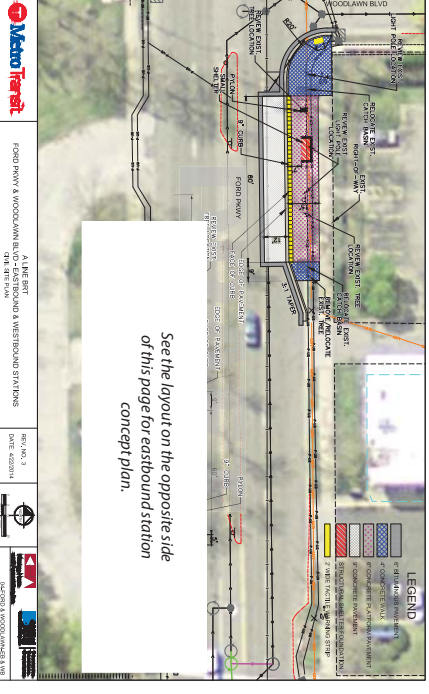
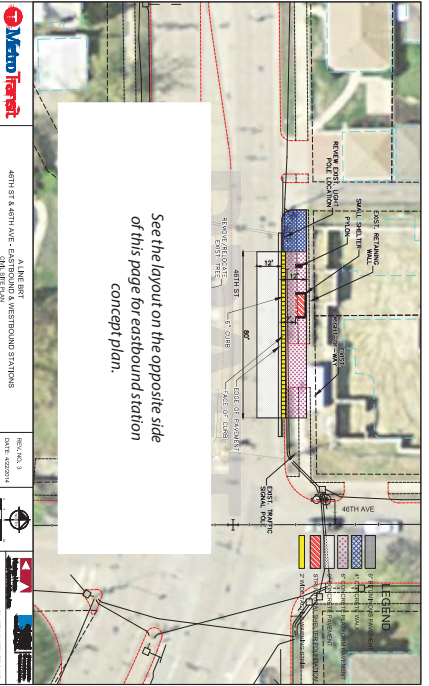


