C Line Rapid Bus – 90% Design

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Metro Transit

TAAC
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Today’s Discussion

• Informational
• Feedback from February
• Project development update
  – Schedule
  – Funding
• Design update
  – Platform renderings
  – Vertical separation
• Communications outreach update
• Preparing for Construction
What did we hear from TAAC in February?

Stations
- Stay consistent
- Continue to explore navigational tools for station elements

Roadwork
- Maintain accessible, clear, continuous PAR through construction:
  - Defined through project specifications
- Developed BRT Design Guide
- ATCMTD Grant – Applied in June, potential award in September
  - Beacon Deployment & Integration
C Line project overview

- Substantially replaces Route 19
  - 8.5 miles from downtown (HCMC) to Brooklyn Center
- Serves 7,600 people today, 9,300 by 2030
- Runs in mixed traffic
- Faster trip
  - Pre-boarding fare payment
  - All-door boarding on 60-foot vehicles
  - In-lane stop (curb extensions)
  - Transit signal priority
Coordinating C Line on Penn Avenue with Hennepin County, and City of Minneapolis

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Activities</th>
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<tbody>
<tr>
<td>2013-2016</td>
<td>Planning</td>
</tr>
<tr>
<td>2014-2016</td>
<td>Environmental review</td>
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<tr>
<td>2016-2017</td>
<td>Preliminary design</td>
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<tr>
<td>2017</td>
<td>Final design</td>
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<tr>
<td>2018</td>
<td>Construction</td>
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<tr>
<td>2019</td>
<td>Service begins</td>
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**October-November 2016:** Initial design considerations (intersection layouts, shelter & pylon placement)

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

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

**September 2017-March 2018:** Share construction plans

**2018:** Construction

**2019:** C Line opens with service on Penn Avenue, Olson Highway
C Line Funding

• Non-fleet project total cost: $20 million

• Funding Plan is to pursue Metro Transit funds to match available federal funding

• Planning for funding in place by late August
Temporary Stations on Olson Memorial Highway, Current Recommendation to move to Glenwood in long-term

• Light rail construction will impact stations
• Recommended long-term relocation to Glenwood (future project timed with light rail)

7th & Park
Penn & Plymouth
C Line Community Outreach

Station Neighbor Outreach - Businesses and residents located in the immediate vicinity of a proposed station were engaged through in-person visits and mailed letters.

Neighborhood and Community Organizations Presentations and Outreach

Pop-Up Outreach – Bus and Stop

Open Houses – Traditional and Mobile

The majority of C Line outreach has been focused on direct communication to station neighbors impacted by future C Line stations. These interactions have revealed specific needs or concerns of neighbors who have disabilities within the C Line corridor and have been integrated into design development.
Where to find updates:

- Sign up for C Line Update Newsletter - metrotransit.org/c-line-project
- Community Meetings
- Presentations
- Project Partners:
  - Penn Avenue Community Works
  - City of Minneapolis

Who to contact:

- Project Hotline (Details coming soon)
- Metro Transit Community Outreach - Karyssa Jackson
- Metro Transit Customer Relation – 612-373-3333
metrotransit.org/c-line-project

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BRT/Small Starts Project Office