



Recommended C Line Station Plan

Comments on this recommended *C Line Station Plan* can be submitted to brtprojects@metrotransit.org through March 11, 2016.

This document identifies C Line station locations recommended by Metro Transit staff for public comment and Metropolitan Council consideration. It is a revision of the draft *C Line Station Plan* published on November 6, 2015 and includes comments submitted during the 45-day comment period that concluded on December 20, 2015.

After the conclusion of the recommended *C Line Station Plan* comment period on March 11, 2016, Metro Transit will review final comments received and begin the document's final Metropolitan Council approval process. Council approval of the *C Line Station Plan* will be sought in spring 2016.

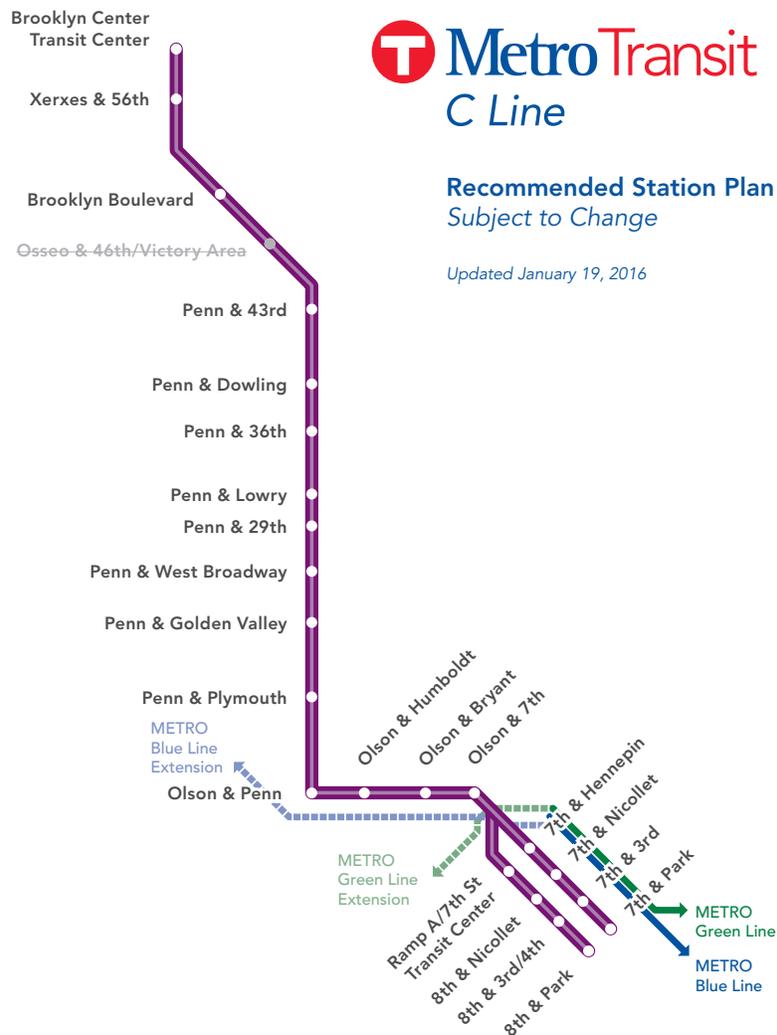
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I. Introduction

This document establishes the recommended station plan for the C Line arterial Bus Rapid Transit (BRT) project, including station locations, platform concepts, and anticipated project timeline and coordination. Compared to local bus routes, arterial BRT is an enhanced bus service intended to provide faster and more frequent service with an improved customer experience. The C Line will operate along the Penn Avenue corridor in north Minneapolis, with termini located in downtown Minneapolis and the Brooklyn Center Transit Center. See Figure 1 for a concept map and planned station locations. The C Line will function as the corridor's primary transit service. The existing Route 19 will continue to run with reduced frequency and to serve off-corridor branches.

Figure 1: C Line Concept Map



Upon approval by the Metropolitan Council, this document will guide the C Line design process anticipated to occur throughout 2016. The C Line is currently targeted for construction in 2017 with revenue service beginning in late 2017 or early 2018, pending full project funding availability.

Arterial BRT Background Information

The C Line will be the second operational line within the Twin Cities region's arterial BRT system. The A Line on Snelling Avenue and Ford Parkway is targeted to begin service in mid-2016. While Twin Cities arterial BRT service will be operational in the coming months, origins behind the concept developed in the mid-2000s.

In 2008, the Metropolitan Council's *2030 Transit Master Study*¹ identified high-ridership arterial corridors that could potentially foster transitways with high-quality bus or rail service. The study noted that constrained right-of-way availability and substantial community impacts precluded the possibility of bus or rail service in dedicated travel lanes on many of these corridors. However, it was demonstrated that faster and more frequent service along these corridors could substantially increase ridership.

The 2009 update to the Metropolitan Council *2030 Transportation Policy Plan*² (TPP) identified nine specific arterial corridors for further study of arterial BRT. These nine corridors and two additional routes formed the foundation for 2012's *Arterial Transitway Corridors Study*³ (ATCS). The ATCS presented the basic components of how arterial BRT will operate in the Twin Cities and offered initial concept-level station locations, ridership estimates, and costs for the 11 lines. Strategies to improve transit service on high-ridership corridors developed into the package of improvements now identified as arterial BRT. These improvements include, but are not limited to, pre-pay boarding, enhanced station amenities, transit signal prioritization, curb extensions, and quarter- to half-mile station spacing.

During ATCS development in 2011-2012, the Hennepin County Regional Railroad Authority (HCRA) was actively studying Penn Avenue as a potential alignment alternative for the Bottineau Transitway/Blue Line Extension light rail project. With a locally preferred alternative now directing light rail outside of the Penn Avenue corridor, community stakeholders expressed an interest in other improved transit options along Penn Avenue. Existing high ridership on Penn Avenue's Route 19 suggested strong transit demand that warranted consideration for arterial BRT implementation. An ATCS addendum was released in January 2013 that analyzed two additional corridors, including Penn Avenue.

As previously noted, nine arterial BRT corridors were initially established within the *2030 TPP* adopted in 2009. Based on the outcomes of the 2012 ATCS and its 2013 addendum, the *2030 TPP* was amended in May 2013 to include three additional arterial BRT corridors, including Penn Avenue.

The C Line was further solidified as a planned transitway within the *2040 TPP*⁴ adopted in 2015. Importantly, Penn Avenue is an identified arterial BRT line under the plan's "Current Revenue Scenario" as a transitway expansion assumed to be funded within existing revenue streams.

Purpose and Need

The Penn Avenue (Route 19) corridor needs additional transit capacity. Route 19 is a critical component of the existing transit network and the Penn Avenue corridor itself. Carrying an average ridership of approximately 7,600 rides per weekday in 2014, it consistently ranks within Metro Transit's top ten highest ridership routes. It also places within the top ten routes for highest number of passengers per in-service hour, a measure of productivity that indicates a high level of usage for the existing transit service on the Penn Avenue corridor. Ridership is high enough to carry one out of every four

1 Available at: <http://www.metrocouncil.org/METC/files/cc/cc84f33-a760-4c3b-84d7-3140425ec352.pdf>

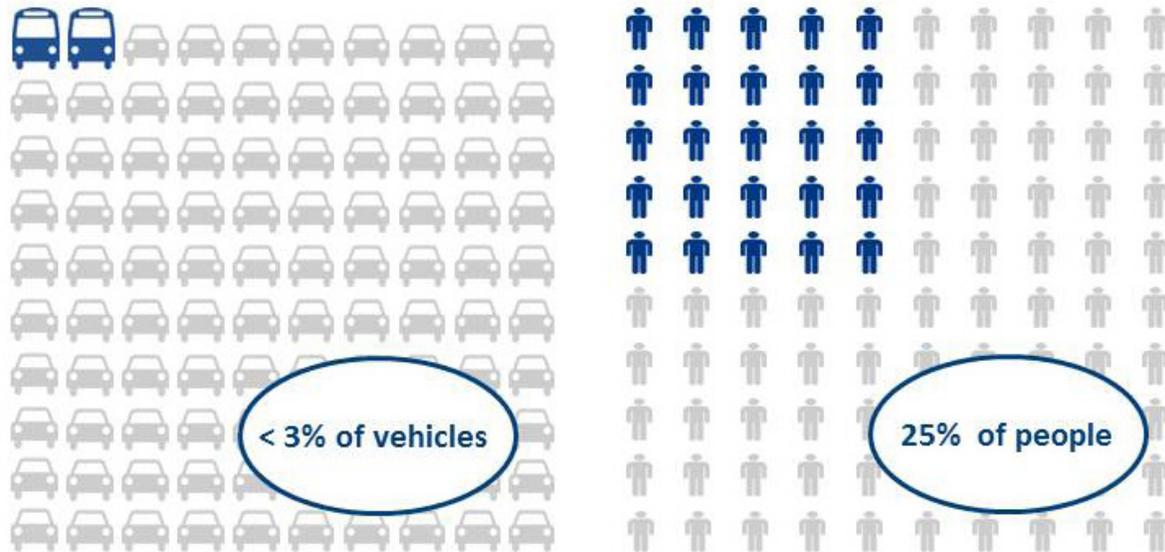
2 Available at: <http://www.metrocouncil.org/Transportation/Planning/Transportation-Policy-Plan/Previous-2030-Policy-Plan.aspx>

3 Available at: <http://www.metrotransit.org/abrt-study>

4 Available at: [http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\).aspx](http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1).aspx)

people on Penn Avenue north of Olson Memorial Highway, but makes up less than 3% of the total vehicle traffic. See Figure 2 for a visual representation of transit's low-traffic/high-ridership nature on Penn Avenue.

Figure 2: Vehicle and People Throughput on Penn Avenue



Route 19 has grown into an important role within the Twin Cities transit network. The route has responded well to steady increases in service frequency since 2007. The number of daily trips has increased approximately 24% since 2007. As a result, ridership growth is strong throughout the corridor. The *ATCS Final Report Addendum*⁵ noted that the 2011 average Route 19 ridership was 6,200 rides per weekday. 2014's average weekday ridership of more than 7,000 rides represents a 23% in ridership over that three-year span. Route 19 buses are also crowded and prone to operate in overloaded conditions, especially on weekends.

In addition, the Route 19 corridor needs better customer amenities. The existing streetscape throughout the corridor limits the extent in which customer amenities like shelters can be provided. Sidewalk space is limited and encroachments on the existing right-of-way effectively narrow the available space within the public realm for customer improvements. This is particularly true along Penn Avenue.

The Route 19 corridor also needs faster service. Route 19 can currently take over 45 minutes to travel between downtown Minneapolis and the Brooklyn Center Transit Center. Slow average speeds are the result of a combination of factors, including dwell time at red lights, lengthy on-board fare payment, and frequent bus stops approximately every 1/8 mile.

The purpose of the C Line is to enhance transit service along the Route 19 corridor with increased service frequency, faster speeds, and a more comfortable customer experience without substantially changing the existing roadway.

5 Available at: http://www.metrotransit.org/Data/Sites/1/media/pdfs/atcs/atcs_final_report_addendum.pdf

Arterial BRT Overview

Arterial BRT is designed to provide an improved customer experience with faster and more frequent trips when compared to existing local service. This experience is delivered through a package of improvements that sets arterial BRT apart from the local bus service it replaces. Critical arterial BRT components include enhanced customer facilities that deliver transitway-quality improvements and in-service operational improvements that together help define what arterial BRT looks like in the Twin Cities.

Every planned arterial BRT corridor is unique in street design and surrounding land uses. As a result, arterial BRT must be flexible when developing implementation strategies along specific corridors while also delivering on the core functionality of the arterial BRT mode. The following core characteristics of arterial BRT will be implemented to the extent possible given the context and unique aspects of each planned station location along the corridor.

STATION FEATURES

Arterial BRT brings a light-rail quality experience to bus corridors by turning stops into stations designed for less delay and an improved customer experience. See Figure 3 for additional information on what arterial BRT stations will look like throughout the Twin Cities. More information on important station characteristics is also located within Section IV. General information is provided below.

- Curb bumpouts
 - » Arterial BRT will run in general traffic with bumpouts (also called curb extensions or bus bulbs) at stations when feasible. Many existing local service stops berth buses in right-turn lanes for boarding and alighting, making it difficult to merge back into traffic and causing delay. Curb bumpouts at station platforms on the farside of intersections eliminate delay-inducing merging movements. They also provide additional space for station amenities and pedestrians on existing sidewalks. Curb height will also be increased to 9" to facilitate near-level boarding.
- Off-board fare payment
 - » Similar to existing light rail operations, fare payment will occur prior to boarding the transit vehicle. Ticket vending machines and fare validators will be located at each station for customers to pay fare in advance of bus arrival. Off-board fare payment speeds the boarding process and significantly shortens the amount of time buses are stopped at stations, allowing vehicles to stop briefly in the travel lane instead of pulling off to the side of the street. Fare enforcement will be provided by Metro Transit Police instead of individually verified by the bus operator.
- Shelters
 - » Shelters provide weather protection and feature on-demand heaters and integrated lighting. Shelter sizes can vary between 12' and 36' long, dependent upon site conditions and bus stop ridership. A cement foundation increases protection from the elements and helps establish a sense of permanency compared to standard shelters.
- Information
 - » Detailed rider information is provided in a variety of formats to offer clear direction and increase customer confidence in trip status. A pylon landmark, real-time signage, and printed panel with timetable, mapping, and connection information provide better information in more ways than a standard bus stop.

Figure 3: BRT Station Features



What will stations look like after construction is complete?

- A** **Utility boxes** near station areas house necessary communications and electrical equipment.
- B** **Pylon markers** help riders identify stations from a distance.
- C** **Real-time NexTrip displays** provide bus information, and on-demand **annunciators** speak this information for people with low vision.
- 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**.



- Furnishings and other improvements
 - » Several station components will enhance customer safety and comfort, including security cameras and telephones and adequate clear zone for boarding and alighting. Benches, trash receptacles, and bike racks are available for customer use.

OPERATIONAL IMPROVEMENTS

- Limited stops and increased frequency
 - » Arterial BRT utilizes quarter- to half-mile station spacing guidance, focusing on upgrading stops to stations where the greatest numbers of customers board buses today. More distance between stations significantly increases overall travel speeds when compared to local service station spacing of 1/8 mile (the length of a north-south block in Minneapolis), while also allowing for most customers to access stations comfortably on foot.
 - » High frequency service increases the convenience of arterial BRT. The C Line will become the primary service in the corridor, running every ten minutes throughout the day with increased service on nights and weekends compared to the existing Route 19.
 - » Existing local service on Route 19 will be maintained with reduced frequency every 30 minutes to provide continued local (“front door”) service for customers who cannot or choose not to walk to a nearby station.
- BRT vehicles
 - » BRT buses will have distinctive branding to differentiate them from standard buses. C Line buses will be extended articulated vehicles to serve large numbers of riders, with three wide doors to allow customers to enter and exit through all doors of the vehicle. All buses will be low-floor vehicles to help facilitate boarding and alighting for all customers, and buses will have modified seating layouts for more interior circulation space. Accessibility ramps will remain for those customers using a mobility device.
- Transit signal priority (TSP)
 - » Buses will be linked to traffic signals throughout the corridor to provide transit signal prioritization when conditions allow. A TSP system will allow buses to request early green time and/or extended green time to allow movement through the intersection. TSP helps reduce a substantial source of delay within local service, dwell time spent stopped at red lights.

Figure 4: C Line Articulated Bus Rendering

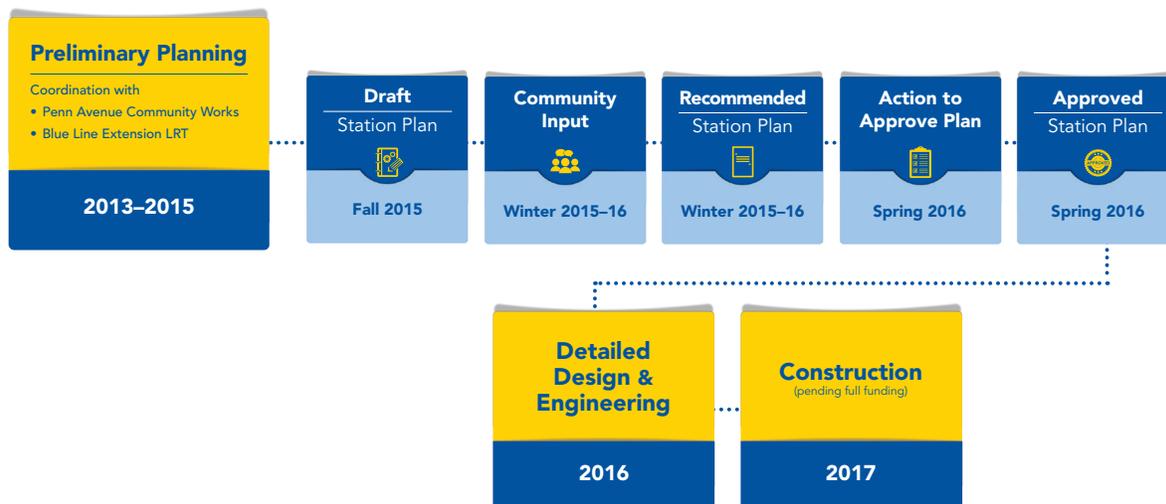


II. Planning Process

BRT on the Penn Avenue/Route 19 corridor was prioritized for implementation by adoption into the Transportation Policy Plan in May 2013. Since that time, Metro Transit has advanced preliminary planning for the C Line largely through coordinated efforts with Hennepin County and the City of Minneapolis in the Penn Avenue Community Works project.

Planning and community engagement continued through 2015 with opportunities to review the draft *C Line Station Plan*. This document will guide the project's detailed engineering phase upon formal approval by the Metropolitan Council. See Figure 5 for additional project development process information.

Figure 5: Project Development Process



Penn Avenue Community Works⁶

Preliminary C Line planning began in late 2013 in coordination with the Penn Avenue Community Works (PACW) project. Penn Avenue Community Works is a partnership led by Hennepin County in collaboration with the City of Minneapolis, Metro Transit, and the neighborhoods and people of the Penn Avenue corridor to realize the community vision for transportation access, economic opportunity, and improved quality of life. The project area extends from the planned Penn Avenue Southwest light rail transit (Green Line Extension) station south of I-394 north to the Minneapolis city limit at Osseo Road and 49th Avenue North.

Since 2013, the project has engaged partner agencies and the community in a planning process to develop a vision for the corridor. The PACW project included the C Line as part of this long-term vision, resulting in a critical partnership throughout the project's planning process. As part of Penn Avenue Community Works communications and engagement, Metro Transit shared information on C Line plans and gathered input on station concepts from neighborhood associations, community councils, and other local organizations. The project has included extensive community engagement and agency

⁶ For additional information, see the PACW website at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

coordination to research and analyze existing corridor conditions (e.g., roadway, transit, housing, etc.) and align programs, plans, and projects occurring throughout the corridor. A final outcome for the Penn Avenue Community Works planning phase, expected in early 2016, will be an implementation framework to identify ways and means to realize the long-term vision for the corridor.

As part of Penn Avenue Community Works planning, Hennepin County and its partners developed roadway concepts for a Penn Avenue reconstruction. Technical analysis of these concepts included traffic modeling to verify C Line bumpout station concepts along Penn Avenue. Roadway concepts were discussed at several open houses throughout the fall of 2014⁷ and included a variety of lane width, parking, bicycle facility, and pedestrian realm combinations on Penn Avenue. C Line station location outreach was a component of these open houses. Roadway concept development culminated in February 2015, when the Penn Avenue Community Works Steering Committee selected a preferred roadway concept consisting of two travel lanes with parking on both sides of the roadway and an expanded pedestrian realm with a tree boulevard. See Figure 6 for additional information.

Figure 6: Penn Avenue Preferred Roadway Concept



Following selection of a preferred roadway concept, Penn Avenue Community Works and C Line collaboration also resulted in the development of preliminary designs for intersections with C Line stations within the Penn Avenue Community Works project area. These preliminary design concepts inform the station plans within Section V of this document.

⁷ See the C Line *Planning Phase Outreach Summary* for specific open house dates. This document is available at: <http://www.metrotransit.org/Data/Sites/1/media/abrt/cline/c-line-planning-phase-outreach-summary-spring-2015.pdf>

Preliminary Planning and Community Outreach

Metro Transit conducted outreach throughout 2013, 2014, and 2015 to share general information about BRT, receive feedback on proposed station locations, and allow opportunities for one-on-one discussions with interested area business and residential stakeholders.

Public engagement efforts throughout the preliminary planning process included open houses in coordination with Penn Avenue Community Works and the Blue Line Extension LRT project, presentations to neighborhood associations and community councils, direct mailings to community residents and businesses, and one-on-one follow-up discussions with interested stakeholders. Detailed information on this outreach process is located within the *Preliminary Planning Phase Outreach Summary* available on the Metro Transit C Line project website⁸.

Draft C Line Station Plan Review and Public Engagement

Together with the Penn Avenue Community Works effort, the preliminary planning concept outreach helped establish information presented within this document, the *C Line Station Plan*. The *C Line Station Plan* is intended to provide background information on C Line project development history, future project timelines, and station plans for station locations throughout the corridor. The information in this document will help drive the engineering and design process for individual station locations.

A public engagement process was implemented in conjunction with the November 6, 2015 publication of the draft *C Line Station Plan* to help finalize the document prior to Metropolitan Council approval. Public open houses, electronic and print communications, and opportunities for one-on-one conversations with Metro Transit staff helped inform the recommendations in the station plan, including station-specific concepts. Detailed information about the public engagement process is provided below.

Approach to Outreach and Engagement

Metro Transit's approach to outreach and engagement was to reach people in a variety of different ways. Recognizing that not every stakeholder participates in the same way, it is necessary to utilize both traditional and non-traditional activities to reach a broad audience. Traditional methods included presentations to neighborhood associations, open houses, and newsletter publications. More non-traditional methods included pop-up outreach at major intersections along Penn Avenue and on-bus mobile open houses. These non-traditional methods were meant to reach stakeholders that don't normally participate in the project development process.

More information on the variety of outreach and engagement activities is described below. Outreach materials used throughout the C Line project development process can be found on the project website⁹.

8 Available at: <http://www.metrotransit.org/Data/Sites/1/media/abrt/cline/c-line-planning-phase-outreach-summary-spring-2015.pdf>

9 Available at: <http://www.metrotransit.org/c-line-library> and <http://www.metrotransit.org/c-line-meetings>

Types of Outreach and Engagement Activities

PRESENTATIONS

Presentations provided overviews of bus rapid transit on the Penn Avenue corridor and the C Line project development process. The November and December open houses were also promoted to maximize community awareness of the draft *C Line Station Plan*. Presentations were mainly given to neighborhood associations and other community-focused groups.

- **October 21:** Presentation to Harrison Transit Narratives Meeting, C Line Open House promotion
- **October 23:** Presentation to residents living in Heritage Commons Assisted Living Home promoting C Line Open House and draft *C Line Station Plan*
- **November 2:** Presentation to Folwell Neighborhood Association Annual Meeting, promotion of C Line Open Houses, and draft *C Line Station Plan*
- **November 9:** Presentation to Cleveland Neighborhood Association Community Development Committee, promotion of C Line Open Houses, and draft *C Line Station Plan*
- **November 9:** Presentation to Heritage Park Neighborhood Association Board Meeting, promotion of C Line Open Houses and draft *C Line Station Plan*
- **November 19:** Presentation to West Broadway Business Committee on promotion of final C Line Open House and draft *C Line Station Plan*
- **December 9:** Victory Neighborhood Association meeting presentation on draft *C Line Station Plan*
- **December 10:** Webber-Camden Neighborhood Organization meeting presentation on draft *C Line Station Plan*

PUBLICATIONS

Project information was distributed through a variety of different media. A digital newsletter was created to deliver project news to interested stakeholders. The use of targeted Facebook posts and the Metro Transit Twitter account promoted the availability of the draft *C Line Station Plan* to both specific geographic locations and the entire metropolitan area. In addition, subscribers to the Route 19 Rider Alert system received open house notifications to raise awareness for project activities to existing riders.