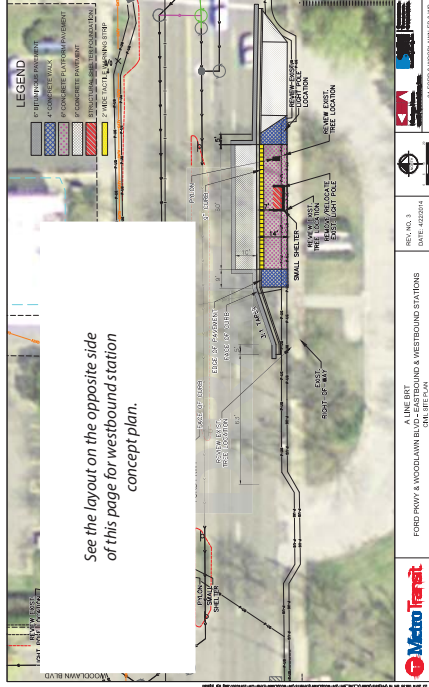
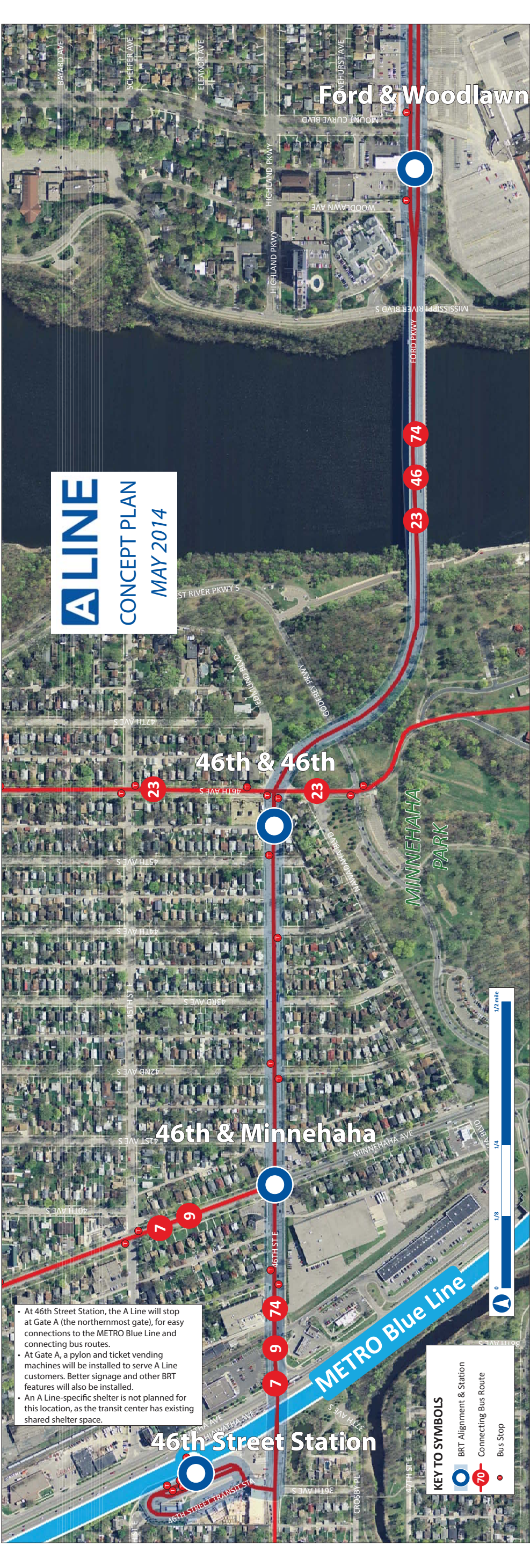
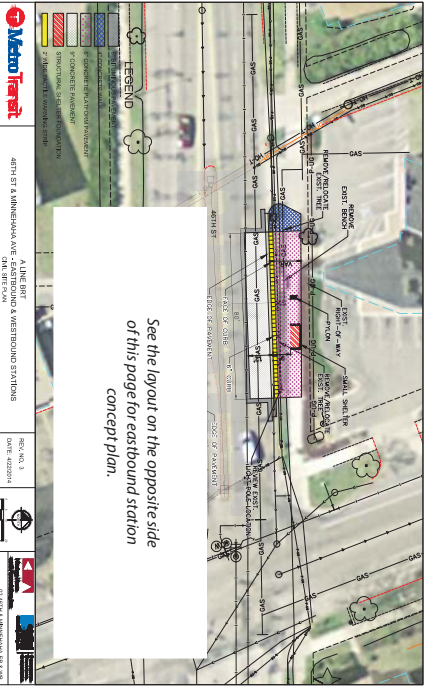
- The westbound station at Ford & Woodlawn is sited at the existing bus stop at the near side of Woodlawn Avenue.
- BRT vehicles would stop in the travel lane at the platform shown. Local routes 23, 46, and 74 would stop in the bus bay to the east of the platform, out of the travel lane. This split stop is proposed because high volumes of local buses, with longer dwell times than BRT, could negatively impact traffic if stopping in the travel lane.
- A "small" shelter is proposed at this location.



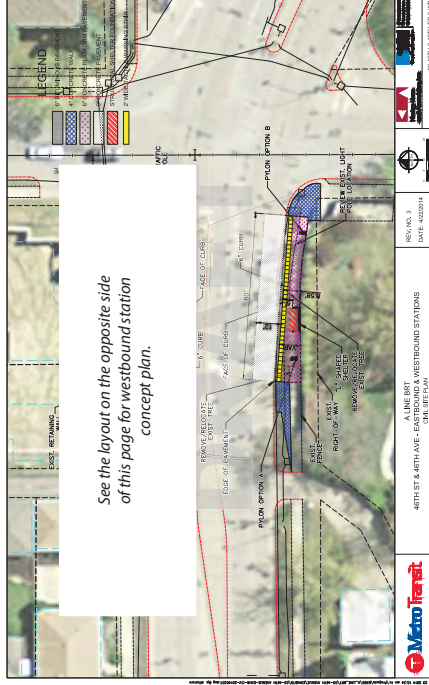
- The westbound station at 46th Street & 46th Avenue is sited on the far side of 46th Avenue. The sightlines and angles created by the complex intersection at 46th & 46th make the far side of this intersection the safest place for a bus to stop.
- The station is sited at 46th Avenue (instead of 45th Avenue, where the bus stops today) because the adjacent apartment land use is more compatible with a BRT station than Avenue.
- A "small" shelter is proposed at this location.



