

# Station Plan: Olson & 7th Street

This station will serve the major intersection of Olson Memorial Highway and 7th Street. The Olson and 7th Street station will be in close proximity to the Blue Line and Green Line LRT extensions currently in project development. Platform locations have been coordinated with these planned projects. The intersection is a key transit node outside of the downtown area and experiences heavy ridership, especially northbound, with over 175 daily northbound boardings<sup>32</sup>. The location meets station spacing guidance; the Ramp A/7th Street Transit Center station will be located about 0.55 mile southeast and the Olson & Bryant station will be about 0.35 mile to the west.

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

Olson & 7th Street	
Station Characteristic	Planned Condition*
CORE STATION PLAN	<b>Intersection Location</b> <a href="#">Olson &amp; 7th Street</a> Provides access to high-ridership location at major intersection and transit node.
	<b>Platform Location</b> <a href="#">SB: Farside on 7th Street (SW corner) at BRT-ready station</a> Location provides increased potential for use under long-term coordination with LRT extensions. This platform will be available for future use by the D Line as well.  <a href="#">NB: Farside on Olson Memorial Highway (NW corner) at BRT-ready station</a> This platform will upgrade an existing Route 19 stop, sited on Olson Memorial Highway to accommodate turning maneuvers of left-turning buses. Siting a station nearside of Olson Highway on NB 7th Street is not feasible due to the length of maneuver required to reach the left-turn lane.
ADDITIONAL STATION DETAILS	<b>Shelter</b> <a href="#">SB: Use existing shelter</a> Will use shelter to be installed in 2016.  <a href="#">NB: Use existing shelter</a> Will use shelter to be installed in 2016.
	<b>Curb Configuration</b> <a href="#">SB: Use existing bumpout</a> Will use existing bumpout constructed via previous project; C Line project will not modify curbs further.  <a href="#">NB: Use existing bumpout</a> Will use existing bumpout constructed via previous project; C Line project will not modify curbs further.
	<b>Platform Length</b> <a href="#">SB: 80' long</a> Will exceed 60' standard to provide additional flexibility for local service gate operations.  <a href="#">NB: 80' long</a> Will exceed 60' standard to provide additional flexibility for local service gate operations.

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

32 Source: September 2014 APC data

## Notes and Discussion

A major station planning consideration is the potential for connections to existing transit service. Nearby connections on 7th Street to Routes 5 and 22 provide service to south Minneapolis, Richfield, Bloomington, and the Mall of America. The station will also serve Route 755 for limited stop service between New Hope and downtown Minneapolis. The station will also serve Route 755 for limited stop service between New Hope and downtown Minneapolis. Reduced Route 19 local service will also be maintained.

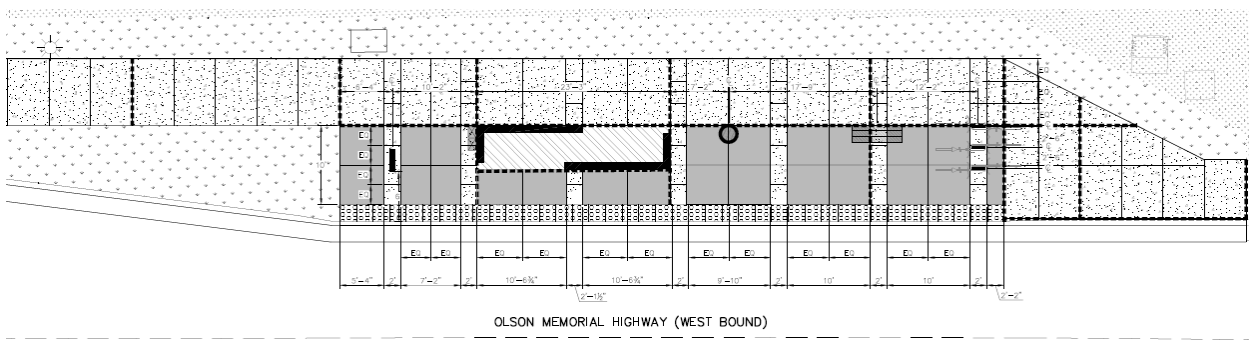
A future connection to the Green Line Extension (Southwest LRT) will be made at this station. Customers may transfer here between the Olson & 7th Street C Line station and the Royalston LRT station without the need to travel all the way into downtown Minneapolis.

7th Street and Olson Memorial Highway is a major signalized intersection. Transit signal priority will be considered for implementation during the detailed design and engineering phase, acknowledging that two light rail lines will also converge in this location to further complicate the intersection's operations. Implementation is dependent upon a traffic analysis balancing acceptable traffic operations for all street users.