- **November 4:** Release of C Line newsletter and rider alert to Route 19 riders making them aware that the draft *C Line Station Plan* has been released
- **November 13:** Metro Transit Facebook post promoting input on draft *C Line Station Plan* and upcoming open houses. Post was targeted to zip codes in North Minneapolis and Brooklyn Center
- **November 13:** Metro Transit tweet promoting comments on the recent release of the draft *C Line Station Plan* and upcoming open houses
- **December 1:** Metro Transit Facebook post promoting input on draft *C Line Station Plan* and upcoming Open House at Brooklyn Center Transit Center (BCTC). Post was targeted to zip codes in North Minneapolis and Brooklyn Center
- **December 8:** Metro Transit Twitter post promoting the extended comment period on draft *C Line Station Plan* from December 6 to December 20
- **December 15:** Release of C Line newsletter

POP-UP OUTREACH

During Pop-Up Outreach, Metro Transit staff set up a table at busy intersections next to Route 19 stops on the C Line corridor to meet with riders and residents passing through the area. Staff gave participants an overview of the C Line project, signed participants up for updates if interested, and made them aware that the draft *C Line Station Plan* was going to be released in the near future for their comment.

- **October 9:** Penn & Lowry Pop-Up Outreach
- **October 16:** Penn & Broadway Pop-Up Outreach

DOOR KNOCKING/STATION NEIGHBOR OUTREACH

Metro Transit staff also reached residents and stakeholders by knocking on the doors of properties throughout the C Line corridor. Door knocking was intended to increase awareness of the C Line project among stakeholders, sign residents up for updates if interested, and promote the availability of the draft *C Line Station Plan* and related comment period.

Station neighbor outreach was specifically focused on door knocking houses specifically located adjacent to a proposed C Line station.

- **September 16:** Meeting with Victory neighborhood residents that signed a petition in opposition to a C Line station in the Osseo and Victory/46th Ave. area
- **October 1:** Victory neighborhood transit riders survey work
- **Weeks of October 6 and 12:** Station neighbor outreach (Penn & Plymouth, Olson Highway)
- **October 19:** Harrison door knocking outreach with Denetric Powers (Harrison Neighborhood Association, HNA)
- **November 10:** C Line Open House promotion; station neighbor outreach (Penn & 29th)
- **November 12:** Station neighbor outreach (Penn & Golden Valley, 36th)
- **November 13:** Door knocking in the Harrison neighborhood with HNA staff and Harrison resident
- **November 13:** Station neighbor outreach (Penn & 43rd)
- **November 20:** Rider outreach in Cleveland neighborhood with Cleveland Neighborhood Association staff at Penn & 34th, 35th, 36th

OPEN HOUSES

Open houses were scheduled events for stakeholders to engage the draft *C Line Station Plan* and provide input on station intersections and the location of platforms within that intersection. Project staff was available to answer questions, including site-specific concerns along the corridor. Open house materials, including maps and project boards, can be viewed on the project website.

- **November 17:** C Line Open House at Minneapolis Central Library
- **November 17:** C Line Open House at Patrick Henry High School
- **November 18:** C Line Open House at Harrison Education Center
- **November 19:** C Line Open House at Lucy Craft Laney Community School

MOBILE OPEN HOUSES

Metro Transit staff brought a mobile version of the open house on Route 19 buses to give more riders an opportunity to provide comment on the draft *C Line Station Plan*. Handouts of open house materials were distributed to over 125 individuals and formed the foundation of conversations with staff about the C Line and specific proposed station locations.

- **December 1:** Mobile Open House (Route 19 rider outreach)
- **December 2:** Mobile Open House (Route 19 rider outreach)
- **December 3:** Mobile Open House (Route 19 rider outreach)
- **December 5:** C Line Open House at BCTC

Recommended *C Line Station Plan* Process

After the fall 2015 public engagement opportunities, the draft *C Line Station Plan* was revised to incorporate public input. This revised and staff-recommended *C Line Station Plan* will be released in early 2016 and have a 30-day public comment period. Upon conclusion of the recommended *C Line Station Plan* comment period, the document will go before the Metropolitan Council for approval by spring of 2016. An approved *C Line Station Plan* will finalize the number of C Line stations and platform locations to allow for the detailed design and engineering phase to proceed.

Blue Line Extension LRT Coordination and Future Potential C Line Realignment Study

Along Olson Memorial Highway from Penn Avenue east into downtown Minneapolis, the C Line shares an alignment with the planned Blue Line Extension LRT line. Blue Line Extension preliminary design has included accommodations for C Line stations along Olson Memorial Highway. C Line construction is targeted for 2017, with service beginning in 2017 or 2018. Blue Line Extension construction is targeted for construction as early as 2018 or 2019, with service anticipated in 2021. Pre-Blue Line Extension operations, without LRT serving transit demand along Olson Memorial Highway, the C Line must continue to serve customers on Olson Memorial Highway in conjunction with accompanying local service via Route 19. As a result, pre-Blue Line Extension C Line operations on Olson Memorial Highway are planned to utilize temporary station improvements to both support near-term BRT operations and move when displaced by expected LRT construction beginning in 2018.

Given LRT investment on Olson Memorial Highway, stakeholders have expressed interest in studying potential long-term relocation of the C Line from Olson Memorial Highway to Glenwood Avenue after Blue Line Extension light rail service begins. Additional analysis of a C Line concept on Glenwood Avenue is necessary to determine its feasibility as a long-term option. This analysis will occur in early 2016 to help identify the best permanent alignment for C Line operations.

This *C Line Station Plan* is a plan for stations along the Olson Memorial Highway alignment and is not intended to communicate details regarding a potential long-term Glenwood Avenue alternative. Stakeholders and the public will be engaged in additional study of Glenwood Avenue in 2016.

III. Project Implementation & Timeline

Anticipated Schedule

The C Line process consists of three major components:

- Planning (2014-2015)
- Design (2016)
- Construction (2017, pending funding availability)

Revenue service is anticipated to begin in late 2017 or early 2018.

Planning Phase (2014-2015)

See Section II for more information about the C Line planning process. The C Line planning process will conclude with the adoption and approval of the recommended *C Line Station Plan* by the Metropolitan Council in the spring of 2016. The approved *C Line Station Plan* will finalize station locations and key station components to inform the detailed design and engineering process.

Design Phase (2016)

Pending Metropolitan Council approval of the recommended *C Line Station Plan*, the engineering and design phase will occur throughout 2016. The design services procurement and contract award process is anticipated to be finalized by the spring of 2016 in order to allow adequate time for the completion of project engineering by 2017.

Construction Phase (2017)

The C Line is targeted for construction in 2017, pending full project funding availability. The construction phase would begin with the initiation of the bidding process in early 2017. A contract award and construction start is anticipated by spring of 2017, pending full project funding availability. Construction and system testing throughout the remainder of 2017 would lead to the beginning of revenue service in 2018. This timeline is subject to change.

Coordinated Implementation

As noted within Section II, ongoing infrastructure planning for projects surrounding the C Line corridor can substantially affect final design and construction scheduling. This will result in a phased approach to C Line construction. Some permanent stations will be constructed after the start of C Line operations in conjunction with future infrastructure improvements being built by partner agencies. See below for additional information on how other infrastructure projects interact with the C Line and a phased construction approach. More station-specific project coordination information (including the Penn Avenue Community Works project) is discussed within Section V's individual station plans. C Line coordination with other partner agency infrastructure projects include:

- **Brooklyn Boulevard Corridor Project, Bass Lake Road to 49th Avenue (City of Brooklyn Center)**¹⁰
 - » Impacted C Line stations include:
 - Brooklyn Boulevard area
 - » The City of Brooklyn Center is leading a reconstruction project of Brooklyn Boulevard from 49th Avenue to Bass Lake Road, currently scheduled for 2018. The future roadway design will differ from existing conditions, so constructing a station prior to the Brooklyn Boulevard reconstruction is not recommended. Station development will be coordinated with the reconstruction project and built after the start of C Line operations. Because this area is well served by existing service, a temporary C Line station will not be constructed prior to the street reconstruction.
- **METRO Blue Line Extension (Metro Transit)**¹¹
 - » 2018-2021: C Line coordination on Olson Memorial Highway
 - » Impacted C Line stations include:
 - Olson & Penn
 - Olson & Humboldt
 - Olson & Bryant
 - » The Blue Line Extension project, currently in development, will construct light rail along Olson Memorial Highway, with construction anticipated from 2018 to 2020. Service on the light rail extension is scheduled to begin in 2021. As a result, 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.
- **8th Street South Reconstruction Project, Hennepin Avenue to Chicago Avenue (City of Minneapolis)**¹²
 - » 2019: Hennepin Avenue to Chicago Avenue
 - » Impacted C Line stations include:
 - 8th & Nicollet
 - 8th & 3rd
 - 8th & Park
 - » The City of Minneapolis plans to reconstruct 8th Street from Hennepin Avenue to Chicago Avenue in 2019-2020. Because 8th Street is slated for major construction 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 buses will move to detour routes throughout the 8th Street reconstruction activities. Permanent station design and construction will be coordinated with the planned reconstruction project.

10 Anticipated project schedule from City of Brooklyn Center’s 2015-2019 CIP, available at: <http://www.cityofbrooklyncenter.org/DocumentCenter/View/3910>

11 Anticipated project schedule from Metro Transit project website at: <http://www.metrocouncil.org/Transportation/Projects/Current-Projects/METRO-Blue-Line-Extension/Timeline.aspx>

12 Anticipated project schedule from City of Minneapolis proposed 2016-2020 CIP map, available at: <http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/images/wcms1p-142016.pdf>

IV. Station Characteristics Overview

There are several major considerations that influence the design of a BRT station. These components help define each station's operational efficiency and customer experience and include:

- Intersection location of station
- Platform location
- Shelter size
- Curb location
- Platform length

Additional background information guiding station element decisions is below. These considerations played a central role in developing each station's station plan within Section V. Station-specific elements are summarized within each station plan.

Once approved, these plans will guide the detailed design of stations by identifying station intersections and platform location at those intersections. Other characteristics will be finalized through detailed engineering in the upcoming design phase.

Station location: Why this intersection?

A key objective of arterial BRT includes offering faster trips for more people along the corridor. Faster trips, in part, depend upon the strategic placement of stations with increased spacing compared to the existing Route 19. Quarter- to half-mile spacing is a foundational consideration of C Line station selection. Existing Route 19 service maintains bus stops with approximately 1/8-mile spacing. This increase in station spacing distance is anticipated to help C Line service operate up to 25 percent faster than the existing local service, when combined with other improvements. Serving today's customers well and maximizing future ridership along the corridor depends upon station locations serving substantial numbers of passengers without adding significant walk distance. A balance between adequate station spacing and high-ridership areas helped drive station locations along the C Line.

Station location inputs include:

- Quarter- to half-mile station spacing guidance;
- Existing Route 19 ridership at current bus stops;
- Community engagement;
- Connectivity to existing transit network; and
- Existing land uses and right-of-way conditions.

Platform location: Nearside or farside of the intersection?

A nearside platform is located just before a roadway intersection. A farside platform is located just after a roadway intersection. Arterial BRT operations benefit more from farside platforms. As a result, C Line platforms will be placed farside whenever possible.

Farside platforms are beneficial because they eliminate conflicts between right-turning vehicles and stopped transit vehicles common at nearside platform locations. Farside stations also maximize transit

signal priority effectiveness by allowing a bus to activate its priority call to the signal, progress through the intersection, and stop at the farside platform. This reduces scenarios more common to nearside locations when a bus is required to stop twice before moving through an intersection: once for a red traffic signal, and again to unload and load passengers at the platform itself.

The preferred C Line platform location will be on the farside of intersections. However, not all platforms are sited farside. Site-specific conditions that may prevent implementation of farside platforms include:

- Existing roadway access or driveways;
- Right-of-way needs and constraints; and
- Surrounding land uses.

Shelter size: Small, medium, large?

Stations will be equipped with more features than a typical bus shelter to allow for a comfortable and safe customer experience. Station features will incorporate many elements found at light rail stations, but in a more compact setting adaptable to site-specific conditions. Standard station features include shelters with heat and lighting, security features like a camera and phone, real-time bus arrival information, trash receptacles, and printed maps. A key variable at each station is shelter size: small, medium, or large shelter structures. Basic shelter dimensions are:

- Small shelter: 12' (length) x 5' (width) x 9' (height);
- Medium shelter: 24' x 5' x 9'-12'; and
- Large shelter: 36' x 5' x 9'-12'.

The primary variable directing planned shelter sizes at each platform will be existing ridership (specifically, the number of boardings) for all routes serving the current location/bus stop. More boardings at an existing stop warrants a larger shelter, with shelters sized to accommodate peak demand based on daily ridership. These boarding guidelines for different shelter sizes are:

- Small shelter: Fewer than 50 boardings per day
- Medium shelter: Between 50 and 200 boardings per day
- Large shelter: More than 200 boardings per day.

Specific site conditions may influence the size of the shelter planned for each location. Shelter size will ultimately be determined through detailed site engineering in the design phase.

See Figures 7-9 for shelter renderings.

Figure 7: Small Shelter Rendering



Figure 8: Medium Shelter Rendering



Figure 9: Large Shelter Rendering



Platform bumpouts: Will the curb at station platforms be extended?

A bumpout platform is a section of sidewalk extended from the existing roadway curb to the edge of a through-lane for the length of the platform. Immediately beyond the platform length, this curb extension or extended sidewalk transitions back to the typical sidewalk width. Existing sidewalk is routed behind the platform and related structures (e.g., shelter, pylon, bicycle racks, etc.). Platform bumpouts are considered at locations where the area against the curb is currently used for on-street parking or in some cases, turn lanes. See Figure 10 for more information.

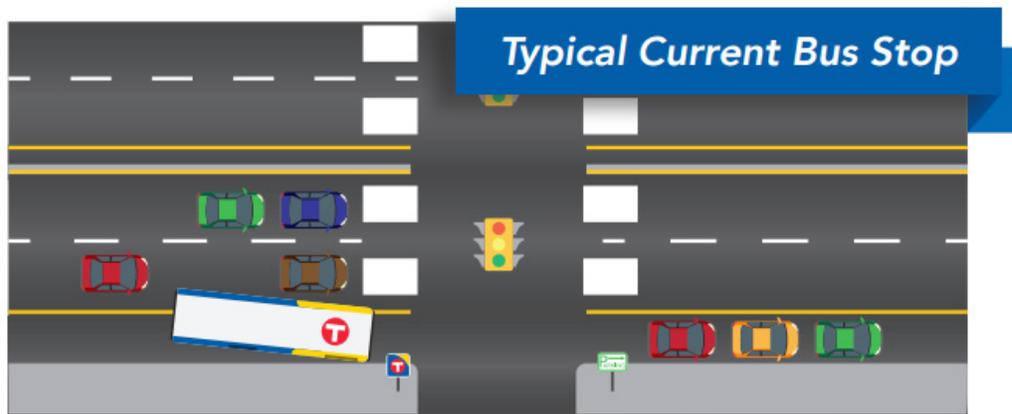
At locations where bumpout platforms are not feasible due to existing site constraints (e.g., turning lane conditions or absence of on-street parking), the platforms will be adjacent to the existing curbside travel lane without moving the curb. Surrounding sidewalk will be integrated into the platform instead of routed behind it.

Under both bumpout and non-bumpout/curbside platform conditions, buses stop in the travel lane and eliminate the need to merge into traffic when leaving stations.

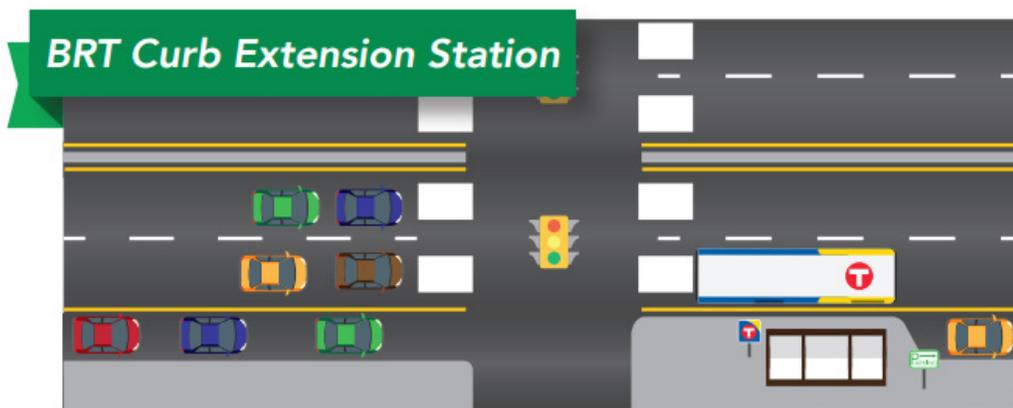
Platform bumpouts improve overall bus operations by:

- Eliminating the need for buses to merge in and out of traffic to access stations;
- Potentially reducing overall platform length, which may allow on-street parking stalls to be added in space previously used for bus movements;
- Providing space for clear and accessible all-door boarding, shelters, and station amenities;
- Minimizing conflicts between waiting bus passengers and pedestrians using the sidewalk.

Figure 10: Bumpout Visualization



Today, buses stop in the right-turn lane with little space for customer amenities. Merging back into traffic causes delay.



Platform length and height: How long will the platform be? How high will the platform be?

C Line platforms will be designed for a standard length of 60'. A 60' platform length can fully accommodate a 60' articulated bus, the planned standard bus type for C Line revenue service. Certain constrained conditions, like existing access points and driveways, might preclude a full 60' platform from being constructed. In some places, stations may be designed at a longer length to accommodate more than one bus stopped at a given time.

Platforms will have a target design standard of 9" curb height to facilitate "near-level boarding." Near-level boarding substantially reduces the distance between the curb and the floor of the bus, easing vehicle access for passengers with low mobility and enabling faster boarding and alighting of all passengers. Near-level boarding does eliminate the need for ramps to be deployed to assist passengers using mobility devices. Curb heights of 9" or lower are compatible with all bus models. Curb height for specific C Line platforms will be finalized within the project's detailed design phase and can be influenced by variables like area drainage requirements and Americans with Disabilities Act (ADA) standards.

Near-level boarding is in contrast to “level boarding,” where platforms are located at the same level and height as the floor of the bus, a height of approximately 14 inches. Light rail platforms within the Twin Cities are an example of level-boarding facilities. Level-boarding platforms are not possible for the C Line due to the tight space constraints of constructing stations within existing right-of-way; ramping up to a 14-inch curb from a 6-inch sidewalk requires a prohibitively large area. Level boarding also requires that buses slow down considerably upon approaching stations, which can negate some to all of the travel time savings benefit they may provide.

V. Station Plans

The following section contains individual station plans for each of the 23 C Line stations. The plans communicate two core station components: the station intersection and the location of platforms within that intersection. While other details are provided to the extent possible (e.g., curb bumpout information, platform length, shelter improvements, etc.), these details will be finalized throughout the detailed design and engineering phase in 2016.

There are four main sections of the C Line alignment: Brooklyn Center, Penn Avenue/Osseo Road, Olson Memorial Highway, and downtown Minneapolis. The individual station plans are organized north to south, beginning in Brooklyn Center and ending in downtown Minneapolis.

BROOKLYN CENTER

- [Brooklyn Center Transit Center](#)
- [Xerxes & 56th Avenue](#)
- [Brooklyn Boulevard Area](#)

PENN AVENUE/OSSEO ROAD

- [Osseo & Victory Area](#)
- [Penn & 43rd Avenue](#)
- [Penn & Dowling](#)
- [Penn & 36th Avenue](#)
- [Penn & Lowry](#)
- [Penn & 29th Avenue](#)
- [Penn & West Broadway](#)
- [Penn & Golden Valley](#)
- [Penn & Plymouth](#)

OLSON MEMORIAL HIGHWAY

- [Olson & Penn](#)
- [Olson & Humboldt](#)
- [Olson & Bryant](#)
- [Olson & 7th Street](#)

DOWNTOWN MINNEAPOLIS

- [Ramp A/7th Street Transit Center](#)
- [8th Street & Nicollet](#)
- [8th Street & 3rd/4th Avenue](#)
- [8th Street & Park](#)
- [7th Street & Hennepin](#)
- [7th Street & Nicollet](#)
- [7th Street & 3rd/4th Avenue](#)
- [7th Street & Park](#)

Station Plan: Brooklyn Center Transit Center

This station will function as the northern terminus of the C Line. It will use the existing Brooklyn Center Transit Center, one of the busiest boarding locations in the Metro Transit system. Over 400 customers board Route 19 each weekday at the transit center, the highest ridership of any existing southbound stop. The Xerxes & 56th Avenue station is about 0.30 mile to the south, within the 0.25 to 0.5 mile station spacing guidelines. The existing transit facility will be retrofitted to include core BRT improvements (see “Other Alternatives Considered” for additional information).

Table 1: Station Plan Summary – Brooklyn Center Transit Center

Brooklyn Center Transit Center	
	Station Characteristic Planned Condition*
CORE STATION PLAN	Intersection Location Brooklyn Center Transit Center Existing transit center will serve as the northern terminus with connections to many transit routes.
	Platform Location SB: Existing transit stop location Will modify existing Brooklyn Center Transit Center facilities.
ADDITIONAL STATION DETAILS	Shelter SB: Use existing waiting facilities Station will use existing transit center facilities.
	Curb Configuration SB: No bumpout Platform located off-street at existing transit center. No additional pedestrian space or operational improvements required.
	Platform Length SB: At least 60’ long Will use C Line design standard to accommodate at least one 60’ BRT vehicle.

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

Notes and Discussion

As an existing transit center, the station will offer connections to many transit routes. Reduced Route 19 local service is planned to be maintained at this location.

Retrofit of Existing Facility

The C Line project will leverage existing transit infrastructure to implement a BRT station with minimal construction. The specific C Line platform/gate location within the transit center will be determined during the detailed design and engineering phase.

Instead of implementing a complete and new BRT station package (e.g., shelter, lighting, bike loops, etc.), the C Line will retrofit the existing facility with core BRT components. C Line construction improvements will include the landmark pylon housing real-time signage and other technology, fare collection equipment, and additional BRT branded signage. Figure 1 highlights existing conditions.

Figure 1: Brooklyn Center Transit Center



Other Alternatives Considered

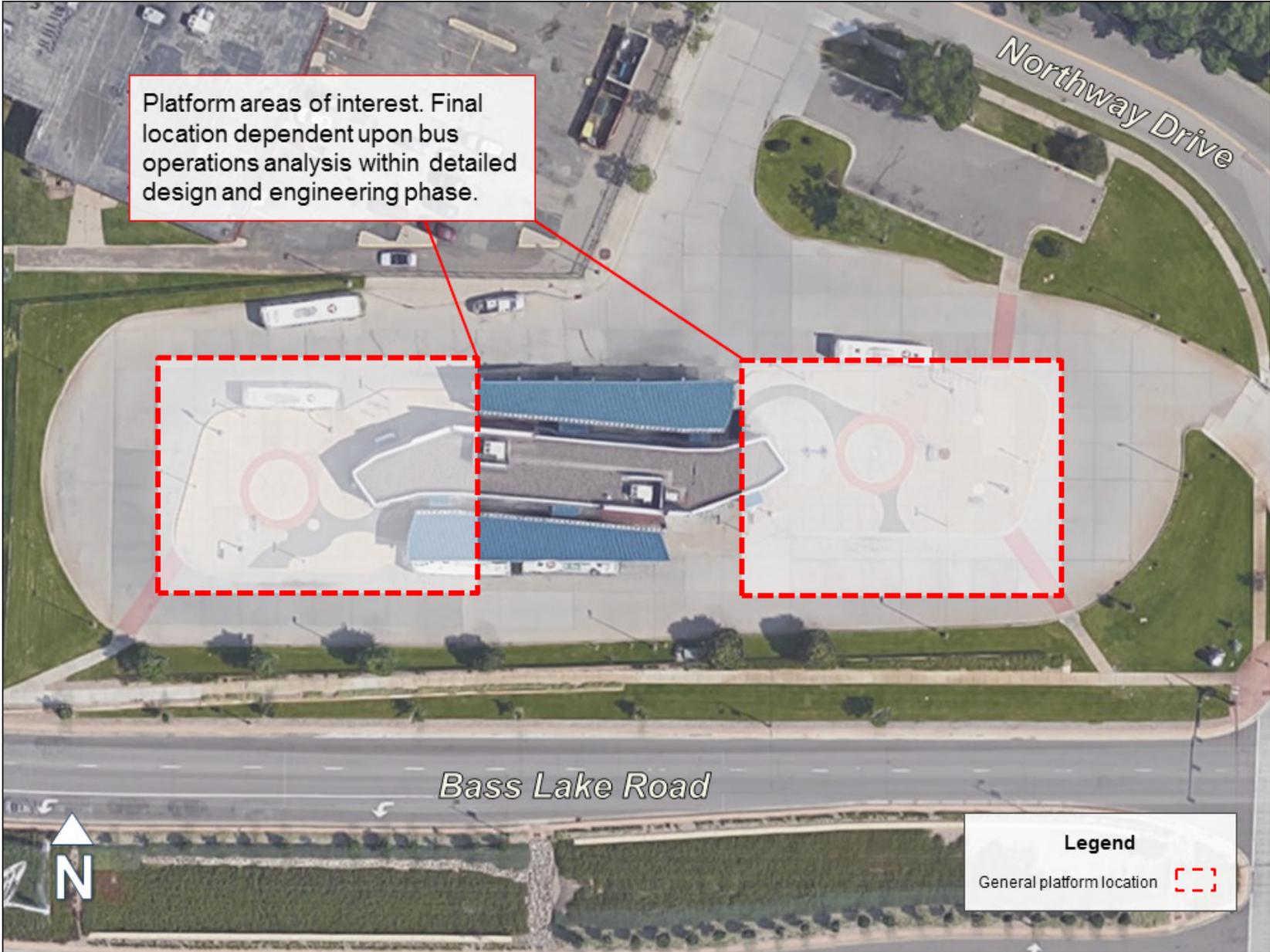
No alternative locations were considered for this station.