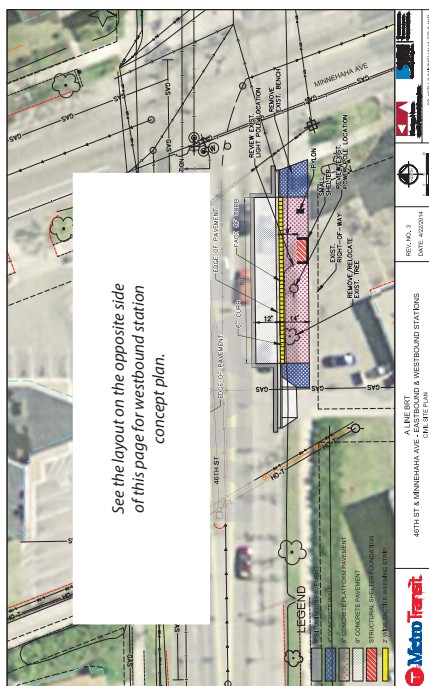
- The westbound station at 46th Street & Minnehaha Avenue is sited on the far side of Minnehaha Avenue in the existing bus stop location.
- A station on the northwest corner can also benefit riders of Routes 7 and 9, which both turn onto westbound 46th Street at Minnehaha Avenue.
- Buses will stop in the rightmost travel lane, just as they do today. No bumpout is planned at this location.
- A "small" shelter is proposed at this location.



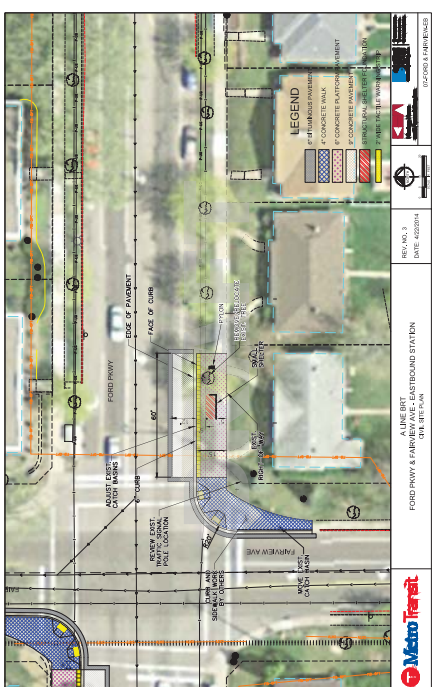
- The eastbound station at Ford & Woodlawn is sited at the existing bus stop near the driveway to the former Ford Plant.
- BRT vehicles would stop in the travel lane at the platform shown. Local routes 23, 46, and 74 would stop in the bus bay to the east of the platform, out of the travel lane. This split stop is proposed because high volumes of local buses, with longer dwell times than BRT, could negatively impact traffic if stopping in the travel lane.
- A "small" shelter is proposed at this location.



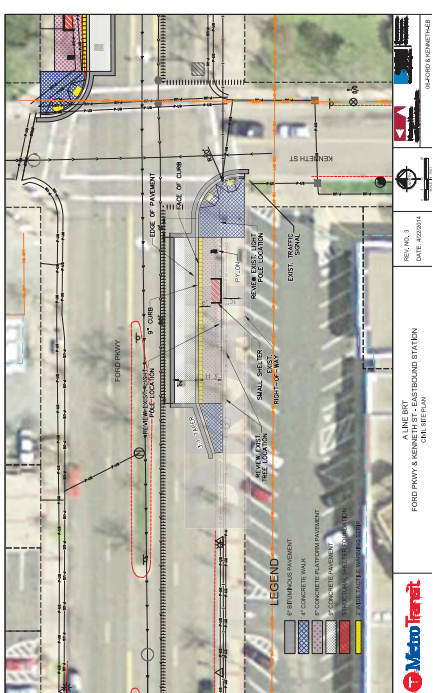
- The eastbound station at 46th Street & 46th Avenue is sited on the near side of 46th Avenue in the existing bus stop location.
- A far side station is not feasible in this location. The sightlines and angles of the 46th & 46th intersection make the near side the safest place to stop a bus.
- Buses will stop in the rightmost travel lane, just as they do today. No bumpout is planned at this location.
- A "small" shelter is proposed at this location.



