

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	Ramp A / 7th Street Transit Center Existing transit center connection will serve as downtown Minneapolis entry/exit point.
	Platform Location	SB: Existing transit stop location Will modify existing Ramp A / 7th Street Transit Center facilities
ADDITIONAL STATION DETAILS	Shelter Size	SB: No new shelter Will use existing enclosed waiting area within the transit center.
	Curb Configuration	SB: No bumpout Platform will be located off-street in existing transit-only busway.
	Platform Length	SB: Greater than 60' long 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. The station will be operational at the start of C Line revenue service.

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 – Ramp A/7th Street Transit Center