Project Delivery

Permanent station improvements at the Brooklyn Center Transit Center are anticipated to be constructed independently of any larger infrastructure project in 2017. The station will be operational at the start of C Line revenue service. This timeline is subject to change pending full C Line project funding.

Some C Line BRT investments at this location may ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Figure 2: Station Layout – Brooklyn Center Transit Center



Station Plan: Xerxes & 56th Avenue

This station will serve a major Brooklyn Center commercial area. The distance between Xerxes & 56th Avenue and the closest station to the south exceeds the 0.25-0.5 mile spacing guidance as a result of Highway 100's presence and ridership trends in the area. Depending on final location, the Brooklyn Boulevard Area station will be situated approximately 0.75 mile to the south. The Brooklyn Center Transit Center station is located about 0.3 mile to the north. Compared to other southward station options in the commercial area, the 56th Avenue location provides a balance between adequate station spacing and substantial ridership to support a BRT investment.

Table 1: Station Plan Summary – Xerxes & 56th Avenue

Xerxes & 56th Avenue		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Xerxes & 56th Avenue Provides access to major commercial area.
	Platform Location	SB: Nearside (NW corner) Adequate length available nearside compared to farside; bus stop currently exists at this location. NB: Nearside (SE corner) Right-of-way constraints exist on farside quadrant; bus stop currently exists at this location.
ADDITIONAL STATION DETAILS	Shelter	SB: Replace existing shelter Will replace existing shelter with enhanced amenities. NB: No shelter Northbound station functions primarily as a drop-off location; site constraints and low number of boardings do not support shelter placement; no shelter currently present.
	Curb Configuration	SB: No bumpout Adequate space for station improvements currently exists. Travel lane is immediately adjacent to station. NB: No bumpout Adequate space for station improvements currently exists. Travel lane is immediately adjacent to station.
	Platform Length	SB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle. NB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle.

*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 many transit connections. Local Routes 5 and 22 provide service to downtown Minneapolis and points south. Local Route 717 provides service to Plymouth. Routes 721 and 724 provide limited stop service and Route 761 provides express service between Brooklyn Park and downtown Minneapolis. Reduced Route 19 local service will also be maintained at this location.

The intersection of Xerxes Avenue and 56th Avenue is unsignalized. Transit signal priority will not be implemented at this intersection.

Site Station Platforms on Nearside Corners of Xerxes & 56th Avenue

Station platforms will remain at existing bus stop locations on the nearside of the intersection for both northbound and southbound buses. The intersection is unsignalized, removing the influence of transit signal priority on farside siting.

In addition, length required for a southbound farside platform siting is limited by commercial driveway access. Comparatively, the southbound nearside quadrant has more than 100' of length to safely accommodate an arterial BRT platform.

Right-of-way constraints exist for a northbound farside platform siting. The nearside intersection quadrant contains additional space east of the sidewalk/trail, occupied by the existing transit waiting area. Coordination with Three Rivers Park District and the City of Brooklyn Center will be ongoing throughout the detailed design and engineering phase.

Shelters

BRT station characteristics can flex in some ways to the unique site conditions and needs of every station. This is particularly true for stations near the end of the line where many people are getting off the bus but few are boarding. With low northbound ridership at this station, the last before reaching the Brooklyn Center Transit Center terminus, the northbound platform will largely function as a drop-off location. As a result, a shelter installation is not supported at this location.

The southbound platform, however, currently serves well over 100 boardings a day and will contain an enhanced shelter.

Other Alternatives Considered

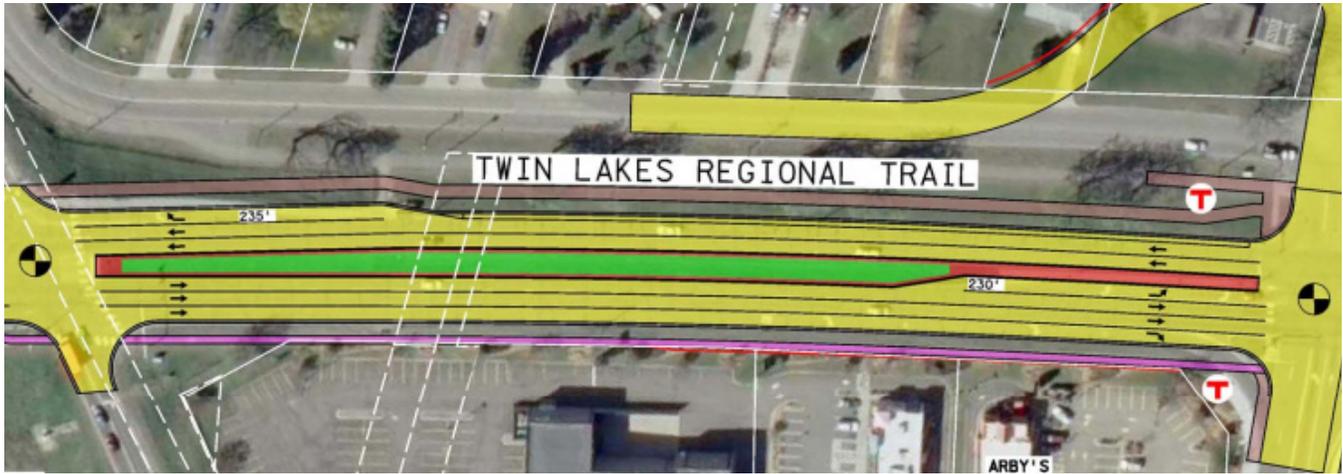
Brooklyn Center Station Consolidation

The 2012 ATCS addendum¹³ considers stations at both Brooklyn & Highway 100 and Xerxes & 56th Avenue. The initial plan for a Brooklyn & Highway 100 station, however, was based on today's bus stops and did not account for future planned reconstruction and changes to Brooklyn Boulevard in this vicinity. The City of Brooklyn Center's plans for a 2018 reconstruction of Brooklyn Boulevard relocate the existing bus stop north to Brooklyn & 55th Avenue, approximately 0.25 mile from the proposed

13 Available at: http://www.metrotransit.org/Data/Sites/1/media/pdfs/atcs/atcs_final_report_addendum.pdf

Xerxes & 56th Avenue station.¹⁴ The current bus stop location draws mid-block crossings; by moving the stop further north, the City hopes to minimize the number of people encouraged to cross mid-block. See Figure 1.

Figure 1: Brooklyn Blvd. Reconstruction Concept Plan from Hwy 100 to 55th Ave.



As a result of these plans, options for station locations in this area were reconsidered. An analysis of planned road reconfiguration, ridership figures, and land uses within the Brooklyn Center portion of the corridor prompted considerations of various station combinations north of Highway 100 (excluding the Brooklyn Center Transit Center terminus). Station options included:

- Xerxes & 56th Avenue and Brooklyn & Hwy 100 stations;
- A single station at Brooklyn & 55th Avenue;
- A single station at Xerxes & 55th Avenue; and
- A single station at Xerxes & 56th Avenue.

To inform the station plan, Metro Transit conducted a customer survey to determine rider origins within the Shingle Creek Crossing area, the major ridership generator in the area. Under a consolidation scenario where a single station is constructed at 55th Avenue (at either Xerxes or Brooklyn), understanding rider origins and a customer “center of gravity” throughout the area informs the siting of a station. Survey results indicated the 56th Avenue location provides more direct transit access to popular origins in the commercial area compared to 55th Avenue. Ridership at 56th Avenue for all bus routes is greater than ridership at 55th Avenue and Highway 100 stops combined. See Figure 2 for additional information. As a result, consolidating stations into a single station at either Xerxes & 55th Avenue or Brooklyn & 55th Avenue would not serve customers as well as a station at 56th.

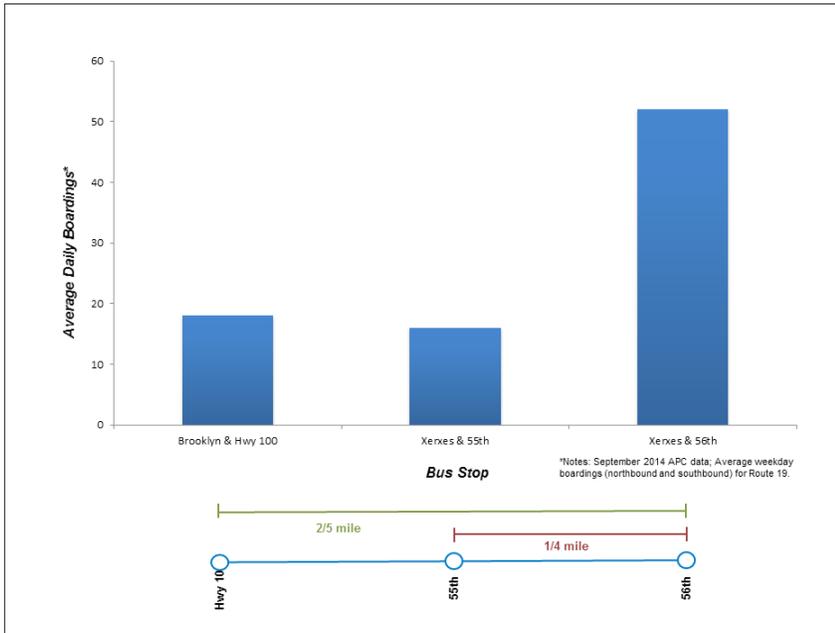
With the planned relocation of the Brooklyn & Highway 100 bus stop north to Brooklyn & 55th Avenue, the resultant distance between stops to Xerxes & 56th is 0.25 mile. The 56th Avenue location currently serves three times the number of customers served by the Brooklyn & Highway 100 bus stop. See Figure 2 for additional information. The presence of the Highway 100 overpass immediately to the south limits pedestrian connectivity, thereby limiting the potential walk-access catchment area for the stop. Given the planned relocation of the bus stop, its short distance to the Xerxes & 56th

14 Additional information available at: <http://www.cityofbrooklyncenter.org/DocumentCenter/View/2648>

station, limited ridership, and limited pedestrian connectivity, a Brooklyn & Highway 100 station is not recommended for inclusion in the C Line. The bus stop at Brooklyn & Highway 100 will continue to be served by several local and limited stop bus routes.

As a result, the plan recommends that C Line service north of Highway 100 will be consolidated at a single Xerxes & 56th Avenue station.

Figure 2: Xerxes & 56th Ave. Ridership and Station Spacing

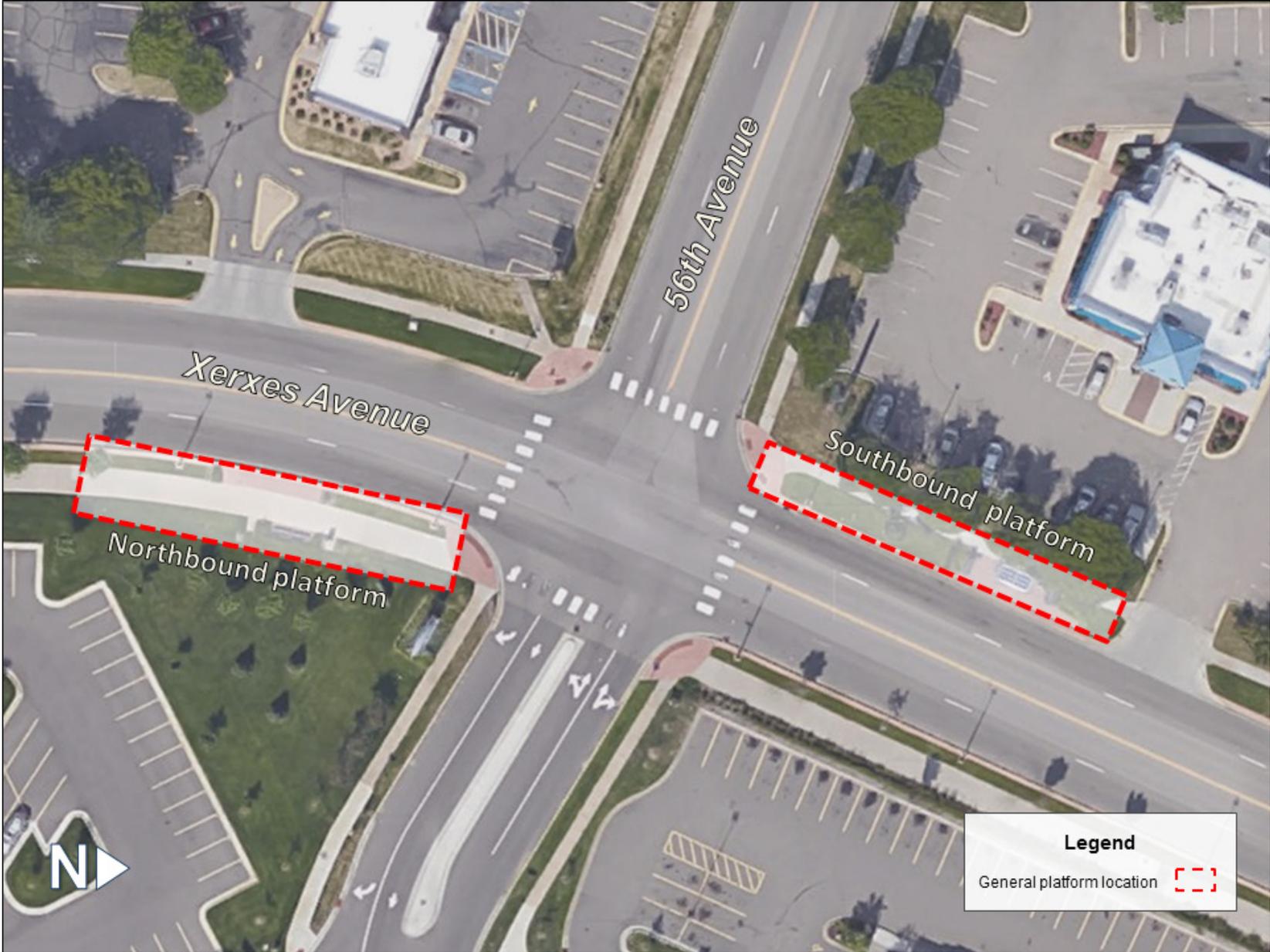


Project Delivery

Permanent station facilities are planned to be constructed independently of any concurrent infrastructure project in 2017 and operational at the start of C Line revenue service. The aforementioned planned 2018 reconstruction of Brooklyn Boulevard is not anticipated to affect the Xerxes & 56th Avenue station. This timeline is subject to change pending full C Line project funding.

C Line BRT investments at this location would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Figure 3: Station Layout – Xerxes & 56th Avenue



Station Plan: *Brooklyn Boulevard Area*

This station will provide transit access to the Shingle Creek area on Brooklyn Boulevard between 49th Avenue and Highway 100. While ridership in the area is lower compared to the greater C Line corridor, providing access to improved transit in the community is supported by station spacing guidelines and the unique geography of the surrounding area; railroad tracks south of 49th Avenue and Highway 100 north of 51st Avenue create substantial distances between destinations.

A planned Brooklyn Boulevard reconstruction project will require project coordination to determine an appropriate station location. The City of Brooklyn Center is leading a reconstruction project of Brooklyn Boulevard from 49th Avenue to Bass Lake Road planned for 2018.¹⁵ Roadway design is currently in a concept planning phase, and final roadway configuration is subject to change.¹⁶ The future roadway design will differ from existing conditions, so constructing a station prior to the Brooklyn Boulevard reconstruction project is not recommended. C Line BRT investments in this area would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont corridor).

C Line operations are anticipated to begin in late 2017. Because this area is well served by Routes 5, 22, 721, 724, and continued limited Route 19 service, a temporary C Line station will not be constructed before completion of the Brooklyn Boulevard reconstruction in 2018. This timeline is subject to change pending full C Line project funding.

As a result of ongoing coordination with the Brooklyn Boulevard project, a station location general area of interest between 49th Avenue and Highway 100 is presented within this plan. Final roadway design considerations that will impact a final station location include the presence of safe pedestrian crossings and available right-of-way. A final station location will be coordinated with the City of Brooklyn Center Brooklyn Boulevard reconstruction project.

Table 1: Station Plan Summary – Brooklyn Boulevard Area

Brooklyn Boulevard Area		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Brooklyn Boulevard Area Provides adequate access per station spacing guidelines.
	Platform Location	SB: Final location dependent upon Brooklyn Boulevard reconstruction project coordination. NB: Final location dependent upon Brooklyn Boulevard reconstruction project coordination.

15 Additional information available at: <http://www.cityofbrooklyncenter.org/index.aspx?NID=833>

16 Additional information available at: <http://www.cityofbrooklyncenter.org/DocumentCenter/View/2648>

Brooklyn Boulevard Area

ADDITIONAL STATION DETAILS	Shelter	<p>SB: Install new shelter Install new shelter with enhanced amenities.</p> <p>NB: Install new shelter Install new shelter with enhanced amenities.</p>
	Curb Configuration	<p>SB: No bumpout Adequate space for pedestrians and station components anticipated to be coordinated within Brooklyn Boulevard reconstruction.</p> <p>NB: No bumpout Adequate space for pedestrians and station components anticipated to be coordinated within Brooklyn Boulevard reconstruction.</p>
	Platform Length	<p>SB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle.</p> <p>NB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle.</p>

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

Figure 1: Station Layout – Brooklyn Boulevard Area



Station Plan: Osseo & Victory Area

A BRT station in the area of Osseo Road and Victory Memorial Parkway will not be built as part of the C Line project. Information leading to this recommendation is provided below.

Alternatives Development Through Draft Station Plan Outreach Phase

During the draft plan comment period, Metro Transit continued to gather community input and comments on station location alternatives A through D identified in the draft station plan. See Figure 1 for more detail on the locations of these alternatives. The complete Osseo & Victory Area draft station plan published on November 6, 2015 is located within Appendix C.

Many attendees of the November 17 open house at Patrick Henry High School commented on the Osseo & Victory Area draft station plan. Metro Transit also attended a December 9 Victory Neighborhood Association meeting to provide an additional opportunity for community members to learn about the project and provide comments on the draft *C Line Station Plan*. Metro Transit staff visited the Victory neighborhood throughout the planning process to speak with area residents face-to-face about the project. For more information on draft *C Line Station Plan* outreach and engagement activities, please see Section II regarding the planning process.

Over 20 submitted comments focused on Osseo & Victory Area station location options. In general:

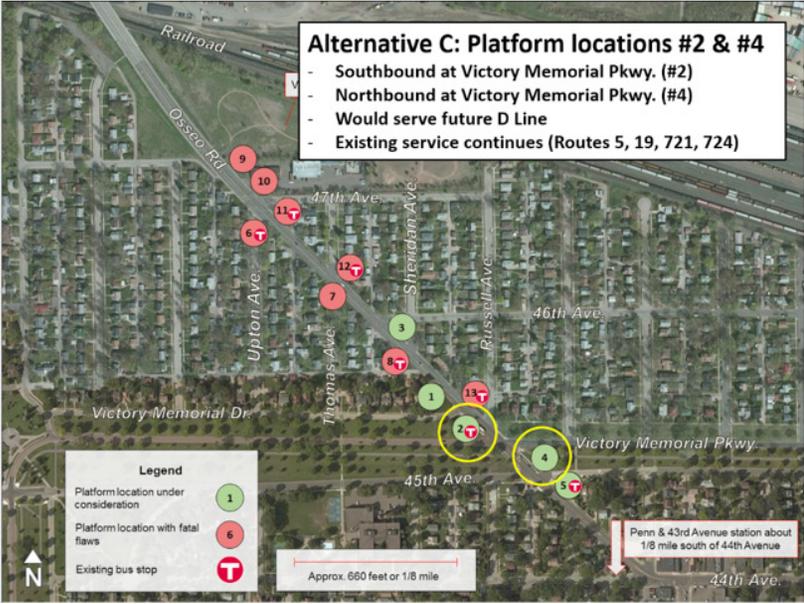
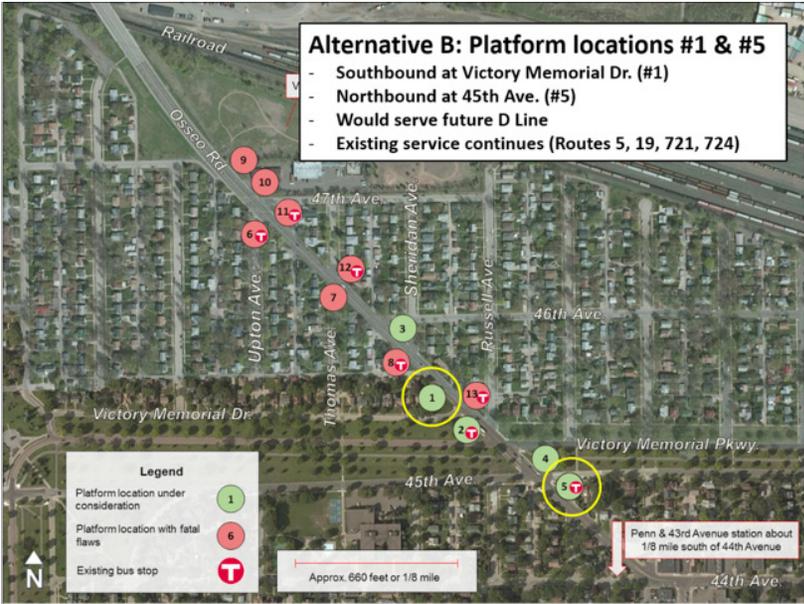
1. Comments expressed support for and opposition to specific station locations;
2. Comments expressed support for and opposition to a C Line station in the vicinity of Osseo Road and Victory Memorial Drive; and
3. Comments indicated a clear interest in further exploring Alternative C, which would place BRT platforms immediately adjacent to Victory Memorial Parkway and away from the residential properties adjacent to Alternatives A and B.

As a result, Metro Transit coordinated with the Minneapolis Park and Recreation Board on a potential station adjacent to Victory Memorial Parkway, including a discussion at the December 16, 2015 Minneapolis Park and Recreation Board Planning Committee meeting. The Minneapolis Park and Recreation Board expressed strong support for a no-build option under Alternative D, citing the incompatibility of a BRT station with the historic character of Victory Memorial Parkway and its role as a memorial to veterans. See Appendix B for additional comments from the Minneapolis Park and Recreation Board regarding the Osseo & Victory Area station plan.

City of Minneapolis policy maker comments expressed concerns about a station's proximity to residential properties and related potential impacts. Policy maker comments also invited additional discussion about locations 6 and 11 identified within the draft station plan. However, restrictions like limited available right-of-way and low ridership potential limit the feasibility of these platform options, as documented in the draft plan.

As a result of input received from community members and policy makers, low transit demand, and an abundance of non-C Line transit service options in this area, a station in the area of Osseo Road and Victory Memorial Parkway will not be built as part of the C Line project. The Osseo & Victory area will continue to be considered for future transit investments as part of ongoing transit service planning and the beginning of D Line (Chicago-Emerson/Fremont) project development.