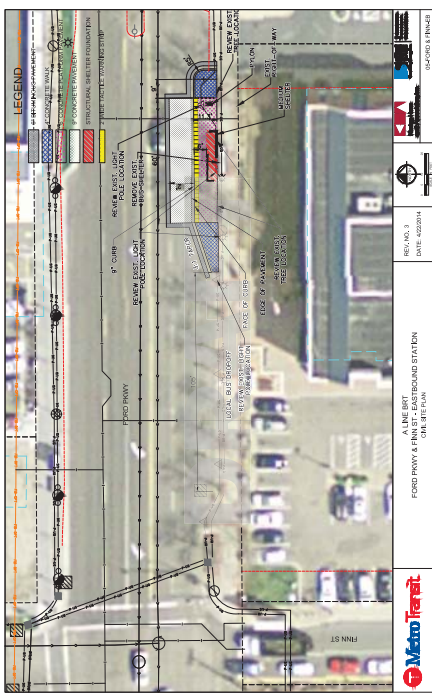
- The eastbound station at 46th Street & Minnehaha Avenue is sited on the near side of Minnehaha Avenue in the existing bus stop location.
- Buses will stop in the rightmost travel lane, just as they do today. No bumpout is planned at this location.
- Driveways on the southeast corner of Minnehaha Avenue prohibit placing a platform on the far side. In 2015, Hennepin County will be reconstructing this intersection as part of the Minnehaha Avenue reconstruction project. The driveway from Falls Liquor onto 46th Street will be closed as part of this reconstruction, presenting an opportunity to site the A Line station on the southwest corner.
- A "small" shelter is proposed at this location.



- The eastbound station is sited on the far side of the Ford & Fairview intersection.
- No bumpout is planned in this location. Buses will not stop in the single travel lane, but will pull out of traffic in order to stop in a bus bay.
- The shelter, station marker pylon, and all other furnishings would be placed to fit within the existing width of the sidewalk and boulevard.
- A 60-foot platform is planned in this location to minimize impact to on-street parking.
- A "small" shelter is proposed at this location.



- The eastbound station is sited on the far side of the Ford & Fairview intersection.
- No bumpout is planned in this location. Buses will not stop in the single travel lane, but will pull out of traffic in order to stop in a bus bay.
- The shelter, station marker pylon, and all other furnishings would be placed to fit within the existing width of the sidewalk and boulevard.
- A 60-foot platform is planned in this location to minimize impact to on-street parking.
- A "small" shelter is proposed at this location.

