

# Where will the C Line travel?

## Limited stops for faster trips

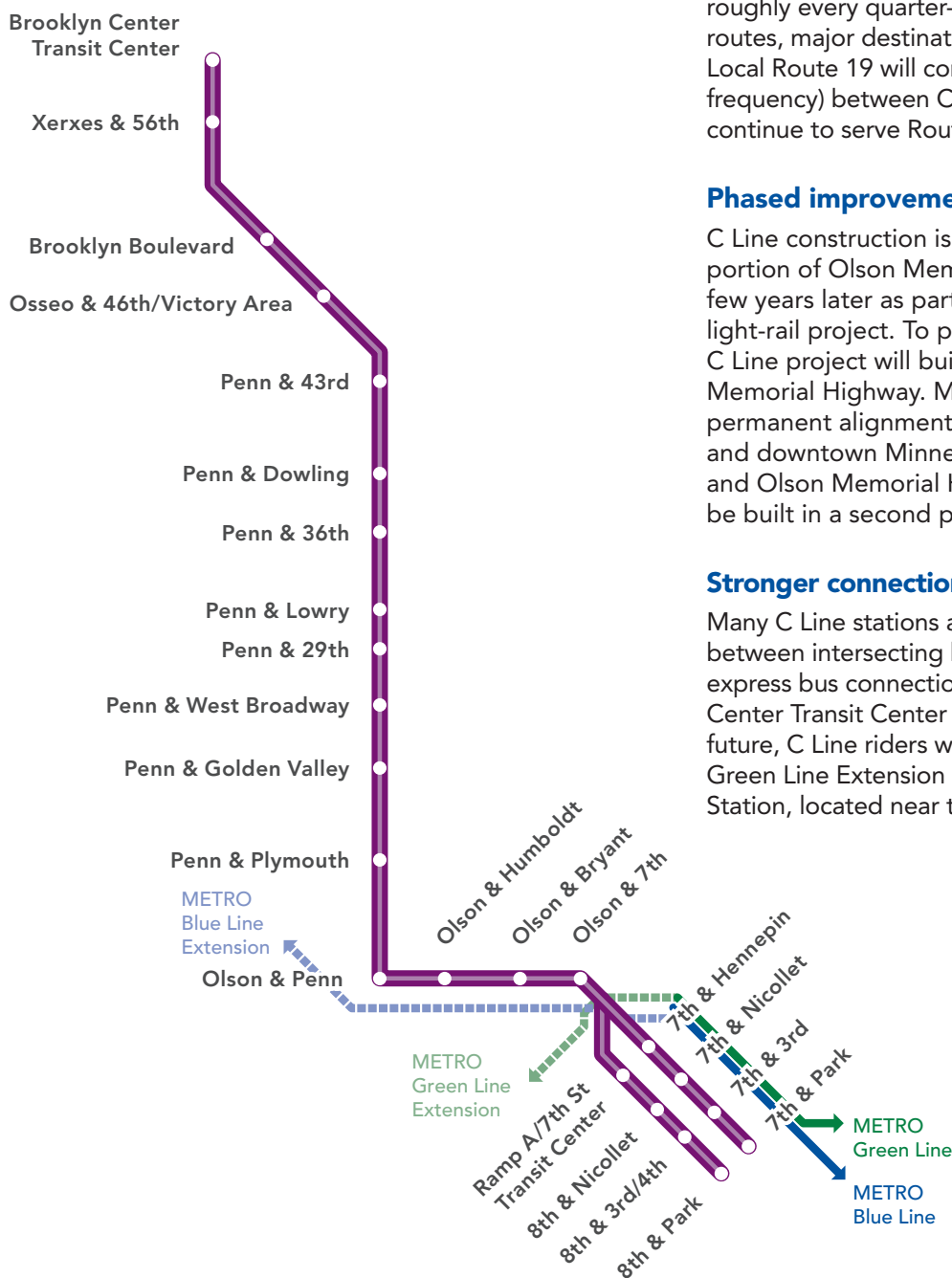
C Line buses will stop only at designated stations, spaced roughly every quarter- to half-mile to serve connecting routes, major destinations and concentrations of riders. Local Route 19 will continue to serve stops (reduced frequency) between C Line stations. Local buses will also continue to serve Route 19 branches west of Penn Avenue.