Figure 1: Osseo & Victory Area Platform Location Alternatives



Station Plan: Penn & 43rd Avenue

This station will serve the northern portion of the Penn Avenue corridor, including the commercial node at 44th Avenue. Ridership and roadway geometry support station siting at 43rd Avenue. See “Other Alternatives Considered” for additional information. The Penn & Dowling station will be approximately 0.65 mile to the south and the Brooklyn Boulevard station, dependent upon final location, will be about 1.2 mile to the north. The 0.65 mile distance to the Penn & Dowling station to the south is appropriate in this segment given lower ridership between Dowling Avenue and 42nd Avenue due to the presence of Crystal Lake Cemetery east of Penn Avenue. The longer 1.2 mile distance to the Brooklyn Boulevard station to the north stems from the elimination of a previously considered station in an area with many other transit service options. See the Osseo & Victory Area station plan document for more information.

Table 1: Station Plan Summary – Penn & 43rd Avenue

Penn & 43rd Avenue		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & 43rd Avenue Serves more riders when compared to 44th Avenue, where safe station siting is not feasible.
	Platform Location	SB: Nearside (NW corner) A bus stop currently exists at this location. No benefit to farside station at this unsignalized intersection. NB: Nearside (SE corner) A bus stop currently exists at this location. No benefit to farside station at this unsignalized intersection.
ADDITIONAL STATION DETAILS	Shelter	SB: Install new shelter No shelter currently present. Will install new BRT shelter with enhanced amenities. NB: Install new shelter No shelter currently present. Will install new BRT shelter with enhanced amenities.
	Curb Configuration	SB: Bumpout Will maximize operational efficiency and pedestrian space. No space constraints exist that will restrict bumpout construction. NB: Bumpout Will maximize operational efficiency and pedestrian space. No space constraints exist that will restrict bumpout construction.
	Platform Length	SB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle. NB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle.

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

Notes and Discussion

There are no transit connections at this station. Reduced Route 19 local service will be maintained at this location.

The intersection of Penn Avenue and 43rd Avenue is unsignalized. Transit signal priority will not be implemented at this intersection.

On-street parking will be impacted by this station, though stations will be sited at corners with existing no-parking bus stop zones. The addition of curb bumpouts will result in a reduction of on-street parking on Penn Avenue by approximately two to three parking spaces per platform.

Other Alternatives Considered

Penn & 44th Avenue Station Location

Commercial activity surrounding the intersection of Penn Avenue and Osseo Road with 44th Avenue produces an expected consideration for transit enhancement in the area, in contrast to the lower-density residential uses surrounding 43rd Avenue. This consideration was also expressed during the comment period at open houses and in written comments by the City of Minneapolis Department of Community Planning and Economic Development and the general public.

However, submitted comments support the proposed Penn & 43rd Avenue location. In addition, roadway constraints restrict the feasibility of siting a station at the Osseo Road/44th Avenue/Penn Avenue intersection. Moreover, higher ridership to the south supports that a C Line station in the area is better positioned at 43rd Avenue.

The skewed and offset Osseo/44th/Penn intersection introduces a number of critical limitations to safely siting a BRT station that meets customer needs. See Figure 1 for an aerial image of this intersection and the alternatives considered. Tables 2 and 3 identify critical factors supporting placement of a BRT station away from the Osseo/44th/Penn intersection, as an enhancement to the existing bus stop at 43rd Avenue.

The platform sites at Penn & 43rd Avenue maintain driveway access points, safe vehicle turns, and sightlines, and provide adequate space for shelters and customer amenities.

Figure 1: Osseo/Penn/44th Ave. Alternative Platform Location Considerations



Table 2: 43rd Ave. Northbound Alternative Platform Options

Northbound Alternative Options	
Location	Critical Limitations to Siting Station
1: Osseo Rd, farside of Penn Ave.	<ul style="list-style-type: none"> • Right-of-way unavailable; would require acquisition of parcel behind sidewalk • Stopped bus would be blocked from view of vehicles approaching from the east; platform location is in blind spot for right-turning vehicles
2: 44th Ave, farside of Penn Ave.	<ul style="list-style-type: none"> • Bus cannot stop pull up to curb after making left turn
3: Penn Ave, nearside of 44th Ave.	<ul style="list-style-type: none"> • Impossible to make left turn from curb without a dedicated bus-only turning signal • 60' platform cannot fit without eliminating driveway/access
4: Penn Ave north of alley, mid-block	<ul style="list-style-type: none"> • Inadequate space for bus to enter left-turn lane at 44th • Inadequate length for 60' platform between alley and driveway • Location invites undesirable mid-block pedestrian crossings
5: Penn Ave south of alley, mid-block	<ul style="list-style-type: none"> • Inadequate space to enter left-turn lane at 44th • Location invites undesirable mid-block pedestrian crossings

Table 3: 43rd Ave. Southbound Alternative Platform Options

Southbound Alternative Options	
Location	Critical Limitations to Siting Station
6: Osseo Rd, nearside of 44th Ave	<ul style="list-style-type: none"> • Right-of-way unavailable; would require acquisition of parcel behind sidewalk • No sidewalk connectivity along west side of Osseo Road
7: On 44th Ave, nearside of Penn Ave.	<ul style="list-style-type: none"> • High right-turn volumes creates conflict with bus stopping in single traffic lane
8: Penn Ave, farside of 44th Ave.	<ul style="list-style-type: none"> • Platform location is in blind spot for right-turning vehicles • 60' platform cannot fit without eliminating driveway/access
9: Penn Ave south of driveway, mid-block	<ul style="list-style-type: none"> • Platform location is in blind spot for right-turning vehicles • 60' platform cannot fit without eliminating driveway/access • Location invites undesirable mid-block pedestrian crossings

In addition, existing ridership is higher at 43rd Avenue than 44th Avenue, due in large part to ridership from Patrick Henry High School. 43rd Avenue serves more than twice as many customers as 44th Avenue. Students generally use the 43rd Avenue bus stop because it is closer to school doors than the 44th Avenue stop.

Project Delivery

Penn Avenue Community Works Project

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.¹⁷ Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction. Improvements to targeted intersections of Penn Avenue, including C Line stations, are currently planned for construction beginning in 2017. This timeline is subject to change pending full C Line project funding.

¹⁷ Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 2: Station Layout – Penn & 43rd Avenue



Station Plan: Penn & Dowling

This station will serve the intersection of Penn Avenue and Dowling Avenue. This location will have unique station spacing as a result of surrounding land uses. The Penn & 43rd Avenue station is located about 0.65 mile to the north, a longer distance than typical due to the disruption of the street grid from the Crystal Lake Cemetery. The Penn & 36th Avenue station is about 0.25 mile to the south, a shorter distance than typical to provide transit access for strong transit demand between Lowry Avenue and Dowling Avenue. Modest ridership surrounding the Penn & Dowling station reflects that transit predominantly serves single-family residential land uses in this area.

Table 1: Station Plan Summary – Penn & Dowling

Penn & Dowling		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & Dowling Provides adequate station spacing and transit access to northern portion of Penn Avenue corridor.
	Platform Location	SB: Nearside (NW corner) SB platform must be sited nearside due to existing NB constraints and limited roadway width. A bus stop currently exists at this location. NB: Nearside (SE corner) Crystal Lake Cemetery limits feasibility of farside platform. A bus stop currently exists at this location.
ADDITIONAL STATION DETAILS	Shelter	SB: New shelter No shelter currently present. Will install new shelter with enhanced amenities. NB: New shelter No shelter currently present. Will install new shelter with enhanced amenities.
	Curb Configuration	SB: Bumpout Maximizes operational efficiency and pedestrian space. No space constraints exist that will restrict bumpout construction. NB: Bumpout Maximizes operational efficiency and pedestrian space. No space constraints exist that restrict bumpout construction.
	Platform Length	SB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle. NB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle.

*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. Aside from Route 19, there are no intersecting bus routes at this location. Reduced Route 19 local service will be maintained at this location. Dowling Avenue also carries Route 19 "H" branch service west to 42nd Avenue and York Avenue.

The intersection of Penn Avenue and Dowling Avenue is signalized. While nearside station platforms limit the potential for transit signal priority, signal priority will be considered for implementation and is dependent upon a traffic analysis balancing acceptable traffic operations for all street users. This work will be completed within the detailed design and engineering phase.

On-street parking will be impacted by this station. The addition of curb bumpouts will result in a reduction of on-street parking on Penn Avenue by approximately four to five parking spaces per platform.

Curb Bumpouts

A micro-simulation traffic model was developed as part of the Penn Avenue Community Works planning process to help determine the feasibility of deploying curb bumpouts at C Line stations throughout the Penn Avenue corridor.

Modeled factors included farside bumpouts at both directional platforms, additional C Line service frequency, and traffic volume growth through year 2035 throughout the corridor. Bumpouts have been included within the station plan resulting from these models indicating future traffic operations would remain acceptable with BRT operations.

Other Alternatives Considered

Site Station Platforms on Farside (NE and SW) Corners of Penn & Dowling Avenue

Station platforms will remain on the nearside of the intersection for both the northbound and southbound buses. The intersection is signalized, suggesting farside platform siting is preferable to maximize transit signal priority potential. However, the Crystal Lake Cemetery in the northeast quadrant of the intersection restricts the feasibility of farside platforms for northbound buses. There are no sidewalks along Penn Avenue cemetery frontage, and a northbound farside platform would function as the only generator of pedestrian activity in the quadrant. In addition, a cemetery driveway restricts the length available to construct a 60' platform.

Since Penn Avenue's roadway width prevents both bumpouts from being constructed on either the northern or southern halves of the intersection, diagonally opposite bumpouts are required. Therefore, the southbound platform and bumpout must be constructed on the northwest quadrant of the intersection.

Project Delivery

Penn Avenue Community Works Project

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.¹⁸ Hennepin County plans to reconstruct intersections of the Penn Avenue corridor in coordination with C Line construction. Improvements to targeted intersections of Penn Avenue, including C Line stations, are currently planned for construction beginning in 2017. This timeline is subject to change pending full C Line project funding.

¹⁸ Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 1: Station Layout – Penn & Dowling



Station Plan: Penn & 36th Avenue

The Penn & 36th Avenue station will serve a high-ridership area of Penn Avenue between the major intersections of Lowry Avenue and Dowling Avenue. Station spacing guidance suggests a station should be sited between Lowry Avenue and Dowling Avenue, which are approximately 0.75 mile apart. The existing 36th Avenue bus stop serves the greatest number of Route 19 customers between Lowry Avenue and Dowling Avenue. The Penn & Lowry station is about 0.5 mile to the south and the Penn & Dowling station is about 0.25 mile to the north.

Table 1: Station Plan Summary – Penn & 36th Avenue

Penn & 36th Avenue		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & 36th Avenue Provides access to a high-ridership area between major intersections (Lowry Avenue and Dowling Avenue).
	Platform Location	SB: Farside (SW corner) Nearside platform of standard 60' length is not possible due to existing driveway located 50' north of NW quadrant corner. NB: Farside (NE corner) NB platform must be sited farside due to existing SB access conditions and limited Penn Avenue roadway width.
ADDITIONAL STATION DETAILS	Shelter	SB: Replace existing shelter Will replace existing shelter with BRT shelter and enhanced amenities. NB: Install new shelter No shelter currently present. Install new shelter with enhanced amenities.
	Curb Configuration	SB: Bumpout Maximizes operational efficiency and pedestrian space. No existing space constraints that restrict bumpout construction. NB: Bumpout Maximizes operational efficiency and pedestrian realm. No existing space constraints that restrict bumpout construction.
	Platform Length	SB: 60' long C Line design standard to accommodate 60' BRT vehicle. NB: 60' long C Line design standard to accommodate 60' BRT vehicle.

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

Notes and Discussion

There are no connecting transit routes at this station; however, reduced Route 19 local service will be maintained at this location.

The intersection of Penn Avenue and 36th Avenue is unsignalized. Transit signal priority will not be implemented at this intersection.

On-street parking will be impacted by this station. The construction of curb bumpouts will result in a reduction of on-street parking on Penn Avenue by approximately four to five parking spaces per platform. Parking analysis conducted through the Penn Avenue Community Works project shows that surrounding on-street parking supply is adequate to meet demand in this area if spaces are impacted by a C Line station.

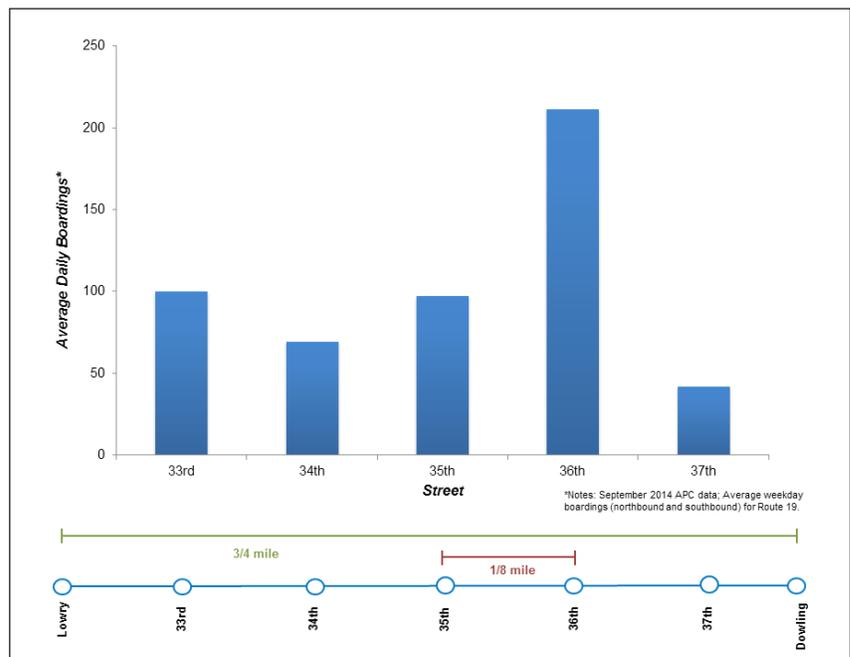
Other Alternatives Considered

Site Station at 35th Avenue

The 2012 ATCS addendum¹⁹ on Penn Avenue initially considered a station at 35th Avenue for more even spacing between Lowry Avenue and Dowling Avenue. Representatives from the Folwell Neighborhood Association and the Cleveland Neighborhood Association also suggested consideration of a station at 35th Avenue instead of 36th Avenue. Neighborhood interest in 35th Avenue was based on reports of current criminal activity at the existing bus shelter at Penn Avenue & 36th Avenue; representatives suggested that moving the station one block south could help provide a safer environment and better experience for C Line customers.

While station spacing between Lowry Avenue and Dowling Avenue is more balanced at 35th Avenue, ridership patterns generally support 36th Avenue as a more effective station location. See Figure 1 for additional information. Higher residential densities surrounding the 36th Avenue intersection likely contribute to increased ridership. The increased ridership of 36th Avenue is anticipated to result in a more effective station while limiting increased walking distance for 35th Avenue customers to approximately 1/8 mile. In addition, pedestrian crossing movements are similar at either intersection since both 35th Avenue and 36th Avenue are unsignalized.

Figure 1: Route 19 Ridership and Station Spacing; 35th Ave. and 36th Ave.



19 Available at: http://www.metrotransit.org/Data/Sites/1/media/pdfs/atcs/atcs_final_report_addendum.pdf

C Line design features will address customer security concerns in this segment of Penn Avenue. C Line stations at this and all locations will be designed for customer comfort and safety and to deter criminal activity. Security cameras, lighting, and site-specific shelter designs (e.g., with or without walls, wall design, etc.) will be important features for consideration as the project moves into the design/engineering phase.

During the draft *C Line Station Plan* comment period, the proposed 36th Avenue station location was also the subject of additional community outreach led by the Cleveland Neighborhood Association. Neighborhood association representatives conducted a survey asking community members if they preferred a station location at 35th Avenue or 36th Avenue. This survey was conducted through neighborhood canvassing and at the Lucy Laney Community School's Turkey Bingo Family Night. The survey did not identify a strong respondent preference for one particular alternative.

The Cleveland Neighborhood Association also submitted a written comment supporting a station at 35th Avenue based upon a 5-4 vote of the neighborhood association board. Other written comments were also submitted as part of the draft *C Line Station Plan* comment period. Overall, public input received expressed mixed opinions on specific station location preferences.

A station at 36th Avenue remains the recommended station location, based on the considerably higher demand at this location compared to 35th Avenue, and supported by the balance of input received at this location.

Site Station Platforms on Nearside Corners of Penn & 36th Avenue

Existing bus stops are located on the nearside of the intersection for both northbound and southbound buses. Station platforms will be located on the farside of the intersection for both northbound and southbound buses. Since the intersection is not signalized, transit signal priority is not a factor in the farside siting of these platforms. Rather, farside siting for both platforms is the result of existing access conditions on the northwest quadrant of the intersection.

An existing driveway located approximately 50' north of the intersection precludes a standard 60' platform from being constructed on the nearside of the intersection. As a result, the southbound platform and curb bumpout must be constructed on the intersection's southwest quadrant. Since Penn Avenue's narrow width prevents both bumpouts from being constructed on either the northern or southern halves of the intersection, diagonally opposite bumpouts are required. Therefore, the northbound platform and bumpout must be constructed on the northeast quadrant of the intersection.

Project Coordination

Penn Avenue Community Works Project

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.²⁰ Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction. Improvements to targeted intersections of Penn Avenue, including C Line stations, are currently planned for construction beginning in 2017. This timeline is subject to change pending full C Line project funding.

²⁰ Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 2: Station Layout – Penn & 36th Avenue



Station Plan: Penn & Lowry

This station will serve the intersection of Penn Avenue and Lowry Avenue. This plan sites stations closer to the 0.25 mile minimum between Lowry Avenue and 29th Avenue to help accommodate consistently high ridership in the area. The Penn & 36th Avenue station will be about 0.5 mile to the north. This intersection has also been the focus of redevelopment efforts, including the Penn-Lowry Crossings opening in 2011 and ongoing Hennepin County efforts on the intersection’s northern half. The intersection is a critical transit node and functions as the highest-ridership northbound and southbound location on Penn Avenue. Outside of Brooklyn Center Transit Center, it has the highest number of southbound boardings on the entire route.²¹

Table 1: Station Plan Summary – Penn & Lowry

Penn & Lowry		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & Lowry Provides access to high-ridership location at major intersection and transit node.
	Platform Location	SB: Nearside (NW corner) Adequate space available adjacent to Hennepin County-owned parcel. A bus stop currently exists at this location. NB: Farside (NE corner) Adequate space available adjacent to Hennepin County-owned parcel. No bus stop currently exists at this location.
ADDITIONAL STATION DETAILS	Shelter	SB: Replace existing shelter Will replace existing shelter with BRT shelter and enhanced amenities. NB: Install new shelter No shelter currently present. Will install new BRT shelter with enhanced amenities.
	Curb Configuration	SB: No bumpout Adequate sidewalk space currently exists for pedestrians and station furnishings. NB: No bumpout Adequate sidewalk space currently exists for pedestrians and station furnishings. Bus stops in through lane; no merge is required.
	Platform Length	SB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle. NB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle.

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

21 Source: September 2014 APC data

Notes and Discussion

A major station planning consideration is the potential for connections to existing transit service. The station will serve connections to Route 32 service between the Robbinsdale Transit Center and the Rosedale Transit Center. Reduced Route 19 local service will also be maintained at this location.

The intersection of Penn Avenue and Lowry 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.

The existing bus shelter on the northwest quadrant (southbound) will be relocated to another bus stop and replaced with a BRT shelter with enhanced amenities.

Other Alternatives Considered

Nearside/Farside Station Platform Siting

The southbound platform is planned for a nearside placement at the location of the existing bus stop. Space constraints on the farside southeast quadrant limit the feasibility of constructing a large BRT shelter to serve high numbers of customers while maintaining adequate space for pedestrian traffic. On-street parking adjacent to small businesses is also available for use at this corner and will be retained with a nearside station.

The northbound platform is planned for a farside placement, across Lowry Avenue from the existing bus stop. A farside platform location can maximize the potential operational benefits of traffic signal priority for northbound service.

Importantly, Hennepin County owns the vacant northwest and northeast parcels of the intersection and intends to lead redevelopment of these properties. Both parcels have been replatted to allow additional space for transportation uses, including transit waiting facilities, regardless of future development outcomes and related site designs.

As a result, the nearside and farside platform locations for southbound and northbound service, respectively, balance operational needs with site constraints and development opportunities.

Project Delivery

Penn Avenue Community Works Project

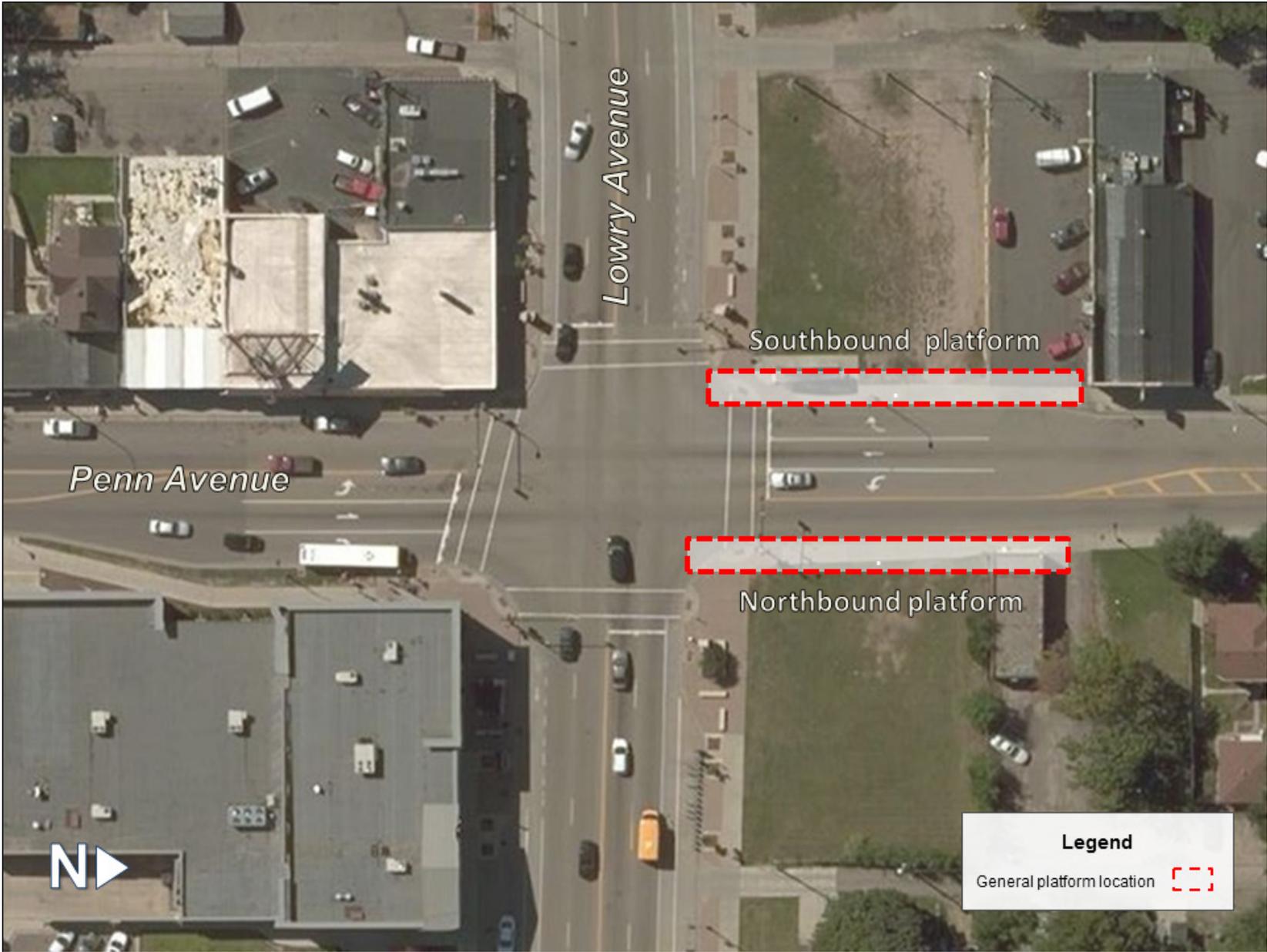
Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.²² Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction. Improvements to targeted intersections of Penn Avenue, including C Line stations, are currently planned for construction beginning in 2017. This timeline is subject to change pending full C Line project funding.

²² Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Hennepin County-Owned Redevelopment Sites

As previously noted, the parcels adjacent to planned station platforms are owned by Hennepin County and are planned for future redevelopment. Final placement of platforms, sidewalks, and furnishings (e.g., shelter, ticket vending machines, fare card validator, etc.) will be determined during the detailed design and engineering phase, in coordination with redevelopment activities, which may affect final station design.

