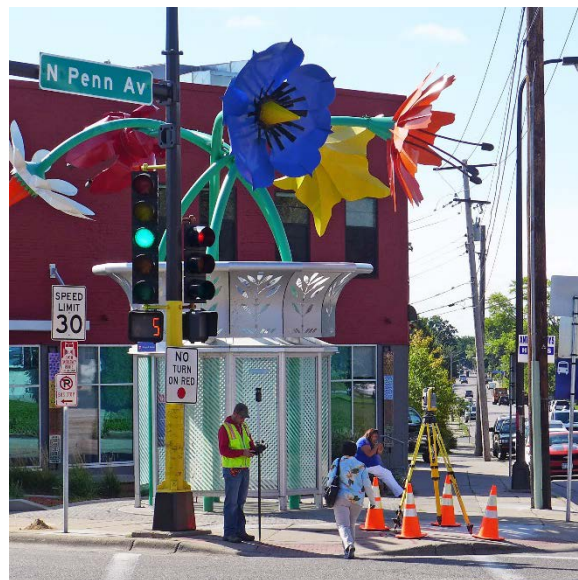


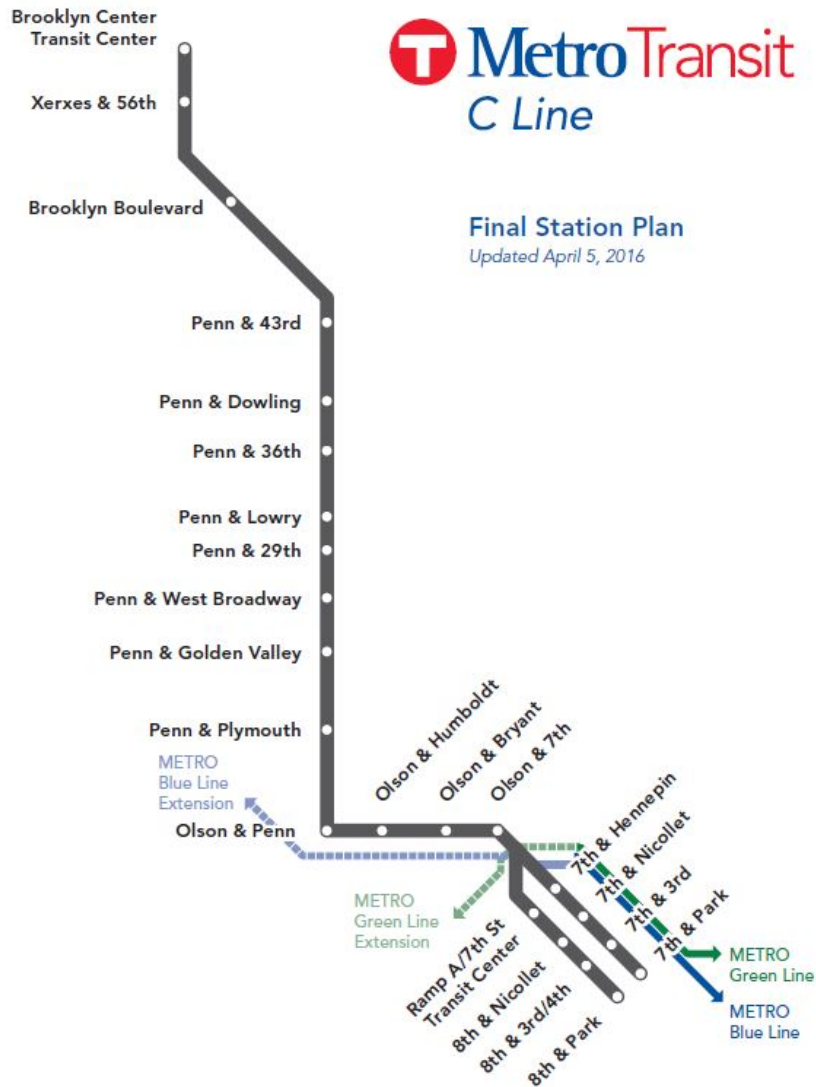
# C Line Rapid Bus – Preliminary Station Design



C Terrence Anderson, Community Outreach Coordinator  
Shawn Walding, Senior Engineer  
Metro Transit