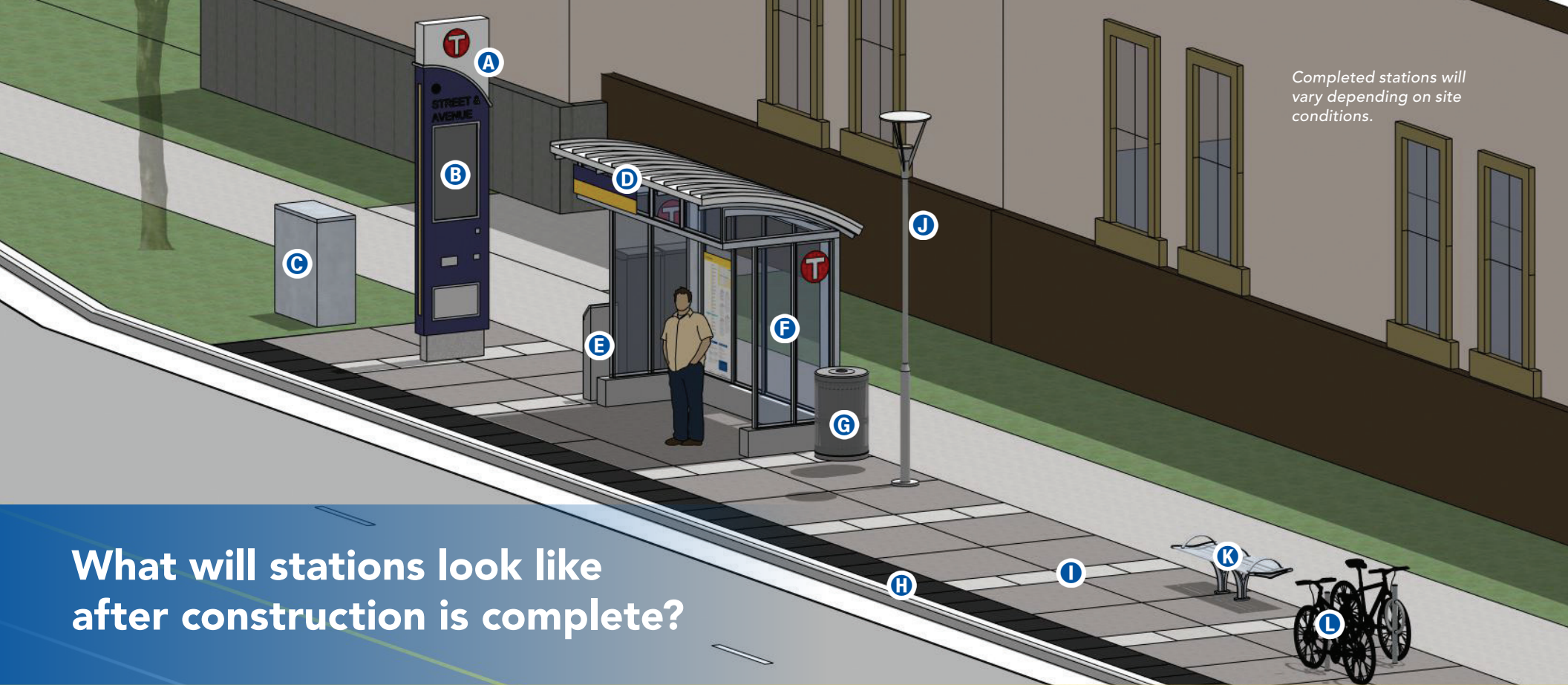
## Phased improvements on Olson Memorial Highway

C Line construction is expected in 2017, but the same portion of Olson Memorial Highway will be rebuilt just a few years later as part of the METRO Blue Line Extension light-rail project. To plan for impending construction, the C Line project will build temporary BRT stations on Olson Memorial Highway. Metro Transit will study options for the permanent alignment of the C Line between Penn Avenue and downtown Minneapolis, including Glenwood Avenue and Olson Memorial Highway. Permanent stations would be built in a second phase of the C Line project.

