

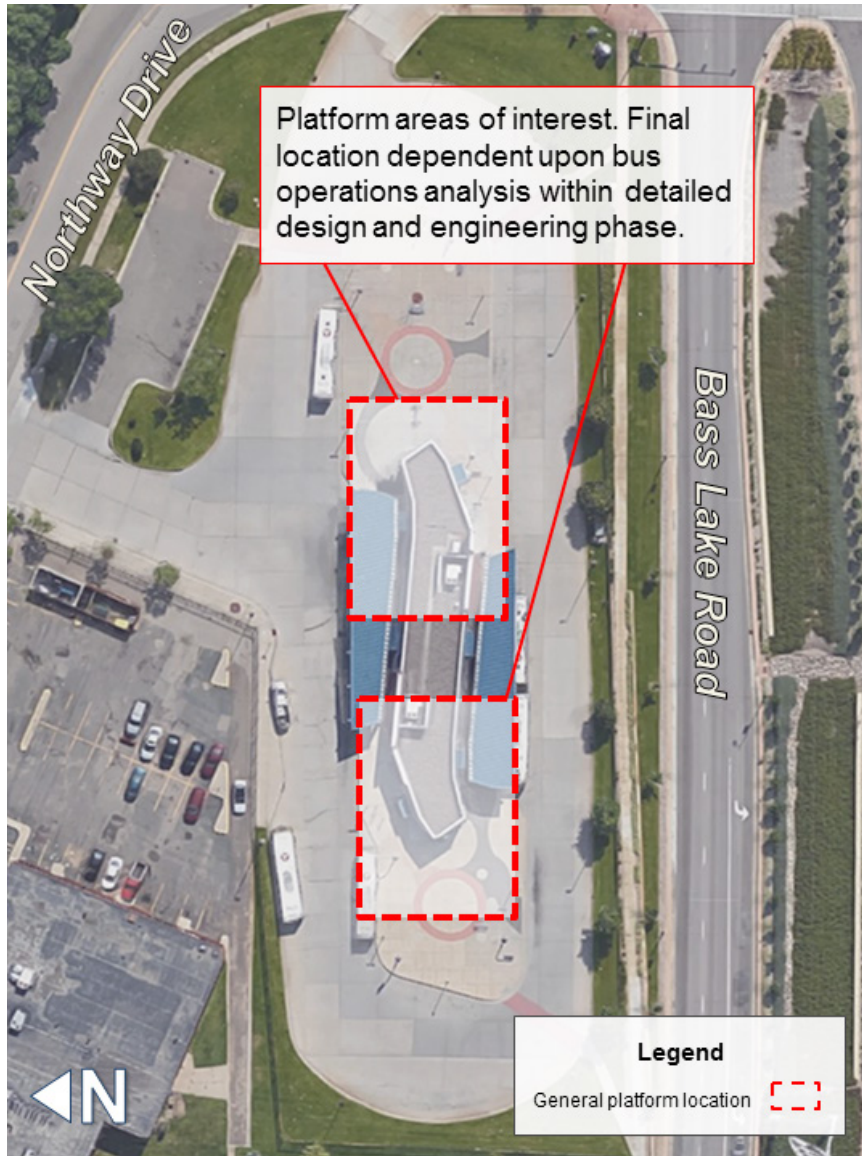
Brooklyn Center Transit Center

Intersection Location: Brooklyn Center Transit Center

The existing transit center will serve as the northern terminus with connections to many transit routes.

Platform Location: Existing transit center location

The C Line will modify existing Brooklyn Center Transit Center facilities.



Osseo & Victory Area

Station Area of Interest: Between 46th Ave. and 45th Ave.

A station located on Osseo Rd. between 46th Ave. and 45th Ave. will provide adequate spacing between higher-ridership stations (south at Penn & 43rd Ave. and north of the CP Rail tracks in the Brooklyn Boulevard area).

Southbound Platform Location: Several alternatives being considered

Comments are requested regarding platform location options.

Northbound Platform Location: Several alternatives being considered

Comments are requested regarding platform location options.

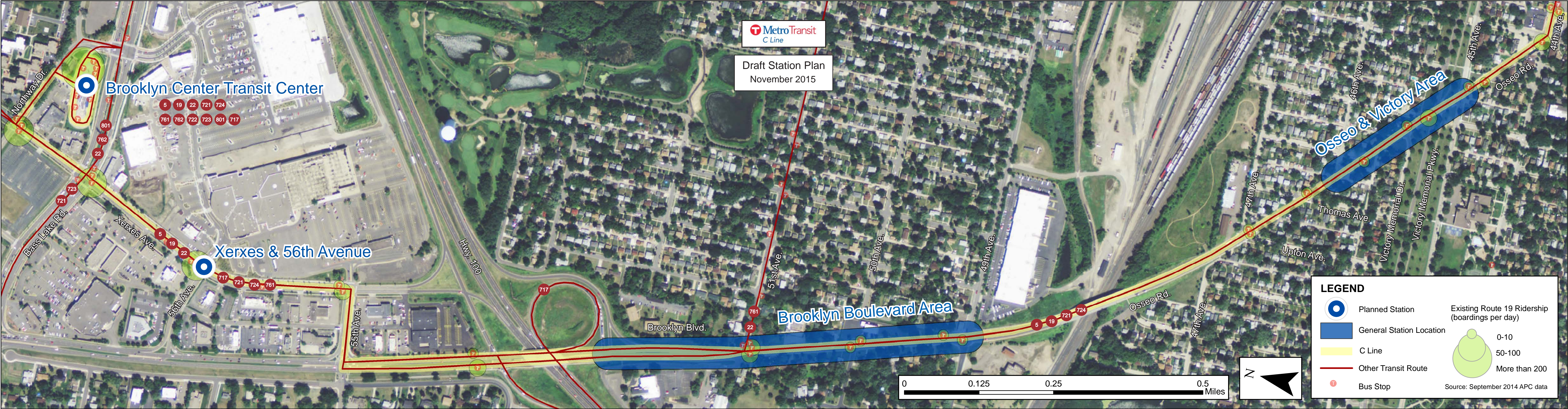
Alternatives Under Consideration

Alternative A: Southbound at Victory Memorial Dr. (Platform location #1) & Northbound at 46th Ave. (#3)

Alternative B: Southbound at Victory Memorial Dr. (#1) & Northbound at 45th Ave. (#5)

Alternative C: Southbound at Victory Memorial Pkwy. (#2) & Northbound at Victory Memorial Pkwy. (#4)