TAAC  
February 1, 2016

# C Line project overview



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

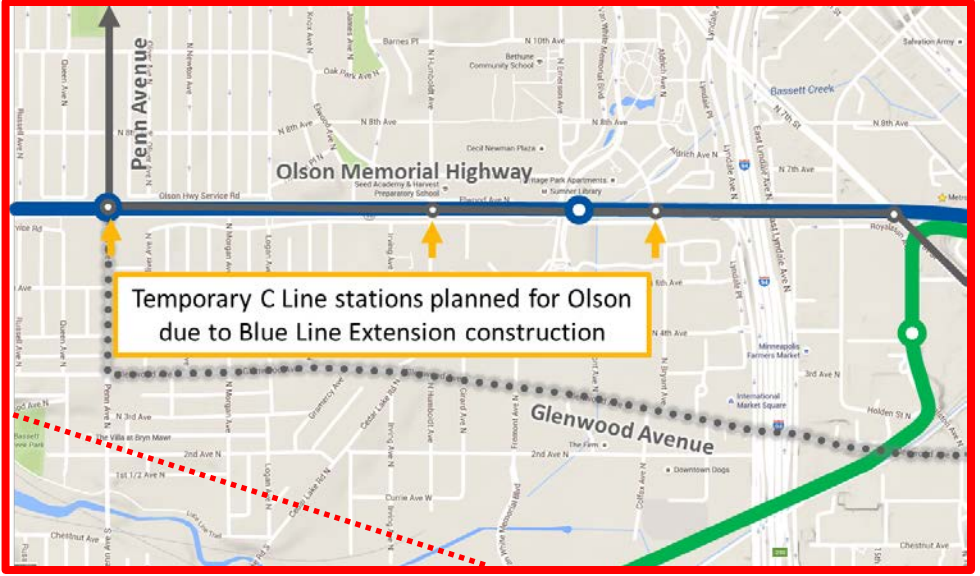
# Temporary Stations on Olson Memorial Highway, Current Recommendation to move to Glenwood in long-term



Final Station Plan  
Updated April 5, 2016



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



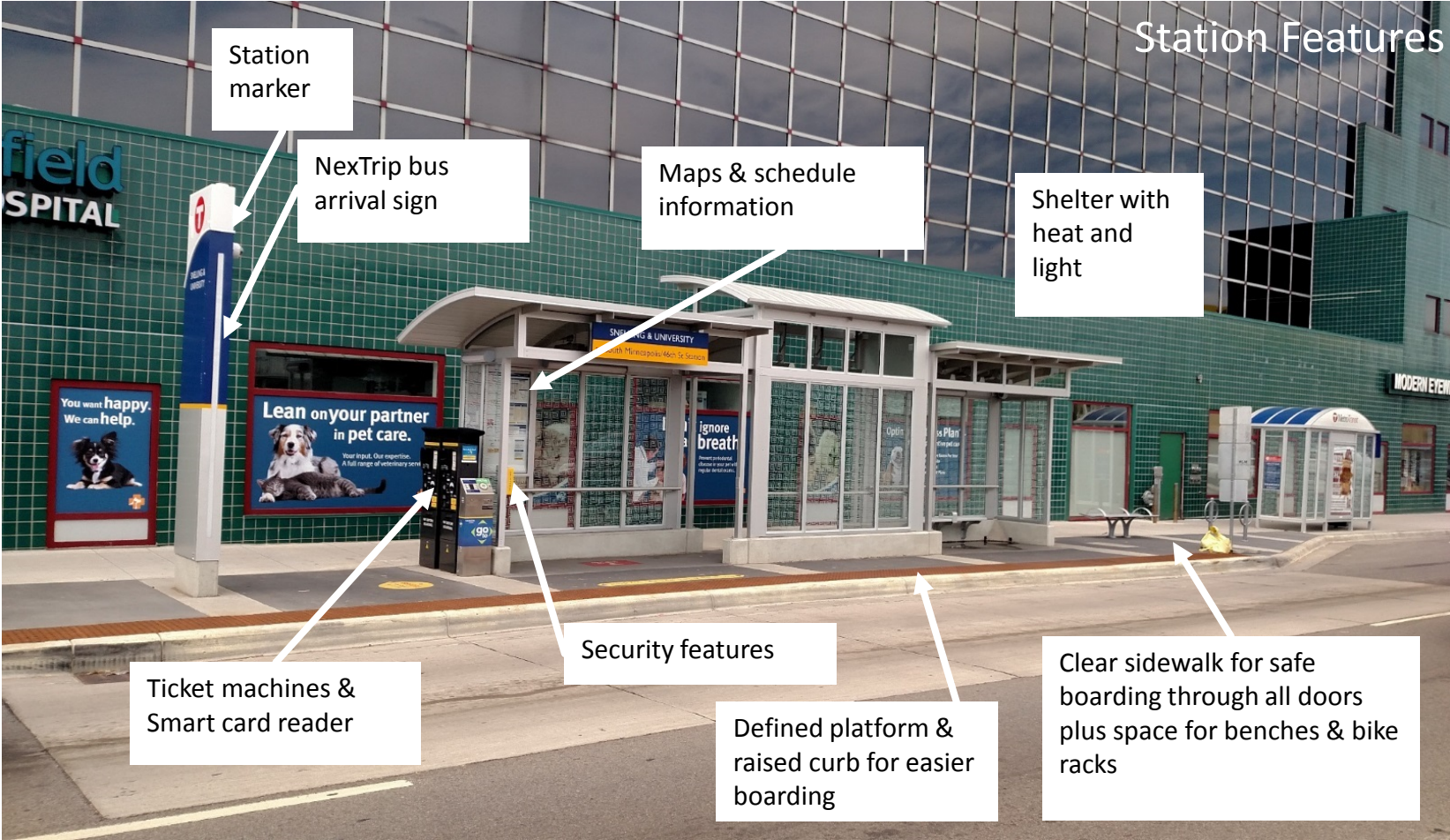
# Coordinating C Line on Penn Avenue with Hennepin County, and City of Minneapolis