Figure 1: Station Layout – Penn & Lowry



Station Plan: Penn & 29th Avenue

This station will serve a high-ridership area of Penn Avenue between Lowry Avenue and West Broadway Avenue. Planned station spacing closer is to the 0.25 mile minimum guidance between West Broadway and Lowry Avenue to accommodate consistently high ridership within this 0.65-mile span. The Penn & Lowry station will be located about 0.25 mile to the north, and the Penn & West Broadway station will be about 0.4 mile to the south. This station will serve the surrounding residential area.

Table 1: Station Plan Summary – Penn & 29th Avenue

Penn & 29th Avenue		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & 29th Avenue Provides additional access within a high-ridership area of the Penn Avenue corridor between two major stations.
	Platform Location	SB: Nearside (NW corner) A bus stop currently exists at this location. No benefit to farside station at this unsignalized intersection. NB: Nearside (SE corner) A bus stop currently exists at this location. No benefit to farside station at this unsignalized intersection.
ADDITIONAL STATION DETAILS	Shelter	SB: Install new shelter No shelter currently present. Will install new BRT shelter with enhanced amenities. NB: Install new shelter No shelter currently present. Will install new BRT shelter with enhanced amenities.
	Curb Configuration	SB: Bumpout Bumpout will maximize operational efficiency and pedestrian space. No space constraints exist restricting bumpout construction. NB: Bumpout Bumpout will maximize operational efficiency and pedestrian space. No space constraints exist restricting bumpout construction.
	Platform Length	SB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle. NB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle.

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

Notes and Discussion

There are no major transit connections at this location. The station is served by a Route 32 branch for limited school day service to northeast Minneapolis. Reduced Route 19 local service will also be maintained at this location.

The intersection of Penn Avenue and 29th Avenue is unsignalized. Transit signal priority will not be implemented at this intersection.

On-street parking will be impacted by this station. The addition of curb bumpouts will result in a reduction of on-street parking on Penn Avenue by approximately four to five parking spaces per platform.

Other Alternatives Considered

No Station between Broadway and Lowry

The 2012 ATCS addendum²³ on Penn Avenue identified C Line stations at Lowry Avenue and West Broadway Avenue, both major commercial nodes with high levels of existing ridership and crosstown bus connections. Initially, no station was planned for the 0.65-mile gap between Broadway and Lowry. This spacing exceeds 0.25-0.5 mile station spacing guidance for arterial BRT. Over this wide space between stations, ridership is high; ridership data indicates over 450 people board the bus each day at bus stops between Lowry Avenue and West Broadway Avenue. Without a station between Broadway and Lowry, this area would have the highest number of customers unserved between C Line stations outside of the downtown area. An additional station would better serve customers and meet station spacing guidance. In addition, the C Line preliminary planning process identified community interest in adding a station between Lowry Avenue and West Broadway Avenue.

27th Avenue Station Location

After the need for a station between Broadway and Lowry was clearly identified, multiple locations were considered for this infill station. Options for a station at either 27th Avenue or 29th Avenue were considered. While station spacing between Lowry Avenue and West Broadway Avenue is more balanced at 27th Avenue, higher ridership patterns generally support 29th Avenue as a more effective station location.

Due to the wide spacing between stations at Lowry Avenue and West Broadway Avenue and the large number of customers that would need to walk several blocks to reach these stations, an additional station at 29th Avenue is recommended. The Jordan Area Community Council has supported the addition of this station to the C Line plan.²⁴

²³ Available at: http://www.metrotransit.org/Data/Sites/1/media/pdfs/atcs/atcs_final_report_addendum.pdf

²⁴ Jordan Area Community Council meeting minutes available at: <http://www.jordanmpls.org/wp-content/uploads/2015/02/Housing-Committee-Minutes-January-2015.pdf>

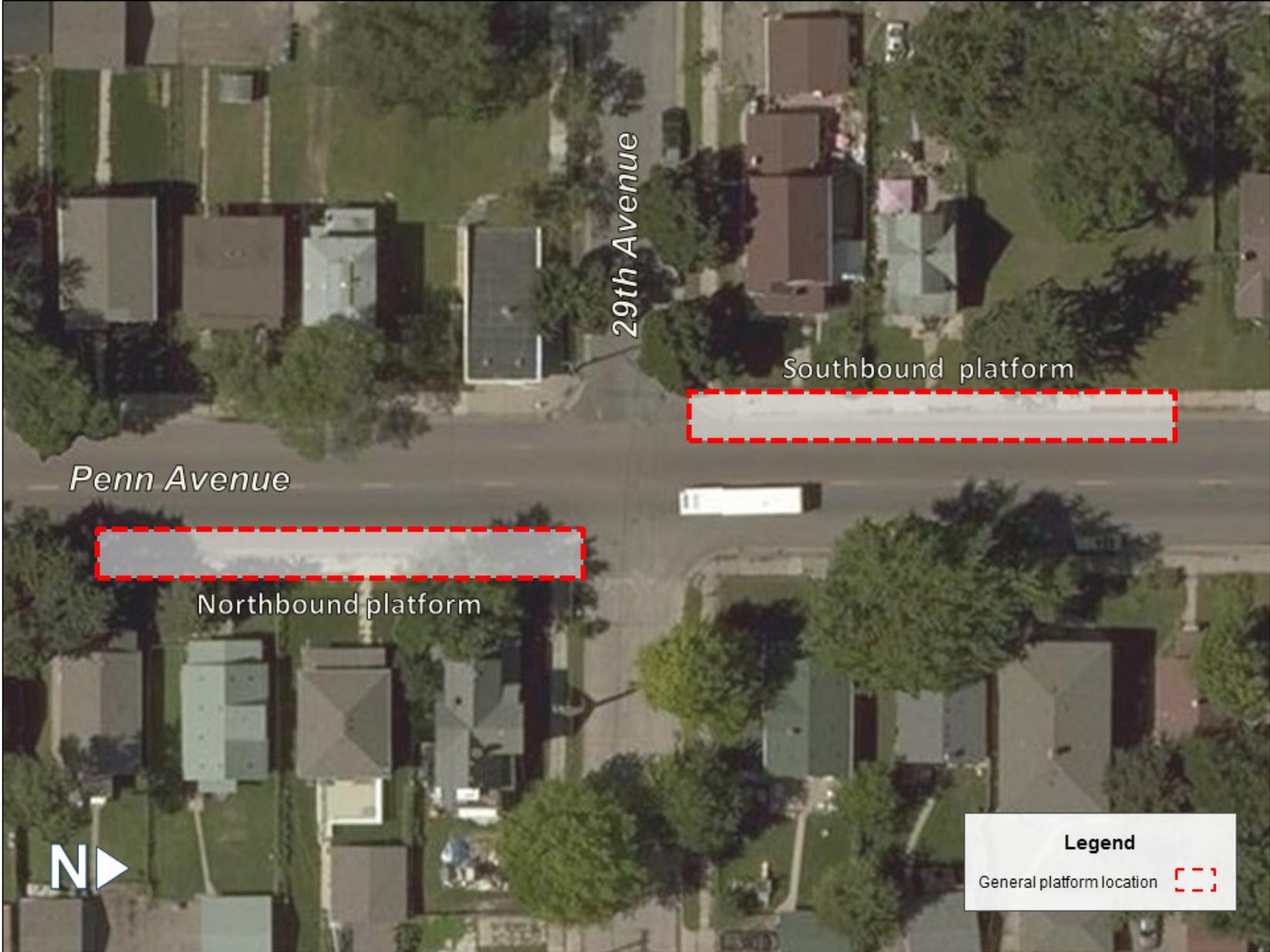
Project Delivery

Penn Avenue Community Works Project

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.²⁵ Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction. Improvements to targeted intersections of Penn Avenue, including C Line stations, are currently planned for construction beginning in 2017. This timeline is subject to change pending full C Line project funding.

²⁵ Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 1: Station Layout – Penn & 29th Avenue



Station Plan: Penn & West Broadway

This station will serve the intersection of Penn Avenue and West Broadway Avenue. This location meets station spacing guidance; the Penn & Golden Valley station will be about 0.35 mile to south and the Penn & 29th Avenue station will be about 0.4 mile to the north. The area is an important commercial center within north Minneapolis, providing a mix of land uses surrounding the five-legged intersection. Within the Penn Avenue corridor, the existing Penn & West Broadway bus stops have the 2nd and 3rd highest number of Route 19 boardings for northbound and southbound trips, respectively.²⁶

Table 1: Station Plan Summary – Penn & West Broadway

Penn & West Broadway		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & West Broadway Will provide access to high-ridership location at major intersection and transit node.
	Platform Location	SB: Nearside (NW corner) Platform location coordinated with Broadway Flats mixed-use development. NB: Nearside (SE corner) Will be located within existing transit plaza and bus stop.
ADDITIONAL STATION DETAILS	Shelter	SB: Use integrated transit waiting area Sheltered transit waiting area will be integrated into Broadway Flats development. NB: Use existing shelter Will use existing custom shelter.
	Curb Configuration	SB: No bumpout Integration of platform with development and space constraints results in curbside siting. NB: No bumpout Traffic model indicates operational inadequacy of NB bumpout.
	Platform Length	SB: 100' long Will exceed 60' standard to provide additional space for local service buses. NB: 100' long Will exceed 60' standard to provide additional space for local service buses.

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

26 Source: September 2014 APC data

Notes and Discussion

A major station planning consideration is the potential for connections to existing transit service. The station will serve connections to Route 14 on West Broadway Avenue for service between the Robbinsdale Transit Center and Richfield. Reduced Route 19 local service will also be maintained at this location.

The intersection of Penn Avenue and West Broadway 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

Curb Bumpouts

A micro-simulation traffic model was developed as part of the Penn Avenue Community Works planning process to help determine the feasibility of deploying curb bumpouts at C Line stations throughout the Penn Avenue Corridor. Modeled factors included a bumpout at the northbound platform, additional C Line service frequency, and traffic volume growth through year 2035 throughout the corridor.

Model results showed that the northbound bumpout would impact traffic operations beyond acceptable levels. As a result, a farside northbound bumpout is not considered feasible at this location.

The northbound platform will use an existing transit plaza with adequate space for pedestrian use without the need for a bumpout. See Figure 1. The C Line project will modify this plaza and shelter to integrate C Line components (e.g., landmark pylon, ticket vending machines, and fare card validator).

Figure 1: Existing Custom Shelter and Plaza at Proposed Northbound Platform



Site Station Platforms on Farside Corners of Penn & West Broadway Avenue

Existing bus stops will remain on the nearside of the intersection for both northbound and southbound buses. Opportunities to use existing transit infrastructure or coordinate with future development contributed to nearside platform siting. Southbound platform and station design will be integrated into the Broadway Flats development on the intersection's northeast corner. The existing transit plaza and custom shelter on the southeast corner will be used for the northbound platform.

Project Delivery

Penn Avenue Community Works

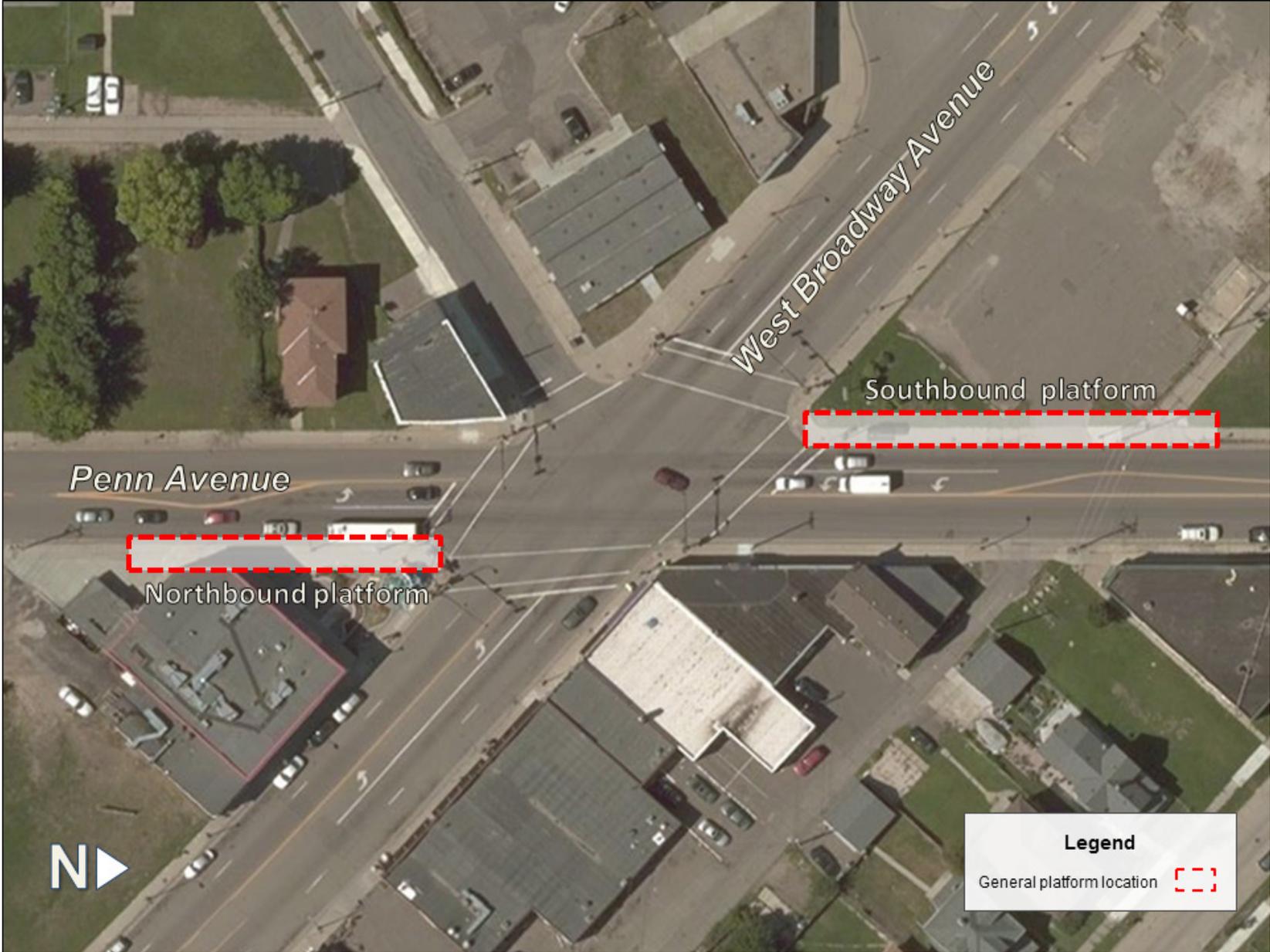
Station design and construction will be coordinated with the Hennepin County Penn Avenue Community Works project.²⁷ Hennepin County plans to reconstruct intersections of the Penn Avenue corridor in coordination with C Line construction. Improvements to targeted intersections of Penn Avenue, including C Line stations, are currently planned for construction beginning in 2017. This timeline is subject to change pending full C Line project funding.

Broadway Flats Development

A mixed-use development is under construction at the northwest corner of Penn Avenue and West Broadway Avenue. In lieu of a standard arterial BRT shelter, a transit waiting area will be integrated into the new building's Penn Avenue frontage for the southbound platform. This design will offer a sheltered alcove with heating/lighting, and leaning rails. A landmark pylon, ticket vending machine, and fare card validator will be included within the southbound platform design; these are key station components shared throughout the arterial BRT system.

²⁷ Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 2: Station Layout – Penn & West Broadway



Station Plan: Penn & Golden Valley

This station will serve the intersection of Penn Avenue and Golden Valley Road. This location meets station spacing guidance; the Penn & Plymouth station will be about 0.5 to the south and the Penn & West Broadway station will be about 0.35 mile to the north. Within the Penn Avenue corridor, the existing Penn & Golden Valley bus stops have the 3rd and 6th highest number of Route 19 boardings for northbound and southbound trips, respectively.²⁸ Southbound platform design is being coordinated with current development on the intersection’s southwest corner.

Table 1: Station Plan Summary – Penn & Golden Valley

Penn & Golden Valley		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & Golden Valley Provides access to high-ridership location at major intersection and transit node.
	Platform Location	SB: Farside (SW corner) Farside platform is preferred to maximize transit signal priority potential. Platform location is coordinated with Commons @ Penn mixed-use development. This location does not currently have a bus stop. NB: Farside (NE corner) Farside platform is preferred to maximize transit signal priority potential. This location does not currently have a bus stop.
ADDITIONAL STATION DETAILS	Shelter	SB: Integrated transit waiting area No shelter currently present. Sheltered transit waiting area will be integrated into Commons @ Penn development. NB: Install new shelter No shelter currently present. Will install new BRT shelter with enhanced amenities.
	Curb Configuration	SB: Bumpout Maximizes operational efficiency and pedestrian space. No space constraints exist restricting bumpout construction. NB: Bumpout Maximizes operational efficiency and pedestrian space. No space constraints exist restricting bumpout construction.
	Platform Length	SB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle. NB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle.

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

28 Source: September 2014 APC data

Notes and Discussion

A major station planning consideration is the potential for connections to existing transit service. The station will serve connections to Route 14 for service between the Robbinsdale Transit Center and Richfield and Route 30 for service on the Broadway Crosstown. Reduced Route 19 local service will also be maintained at this location.

The intersection of Penn Avenue and Golden Valley Road is signalized. Transit signal priority will be considered for implementation during the engineering phase. Implementation is dependent upon a traffic analysis balancing acceptable traffic operations for all street users.

On-street parking will be impacted by this station. The addition of curb bumpouts will result in a reduction of on-street parking on Penn Avenue by approximately four to five parking spaces per platform.

Curb Bumpouts

A micro-simulation traffic model was developed as part of the Penn Avenue Community Works planning process to help determine the feasibility of deploying curb bumpouts at C Line stations throughout the Penn Avenue corridor.

Modeled factors included farside bumpouts at both platforms, additional C Line service frequency, and traffic volume growth through year 2035 throughout the corridor. Bumpouts have been included within the station plan resulting from these models indicating future traffic operations would remain acceptable with BRT operations.

Other Alternatives Considered

Site Station Platforms on Nearside Corners of Penn & Golden Valley

Existing bus stops are located on the nearside of the intersection for both northbound and southbound buses. BRT platforms will be located on the farside of the intersection for both northbound and southbound buses. Narrow street width on Penn Avenue requires platform bumpouts to be constructed on diagonally opposite corners to allow space for safe turning movements. Therefore, moving one platform to the alternative corner would necessitate moving the other platform.

In addition to the potential for coordination with the Commons @ Penn development, the potential for transit signal priority was an important factor in the farside siting of the southbound platform. Farside platforms are preferred with transit signal priority. For southbound operations, farside siting is possible with adequate length for a 60' platform and no existing access conflicts.

Given the siting of the southbound platform on the southwest corner, the northbound platform must be offset on the northeast corner. Farside siting also optimizes transit signal priority potential for northbound operations. The farside northeast quadrant has adequate length for a 60' platform and no existing access conflicts.

Project Delivery

Penn Avenue Community Works Project

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.²⁹ Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction. Improvements to targeted intersections of Penn Avenue, including C Line stations, are currently planned for construction beginning in 2017. This timeline is subject to change pending full C Line project funding.

Commons @ Penn Development

A mixed-use development, Commons @ Penn, is currently being constructed at the intersection's southeast quadrant. A sheltered transit waiting area will be integrated into the new building's Penn Avenue frontage for the southbound platform. A landmark pylon, ticket vending machines, fare card validator, and other technology components will be included within the southbound platform design.

²⁹ Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 1: Station Layout – Penn & Golden Valley



Station Plan: Penn & Plymouth

This station will serve the intersection of Penn Avenue and Plymouth Avenue. The Plymouth Avenue location meets station spacing guidance; the Olson & Penn station will be situated approximately 0.5 mile to south and the Penn & Golden Valley station will be situated approximately 0.5 to the north. Within the Penn Avenue corridor, the existing Penn & Plymouth bus stops have the 4th and 5th highest number of Route 19 boardings for northbound and southbound trips, respectively.³⁰

Table 1: Station Plan Summary – Penn & Plymouth

Penn & Plymouth		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & Plymouth Provides access to high-ridership location at major intersection and transit node.
	Platform Location	SB: Farside (SW corner) Farside platform is preferred to maximize transit signal priority potential and avoid nearside driveway conflicts. NB: Farside (NE corner) Farside platform is preferred to maximize transit signal priority potential.
ADDITIONAL STATION DETAILS	Shelter	SB: Install new shelter Will install new shelter with enhanced amenities. NB: Install new shelter Will install new shelter with enhanced amenities.
	Curb Configuration	SB: Bumpout Bumpout will maximize operational efficiency and pedestrian space. No space constraints currently exist that restrict bumpout construction. NB: Bumpout Bumpout will maximize operational efficiency and pedestrian space. No space constraints currently exist that restrict bumpout construction.
	Platform Length	SB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle. NB: 60' long Will use C Line design standard to accommodate 60' BRT vehicle.

*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 7 and 32 on Plymouth Avenue. Reduced Route 19 local service will also be maintained at this location.

³⁰ Source: September 2014 APC data

The intersection of Penn Avenue and Plymouth Avenue is signalized. Transit signal priority will be considered for implementation during the engineering phase. Implementation is dependent upon a traffic analysis balancing acceptable traffic operations for all street users.

On-street parking will be impacted by this station. The addition of curb bumpouts will result in a reduction of on-street parking on Penn Avenue by approximately four to five parking spaces per platform.

Curb Bumpouts

A micro-simulation traffic model was developed as part of the Penn Avenue Community Works planning process to help determine the feasibility of deploying curb bumpouts at C Line stations throughout the Penn Avenue corridor.

Modeled factors included farside bumpouts at both platforms, additional C Line service frequency, and traffic volume growth through year 2035 throughout the corridor. Bumpouts have been included within the station plan resulting from these models indicating future traffic operations would remain acceptable with BRT operations.

Other Alternatives Considered

Site Station Platforms on Nearside Corners of Penn & Plymouth Avenue

Existing bus stops are located on the nearside of the intersection for both northbound and southbound buses. C Line platforms will be located on the farside of the intersection for both northbound and southbound buses. Narrow street width on Penn Avenue requires platform bumpouts to be constructed on diagonally opposite corners to allow space for safe turning movements. Therefore, moving one platform to the alternative corner would necessitate moving the other platform.

A southbound station platform on the northwest corner of the intersection was explored in order to maximize proximity to the NorthPoint Health and Wellness Center.

Farside platforms are preferred with transit signal priority in order to optimize traffic operations for all street users. For southbound operations, farside siting is possible due to adequate length for a 60' platform and no existing access conflicts. A nearside platform would be potentially in conflict with the Estes Funeral Home driveway.

Farside siting also optimizes transit signal priority potential for northbound operations. The farside northeast quadrant has adequate length for a 60' platform and no existing access conflicts.

