

# Station Plan: 7th Street & 3rd Avenue

This station will serve the major intersection and transit node of 7th Street and 3rd Avenue. This intersection functions as one of the busiest transit stops in the metro area, with over 540 boardings per day across all transit routes. Route 19 accounts for over 175 boardings, with Route 5 adding about 125 additional rides.<sup>37</sup> A station at this location will provide an enhanced waiting area for all customers, including local route riders. It will also establish long-term transit infrastructure for use by the planned D Line. The downtown setting allows more dense station spacing than typical to adequately serve large numbers of customers and provide transit connections. As a result, the 7th Street & Nicollet station will be about 0.25 mile to the west and the 7th Street & Park station will be about 0.25 mile to the east.

Table 1: Station Plan Summary – 7th Street & 3rd Avenue

7th & 3rd Ave		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	<b>7th Street &amp; 3rd Avenue</b> Provides access to a major downtown location with connections to many transit routes.
	Platform Location	<b>NB: Block face between 3rd and 4th Avenues</b> Existing bus stop location; adequate length and space exists on existing stop location to facilitate large numbers of customers. Different locations along the block will be considered.
ADDITIONAL STATION DETAILS	Shelter	<b>NB: Install new shelter</b> Install new BRT shelter with enhanced amenities.
	Curb Configuration	<b>NB: To be coordinated with future traffic analysis</b> A bumpout and curbside configuration will both be considered.
	Platform Length	<b>SB: At least 60' long</b> C Line design standard to accommodate 60' BRT vehicle; longer platform could serve other routes.

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

## Notes and Discussion

The station will serve 10 local and express bus routes that stop at this location today. Reduced Route 19 local service will also be maintained at this location. Many other transit connections are available throughout the downtown area.

<sup>37</sup> Source: September 2014 APC data

The intersections of 7th Street and 3rd and 4th Avenues are 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 Under Consideration

### Bumpout

The implementation of a bumpout would use the existing right-turn lane to provide station space and eliminate bus merge movements and delay. An existing right-turn lane and its approach onto 3rd Avenue could be utilized for bumpout construction. In coordination with the City of Minneapolis, traffic operations will be analyzed within the project's detailed design and engineering phase to examine traffic operations under a bumpout condition. A traffic analysis will help determine the feasibility of a bumpout at this location.

If determined to be feasible (e.g., can balance safe and efficient traffic operations for all users), a bumpout may be incorporated into the final station design. A curbside platform maximizing available sidewalk space on 7th Street between 3rd and 4th Avenues could also be constructed as an alternative.

### Nearside or Mid-Block Platform Location

The frequency of intersections and traffic signals within the downtown area decreases the operational differences between nearside and mid-block platform placement. The final station design will be determined within the detailed design and engineering phase and will be dependent upon traffic analysis, potential bumpout construction, right-of-way availability, and compatibility with the Hennepin County Government Center Plaza site design.

## Project Delivery

Permanent station improvements at 7th Street & 3rd Avenue 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 would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Figure 1: Station Layout – 7th Street & 3rd Avenue