Alternative D: Do no build station



Xerxes & 56th Avenue

Intersection Location: Xerxes & 56th Avenue

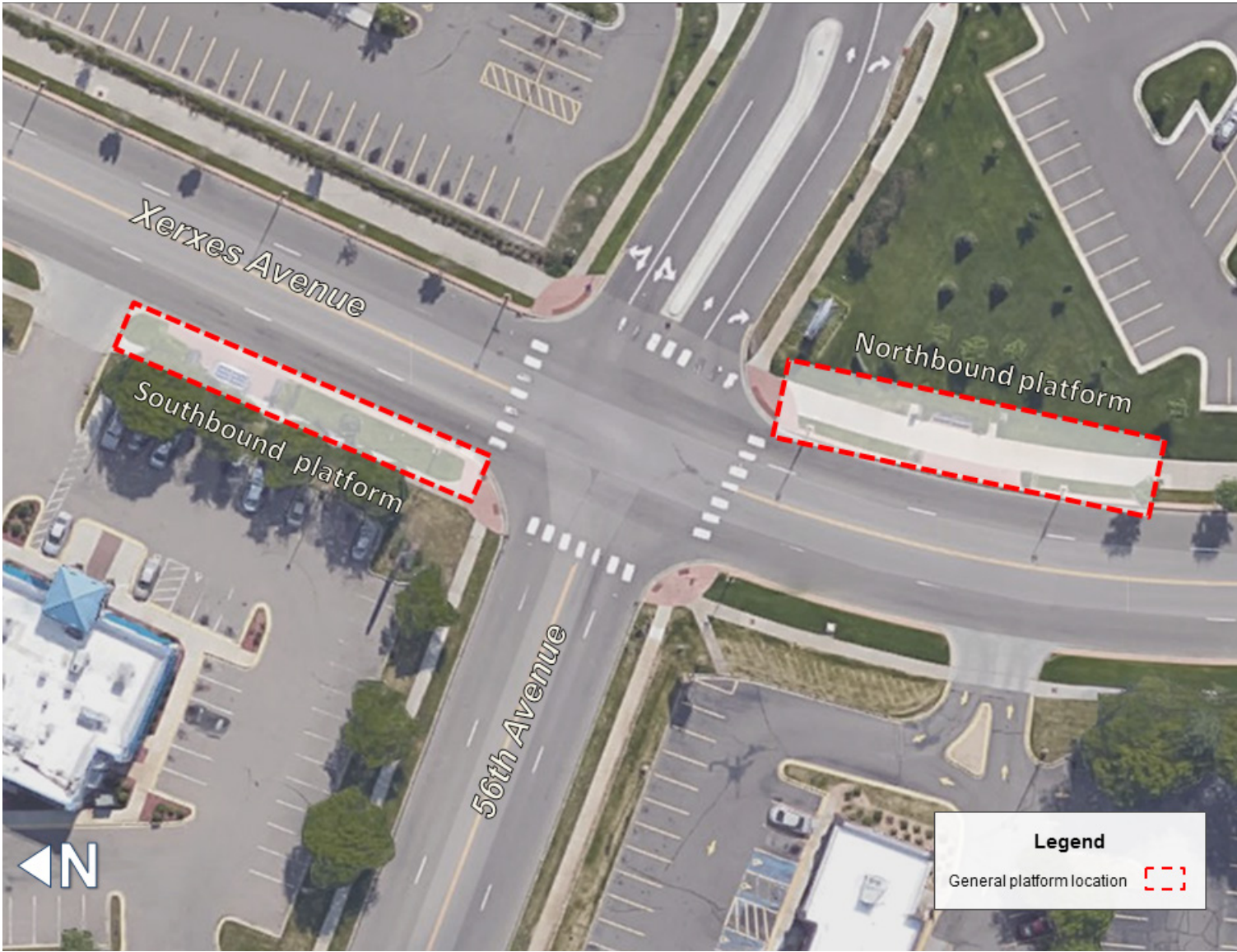
This location will provide access to a major commercial area.

Southbound Platform Location: Nearside (NW corner)

Existing bus stop; adequate length available nearside compared to farside.

Northbound Platform Location: Nearside (SE corner)

Existing bus stop; adequate length available nearside compared to farside.



Brooklyn Boulevard Area

Station Area of Interest: Between Highway 100 and 49th Ave.

A station located on Brooklyn Boulevard between Hwy. 100 and 49th Ave. will provide for adequate transit access per station spacing guidelines. Final station location is dependent upon coordination with the Brooklyn Boulevard reconstruction project.

Southbound Platform Location: Dependent on future roadway conditions

Final platform location dependent upon Brooklyn Boulevard reconstruction project final design and future roadway conditions, including location of pedestrian accommodations. Comments received during the draft Station Plan review period will help inform final station location.

Northbound Platform Location: Dependent on future roadway conditions

Final platform location dependent upon Brooklyn Boulevard reconstruction project final design and future roadway conditions, including location of pedestrian accommodations. Comments received during the draft Station Plan review period will help inform final station location.





Penn & 43rd Avenue

Intersection Location: Penn & 43rd Avenue

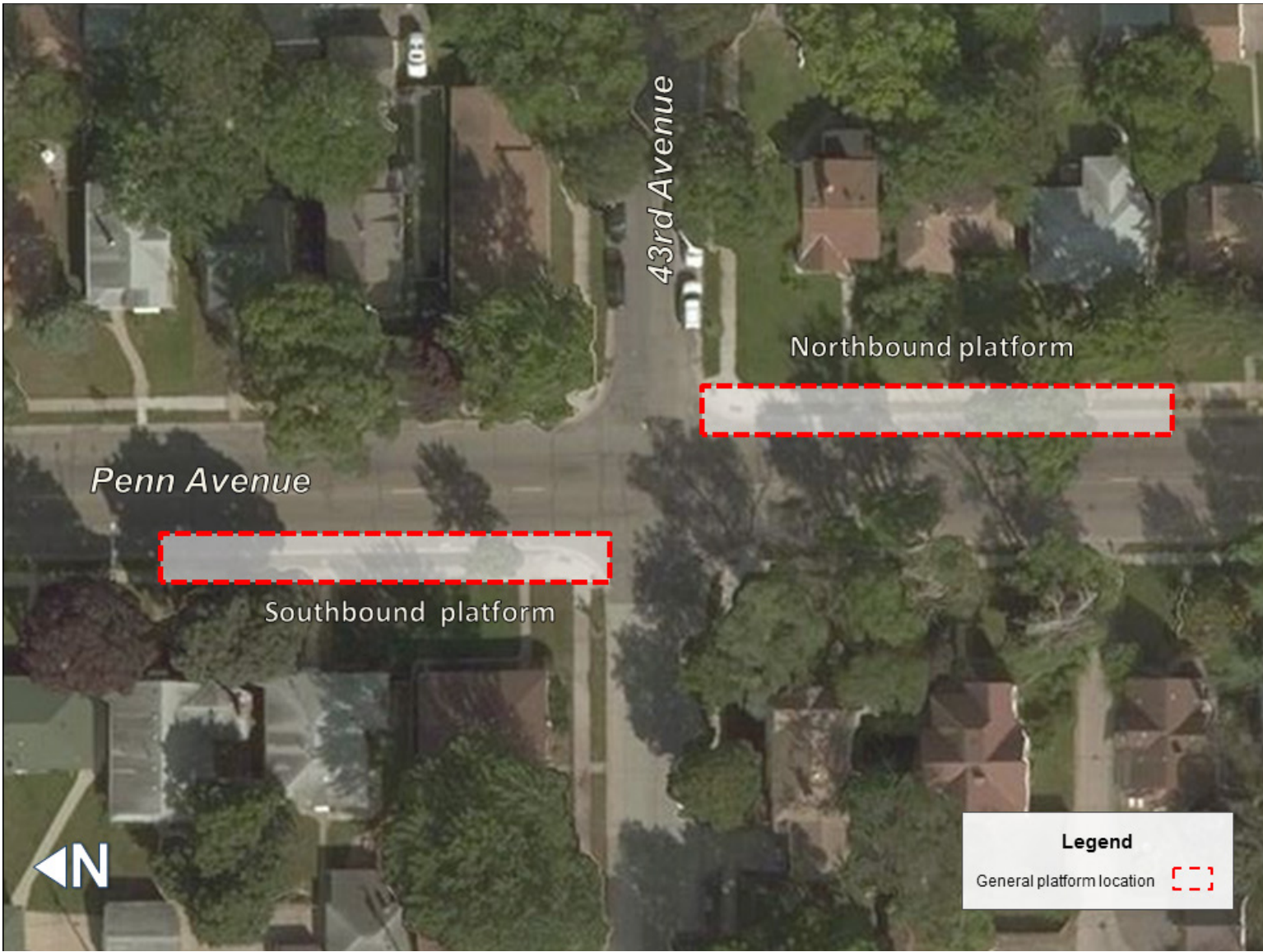
This location will serve more riders when compared to 44th Avenue, where safe station siting is not feasible. Multiple locations near Penn & 44th Avenue were also explored and found infeasible.

Southbound Platform Location: Nearside (NW corner)

A bus stop currently exists at this location. No benefit to farside station at this unsignalized intersection.

Northbound Platform Location: Nearside (SE corner)

A bus stop currently exists at this location. No benefit to farside station at this unsignalized intersection.