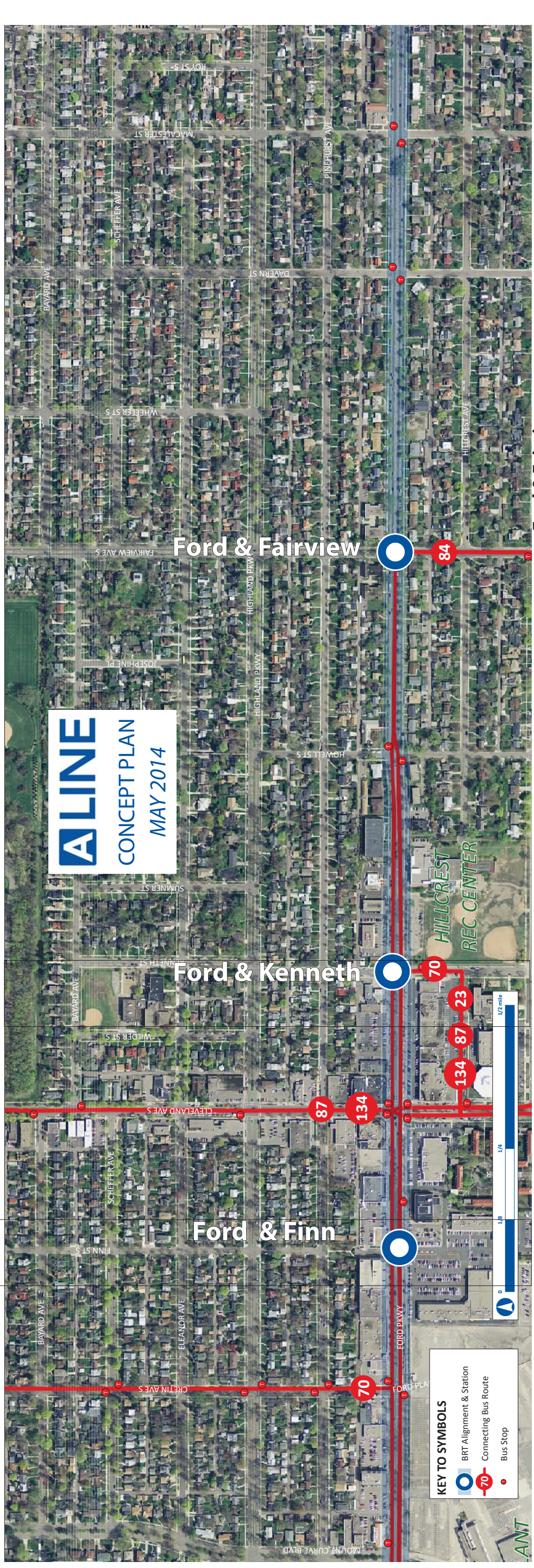


- The eastbound station is sited on the far side of the Ford & Fairview intersection.
- No bumpout is planned in this location. Buses will not stop in the single travel lane, but will pull out of traffic in order to stop in a bus bay.
- The shelter, station marker pylon, and all other furnishings would be placed to fit within the existing width of the sidewalk and boulevard.
- A 60-foot platform is planned in this location to minimize impact to on-street parking.
- A "small" shelter is proposed at this location.

Ford & Fairview EASTBOUND

Ford & Fairview WESTBOUND

Ford & Fairview EASTBOUND



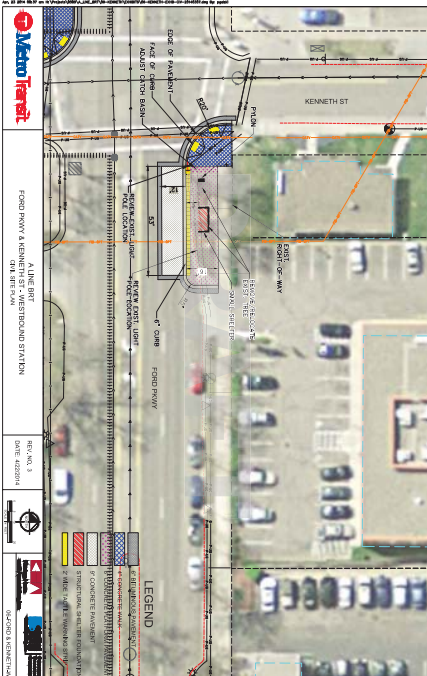
ALINE
CONCEPT PLAN
MAY 2014

KEY TO SYMBOLS

- BRT Alignment & Station
- Connecting Bus Route
- Bus Stop

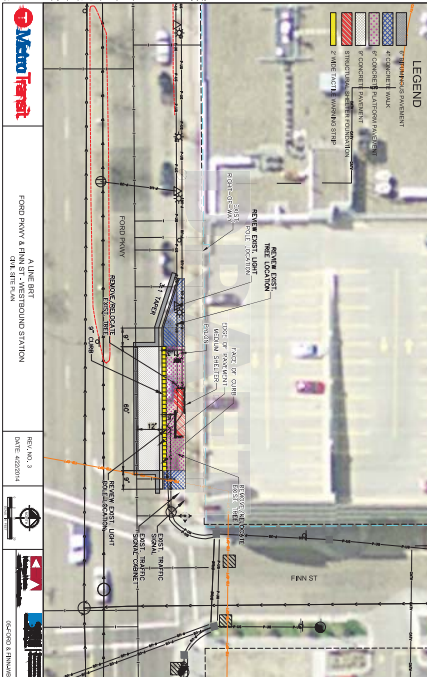
Ford & Kenneth WESTBOUND

- The westbound station is sited on the near side of the Ford & Kenneth intersection.
- A bumpout is planned in this location. Buses will stop in the travel lane.
- A far side station is not possible in this location because a platform will not fit between existing driveways.
- In order to fit between the intersection and the driveway to the east, the platform would be 53 feet long. This would not substantially limit operations for the near future, but could limit Metro Transit's ability to run a diverse fleet of 60-foot buses on the A Line as future growth in demand warrants more bus capacity.
- A "small" shelter is proposed at this location.



