C Line Rapid Bus – Preliminary Station Design

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Metro Transit

TAAC
February 1, 2016
C Line project overview

- Substantially replaces Route 19
  - 8.5 miles from downtown (HCMC) to Brooklyn Center
- Serves 7,600 people today, 9,300 by 2030
- Runs in mixed traffic
- Faster trip
  - Pre-boarding fare payment
  - All-door boarding on 60-foot vehicles
  - In-lane stop (curb extensions)
  - Transit signal priority
Temporary Stations on Olson Memorial Highway, Current Recommendation to move to Glenwood in long-term

- Light rail construction will impact stations
- Recommended long-term relocation to Glenwood (future project timed with light rail)
Coordinating C Line on Penn Avenue with Hennepin County, and City of Minneapolis

- **C Line BRT (Metro Transit)**
  - Stations and related construction
  - Transit signal priority
- **Penn Avenue (Hennepin County)**
  - Intersection reconstruction partnership
  - **Reconstruction from Lowry to Broadway**
  - Mill & overlay + ADA improvements, Plymouth–Broadway & Lowry–Dowling
- **Penn Avenue (Minneapolis)**
  - Lighting
Station Components

Station Features

- Station marker
- NexTrip bus arrival sign
- Maps & schedule information
- Shelter with heat and light
- Ticket machines & Smart card reader
- Security features
- Defined platform & raised curb for easier boarding
- Clear sidewalk for safe boarding through all doors plus space for benches & bike racks
Stations are scalable
What did we hear from TAAC last October?

Stations

• ADA compliance – should already be doing that- what opportunities can be found to go beyond?
• Explore tone navigating for pylon element
• Ensure station elements are adequately spaced
• “designated waiting area” terminology should be revised

Overall

• Ensure adequate security measures are taken
Typical Layout – Farside Stations

See all station layouts: https://www.metrotransit.org/c-line-development
Typical Layout – Nearsıde Stations (Ex. Penn & 43rd)

- Shelter with heat and light
- Station pylon
- ADA Landing Pad
- Clear sidewalk for safe boarding through all doors plus space for benches & bike racks
- Pedestrian ramps still in preliminary design phase

See all station layouts: https://www.metrotransit.org/c-line-development
## Implementation schedule

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October-November 2016: Initial design considerations (intersection layouts, shelter & pylon placement)

January-February 2017: Review station layout (general station element arrangement, curblines)

September 2017: Share final station designs (placement of all station features, design treatments)

September 2017-March 2018: Share construction plans

2018: Construction

2019: C Line opens with service on Penn Avenue, Olson Highway
Upcoming engagement process

• Feb-June
  – Final design
  – Develop construction schedule
    • Maintenance of traffic
    • Establish temporary pedestrian access routes (TPAR) guidelines for contractor
    • Station amenities finalized
• September
  – Bid for construction
• Early 2018
  – Begin construction
Discussion

• Designing with pedestrian access routes (PAR) in mind
  – Designate PAR on plan sheets
  – Preferences on pedestrian ramps as vertical design begins

• Building station amenities
  – Consistent station layouts
  – Lessons learned from A Line
  – Locating space for utility cabinets

• Street reconstruction considerations
  – Access closure vs duration
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BRT/Small Starts Project Office

metrotransit.org/c-line-project