Penn & 36th Avenue

Intersection Location: Penn & 36th Avenue

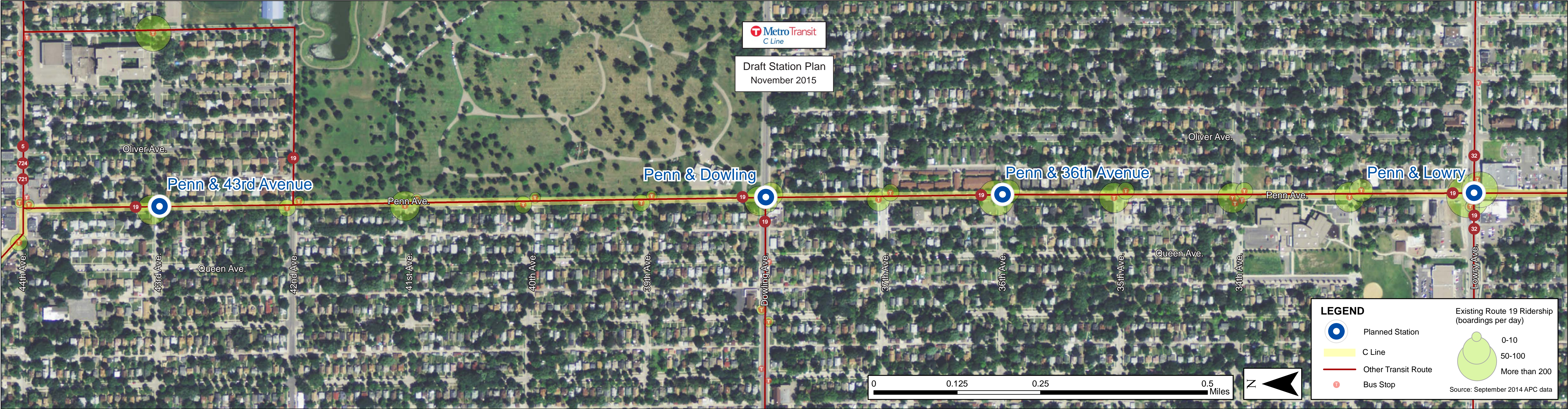
Provides access to a high-ridership area between major intersections (Lowry Avenue and Dowling Avenue)

Southbound Platform Location: Farside (SW corner)

Nearside platform of standard 60' length is not possible due to existing driveway located 50' north of northwest quadrant corner.

Northbound Platform Location: Farside (NE corner)

Northbound platform must be sited farside due to existing southbound access conditions and limited Penn Avenue roadway width.



Penn & Dowling

Intersection Location: Penn & Dowling

Provides adequate station spacing and transit access to northern portion of Penn Avenue corridor.

Southbound Platform Location: Nearside (NW corner)

The southbound platform must be sited nearside due to existing northbound constraints and limited roadway width. A bus stop currently exists at this location.

Northbound Platform Location: Nearside (SE corner)

Crystal Lake Cemetery driveway limits the feasibility of a farside platform. A bus stop currently exists at this location.



Penn & Lowry

Intersection Location: Penn & Lowry

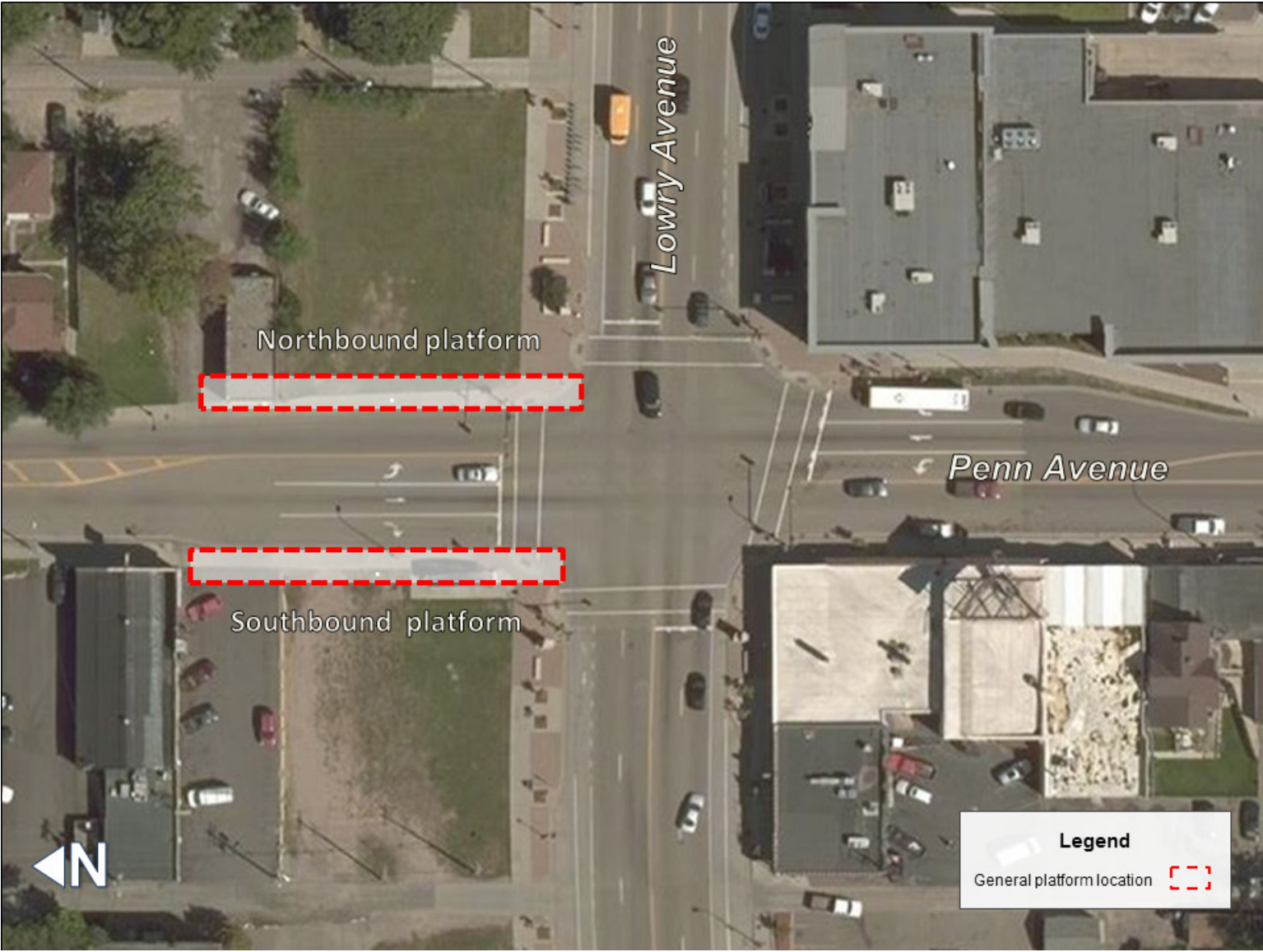
Provides access to high-ridership location at major intersection and transit node.

Southbound Platform Location: Nearside (NW corner)

Adequate space available adjacent to Hennepin County-owned parcel. A bus stop currently exists at this location.

Northbound Platform Location: Farside (NE corner)

Adequate space available adjacent to Hennepin County-owned parcel. No bus stop currently exists at this location.





Penn & 29th Avenue

Intersection Location: Penn & 29th Avenue

Provides additional access within a high-ridership area of the Penn Avenue corridor between two major stations.

Southbound Platform Location: Nearside (NW corner)

A bus stop currently exists at this location. No benefit to farside station at this unsignalized intersection.

Northbound Platform Location: Nearside (SE corner)

A bus stop currently exists at this location. No benefit to farside station at this unsignalized intersection.



