

## Station Plan: 7th Street & Park

This station will serve the major intersection and transit node of 7th Street and Park Avenue. This intersection functions as one of the busiest transit stops in the metro area and will also serve as the C Line's first northbound station. Across all routes, over 1,100 customers board at this location per day. Route 19 accounts for over 500 of those boardings, with Route 5 encompassing nearly 400 additional boardings.<sup>38</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 requires more dense station spacing than typical to adequately serve large numbers of customers and provide transit connections. As a result, the 7th Street & 3rd Avenue station will be about 0.25 mile to the west.

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

7th Street & Park		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	<b>7th &amp; Park</b> Functions as C Line's first northbound boarding location. Will provide access to a major downtown intersection with connections to many transit routes.
	Platform Location	<b>NB: Nearside</b> Adequate length and space exists at existing nearside stop location to accommodate large numbers of customers.
ADDITIONAL STATION DETAILS	Shelter	<b>NB: Replace existing shelter</b> Replace existing shelter with enhanced amenities.
	Curb Configuration	<b>NB: To be coordinated with future traffic analysis</b> If feasible, a bumpout may support transit operations.
	Platform Length	<b>NB: At least 60' long</b> C Line design standard to accommodate 60' BRT vehicle. A longer platform may be explored through design to accommodate the many 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. The station will serve connections to Routes 5, 14, 94, 134, 353, 355, 365, 375, 452, 721, and 724. Many other transit connections are available throughout the downtown area. Reduced Route 19 local service will also be maintained.

<sup>38</sup> Source: September 2014 APC data

The intersection of 7th Street and Park 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

### Bumpout

While adequate space may exist behind the existing curb line to provide BRT infrastructure without widening the sidewalk, a bumpout will also be considered through the design phase at this location. A bumpout would use either a turn lane or parking lane to provide station space and eliminate bus merge movements and delay. 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 incorporating the completion of the I-94 7th Street<sup>39</sup> exit ramp project will help determine the feasibility of a bumpout at this location. A bumpout is the optimal BRT condition.

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 nearside of Park Avenue could also be constructed as an alternative.

### Farside Platform Location

Limited right-of-way exists on the farside of Park Avenue to accommodate the large numbers of customers using the existing stop. In addition, limited available length would not allow multiple buses to simultaneously berth at the stop without potentially queueing into the intersection. The space cannot practicably meet the needs of transit service in the area.

## Project Delivery

Permanent station improvements at 7th Street & Park 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.

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<sup>39</sup> Additional information available at: <http://www.ci.minneapolis.mn.us/cip/all/WCMS1P-121854>

Figure 1: Station Layout – 7th Street & Park