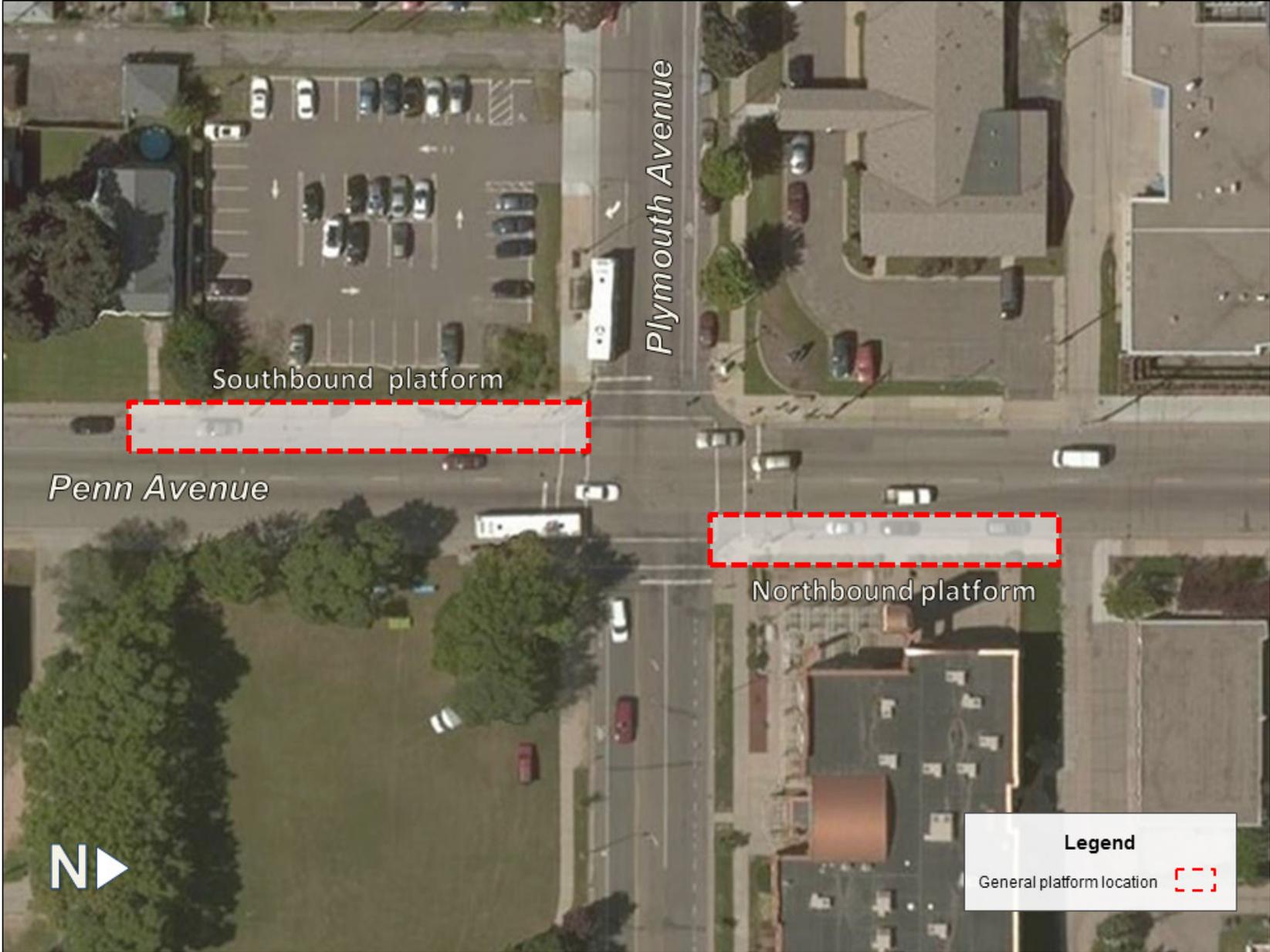
Project Delivery

Penn Avenue Community Works

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.³¹ Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction. Improvements to targeted intersections of Penn Avenue, including C Line stations, are currently planned for construction beginning in 2017. This timeline is subject to change pending full C Line project funding.

31 Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 1: Station Layout – Penn & Plymouth



Station Plan: Olson Memorial Highway Stations

The C Line will run on Olson Memorial Highway between Penn Avenue and 7th Street North. The limited-stop C Line will serve three stations in this segment, planned for the near-term as temporary upgrades to existing bus stop locations.

- 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. See Figure 1 for additional information. 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.

Figure 1: Blue Line Extension and C Line Olson Memorial Highway Alignment



Source: METRO Blue Line Extension Minneapolis Open House Presentation, 07.29.2015

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.

Long-Term East-West Alignment Study: Olson Highway and Glenwood Avenue

Metro Transit is committed to identifying the best long-term location for C Line BRT and local bus service after LRT service on the Blue Line Extension begins in 2021. Although it will serve a very different area than the C Line north and west of Olson, the Blue Line Extension will significantly increase transit access along Olson Memorial Highway.

Many stakeholders have questioned whether Glenwood Avenue could be an appropriate east-west alternative to Olson Memorial Highway for the C Line between Penn Avenue and downtown Minneapolis. Additional study regarding a BRT concept on Glenwood Avenue is necessary to determine its feasibility as a long-term option.

This study will occur in 2016, and will recommend permanent station locations for the C Line, either on Olson Highway or Glenwood Avenue. Permanent station locations, either on Olson Memorial Highway or Glenwood Avenue, will move through an additional station plan approval process. Stations would be implemented in a second phase of C Line construction, coordinated with light rail and other road construction in the area.

Figure 2: Station Layout – Olson Memorial Highway Stations



Station Plan: Olson & 7th Street

This station will serve the major intersection of Olson Memorial Highway and 7th Street. The Olson and 7th Street station will be in close proximity to the Blue Line and Green Line LRT extensions currently in project development. Platform locations have been coordinated with these planned projects. The intersection is a key transit node outside of the downtown area and experiences heavy ridership, especially northbound, with over 175 daily northbound boardings³². The location meets station spacing guidance; the Ramp A/7th Street Transit Center station will be located about 0.55 mile southeast and the Olson & Bryant station will be about 0.35 mile to the west.

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

Olson & 7th Street	
Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location Olson & 7th Street Provides access to high-ridership location at major intersection and transit node.
	Platform Location SB: 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 as well. NB: 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 NB 7th Street is not feasible due to the length of maneuver required to reach the left-turn lane.
ADDITIONAL STATION DETAILS	Shelter SB: Use existing shelter Will use shelter to be installed in 2016. NB: Use existing shelter Will use shelter to be installed in 2016.
	Curb Configuration SB: Use existing bumpout Will use existing bumpout constructed via previous project; C Line project will not modify curbs further. NB: Use existing bumpout Will use existing bumpout constructed via previous project; C Line project will not modify curbs further.
	Platform Length SB: 80' long Will exceed 60' standard to provide additional flexibility for local service gate operations. NB: 80' long Will exceed 60' standard to provide additional flexibility for local service gate operations.

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

32 Source: September 2014 APC data

Notes and Discussion

A major station planning consideration is the potential for connections to existing transit service. Nearby connections on 7th Street to Routes 5 and 22 provide service to south Minneapolis, Richfield, Bloomington, and the Mall of America. The station will also serve Route 755 for limited stop service between New Hope and downtown Minneapolis. The station will also serve Route 755 for limited stop service between New Hope and downtown Minneapolis. Reduced Route 19 local service will also be maintained.

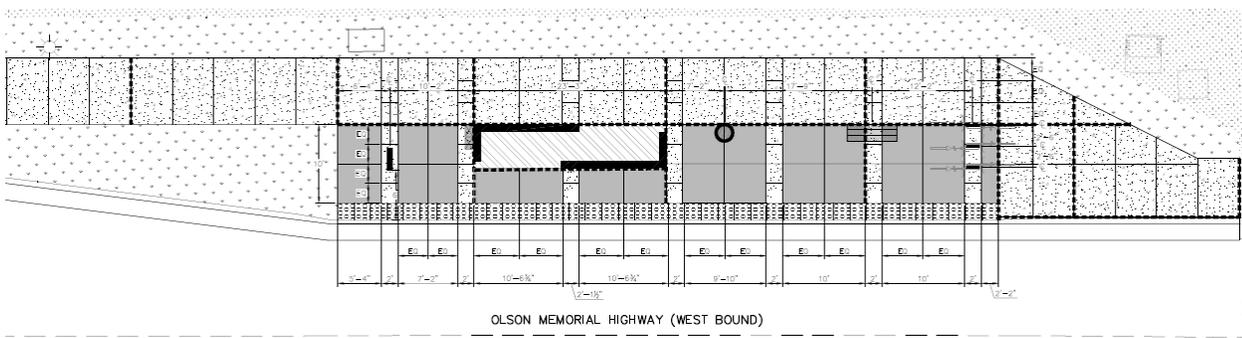
A future connection to the Green Line Extension (Southwest LRT) will be made at this station. Customers may transfer here between the Olson & 7th Street C Line station and the Royalston LRT station without the need to travel all the way into downtown Minneapolis.

7th Street and Olson Memorial Highway is a major signalized intersection. Transit signal priority will be considered for implementation during the detailed design and engineering phase, acknowledging that two light rail lines will also converge in this location to further complicate the intersection's operations. Implementation is dependent upon a traffic analysis balancing acceptable traffic operations for all street users.

Curb Bumpouts

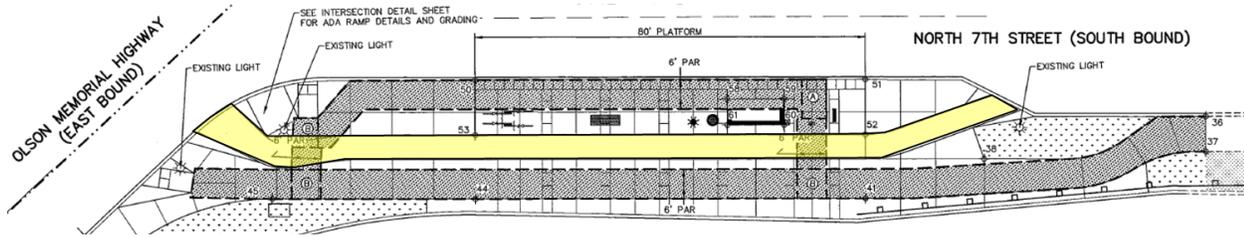
Curb bumpouts improve the operational efficiency of bus service by eliminating merging movements. They also provide additional space for waiting customers. The westbound/northbound platform bumpout will be created by shortening an existing right-turn lane onto Oak Lake Avenue. See Figure 1 for additional information.

Figure 1: WB/NB Station Bumpout



The eastbound/southbound platform bumpout will be built on a segment of 7th Street with existing on-street bicycle lanes. To eliminate bus/bike conflicts and accommodate bicycle traffic, a bicycle lane realignment will move bicycle traffic from the roadway onto a cycle track behind the station, returning to the on-street bicycle lane shortly after passing through the station area. See Figure 2 for additional information. The cycle track is depicted in yellow in Figure 2. A separate sidewalk will be provided for pedestrians.

Figure 2: EB/SB Platform Bumpout



Other Alternatives Considered

Given transit connections, high ridership, and BRT readiness of 2016 transit investments at this location, no alternative intersection locations were considered for this station.

Project Delivery

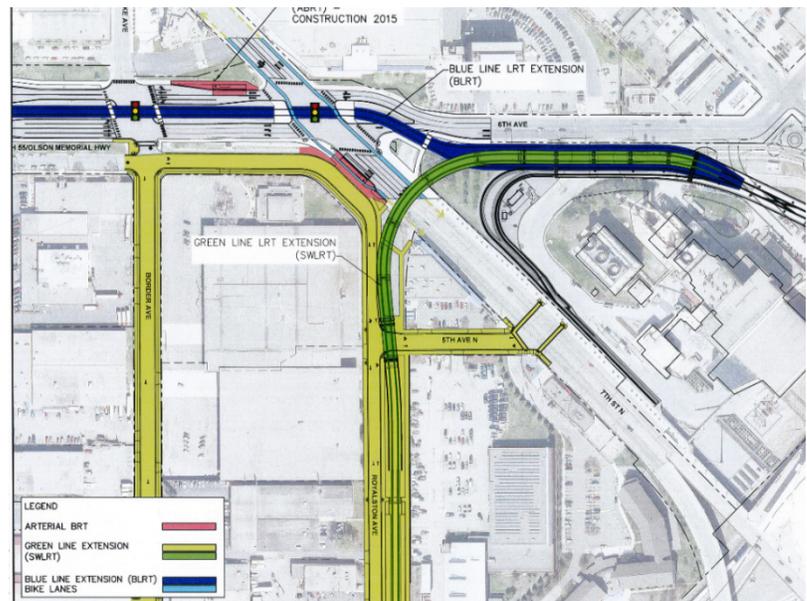
7th Street Pilot Station Project

Design of the Olson & 7th Street station was coordinated through a previous project as a “pilot station” to improve an existing high volume bus stop while also piloting BRT improvements. Pilot station construction will be completed in 2016 and will immediately improve the transit experience for existing service. It will also be used by the C Line at the start of revenue service. Pilot station improvements to be completed in 2016 include bumpouts, new curb and gutter, wider sidewalks, and enhanced shelters. Landmark pylons housing real-time signage and other technology will also be constructed.

This pilot station will be constructed as “BRT-ready.” To prepare for C Line operations, the C Line construction phase will install fare collection equipment and additional arterial BRT branded signage.

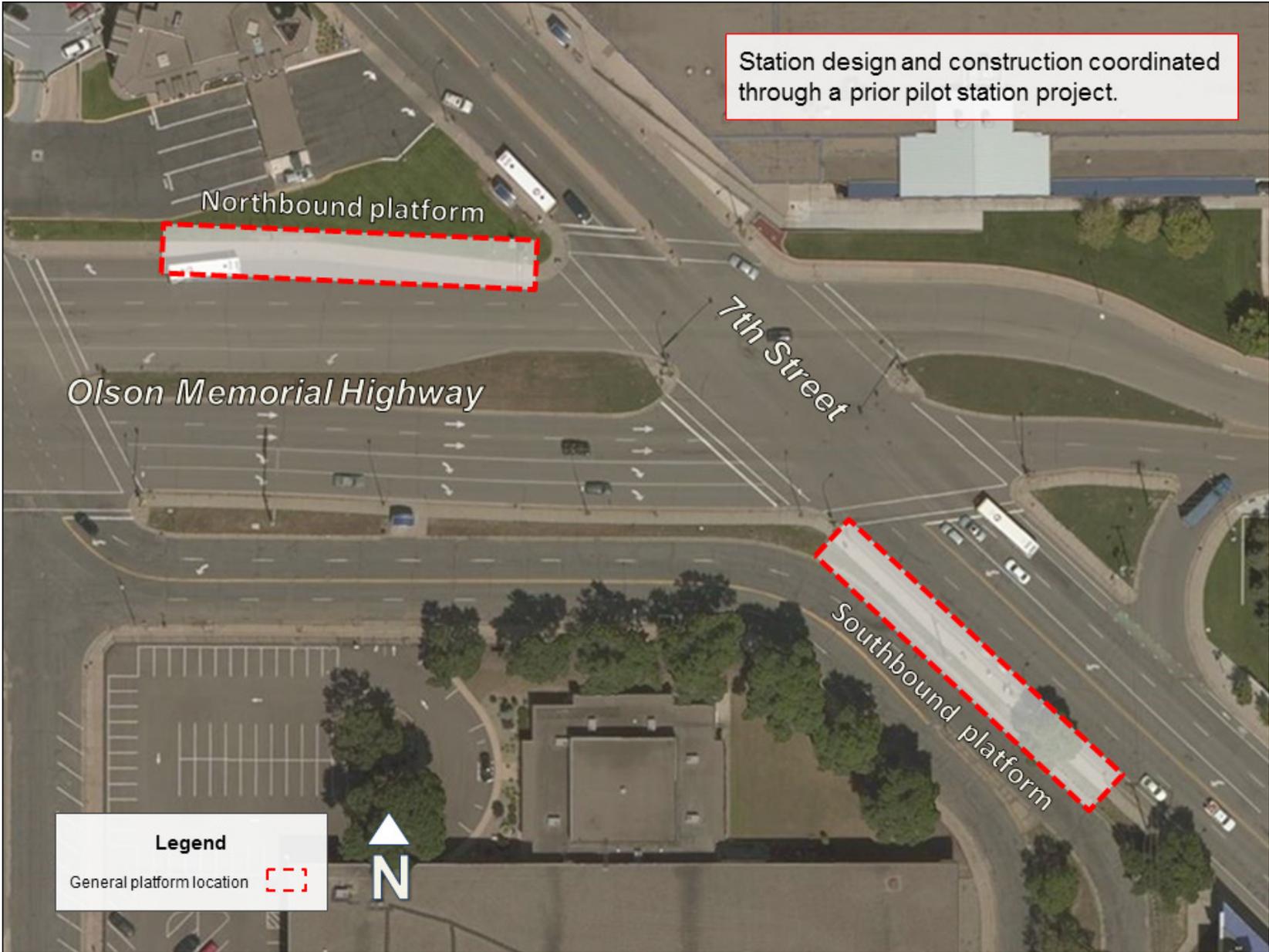
Station platform locations have been coordinated with the planned future Blue Line Extension and Green Line Extension light rail projects. See Figure 3 for additional information. C Line BRT investments at this location could ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Figure 3: Blue Line LRT, Green Line LRT, and C Line at Olson & 7th Street



Source: Metro Blue Line Extension Minneapolis Open House Presentation, 07.29.2015

Figure 4: Station Layout – Olson & 7th Street



Station Plan: Ramp A/7th Street Transit Center

This station will serve the existing Ramp A/7th Street Transit Center as the C Line enters downtown Minneapolis. The 8th Street & Nicollet station will be approximately 0.30 mile to the east and the Olson & 7th Street station will be over 0.5 mile to the west. The existing transit facility will be retrofitted to include core BRT improvements.

Table 1: Station Plan Summary – Ramp A/7th Street Transit Center

Ramp A/7th Street Transit Center		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Ramp A / 7th Street Transit Center Existing transit center connection will serve as downtown Minneapolis entry/exit point.
	Platform Location	SB: Existing transit stop location Will modify existing Ramp A / 7th Street Transit Center facilities
ADDITIONAL STATION DETAILS	Shelter Size	SB: No new shelter Will use existing enclosed waiting area within the transit center.
	Curb Configuration	SB: No bumpout Platform will be located off-street in existing transit-only busway.
	Platform Length	SB: Greater than 60' long Platform is long enough to accommodate 60' BRT vehicle.

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

Notes and Discussion

As an existing transit center, the station will offer connections to many transit routes. Reduced Route 19 local service will also be maintained at this location.

Retrofit of Existing Facility

The C Line project will leverage existing transit infrastructure to implement a BRT station. C Line construction improvements will include the landmark pylon housing real-time signage and other technology, fare collection equipment, and additional BRT branded signage. Figure 1 highlights existing conditions.

Figure 1: Existing Ramp A/7th Street Transit Center



Other Alternatives Considered

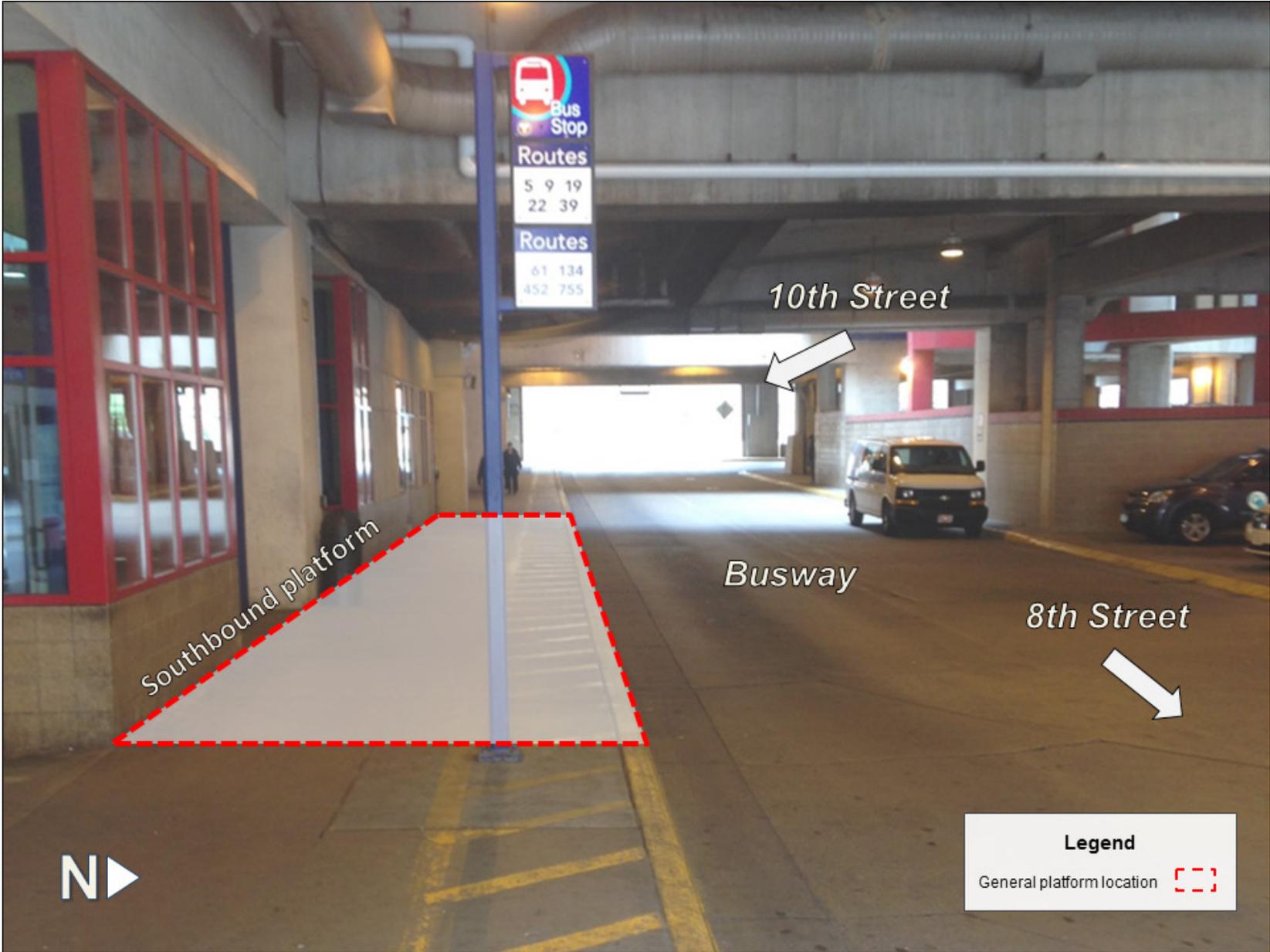
No alternative locations were considered for this station.

Project Delivery

Permanent station improvements at the Ramp A/7th Street Transit Center are anticipated to be constructed independently of any larger infrastructure project in 2017. The station will be operational at the start of C Line revenue service. This timeline is subject to change pending full C Line project funding.

C Line BRT investments at this location may ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Figure 2: Station Layout – Ramp A/7th Street Transit Center



Station Plan: 8th Street Stations

East of the Ramp A/7th Street Transit Center, the C Line will run on 8th Street in downtown Minneapolis. The limited-stop C Line will serve three stations, planned as upgrades to existing bus stop locations.

- 8th Street & Nicollet
- 8th Street & 3rd/4th Avenue
- 8th Street & Park Avenue

The City of Minneapolis plans to reconstruct 8th Street from Hennepin Avenue to Chicago Avenue in 2019-2020.³³ Because 8th Street is slated for major construction 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. C Line buses will move to detour routes throughout 8th Street reconstruction activities.

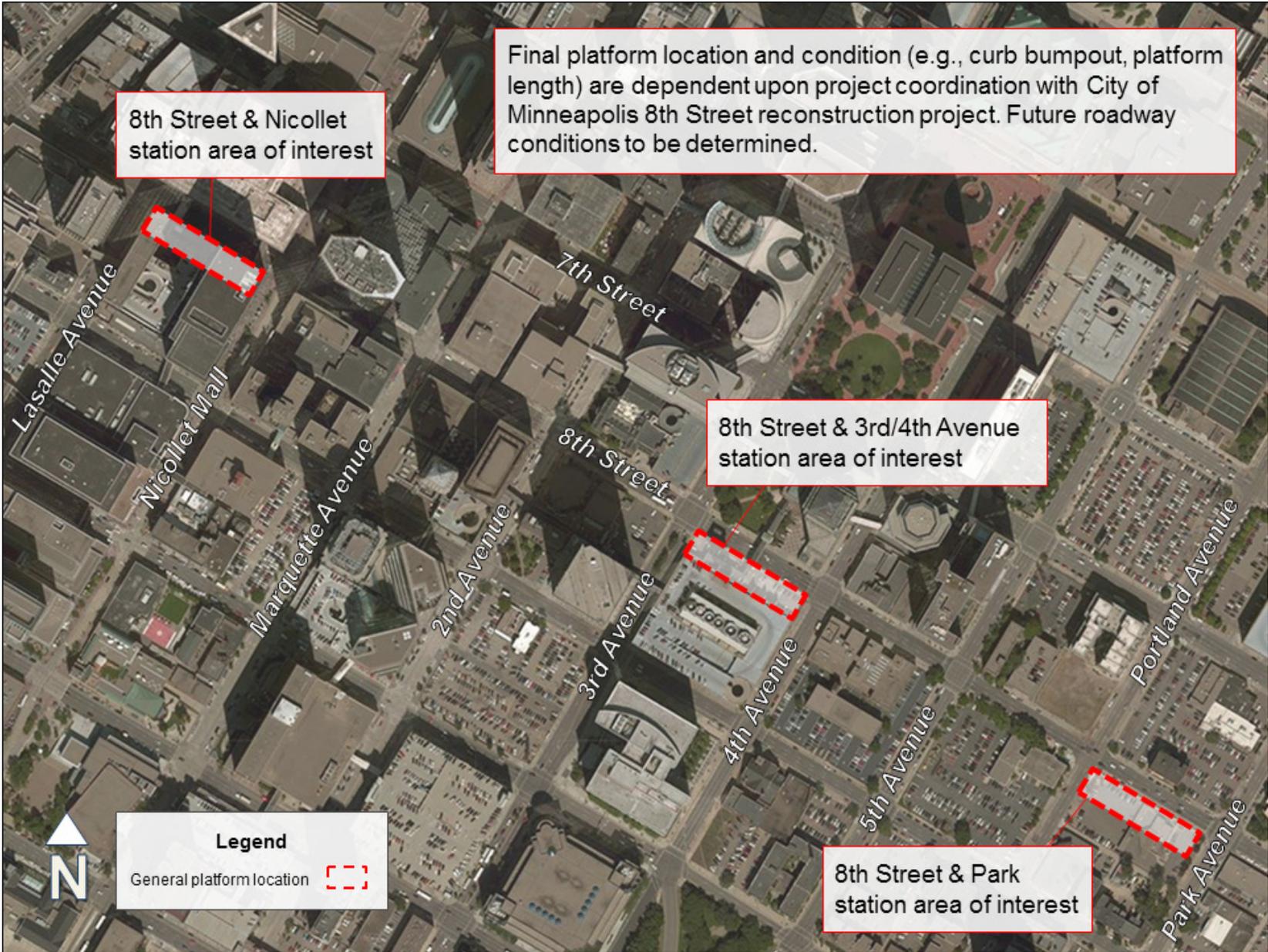
Station design and construction will be coordinated with planned reconstruction. These stations will also establish long-term transit infrastructure for use by the planned D Line (Chicago/Emerson-Fremont) corridor. Future street configuration will be established within the reconstruction project's detailed design and engineering phase, and may include bumpouts at BRT stations to improve bus operations and provide space for station infrastructure. Shelter placement and platform length will also be determined through future coordination.