Penn & Golden Valley

Intersection Location: Penn & Golden Valley

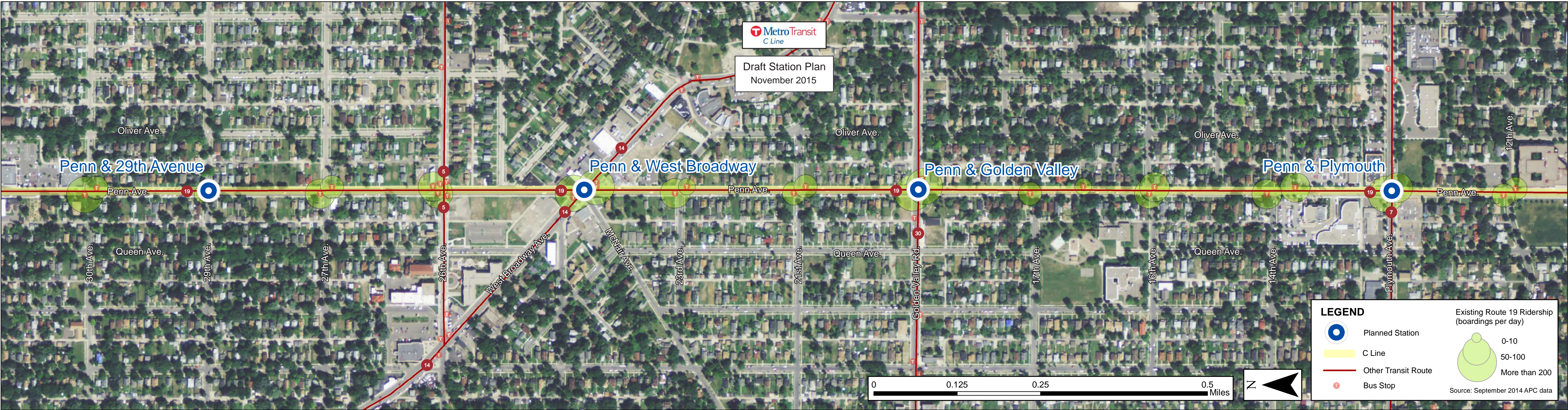
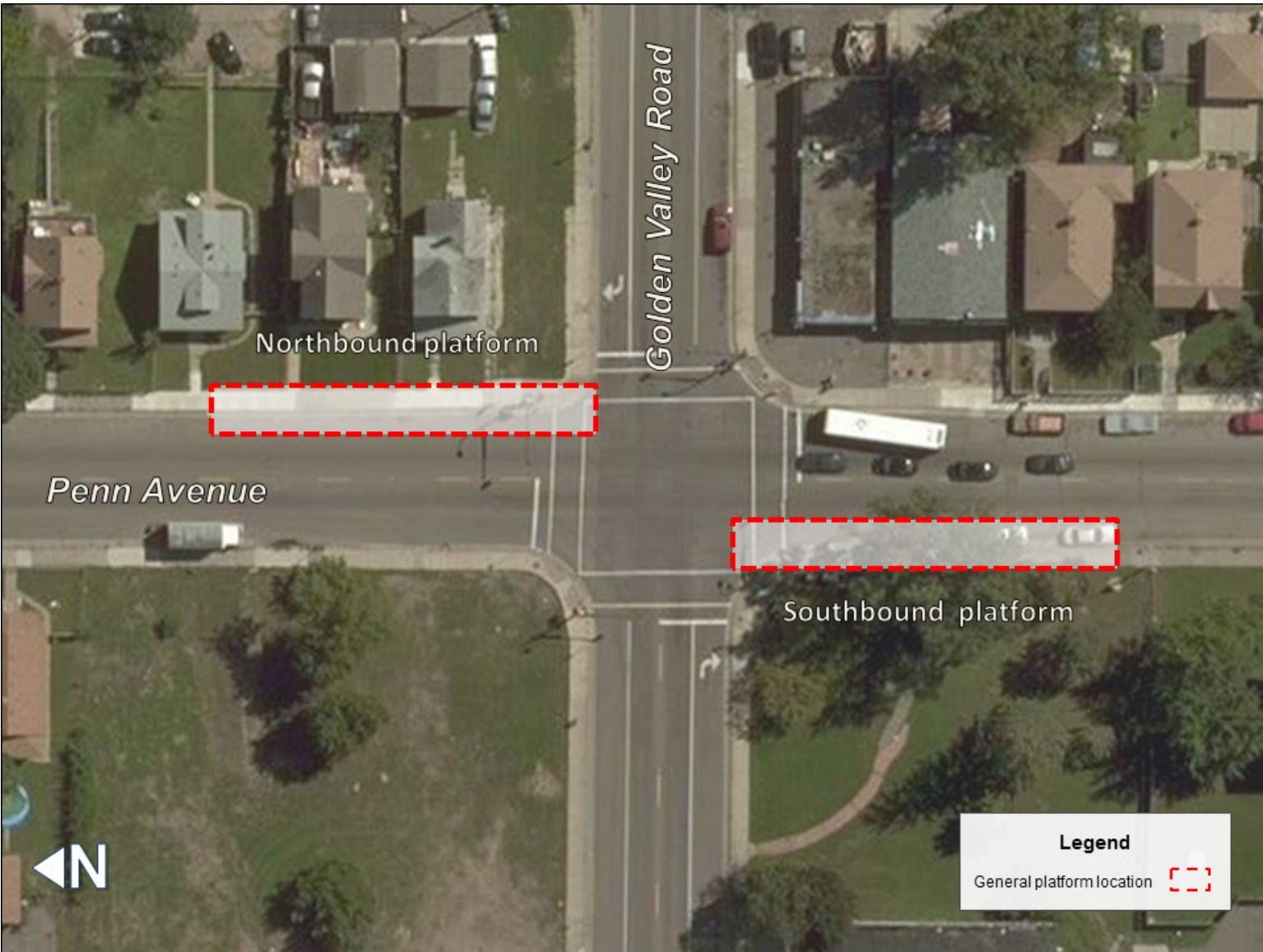
Provides access to high-ridership location at major intersection and transit node.

Southbound Platform Location: Farside (SW corner)

Farside platform is preferred to maximize transit signal priority potential. Platform location is being coordinated with Commons @ Penn mixed-use development. This location does not currently have a bus stop.

Northbound Platform Location: Farside (NE corner)

Farside platform is preferred to maximize transit signal priority potential. Southbound platform location and limited roadway width also requires farside northbound platform siting. This location does not currently have a bus stop.



Penn & West Broadway

Intersection Location: Penn & West Broadway

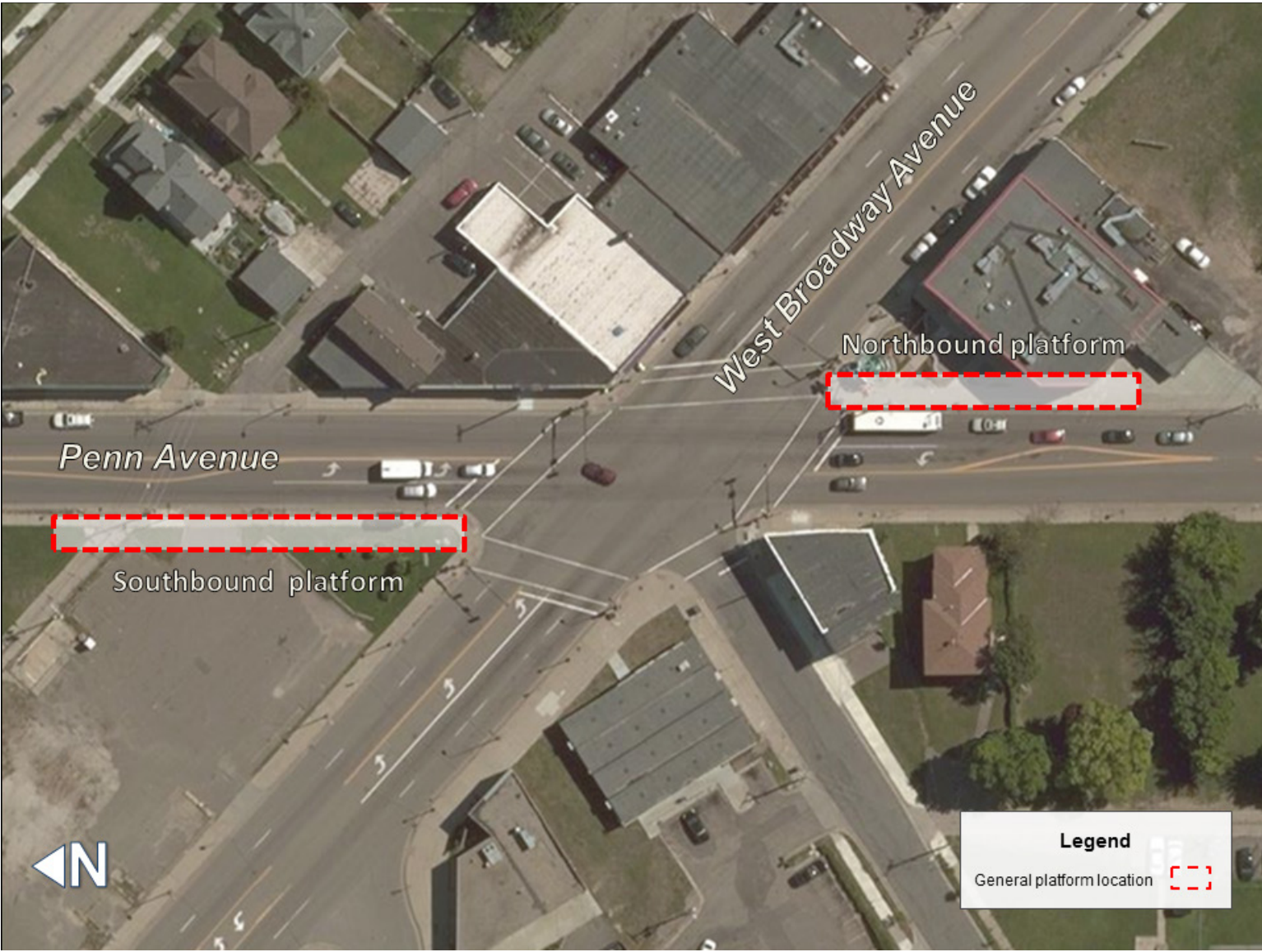
Will provide access to a high-ridership location at major intersection and transit node.

