

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.

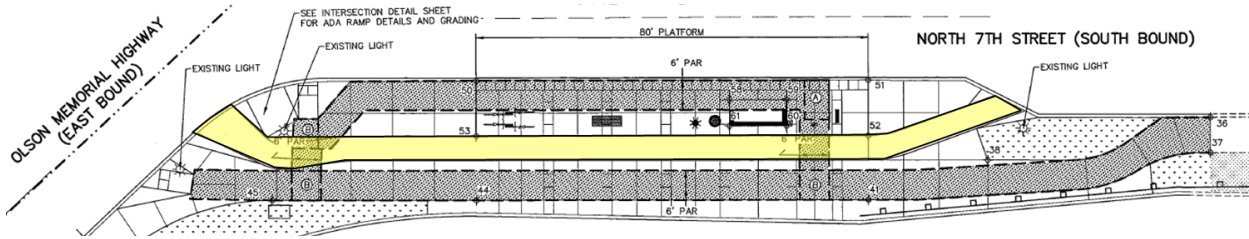
Table 1: Station Plan Summary – Olson & 7th Street

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

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

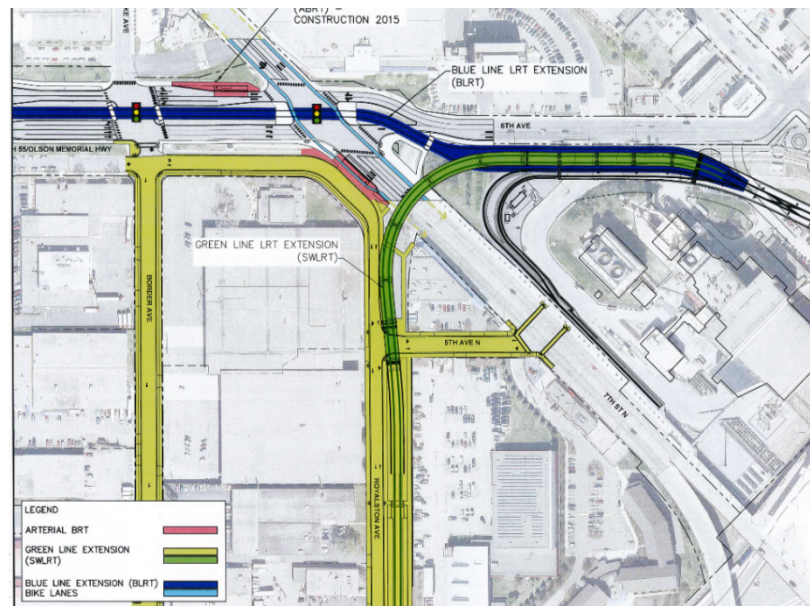
7th Street Pilot Station Project

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