The 2012 ATCS addendum³⁴ initially considered a station at 8th Street and Hennepin/1st Avenue. However, a station at 8th Street and Hennepin Avenue would result in very close station spacing. The Ramp A/7th Street Transit Center station would be less than 0.1 mile to the west and the 8th Street & Nicollet station would be less than 0.15 mile to the east. As a result, a station is not proposed for 8th Street and Hennepin.

33 Additional information available at: <http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/images/wcms1p-142016.pdf>

34 Available at: http://www.metrotransit.org/Data/Sites/1/media/pdfs/atcs/atcs_final_report_addendum.pdf

Figure 1: Station Layout – 8th Street Stations



Station Plan: 7th Street & Hennepin

This station will serve the major intersection and transit node of 7th Street and Hennepin Avenue. This intersection currently functions as one Metro Transit’s busiest bus stops. Over 400 Route 19 customers board at this intersection on weekdays, the fourth largest number of boardings at any stop along the route³⁵. The 7th Street & Nicollet station will be less than 0.15 mile to the east and the Olson & 7th Street station will be more than 0.6 mile to the west. The existing transit stop will be substantially improved and made BRT ready as part of the 7th Street Transit Advantages project prior to C Line construction. The C Line will use these existing improvements and enhance them with additional C Line components.

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

7th Street & Hennepin		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	7th Street & Hennepin Provides access to high-ridership location with connections to many transit routes.
	Platform Location	NB: Farside (NW corner) Will use existing BRT-ready transit waiting area constructed via separate project.
ADDITIONAL STATION DETAILS	Shelter Size	NB: Use existing shelter Will use existing BRT-ready custom shelter to be installed via separate project.
	Curb Configuration	NB: Use existing bumpout Will use existing BRT-ready bumpout constructed via separate project.
	Platform Length	NB: More than 100’ long Will exceed 60’ standard to accommodate 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. As one of the highest ridership stops in the Metro Transit system, the station will serve many transit routes, including Routes 5, 22, 94, 721, 724, 755, 758, and 764, as well as connections to service on Hennepin Avenue. Reduced Route 19 local service will also be maintained at this location.

35 Source: September 2014 APC data

The intersection of 7th Street and Hennepin 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

The location's substantial existing ridership and recent infrastructure improvements via the 7th Street Transit Advantages project make it a critical C Line station. Location alternatives were not considered, but coordination with the 7th Street Transit Advantages project resulted in distinctions from other BRT stations.

Project Delivery

7th Street Transit Advantages Project

Station design and construction was coordinated through a previous project, the Metro Transit and City of Minneapolis 7th Street Transit Advantages project. Construction will be completed by spring 2016 and will immediately improve the transit experience for existing service. Project improvements include a bumpout, new curb and gutter, a wider sidewalk, and an enhanced shelter. This is a custom shelter distinct from standard BRT structures. A landmark pylon housing real-time signage and other technology will also be installed as part of the Transit Advantages project. See Figures 1 and 2 for site improvement details.

Figure 1: Custom Shelter Rendering

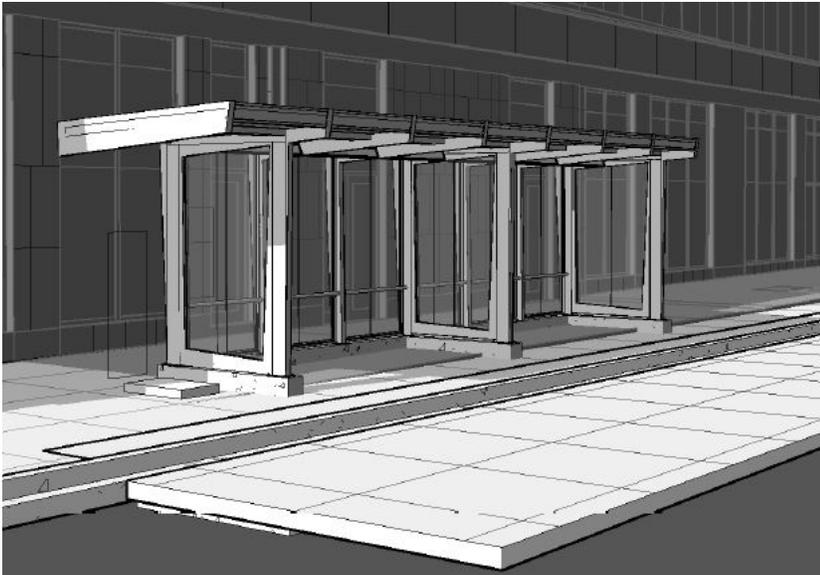
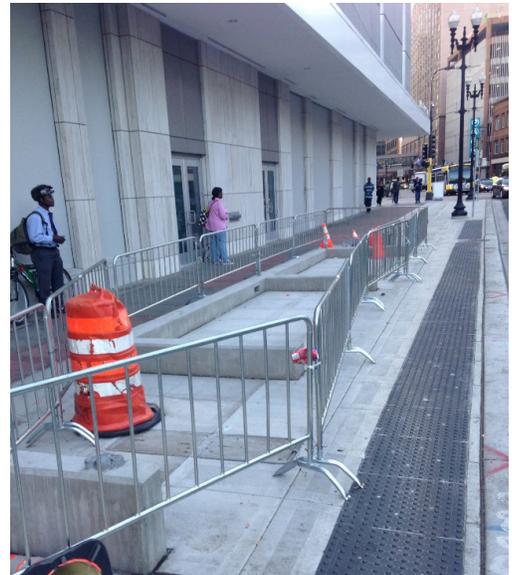
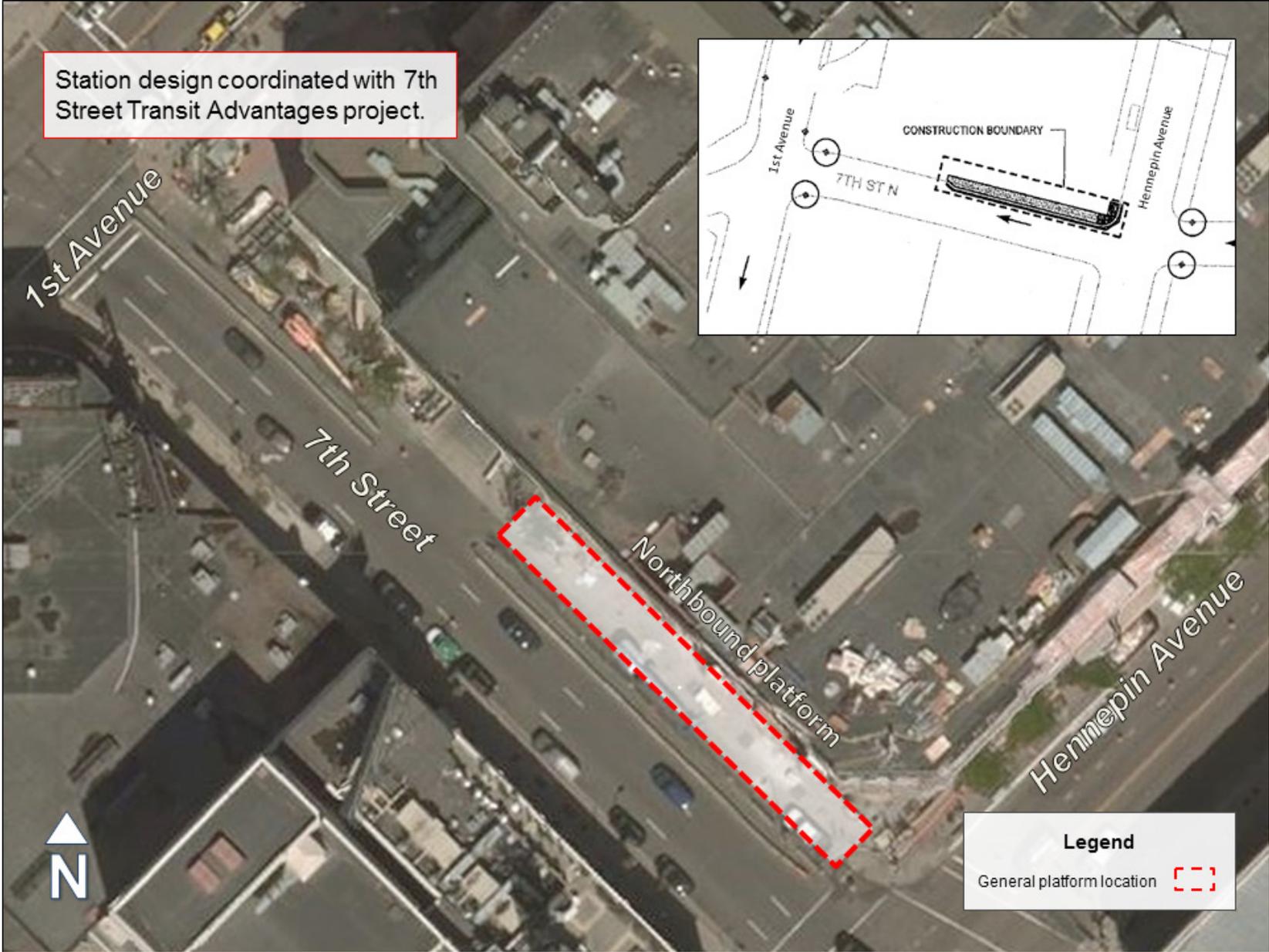


Figure 2: Constructed Station Improvements



To prepare for C Line operations, the C Line project will install fare collection equipment and additional BRT branded signage during the construction phase in 2017. C Line BRT investments at this location would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Figure 3: Station Layout – 7th Street & Hennepin



Station Plan: 7th Street & Nicollet

This station will serve the major intersection and transit node of 7th Street and Nicollet Mall. This intersection functions as one of the busiest transit stops in the metro area. Over 950 Route 19 customers board at this intersection on weekdays, the largest number of boardings at any stop along the route³⁶. The downtown setting allows station spacing denser than the standard 0.25 to 0.50 mile guidance to adequately serve large numbers of customers. As a result, the 7th & Hennepin station is less than 0.15 mile to the west. The 7th Street & 3rd Avenue station is approximately 0.25 mile to the east. The existing transit stop will be substantially improved as part of the 7th Street Transit Advantages project prior to C Line construction. The C Line will use these existing improvements and enhance them with additional C Line components.

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

7th & Nicollet		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	7th Street & Nicollet Provides access to high-ridership location with connections to many transit routes.
	Platform Location	NB: Farside (NW corner) Will use existing BRT-ready transit waiting area constructed via separate project.
ADDITIONAL STATION DETAILS	Shelter	NB: Use existing shelter Will use existing BRT-ready custom shelter to be installed via separate project.
	Curb Configuration	NB: Use existing bumpout Will use existing BRT-ready bumpout constructed via separate project.
	Platform Length	NB: More than 100' long Will exceed 60' standard to accommodate 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. As one of the highest ridership stops in the Metro Transit system, the station will serve many transit routes, as well as connections to service on Nicollet Mall. Reduced Route 19 local service will also be maintained at this location.

36 Source: September 2014 APC data

The intersection of 7th Street and Nicollet Mall 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

The location's substantial existing ridership and recent infrastructure improvements via the 7th Street Transit Advantages project make it a critical C Line station. Location alternatives were not considered, but coordination with the 7th Street Transit Advantages project resulted in distinctions from other BRT stations.

Project Delivery

7th Street Transit Advantages Project

Station design and construction was coordinated through a previous project, the Metro Transit and City of Minneapolis 7th Street Transit Advantages project. Construction will be completed by spring 2016 and will immediately improve the transit experience for existing service. Project improvements include a bumpout, new curb and gutter, a wider sidewalk, and an enhanced shelter. This is a custom shelter distinct from standard BRT structures. See Figure 1 for more information. A landmark pylon housing real-time signage and other technology will also be installed as part of the Transit Advantages project.

To prepare for C Line operations, the C Line project will install fare collection equipment and additional BRT branded signage during the construction phase in 2017. C Line BRT investments at this location would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Figure 1: Custom Shelter Rendering

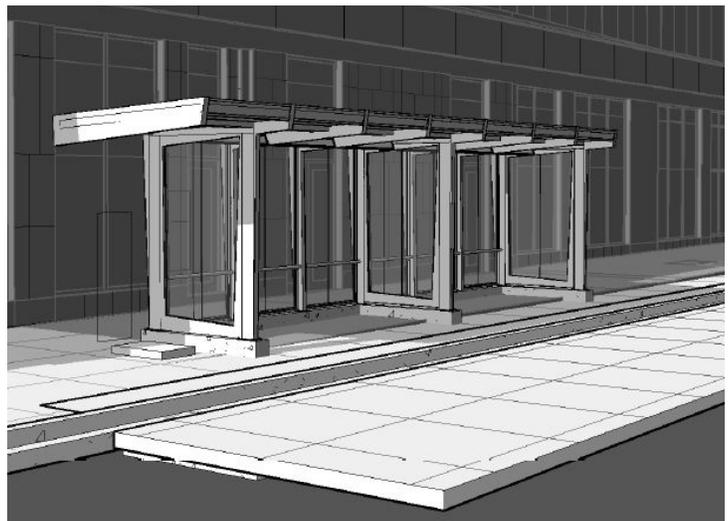
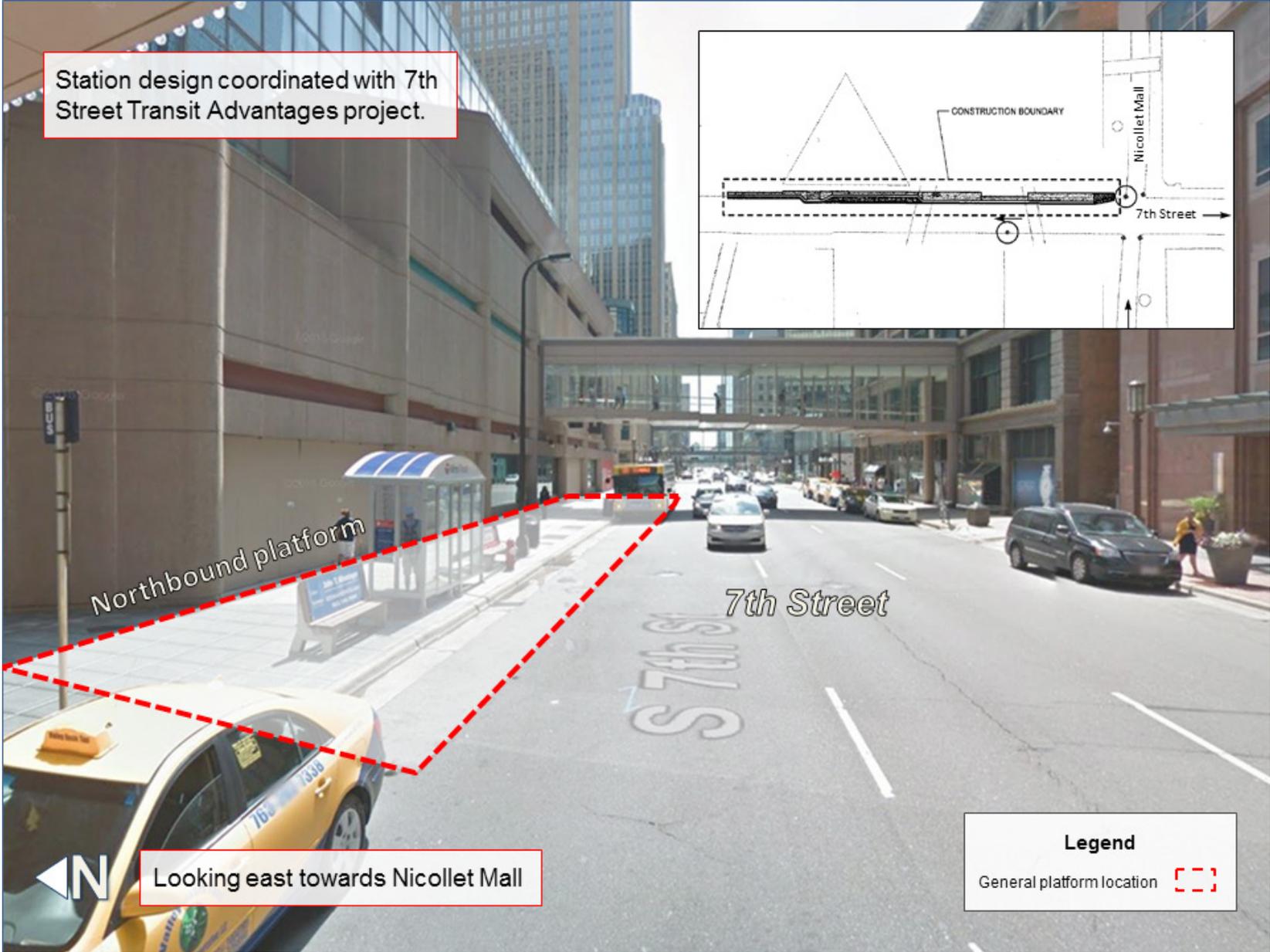


Figure 2: Station Layout – 7th Street & Nicollet



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.³⁷ 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	7th Street & 3rd Avenue Provides access to a major downtown location with connections to many transit routes.
	Platform Location	NB: Block face between 3rd and 4th Avenues 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	NB: Install new shelter Install new BRT shelter with enhanced amenities.
	Curb Configuration	NB: To be coordinated with future traffic analysis A bumpout and curbside configuration will both be considered.
	Platform Length	SB: At least 60' long 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.

³⁷ 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 in 2017. The station will be operational at the start of C Line revenue service. This timeline is subject to change pending full C Line project funding.

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



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.³⁸ 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	7th & Park 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	NB: Nearside Adequate length and space exists at existing nearside stop location to accommodate large numbers of customers.
ADDITIONAL STATION DETAILS	Shelter	NB: Replace existing shelter Replace existing shelter with enhanced amenities.
	Curb Configuration	NB: To be coordinated with future traffic analysis If feasible, a bumpout may support transit operations.
	Platform Length	NB: At least 60’ long 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.

³⁸ 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 Street³⁹ 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.

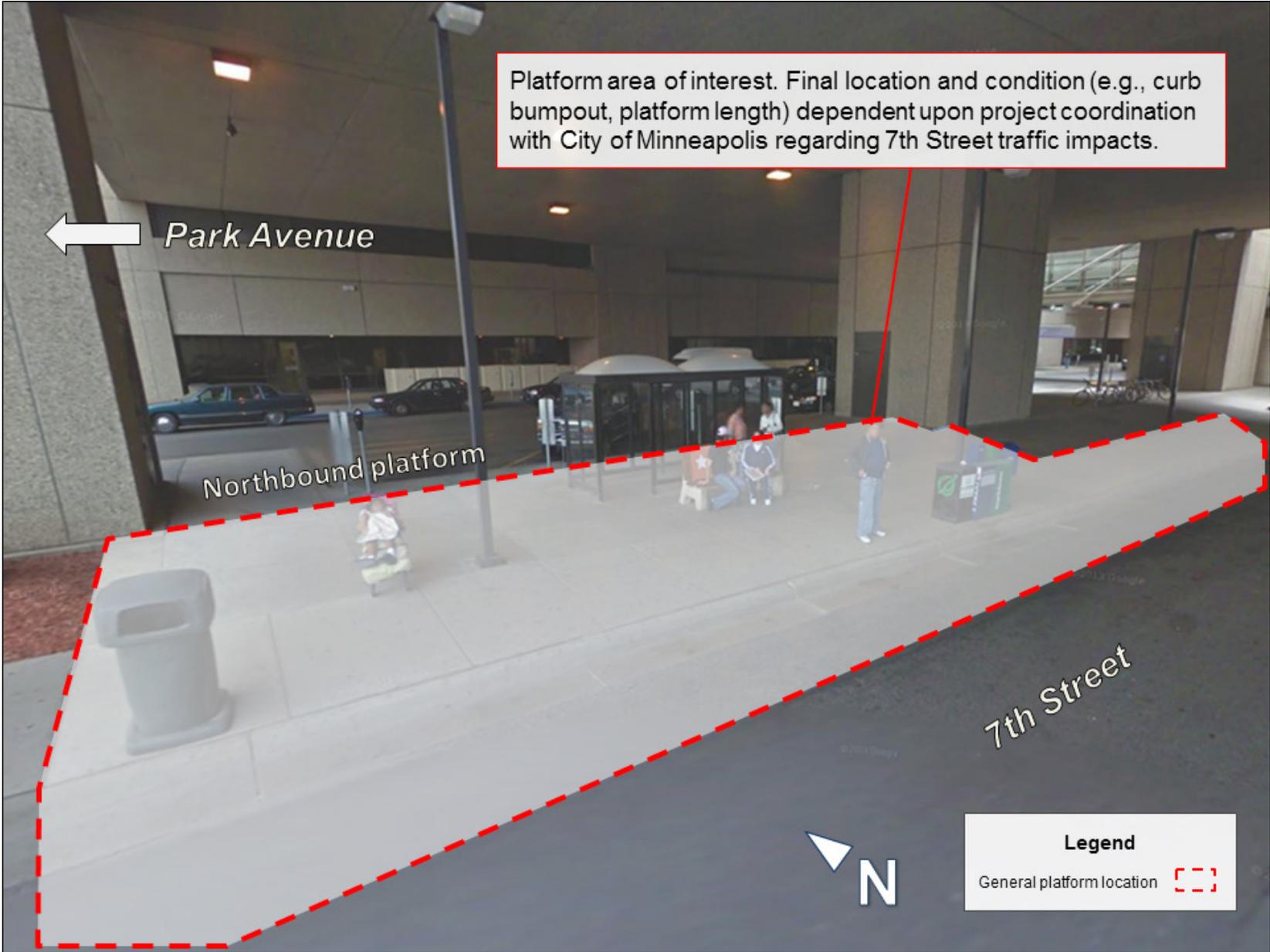
Project Delivery

Permanent station improvements at 7th Street & Park Avenue are anticipated to be constructed independently of any larger infrastructure project in 2017. The station will be operational at the start of C Line revenue service. This timeline is subject to change pending full C Line project funding.

C Line BRT investments at this location would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

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

Figure 1: Station Layout – 7th Street & Park



Appendix A: Responses to Draft *C Line Station Plan* Comments

Appendix A: Responses to Draft *C Line Station Plan* Comments

The draft *C Line Station Plan* was published on the Metro Transit website November 6, 2015. A 45-day comment period immediately followed and concluded December 20, 2015. The primary objective of the draft *C Line Station Plan* was to communicate planned station intersection locations (e.g., intersection of Penn & Plymouth or Penn & 29th Avenue) and platform locations within those intersections (e.g., “which corners of the intersection?”). Metro Transit collected written comments throughout the comment period with a requested focus on the primary draft *C Line Station Plan* components of station intersection location and platform location descriptions.