Southbound Platform Location: Nearside (NW corner)

Platform location is being coordinated with Broadway Flats mixed-use development.

Northbound Platform Location: Nearside (SE corner)

Platform will be located within existing transit plaza and bus stop.



Penn & Plymouth

Intersection Location: Penn & Plymouth

Provides access to high-ridership location at major intersection and transit node.

Southbound Platform Location: Farside (SW corner)

Farside platform is preferred to maximize transit signal priority potential and avoid nearside driveway conflicts.

Northbound Platform Location: Farside (NE corner)

Farside platform is preferred to maximize transit signal priority potential.





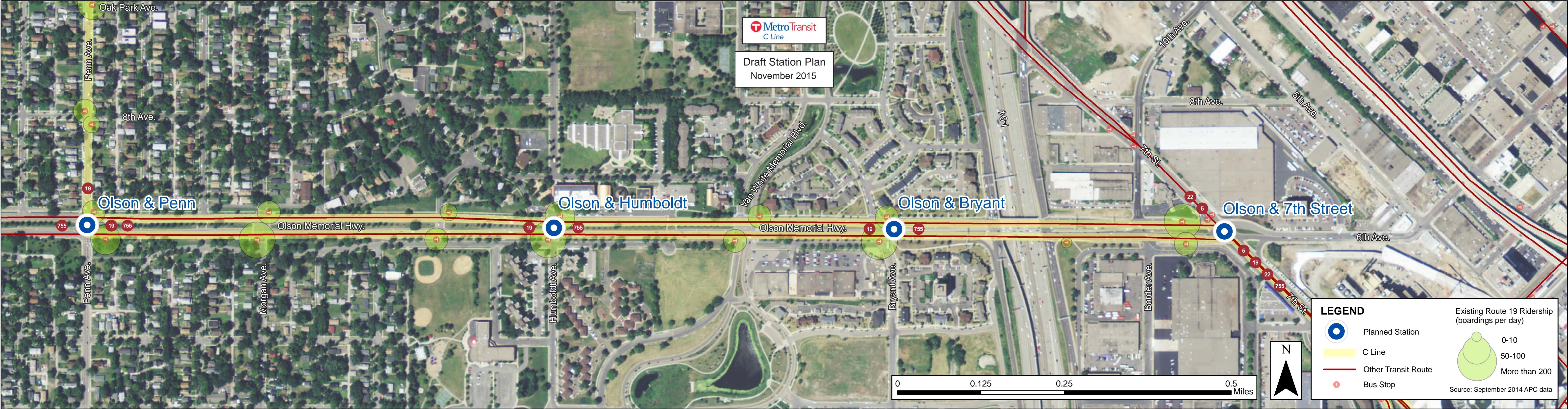
Olson Memorial Highway Stations

Intersection Location: Olson & Penn, Olson & Humboldt, Olson & Bryant

These stations are planned to be temporary because they will be displaced when Blue Line Extension light rail construction begins on Olson shortly after the C Line opens. The Blue Line Extension light rail project, currently in development, will construct light rail along Olson Memorial Highway, with construction anticipated from 2018 to 2020. Service on the line is scheduled to begin in 2021.

The C Line will travel on the same portion of Olson Memorial Highway prior to the start of Blue Line Extension construction. Any permanent BRT stations on Olson built prior to Blue Line Extension light rail construction would be completely removed during a reconstruction of Olson Memorial Highway for light rail operations. As a result, permanent C Line investments cannot be built at this time.

Pre-light rail C Line operations on Olson Memorial Highway are planned to utilize temporary station improvements at existing bus stops to support near-term BRT operations and be easily moved when displaced by expected Blue Line Extension construction beginning as early as 2018. Existing shelter structures, boarding areas, and curb lines will remain in place for C Line service. Additional equipment will be installed at bus stops to support C Line operations.



Olson & 7th Street

Intersection Location: Olson & 7th Street

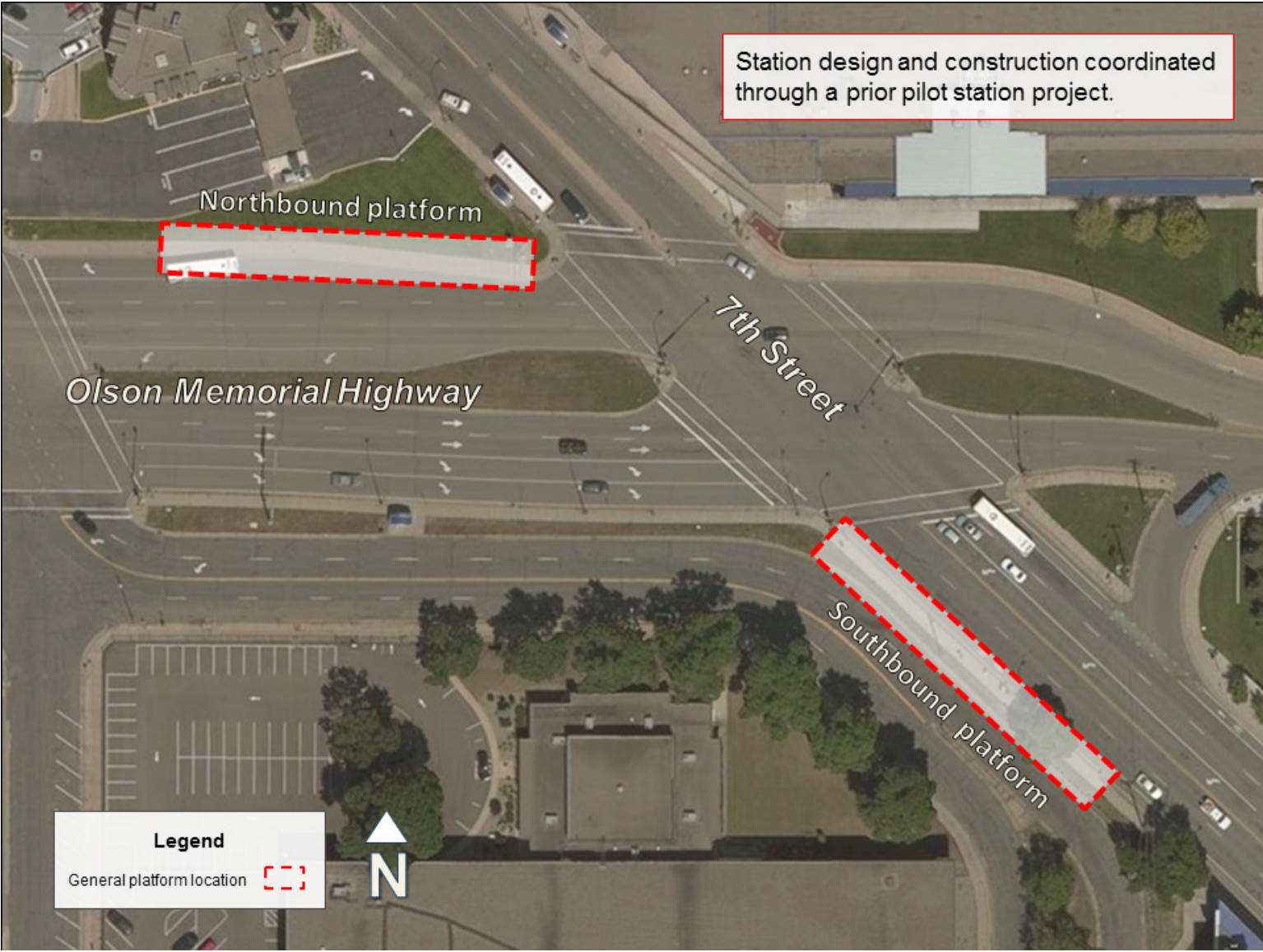
Provides access to high-ridership location at major intersection and transit node.