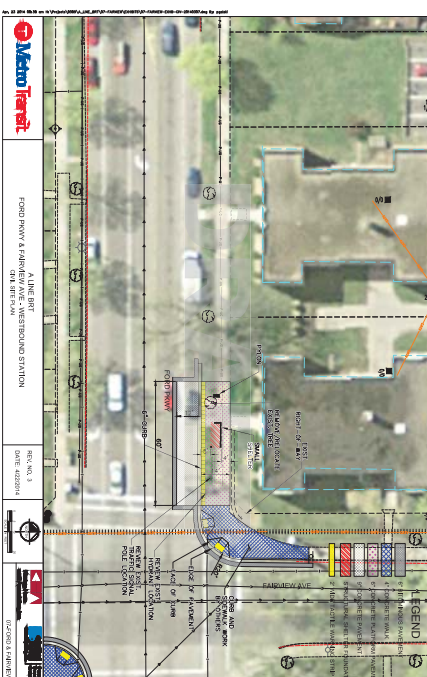
Ford & Finn WESTBOUND

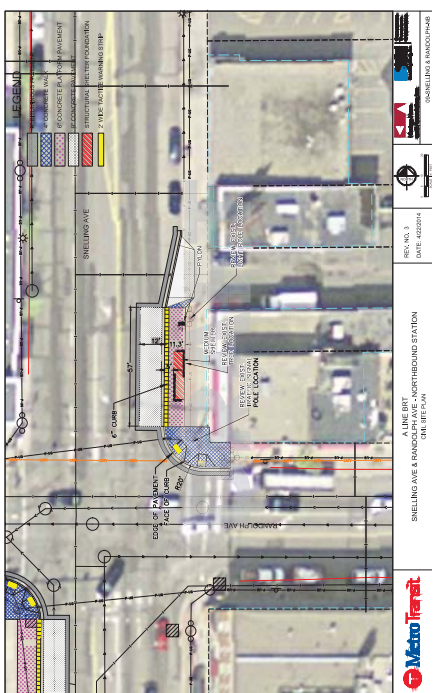
- The westbound station is sited on the far side of the Ford & Finn intersection.
- A Line vehicles would stop in the travel lane at the 60-foot platform shown. Local routes 23, 46, 70, and 74 would continue to stop at the bus stop east of Finn, out of the travel lane. This split stop is proposed because high volumes of local buses, with longer dwell times than the A Line, could negatively impact traffic if stopping in the travel lane.
- A raised curb is planned for this station to bring the platform height closer to the bus step-in height.
- A "medium" shelter is proposed at this location.



Ford & Fairview WESTBOUND

- The westbound station is sited on the far side of the Ford & Fairview intersection.
- No bumpout is planned in this location. Buses will not stop in the single travel lane, but will pull out of traffic in order to stop in a bus bay.
- The shelter, station marker pylon, and all other furnishings would be placed to fit within the existing width of the sidewalk and boulevard.
- A 60-foot platform is planned in this location to minimize impact to on-street parking.
- A "small" shelter is proposed at this location.





Snelling & Randolph NORTHBOUND

- The northbound station is sited on the far side of the Snelling & Randolph intersection.
- A bumpout is planned in this location. Buses will stop in the travel lane.
- The platform is 57 feet long in order to fit between the intersection and the alley to the north. This is shorter than a 60-foot bus, but long enough to allow the vehicle to clear the intersection and safely align all doors of the vehicle with the curb.
- A "medium" shelter is proposed at this location.

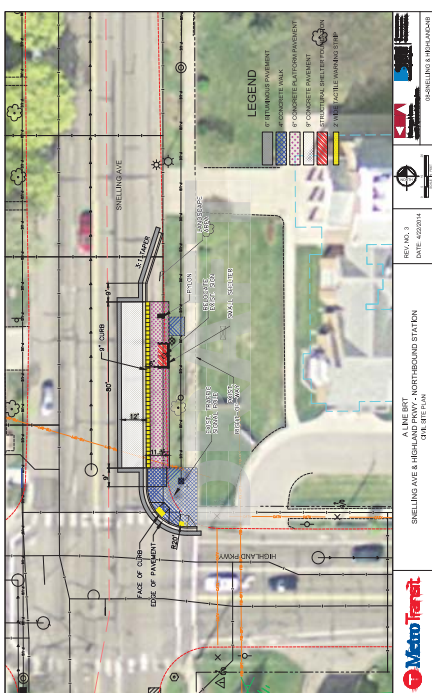


ALINE
CONCEPT PLAN
MAY 2014

Two station options are under consideration for the southbound Snelling & Highland Station.

