

Station Plan: 7th Street & Hennepin

This station will serve the major intersection and transit node of 7th Street and Hennepin Avenue. This intersection currently functions as one Metro Transit's busiest bus stops. Over 400 Route 19 customers board at this intersection on weekdays, the fourth largest number of boardings at any stop along the route³⁵. The 7th Street & Nicollet station will be less than 0.15 mile to the east and the Olson & 7th Street station will be more than 0.6 mile to the west. The existing transit stop will be substantially improved and made BRT ready 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 & Hennepin

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

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

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, including Routes 5, 22, 94, 721, 724, 755, 758, and 764, as well as connections to service on Hennepin Avenue. Reduced Route 19 local service will also be maintained at this location.

³⁵ Source: September 2014 APC data

The intersection of 7th Street and Hennepin Avenue 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. A landmark pylon housing real-time signage and other technology will also be installed as part of the Transit Advantages project. See Figures 1 and 2 for site improvement details.

Figure 1: Custom Shelter Rendering

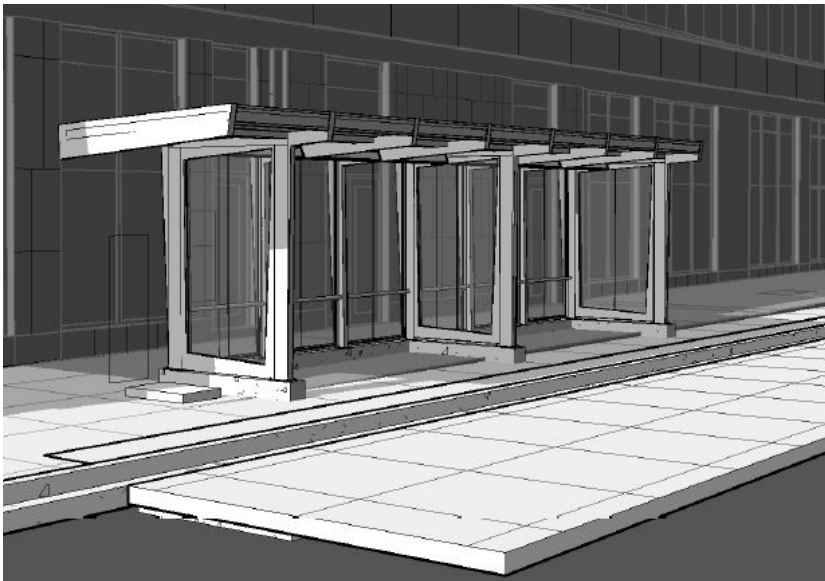
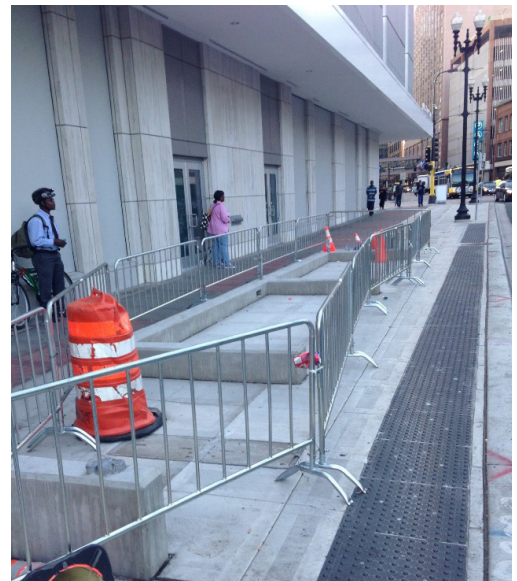


Figure 2: Constructed Station Improvements



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

Figure 3: Station Layout – 7th Street & Hennepin