Southbound Platform Location: Farside on 7th Street (SW corner) at BRT-ready station

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 (Chicago/Emerson-Fremont corridor) as well. No bus stop currently exists at this location.

Northbound Platform Location: Farside on Olson Memorial Highway (NW corner) at BRT-ready station

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 northbound 7th Street is not feasible due to the length of maneuver required to reach the left-turn lane.





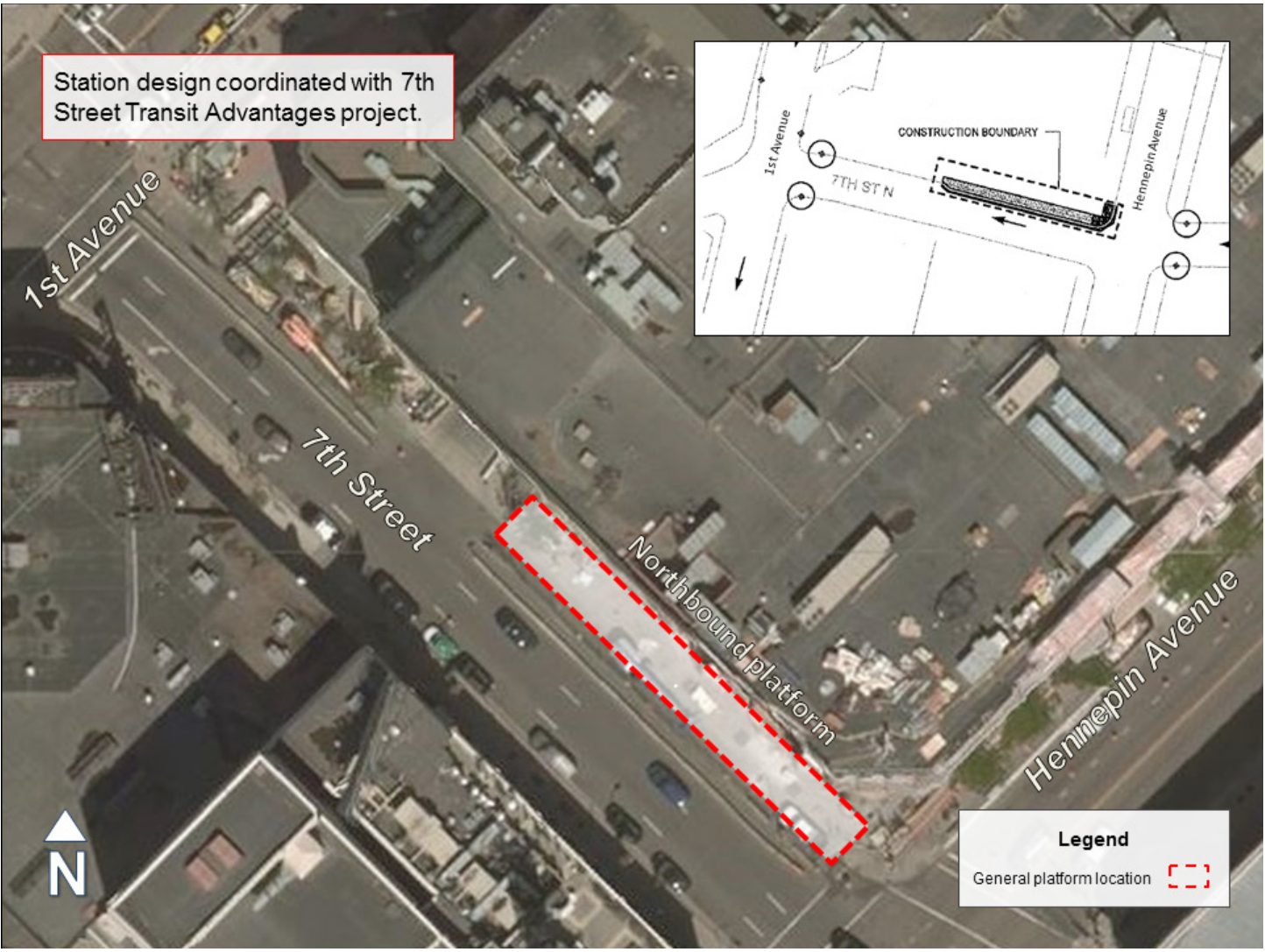
7th Street & Hennepin

Intersection Location: 7th Street & Hennepin

Provides access to high-ridership location with connections to many transit routes.

Northbound Platform Location: Farside of 7th Street

Will use existing BRT-ready transit waiting area constructed via separate project.



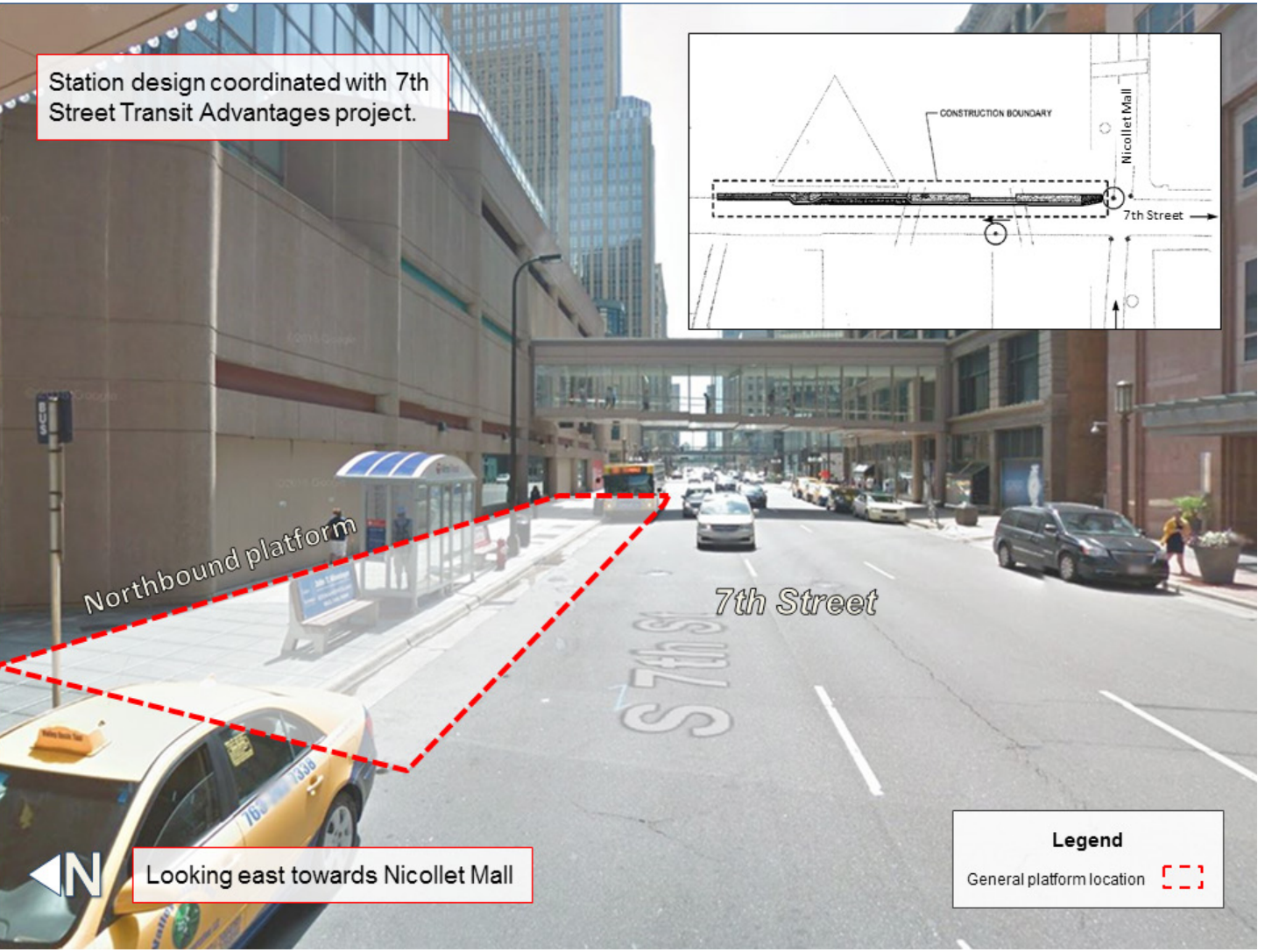
7th Street & Nicollet

Intersection Location: 7th Street & Nicollet

Provides access to high-ridership location with connections to many transit routes.