KEY TO SYMBOLS

- BRT Alignment & Station
- Connecting Bus Route
- Bus Stop

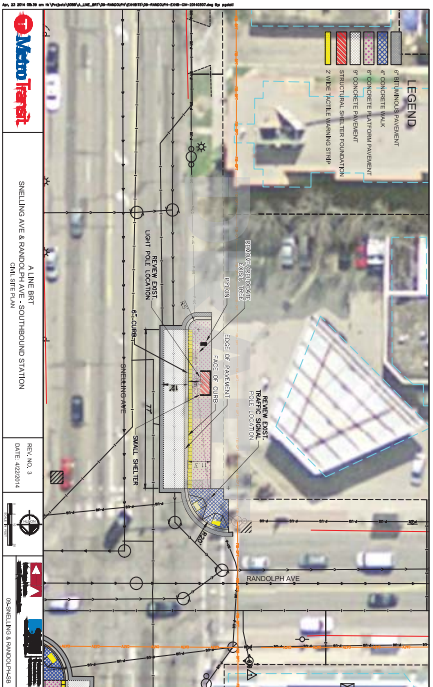


Snelling & Highland NORTHBOUND

- The northbound station is sited on the far side of the Snelling & Highland intersection.
- A bumpout is planned in this location. Buses will stop in the travel lane.
- The platform is 80 feet long in order to accommodate an A-Line bus and a local Route 84 bus at the same time.
- A raised curb is planned for this station to bring the platform height closer to the bus step-in height.
- A "small" shelter is proposed at this location.

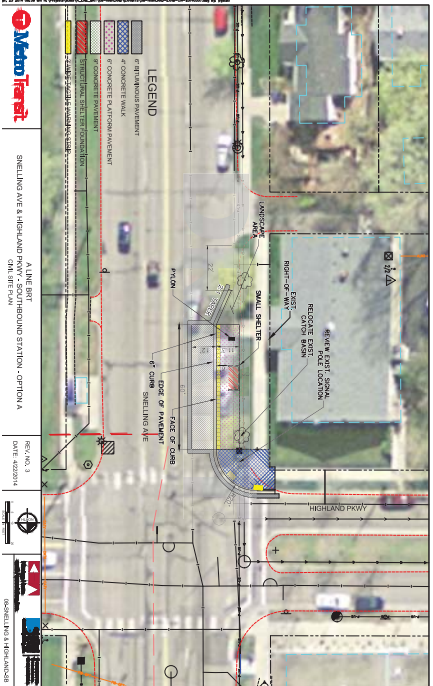
Snelling & Randolph SOUTHBOUND

- The southbound station is sited on the far side of the Snelling & Randolph intersection.
- A bumpout is not planned in this location, but buses will stop in the travel lane.
- The platform is 77 feet long in order to fit between the intersection and the driveway to the south, slightly shorter than the targeted 80 feet but still sufficient to accommodate both an A-Line bus and a local Route 84 bus at the same time, with the vehicles clearing the intersection and all bus doors safely aligned to the curb.
- A "small" shelter is proposed at this location.



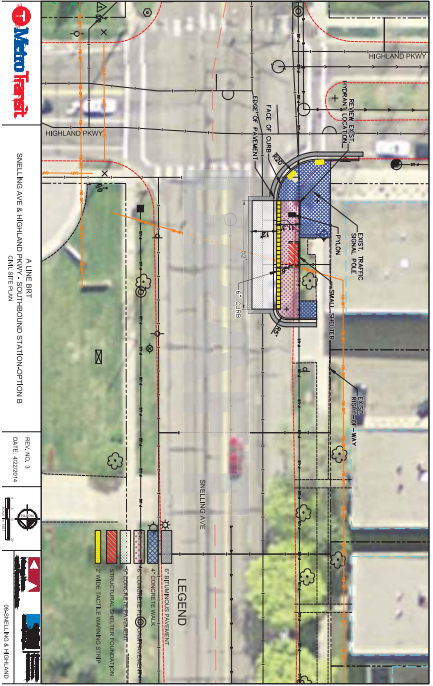
Snelling & Highland - Option A SOUTHBOUND

- Option A would site the station on the far side of the Snelling & Highland intersection.
- A bumpout is planned in this location. Buses would stop in the travel lane.
- The platform is 60 feet long in order to retain one on-street parking space. The platform was minimized in this option in response to property owner concerns.
- Option A would eliminate two of the three legal on-street parking spaces between the intersection and the alley.
- A "small" shelter is proposed at this location.



