25 to 0.5 mile station spacing guidelines. The existing transit facility will be retrofitted to include core BRT improvements (see “Other Alternatives Considered” for additional information).

Table 1: Station Plan Summary – Brooklyn Center Transit Center

Brooklyn Center Transit Center	
	Station Characteristic Planned Condition*
CORE STATION PLAN	<b>Intersection Location</b> Brooklyn Center Transit Center Existing transit center will serve as the northern terminus with connections to many transit routes.
	<b>Platform Location</b> SB: Existing transit stop location Will modify existing Brooklyn Center Transit Center facilities.
ADDITIONAL STATION DETAILS	<b>Shelter</b> SB: Use existing waiting facilities Station will use existing transit center facilities.
	<b>Curb Configuration</b> SB: No bumpout Platform located off-street at existing transit center. No additional pedestrian space or operational improvements required.
	<b>Platform Length</b> SB: At least 60’ long Will use C Line design standard to accommodate at least one 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 is planned to be maintained at this location.

## Retrofit of Existing Facility

The C Line project will leverage existing transit infrastructure to implement a BRT station with minimal construction. The specific C Line platform/gate location within the transit center will be determined during the detailed design and engineering phase.

Instead of implementing a complete and new BRT station package (e.g., shelter, lighting, bike loops, etc.), the C Line will retrofit the existing facility with core BRT components. 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: Brooklyn Center Transit Center



## Other Alternatives Considered

No alternative locations were considered for this station.

## Project Delivery

Permanent station improvements at the Brooklyn Center Transit Center are anticipated to be constructed independently of any larger infrastructure project. The station will be operational at the start of C Line revenue service.

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

Figure 2: Station Layout – Brooklyn Center Transit Center