## Stronger connections to the regional transit system

Many C Line stations are sited at connection points between intersecting bus routes. Numerous local and express bus connections are also available at Brooklyn Center Transit Center and in downtown Minneapolis. In the future, C Line riders will be able to connect to the METRO Green Line Extension LRT line at the future Royalston Station, located near the C Line station at Olson & 7th.



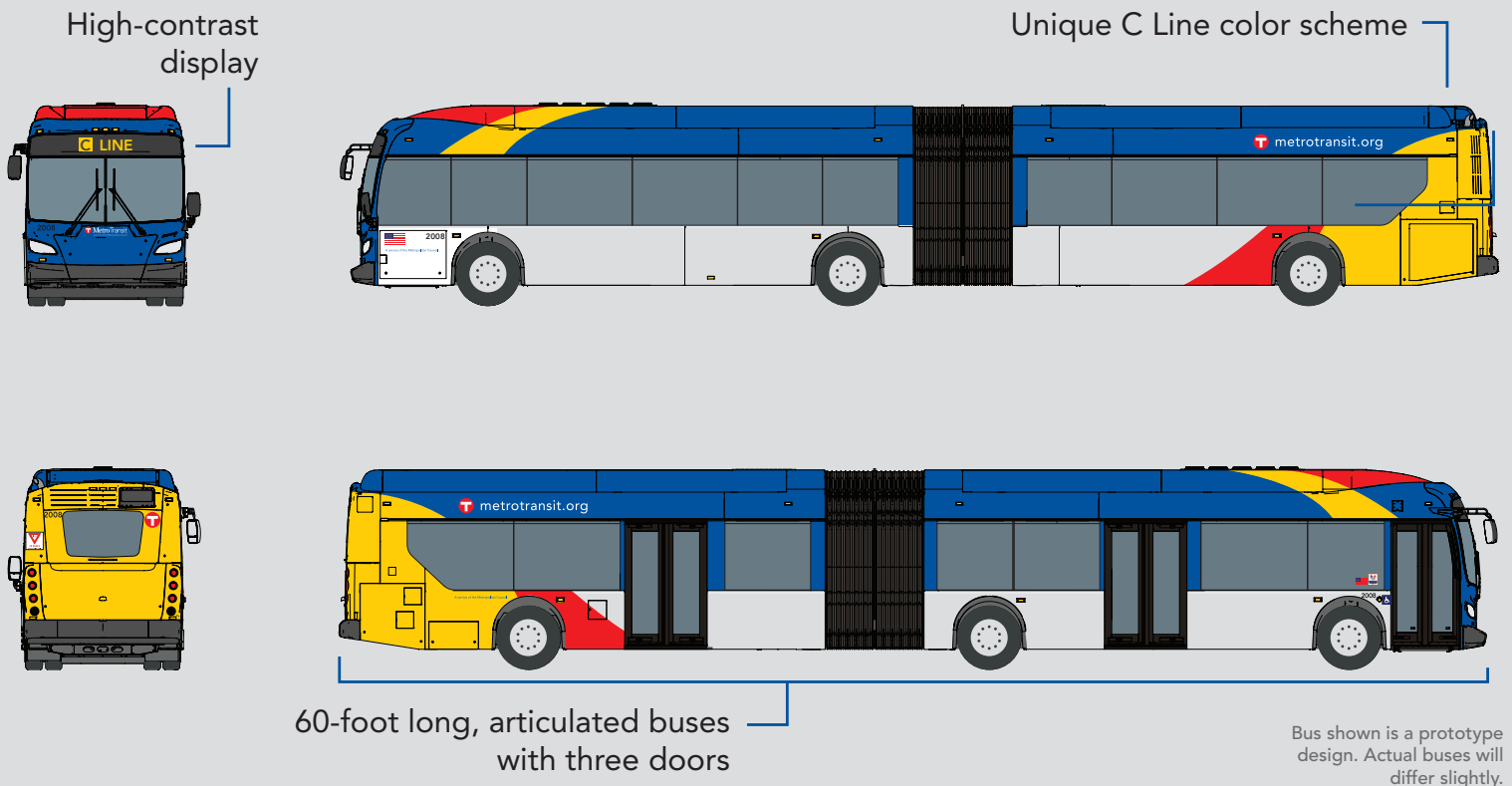


Completed stations will vary depending on site conditions.

## What will stations look like after construction is complete?

- A** **Pylon markers** help riders identify stations from a distance.
- B** **Real-time NexTrip displays** provide bus information, and on-demand **annunciators** speak this information for people with low vision.
- C** **Utility boxes** near station areas house necessary communications and electrical equipment.
- D** **Shelters** provide weather protection and feature on-demand **heaters** and integrated **lighting**. Shelter sizes will vary based on customer demand (small shown here).
- E** **Ticket machines** and **fare card validators** collect all payment before customers board the bus.
- F** **Emergency telephones** provide a direct connection to Metro Transit security. Stations also feature **security cameras**.
- G** Stations feature **trash and recycling** containers.
- H** Platform edges are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.
- I** **Platform areas** are distinguished by a dark gray concrete pattern.
- J** Some stations have sidewalk-level **light fixtures** to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
- K** **Benches** at stations provide a place to sit.
- L** Stations have **bike parking loops**.

# How will C Line buses work?



## The C Line will use a brand new group of premium buses designed for C Line service. C Line buses will look different than other Metro Transit buses so they will be easy to spot.

**Improved movement:** The center aisle will be extra wide for easier movement through the bus. Three extra-wide doors will open sideways instead of out so customers can move on and off the bus at the same time.

**Enhanced on-board experience:** Buses will feature fixed windows with uninterrupted views, on-board automated announcements and an LED display showing the next station.