Northbound Platform Location: Farside of 7th Street

Will use existing BRT-ready transit waiting area constructed via separate project.



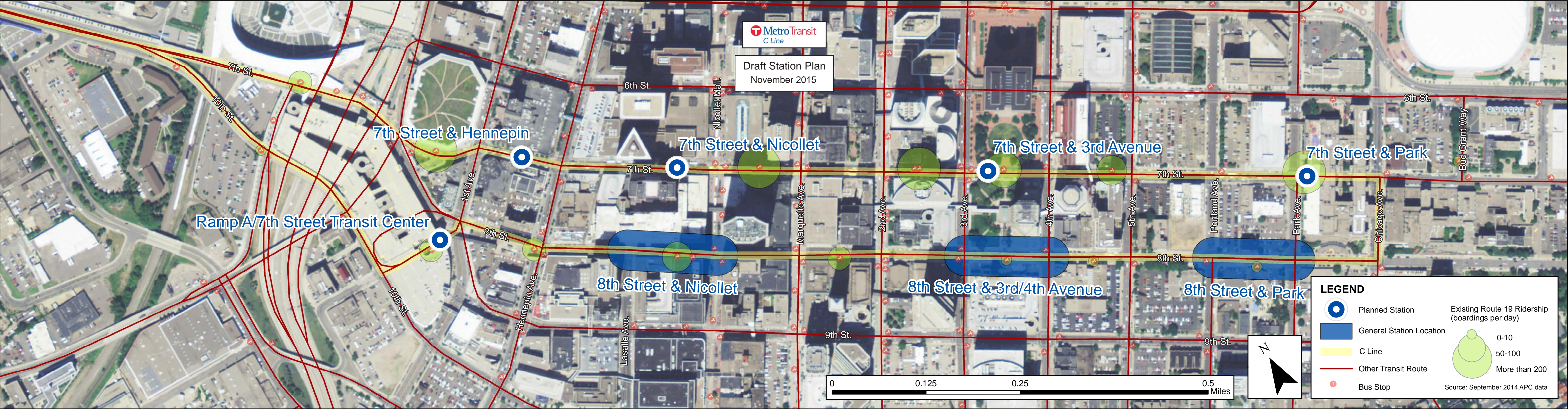
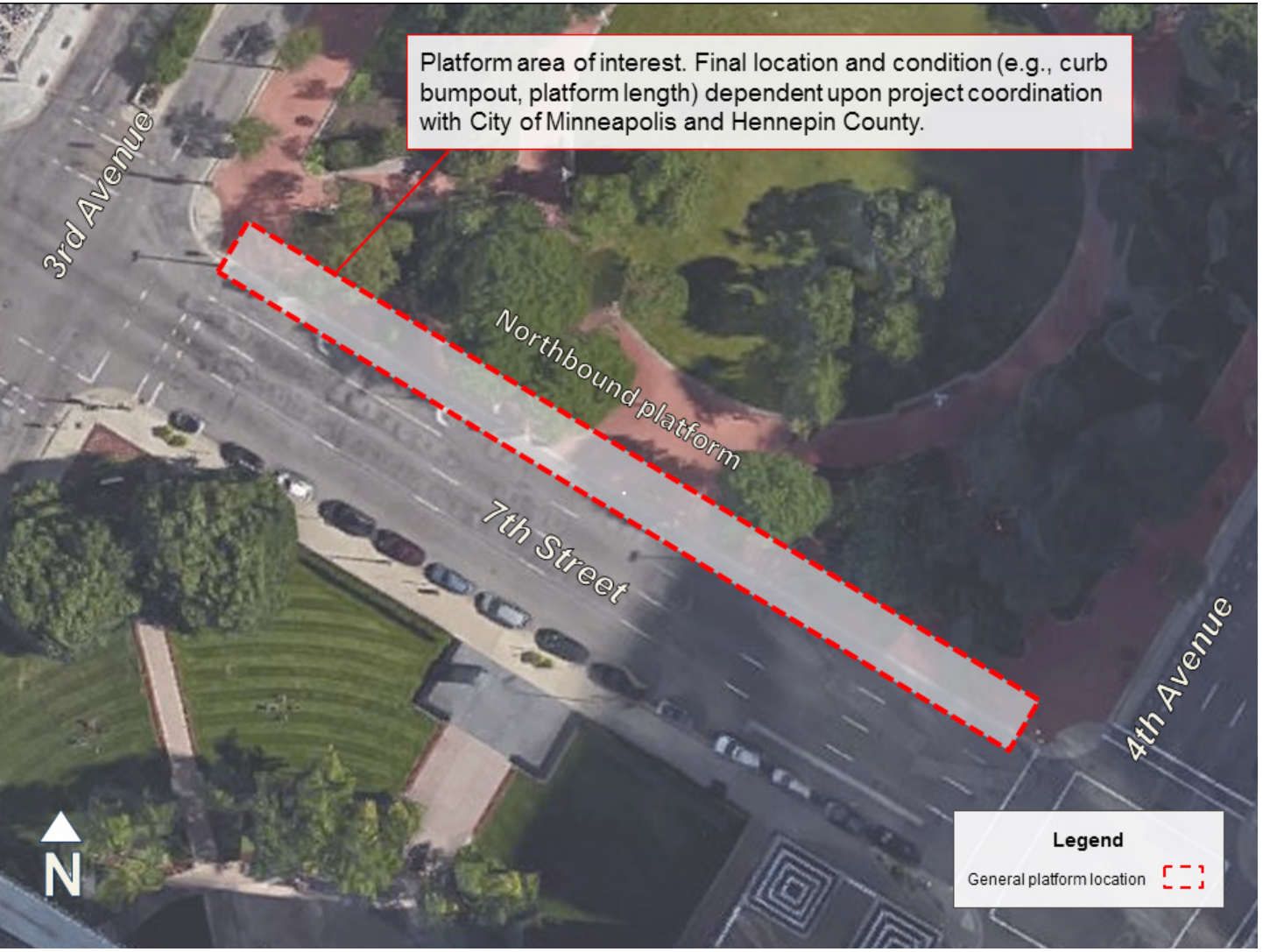
7th Street & 3rd Avenue

Intersection Location: 7th Street & 3rd Avenue

Provides access to a major downtown location with connections to many transit routes.

Northbound Platform Location: Block face between 3rd and 4th Avenues

A bus stop currently exists at this location. Adequate length and space exists at existing stop location to serve large numbers of customers. Different locations along the block will be considered.