Snelling & Highland - Option B SOUTHBOUND

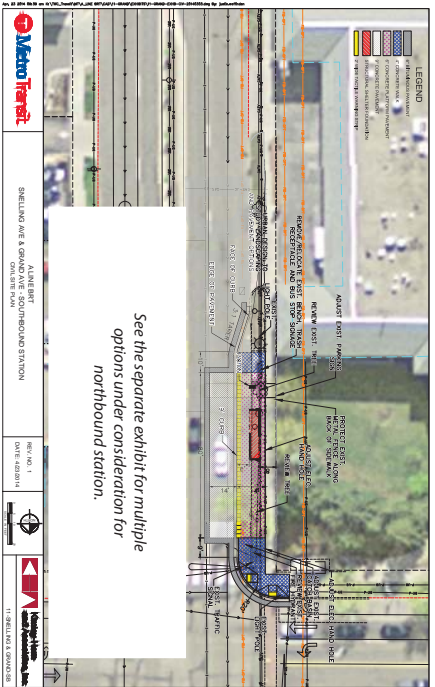
- Option B was developed in response to property owner concerns about loss of on-street parking from Option A.
- Option B would site the station on the near side of the intersection.
- A bumpout is planned in this location. Buses would stop in the travel lane.
- In order to fit between the intersection and the driveway to the north, the platform would be 52 feet long. This would not substantially limit operations for the near future but would require later expansion to accommodate longer buses used in the future. A "small" station is proposed in this location.





Snelling & Grand SOUTHBOUND

- The southbound station is sited on the far side of the Snelling & Grand intersection at the current bus stop location.
- A bumpout is planned in this location. A Line buses will stop in the travel lane.
- The platform is 80 feet long in order to accommodate an A Line bus and a local Route 94 bus at the same time.
- A raised curb is planned for this station to bring the platform height closer to the bus step-in height.
- A "medium" shelter is proposed at this location.

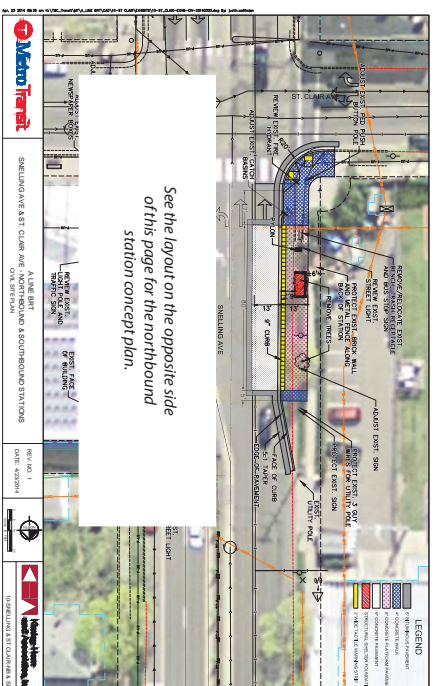


Snelling & Grand NORTHBOUND

- Multiple options are under consideration for northbound Snelling & Grand. See the separate exhibit.

Snelling & St. Clair SOUTHBOUND

- The southbound station is sited on the near side of the Snelling & St. Clair intersection at the current bus stop location.
- A near side station is planned here because the near side presents an adequate alternative that avoids on-street parking impacts on the opposite side of the intersection.
- A bumpout is planned in this location. A Line buses will stop in the travel lane.
- The platform is 80 feet long in order to accommodate an A Line bus and a local Route 94 bus at the same time.
- A raised curb is planned for this station to bring the platform height closer to the bus step-in height.
- A "small" shelter is proposed at this location.



KEY TO SYMBOLS

- BRT Alignment & Station
- Connecting Bus Route
- Bus Stop

Snelling & St. Clair NORTHBOUND

- The northbound station is sited on the far side of the Snelling & St. Clair intersection. A bumpout is planned in this location. A Line buses will stop in the travel lane.
- Adequate length is not available on the opposite corner. Siting the station on the opposite corner (near side) would require closing the driveway, which could not be completed within the project timeline.
- To shorten the linear footprint of the station and minimize the impact to on-street parking, the platform is 60 feet long. A standard curb height is planned in this location, further minimizing the length needed to fit the platform.
- A "small" shelter is proposed at this location.