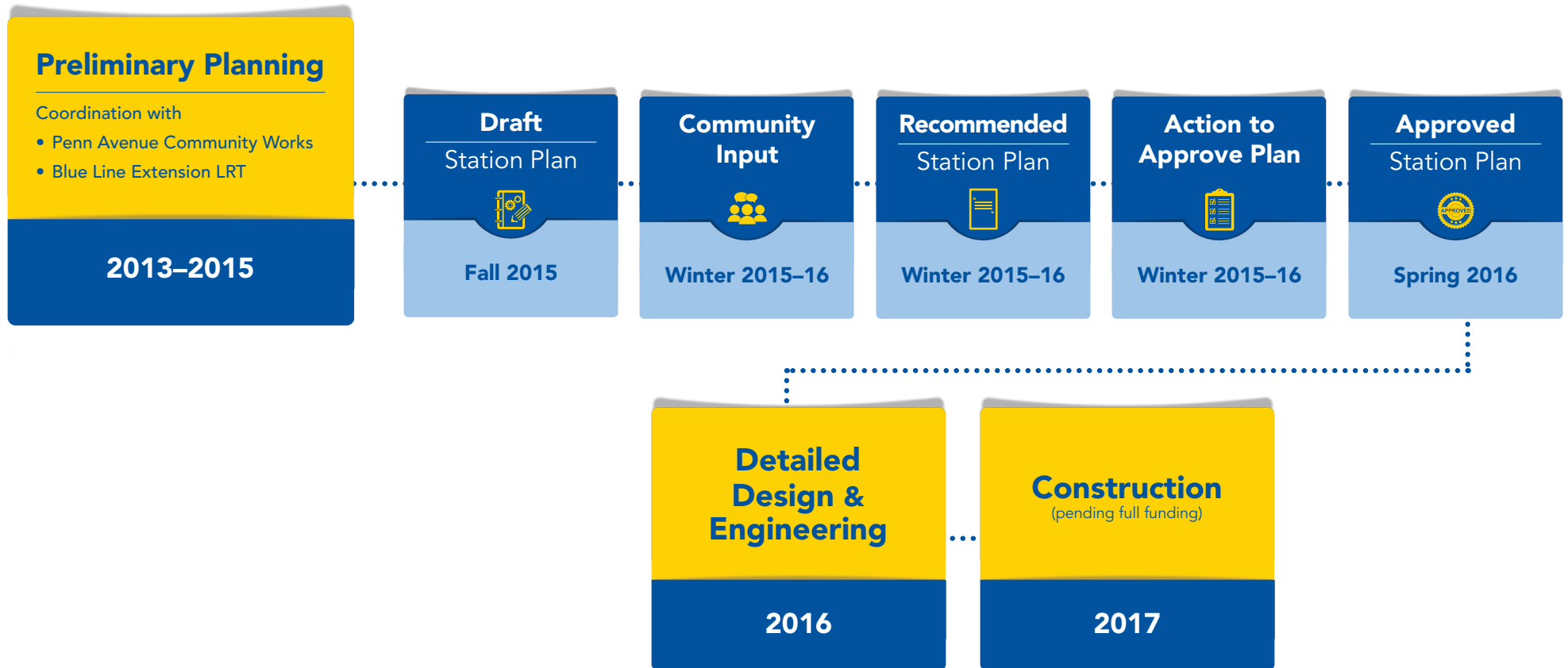
**Low floors, high curbs:** C Line buses will have lower floors and stations will have higher curbs for a shorter step into the bus. Buses will have fold-out ramps common to most newer Metro Transit buses.

**No more stop cord:** Instead of a pull cord for signaling stops, yellow stop "tape" will be placed throughout the bus—including in designated ADA seating areas—so that customerse can more easily request stops no matter where they sit or stand.

**New securing system for customers in wheelchairs:** Each C Line bus has two wheelchair spaces at the front with a new securing system for more efficient use by customers and bus drivers.

**Take your bike along or park at the station:** Every C Line bus will have a front bicycle rack and stations will have bike parking loops.

# What is the timeline for implementing the C Line?



# In Progress: Environmental Review

Metro Transit is currently completing a documented Categorical Exclusion to meet National Environmental Policy Act (NEPA) environmental review requirements. Current findings are summarized below:

## **Traffic**

- Increase in two buses per peak transit hour
- Traffic models show Penn Ave. intersections anticipated to operate at acceptable Level of Service (LOS)

## **Right-of-way acquisition**

- No permanent acquisitions anticipated; project planned to be constructed within existing ROW

## **Historic Properties & Section 106**

- Historic properties review currently in process; up to 11 properties anticipated to be listed or eligible to be listed on National Register of Historic Places (NRHP)

## **Parkland & Section 4(f)**

- Section 4(f) review currently in process; Twin Lakes Regional Trail adjacent to Xerxes & 56th Ave. station in Brooklyn Center; Metro Transit seeking a *de minimis*/no adverse effect determination in coordination with Brooklyn Center & Three Rivers Park District

## **Endangered Species & Ecologically Sensitive Areas**

- MnDNR and US Fish & Wildlife Service have determined no adverse effects

## **Construction Impacts**

- Temporary impacts to pedestrian and/or vehicular access to businesses directly adjacent to stations
- Construction will be phased to minimize impacts
- Noise, erosion, sedimentation, and dust control Best Management Practices (BMPs) will be implemented

## **Air/water/visual qualities, hazardous materials, land use, environmental justice**

- No adverse effects anticipated