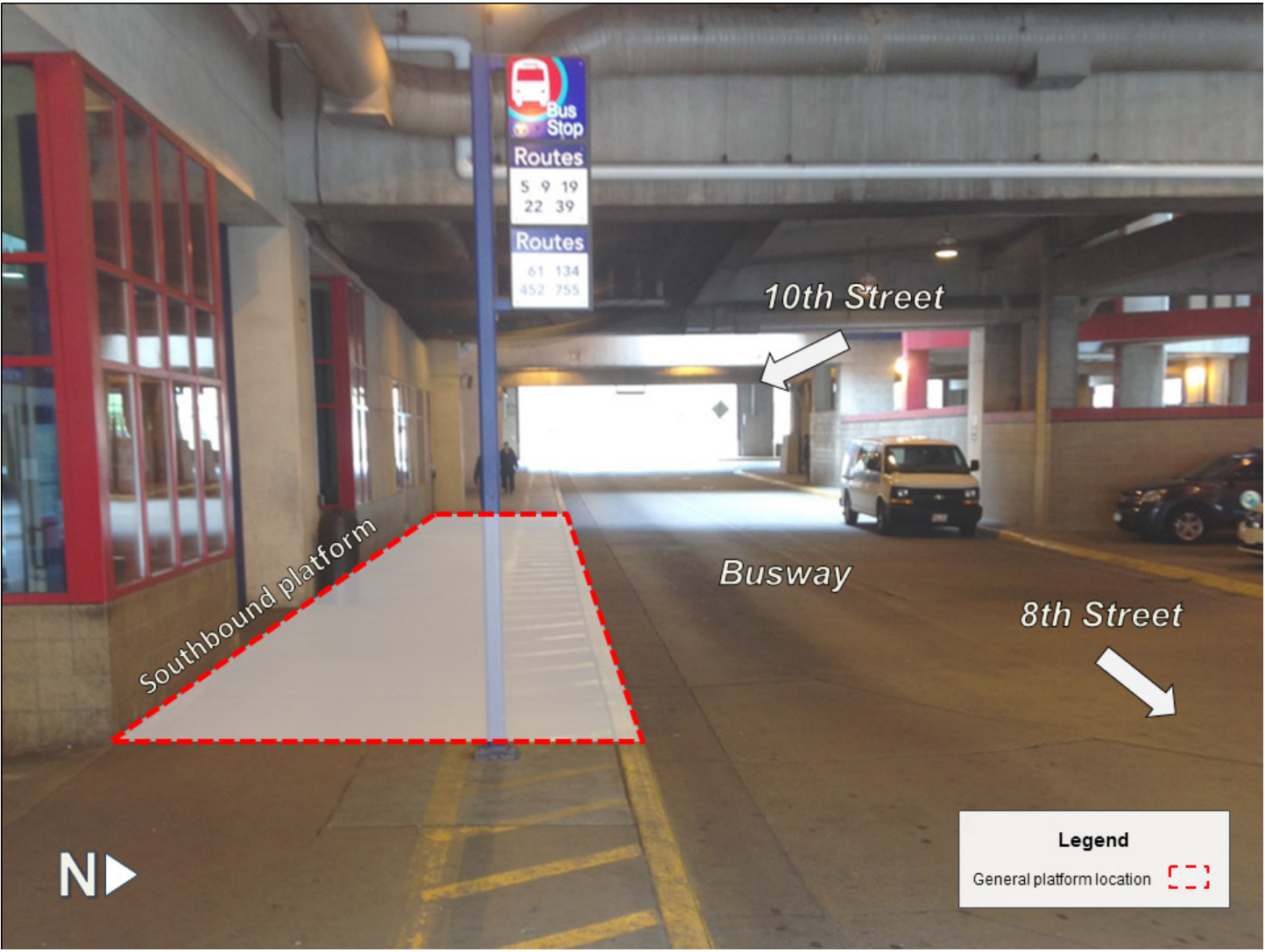
Ramp A / 7th Street Transit Center

Intersection Location: Ramp A/7th Street Transit Center

Existing transit center connection will serve as downtown Minneapolis entry/exit point.

Southbound Platform Location: Existing transit stop location

Will modify existing enclosed waiting area within the transit center.



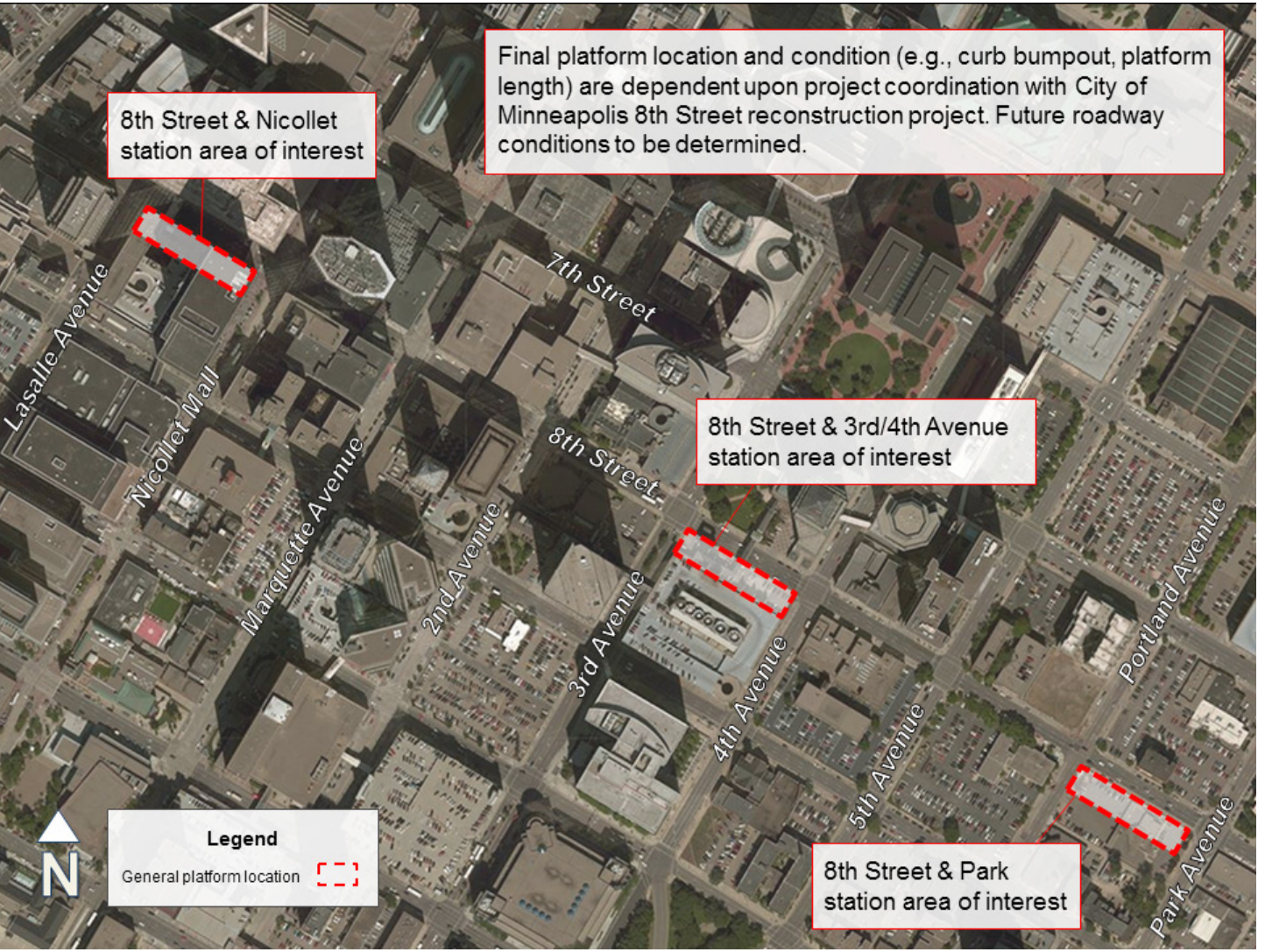
8th Street Stations

Intersection Location: 8th Street & Nicollet, 8th Street & 3rd/4th Avenue, 8th Street & Park

This location provides additional access within a high-ridership area of the Penn Avenue corridor between two major stations.

Because 8th Street is slated for major reconstruction in the next few years, these permanent stations will not be built as part of the C Line project in 2017. Temporary station improvements will be deployed when the C Line opens, and C Line buses will move to detour routes throughout any 8th Street reconstruction activities.

Station design and construction will be coordinated with the planned reconstruction project and final roadway configuration, and may include bumpouts to improve BRT operations.



7th Street & Park

Intersection Location: 7th Street & Park

Functions as C Line's first northbound boarding location. Will provide access to a major downtown intersection with connections to many transit routes.

Northbound Platform Location: Nearside of 7th Street

Adequate length and space exists at existing nearside stop location to accommodate large numbers of customers.