## Curb Bumpouts

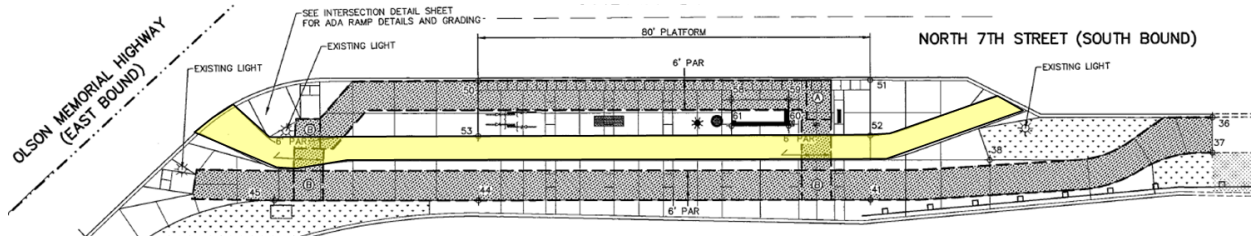
Curb bumpouts improve the operational efficiency of bus service by eliminating merging movements. They also provide additional space for waiting customers. The westbound/northbound platform bumpout will be created by shortening an existing right-turn lane onto Oak Lake Avenue. See Figure 1 for additional information.

Figure 1: WB/NB Station Bumpout



The eastbound/southbound platform bumpout will be built on a segment of 7th Street with existing on-street bicycle lanes. To eliminate bus/bike conflicts and accommodate bicycle traffic, a bicycle lane realignment will move bicycle traffic from the roadway onto a cycle track behind the station, returning to the on-street bicycle lane shortly after passing through the station area. See Figure 2 for additional information. The cycle track is depicted in yellow in Figure 2. A separate sidewalk will be provided for pedestrians.

Figure 2: EB/SB Platform Bumpout



## Other Alternatives Considered

Given transit connections, high ridership, and BRT readiness of 2016 transit investments at this location, no alternative intersection locations were considered for this station.

## Project Delivery

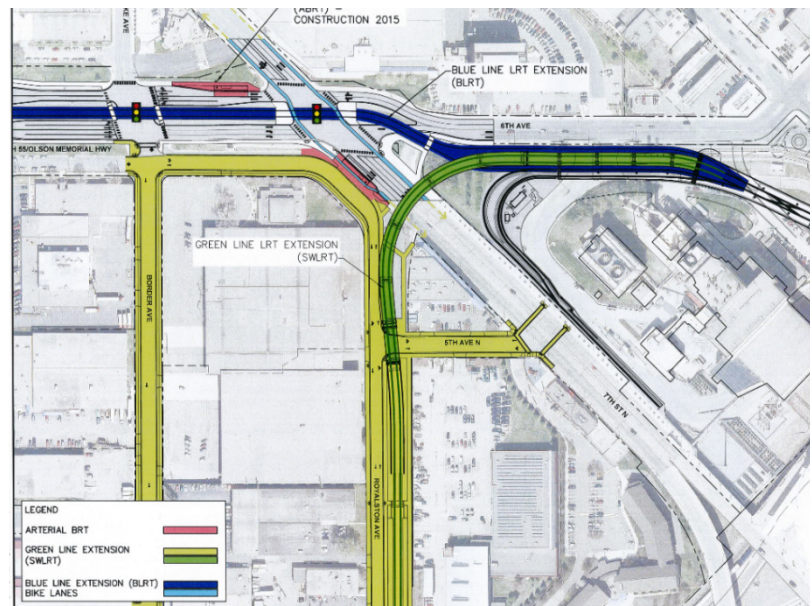
### 7th Street Pilot Station Project

Design of the Olson & 7th Street station was coordinated through a previous project as a “pilot station” to improve an existing high volume bus stop while also piloting BRT improvements. Pilot station construction will be completed in 2016 and will immediately improve the transit experience for existing service. It will also be used by the C Line at the start of revenue service. Pilot station improvements to be completed in 2016 include bumpouts, new curb and gutter, wider sidewalks, and enhanced shelters. Landmark pylons housing real-time signage and other technology will also be constructed.

This pilot station will be constructed as “BRT-ready.” To prepare for C Line operations, the C Line construction phase will install fare collection equipment and additional arterial BRT branded signage.

Station platform locations have been coordinated with the planned future Blue Line Extension and Green Line Extension light rail projects. See Figure 3 for additional information. C Line BRT investments at this location could ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Figure 3: Blue Line LRT, Green Line LRT, and C Line at Olson & 7th Street



Source: Metro Blue Line Extension Minneapolis Open House Presentation, 07.29.2015

Figure 4: Station Layout – Olson & 7th Street