Five open houses were held throughout the comment period to communicate draft *C Line Station Plan* information and provide opportunities to submit comments on the plan. Open house materials were also posted to the C Line project website. Metro Transit’s Community Outreach and Engagement Coordinator coordinated additional engagement opportunities and communications, including on-bus conversations with customers, area canvassing in collaboration with neighborhood organizations, and station-specific communications with surrounding stakeholders.

Please see Section II of the *C Line Station Plan* for more information about outreach and engagement activities surrounding the station plan process. The *C Line Public Engagement Plan* contains comprehensive information about outreach and engagement activities throughout all phases of the project and is available on the project website at <http://www.metrotransit.org/c-line-library>.

Over 160 written comments were submitted during the draft *C Line Station Plan* comment period. Many of these comments or questions addressed similar topics, like supporting heated shelters or asking about C Line or Route 19 service frequency. Frequent comment topics are addressed below. Information is also provided to address comments regarding newer information or less commonly discussed topics, like a potential Glenwood Alternative or Wi-Fi availability on buses.

Formal comments submitted by government agencies or other organizations can be found in Appendix B.

General: BRT features and components

Approximately 20 comments focused on BRT features and components like enhanced shelters, heating, lighting, and bigger buses.

Comment Excerpts:

- *Lighting and enhancements are very positive, including traffic calming from bumpouts. Increased security is important. Penn Avenue needs more and better shelters.*
- *Articulated buses are a great idea and will reduce congestion on the bus.*
- *Will there be Wi-Fi on buses?*
- *What about naming conventions for the different stations?*
- *How will the C Line work for persons with disabilities?*

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Comment Response:

More information about station features can be found in the recommended *C Line Station Plan's* Introduction in Section I and the Station Characteristics Overview in Section IV.

Station features will incorporate many elements found at light rail stations, but in a more compact setting adaptable to site-specific conditions. Standard station features include shelters with heat and lighting, security features like a camera and phone, real-time bus arrival information, trash receptacles, and printed maps. Longer 60-foot buses would be used on the C Line to provide extra space and a more comfortable ride.

Wi-Fi may be considered for the C Line. Metro Transit is currently testing free Wi-Fi on select regular route buses. For more information please visit <https://www.metrotransit.org/wi-fi-test>.

Arterial BRT stations typically follow an “ON Street & AT Street” naming convention. Stations will not utilize destination sites for station names unless located at existing transit centers or other transit facilities.

C Line stations will have near-level boarding when possible, making it easier for passengers to board the bus. C Line buses will also have a new securing system for customers in wheelchairs, with two spaces at the front of each bus for more efficient use by customers and bus operators.

General: Safety and security

Approximately 10 comments focused on safety and security.

Comment Excerpts:

- *The bus needs more Metro Transit police.*
- *Make sure all safety measurements are taken to keep riders safe.*

Comment Response:

More information about customer safety and security can be found within the recommend *C Line Station Plan's* Introduction in Section I.

Metro Transit police officers will be on C Line buses to enforce fare payment, similar to light rail. Security cameras and telephones will enhance customer safety.

General: Service and operations

Approximately 20 comments focused on service and operations.

Comment Excerpts:

- *How often does the bus regularly run?*
- *It would be nice to see an increase in buses or times.*
- *I would appreciate the C Line because it would improve the speed and time of my trips.*

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Comment Response:

More information about service and operations like bus frequency or transit signal priority can be found within the recommend *C Line Station Plan's* Introduction in Section I and the Station Characteristics and Overview in Section IV.

The C Line would be the primary service in the corridor, substantially replacing Route 19. Exact service plans will be formed through project development. It is anticipated that C Line service would operate every 10 minutes during rush hours, midday, evenings, and weekends, with less frequent service in the early morning and late at night. Local bus Route 19 would continue to run at a reduced 30 minute frequency.

General: Will the C Line's permanent alignment run on Olson Memorial Highway or Glenwood Avenue?

Two comments discussed the Olson Memorial Highway and Glenwood Avenue alternatives for a permanent east-west alignment into and out of downtown Minneapolis.

Comment Excerpts:

- *Glenwood Avenue might be a better option if the Blue Line Extension light rail project will ultimately be operating on Olson Memorial Highway.*
- *Are alternatives other than Glenwood Avenue or Olson Memorial Highway being considered, like Plymouth Avenue?*

Comment Response:

Olson Memorial Highway and Glenwood Avenue are the only alternatives being considered for the permanent C Line alignment into and out of downtown Minneapolis. Additional study regarding a BRT concept on Glenwood Avenue is necessary to determine its feasibility as a long-term option. This study will occur in 2016 and will recommend permanent station locations for the C Line either on Olson Highway or Glenwood Avenue. Permanent station locations will move through an additional station plan approval process and would be implemented in a second phase of C Line construction.

Access into and out of downtown Minneapolis from the eastern portion of Plymouth Avenue at Fremont Avenue and Emerson Avenue is provided every five to 15 minutes throughout the week on Route 5. The planned D Line would enhance this Route 5 service further.

General: ABRT future improvements

About five comments referenced the need for improvements on the existing Route 5 (Chicago-Emerson/Fremont corridor).

Comment Excerpts:

- *The C Line will be a vital service to north Minneapolis. More BRT should be considered, like on Route 5.*

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Comment Response:

Planning for the D Line (Route 5, the Chicago-Emerson/Fremont corridor) will begin in 2016. In 2011-2013, Metro Transit studied 13 urban corridors with high-ridership bus routes that connect major destinations for implementation of enhanced bus service. This study has informed the implementation of arterial BRT throughout the Metro Transit service area and can be found on Metro Transit's arterial BRT website at www.metrotransit.org/abrt.

General: Community engagement and outreach

Several comments referenced past, present, and future community engagement and outreach opportunities.

Comment Excerpts:

- *Will there be more opportunities for public engagement?*
- *I have specific questions and would like to speak with Metro Transit.*

Comment Response:

Metro Transit is committed to engaging community members in transit decisions. The release of the recommended *C Line Station Plan* will bring additional opportunities for public comment. As the C Line progresses into design and engineering and through construction and operations, Metro Transit will continue to communicate information to the general public and project stakeholders.

The project's Community Outreach and Engagement Coordinator, C Terrence Anderson, is available to discuss any questions, comments, or concerns throughout the project development process. C Terrence can be reached at cterrence.anderson@metrotransit.org or 612.719.7086. Also, subscribe to the C Line email list at www.metrotransit.org/c-line-project to receive project news.

General: Miscellaneous

Over 50 comments referenced general project support or noted miscellaneous project considerations.

Comment Excerpts:

- *There should be more frequent connecting buses like the Route 32.*
- *There are vacant buildings along Penn Avenue. Will these be turned into green spaces?*
- *When will the C Line begin operating?*

Comment Response:

Many C Line stations are sited at connection points between intersecting bus routes, like the Brooklyn Center Transit Center or Route 32 on Lowry Avenue. Analysis of how existing local service might interact with the C Line will occur later in project development.

C Line planning participated in the Hennepin County Penn Avenue Community Works Project. Consideration for opportunities to redevelop vacant parcels and improve green space along Penn

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Avenue is a part of the larger Community Works effort. More information can be found at <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>.

Construction is currently planned to occur throughout 2017, pending full project funding. Operations are anticipated to start in late 2017 or early 2018.

Comments about stations by C Line corridor segment

About 50 comments focused on specific stations. See below for general information regarding the frequency of comments by corridor segments. Additional information is provided for selected stations receiving more comments or community interest than others.

Brooklyn Center Stations: Three comments

Penn Avenue/Osseo Road Stations: 44 comments

Olson Memorial Highway Stations: One comment

Downtown Minneapolis Stations: Three comments

Osseo & Victory Area Station

More than 20 comments focused on the Osseo & Victory Area station location alternatives highlighted within the draft station plan, including letters from the Minneapolis Park and Recreation Board and the office of City of Minneapolis City Council President Barbara Johnson. Comments expressed support for and opposition to specific station location alternatives and any station within the vicinity of Osseo Road and Victory Memorial Drive.

Comment Response:

As a result of input received from community members and policy makers, low transit demand, and an abundance of non-C Line transit service options in this area, a station in the area of Osseo Road and Victory Memorial Parkway will not be built as part of the C Line project. The Osseo & Victory area will continue to be considered for future transit investments as part of ongoing transit service planning and the beginning of D Line (Chicago-Emerson/Fremont corridor) project development.

See the Osseo & Victory station plan within *C Line Station Plan* for more information.

Penn & 43rd Avenue

Four comments addressed the Penn & 43rd Avenue station, including a letter from the City of Minneapolis Community Planning and Economic Development.

Comment Excerpts:

- *We encourage Metro Transit to continue exploring a station at the 44th and Penn intersection, even an atypical design, because of the importance of a transit station to support commercial activity at this intersection.*

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- *The proposed platform sites at Penn & 43rd are excellent, and make much more sense than trying to squeeze platforms into the oddly-shaped intersection of Penn Ave/Osseo Rd/44th Ave.*

Comment Response:

Additional planning analysis and project coordination with the City of Minneapolis occurred during the draft station plan comment period. Roadway constraints restrict the feasibility of siting a station at the Osseo Road/44th Avenue/Penn Avenue intersection, and higher ridership to the south supports that a C Line station in the area is better positioned at 43rd Avenue. Other submitted comments also indicate support for a BRT investment at Penn & 43rd Avenue. A station at the commercial node at 44th Avenue may be considered within the D Line planning process

See the Penn & 43rd Avenue station plan within the *C Line Station Plan* for more information.

Penn & Dowling Avenue

Two comments addressed the Penn & Dowling station.

Comment Excerpts:

- *The northbound bus stop should be pushed farside across the street by Crystal Lake Cemetery. The northbound nearside stop would create more traffic near the main turn to go to I-94.*

Comment Response:

The Crystal Lake Cemetery in the northeast quadrant of the intersection restricts the feasibility of farside platforms for northbound buses. There are no sidewalks along Penn Avenue cemetery frontage, and a northbound farside platform would function as the only generator of pedestrian activity in the quadrant. A cemetery driveway also restricts the length available to construct a 60' platform. Traffic modeling indicates the intersection will remain operational at an acceptable level after the construction of BRT platforms.

Penn & 36th Avenue

About nine comments focused on Penn & 36th Avenue, including a letter from the Cleveland Neighborhood Association.

Comment Excerpts:

- *I think the C Line BRT station planned for 36th Ave N. is located at the best location for this area.*
- *Stop spacing – why not on 35th Ave. instead?*
- *Based on the feedback we received from residents and the information the board considered, the board has voted 5 to 4 support a BRT station at Penn & 35th avenue.*

Comment Response:

During the draft *C Line Station Plan* comment period, the proposed 36th Avenue station location was also the subject of additional community outreach and a survey led by the Cleveland Neighborhood Association. The survey did not identify a strong preference for one particular alternative.

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C Line Station Plan: Appendix A – Responses to Draft *C Line Station Plan* Comments

The Cleveland Neighborhood Association also submitted a written comment supporting a station at 35th Avenue based upon a 5-4 vote of the neighborhood association board. Other written comments were also submitted as part of the draft *C Line Station Plan* comment period. Overall, public input expressed mixed opinions on specific station location preferences. As a result, a station at 36th Avenue remains the recommended station location based on the considerably higher ridership compared to 35th Avenue, and supported by the balance of input received at this location.

Appendix B: Agency/Organization Comments

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C Line Station Plan: Appendix B – Agency/Organization Comments

Appendix B: Agency/Organization Comments

Written comments on the draft *C Line Station Plan* were submitted by the following agencies or organizations:

- City of Minneapolis Community Planning and Economic Development
- Minneapolis Park and Recreation Board
- Office of City of Minneapolis City Council President Barbara Johnson, Ward 4
- Cleveland Neighborhood Association

These comments are located here within Appendix B.

November 30, 2015

Katie Roth
Project Manager
Metro Transit BRT/Small Starts Project Office

RE: C Line Station Area Plan – City of Minneapolis CPED comments

Dear Ms. Roth:

Thank you for the opportunity to comment on the C Line Station Area Plan. We are very supportive of the project and the related transit improvements that it will bring to North Minneapolis. We appreciate the cooperative effort between the City of Minneapolis, Hennepin County, and Metro Transit that has occurred with this project.

In general, we support the station locations on the route, and the platform locations at the individual stations, but offer the following comments:

- 1) We encourage Metro Transit to continue exploring a station at the 44th and Penn intersection, even an atypical design, because of the importance of a transit station to support commercial activity at this intersection.
- 2) At the Osseo & Victory station area, we prefer alternatives 1 and 5, because they are close to the 44th and Penn commercial node, they are close to the parkway without impacting its historic design, and they are more pedestrian friendly than the alternatives to the north.
- 3) We look forward to participating with Metro Transit on future evaluation of the alternatives of the C Line on Glenwood or Olson Memorial Hwy. We also suggest that other alternatives such as Plymouth Avenue be explored, or if already considered, that the reasons for elimination be provided.

Please feel free to contact me with questions or clarifications.

Sincerely,



Jim Voll, AICP, LEED-AP
Principal City Planner
City of Minneapolis
Community Planning and Economic Development
Long Range Planning Division
(612) 673-3887
james.voll@minneapolismn.gov

CC: Jack Byers, Manager CPED Long Range Planning

Sent via e-mail



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Park & Recreation Board**

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M. Annie Young

Superintendent
Jayne Miller

Secretary to the Board
Jennifer B. Ringold



January 5, 2016

Scott Janowiak
Metro Transit
560 Sixth Avenue North
Minneapolis, MN 55411

Dear Mr. Janowiak:

Thank-you for taking the time to present MetroTransit's C Line project to the Minneapolis Park and Recreation Board of Commissioners on December 16, 2015. Ms. Roth's presentation was informative and helpful to MPRB in making substantive comments on the Osseo & Victory station area specifically.

Though MPRB is interested generally in the interconnection between regional transit and regional parks, it has some concerns about the Osseo & Victory station location. Alternative C, which would place BRT stations within the sight lines of Victory Memorial Parkway, is of particular concern for the following reasons:

- Victory Memorial Parkway is a segment of the National Historic Register-eligible Grand Rounds. A regional bus corridor and stations would be generally incompatible with this use.
- A primary facet of the Parkway's significance is its sight lines, accentuated with grand allees of trees. Transit-related intrusions into this viewshed could compromise the visual character of this historic landscape.
- The Parkway was established as a memorial to veterans. It is meant to be a serene and peaceful remembrance of their sacrifice. A bus station within the Parkway corridor would be incompatible with the memorial character.

MPRB's preference at this point would be for Alternative D, the "do not build option." Thank-you for the opportunity to comment on the preliminary station plan. MPRB looks forward to participating in the upcoming Section 106 process.

Sincerely,

Adam Regn Arvidson, PLA, FASLA
Director of Strategic Planning
Minneapolis Park and Recreation Board



City Council Member Barbara Johnson – 4th Ward

350 S. Fifth St. - Room 307

Minneapolis, MN 55415

TEL 612.673.2204

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January 7, 2016

Katie Roth
Project Manager/BRT Small Starts
Metro Transit
560 Sixth Avenue North
Minneapolis, MN 55411

Dear Katie:

I'm writing regarding Metro Transit's C Line (Penn Ave BRT) station plans for the Victory/Osseo Rd. area. Of the options Metro Transit is considering for a station in this area, I am in support of stations 6 and 11 at Upton Ave. N. and 47th Ave N. I feel these locations are the best options to both fit the transit needs of the neighborhood and to respond to some of the concerns raised by residents. There are currently existing bus stops at these locations and adding BRT stations here would not be too close to nearby homes as some of the other options presented. I feel the other options are potentially problematic due to the concerns of residents in the area and I would not support stations at any of the other locations that were presented as options by Metro Transit for this section of the corridor.

Sincerely,

Barbara Johnson
Council President
Ward 4



P.O. Box 11635, Minneapolis, MN 55411 - Office: 3333 Penn Ave N • 612.588.1155 • cna@clevelandneighborhood.org

CLEVELAND NEIGHBORHOOD ASSOCIATION

12/18/2015

Metro Transit

To Whom It May Concern,

I am writing you on behalf of the board of the Cleveland Neighborhood Association (CNA) today regarding the current Draft Plan for the C Line Station plan open for public comment. We have engaged directly with Cleveland Neighborhood area residents through direct outreach at bus stops along Penn Avenue and through an online poll to solicit feedback for Metro Transit and ourselves regarding preference for a station location at either 35th or 36th Ave N on the east side of the Cleveland Neighborhood along Penn Avenue.

Based on the feedback we received from residents and the information the board considered, the board has voted 5 to 4 to support a BRT station at Penn and 35th Avenue. Please consider this recommendation in your final recommendations in early 2016.

Sincerely,

Ariah Fine, Executive Director
Cleveland Neighborhood Association

**Appendix C: Draft Osseo & Victory Area Station Plan (Published
November 6, 2015)**

Appendix C: Draft Osseo & Victory Area Station Plan

Station Plan: Osseo & Victory Area

The Osseo & Victory Area station would serve the northern portions of the Victory neighborhood. The station would function as an access point on the C Line corridor to ensure adequate station distancing. Several station options are being considered and public input is requested to help inform a final station plan. The various station location options are focused around Victory Memorial Parkway. See Figure 1 for a summary of station location options. The Penn & 43rd Avenue station location will be about 0.3 mile south of the parkway. Railroad tracks create a geographic barrier that will result in a longer distance from the parkway to the Brooklyn Boulevard Area station over 0.8 mile to the north.

Table 1: Station Plan Summary – Osseo & Victory Area

Osseo & Victory Area		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	<u>Osseo & Victory Area</u> Serves north Victory neighborhood, providing adequate spacing between higher-ridership stations (south at Penn & 43rd Avenue, north of the CP Rail tracks in the Brooklyn Boulevard area)
	Platform Location	<u>SB: Several alternatives being considered</u> Comments are requested regarding platform location options. <u>NB: Several alternatives being considered</u> Comments are requested regarding platform location options.
ADDITIONAL STATION DETAILS	Shelter	<u>SB: Install new shelter</u> Comments are requested regarding shelter improvements. <u>NB: Install new shelter</u> Comments are requested regarding shelter improvements.
	Curb Configuration	<u>SB: No bumpout</u> A travel lane (bicycle lane) is located immediately adjacent to the curb. Lower ridership and area conditions do not support a bumpout and bicycle lane realignment. <u>NB: No bumpout</u> A travel lane (bicycle lane) is located immediately adjacent to the curb. Lower ridership and area conditions do not support a bumpout and bicycle lane realignment.
	Platform Length	<u>SB: 60' long</u> A platform would need to be 60' long, meeting the C Line design standard to accommodate 60' BRT vehicle. <u>NB: 60' long</u> A platform would need to be 60' long, meeting the C Line design standard to accommodate 60' BRT vehicle.

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

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C Line Station Plan: Appendix C – Draft Osseo & Victory Area Station Plan (Published 11.06.2015)

Notes and Discussion

Several bus stops currently exist within the Osseo & Victory area. Station locations currently under consideration include existing bus stop locations and sites not currently used by bus operations. A final station location alternative will include local service bus stop adjustments to maintain but not increase the number of stops in the area. Nearby bus stops would likely be relocated and/or consolidated with C Line operations.

Existing transit service in the area includes Route 5 for local service between Brooklyn Center and the Mall of America and Routes 721 and 724 for limited stop service between northern suburbs and downtown Minneapolis. Under C Line and future D Line operations, reduced Routes 19 and 5 local service would still be maintained in the area.

The intersection of Osseo Road and Victory Memorial Parkway is signalized. Dependent on a final station location, 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.

Station Locations Under Consideration

Three station location alternatives are being considered for the Osseo & Victory Area station, along with an alternative to omit a station at this location. See Figure 1 for platform location information. These alternatives are identified below.

Alternative A: Southbound at Victory Memorial Drive (Platform location #1) & Northbound at 46th Avenue (#3)

Alternative A would construct a southbound platform on the nearside of Victory Memorial Drive (#1) and a northbound platform on the nearside of 46th Avenue (#3). Both platform locations are within existing right-of-way and outside of parkland area. The location would serve ridership in the area that is concentrated around Victory Memorial Parkway. The northbound platform would be located adjacent to a vacant, publicly owned, triangular parcel bordered by 46th Avenue on the north and Sheridan Avenue on the east. The southbound platform would be located adjacent to a vacant, publicly owned parcel, bordered by a single-family residence. Given the surrounding residential area, a final station design would address site-specific issues to the extent possible. The station would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Alternative B: Southbound at Victory Memorial Drive (#1) & Northbound at 45th Avenue (#5)

Alternative B would construct a southbound platform on the nearside of Victory Memorial Drive (#1) and a northbound platform on the nearside of 45th Avenue (#5). Both platform locations are within existing right-of-way and outside of parkland area. The northbound platform would be located at an existing bus stop, adjacent to a vacant, publicly owned parcel, bordered by a single-

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C Line Station Plan: Appendix C – Draft Osseo & Victory Area Station Plan (Published 11.06.2015)

family residence. The southbound platform would be located adjacent to a vacant publicly owned parcel, also bordered by a single-family residence. The northbound platform would be located about 0.25 mile from the Penn & 43rd Avenue station, the minimum distance within station spacing guidelines. Platforms are within residential areas, and a final station design would address site-specific issues to the extent possible. The station would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Alternative C: Southbound at Victory Memorial Parkway (#2), Northbound at Victory Memorial Parkway (#4)

Alternative C would construct a southbound and northbound platform on the nearside of Victory Memorial Parkway. The southbound platform would be located at an existing southbound bus stop (#2); the northbound platform would relocate the 45th Avenue bus stop approximately 200 feet north (#4). These platforms would be located within the parkway, requiring additional coordination and potential design mitigations to address any parkland impacts and develop related design adjustments. Close coordination with the Minneapolis Park and Recreation Board would be required to ultimately determine feasibility of this alternative. It is anticipated station improvements would be built on existing transportation right-of-way. As noted, a final station design would address site-specific issues to the extent possible.

Alternative D: Do not build station

Alternative D would not construct a station in the Osseo & Victory area. Under this alternative, the C Line and D Line would not stop in this area to pick up or drop off customers, reducing overall transit access long-term within the immediate area. Existing riders in the area would still have access to existing transit service on Routes 721 and 724, along with less frequent Route 19 and Route 5 service that would remain after C Line and D Line implementation.

Station Locations with Fatal Flaws - No Longer Under Consideration

Other platform locations were analyzed for feasibility but deemed unsuitable for further consideration. See Figure 1 for platform location details. Additional information is provided below.

Southbound Options

Platform location #6 – Southbound Osseo at Upton: This southbound platform would be located at an existing bus stop location where Upton Avenue dead-ends at Osseo Road. While there is available right-of-way at this location, the potential ridership catchment area is severely limited by the railroad to the north. A station in this location would not serve the core of existing or future ridership in the neighborhood as well as a station further south.

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#7 – Southbound Osseo at Thomas: This southbound platform would be located on the farside of Thomas Avenue on Osseo Road. Limited right-of-way exists for BRT improvements and a mid-block location introduces unsafe pedestrian crossings. There are also no sidewalks connecting to this location from the north or south.

#8 – Southbound Osseo at Sheridan: This southbound platform would be located at an existing bus stop across from where Sheridan Avenue meets Osseo Road. Limited right-of-way exists for BRT improvements and a mid-block location introduces unsafe pedestrian crossings. There are also no sidewalks connecting to this location from the north or south.

Northbound Options

#9 – Northbound Osseo near dog park: This northbound platform would be located on the farside of the existing driveway north of 47th Avenue. While there is available right-of-way at this location, the potential ridership catchment area is severely limited by the railroad to the north. A station in this location would not serve the core of existing or future ridership in the neighborhood as well as a station further south. The location would also introduce mid-block pedestrian movements to cross Osseo Road.

#10 – Northbound Osseo at 47th (farside): This northbound platform would be located farside of 47th Avenue, south of the existing driveway. The approximately 50' length between the intersection and the driveway is too short to accommodate a BRT platform.

#11 – Northbound Osseo at 47th (nearside): This northbound platform would be located at an existing bus stop location on the nearside of 47th Avenue. Available right-of-way does not exist at this location.

#12 – Northbound Osseo at Thomas: This northbound platform would be located at an existing bus stop location on the nearside of Thomas Avenue. Available right-of-way does not exist at this location.

#13 – Northbound Osseo at Russell: This northbound platform would be located on the farside of Russell Avenue at an existing bus stop location. Available right-of-way does not exist at this location

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Figure 1: Osseo & Victory Area Station Location Alternatives