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





# Station Components



Station marker

NexTrip bus arrival sign

Maps & schedule information

Shelter with heat and light

Ticket machines & Smart card reader

Security features

Defined platform & raised curb for easier boarding

Clear sidewalk for safe boarding through all doors plus space for benches & bike racks

Station Features



# Stations are scalable



# What did we hear from TAAC last October?

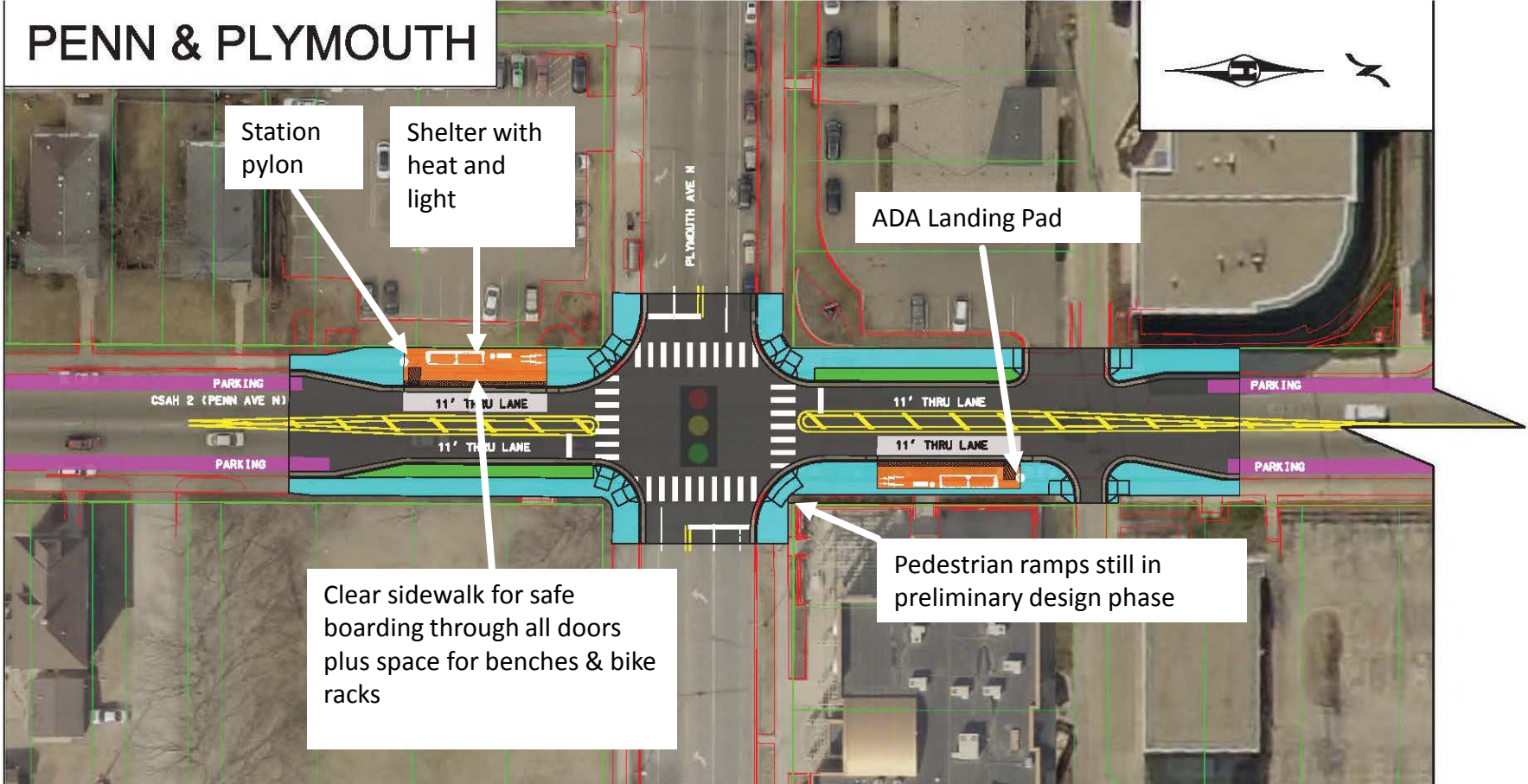
## Stations

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

## Overall

- Ensure adequate security measures are taken

# Typical Layout – Farside Stations

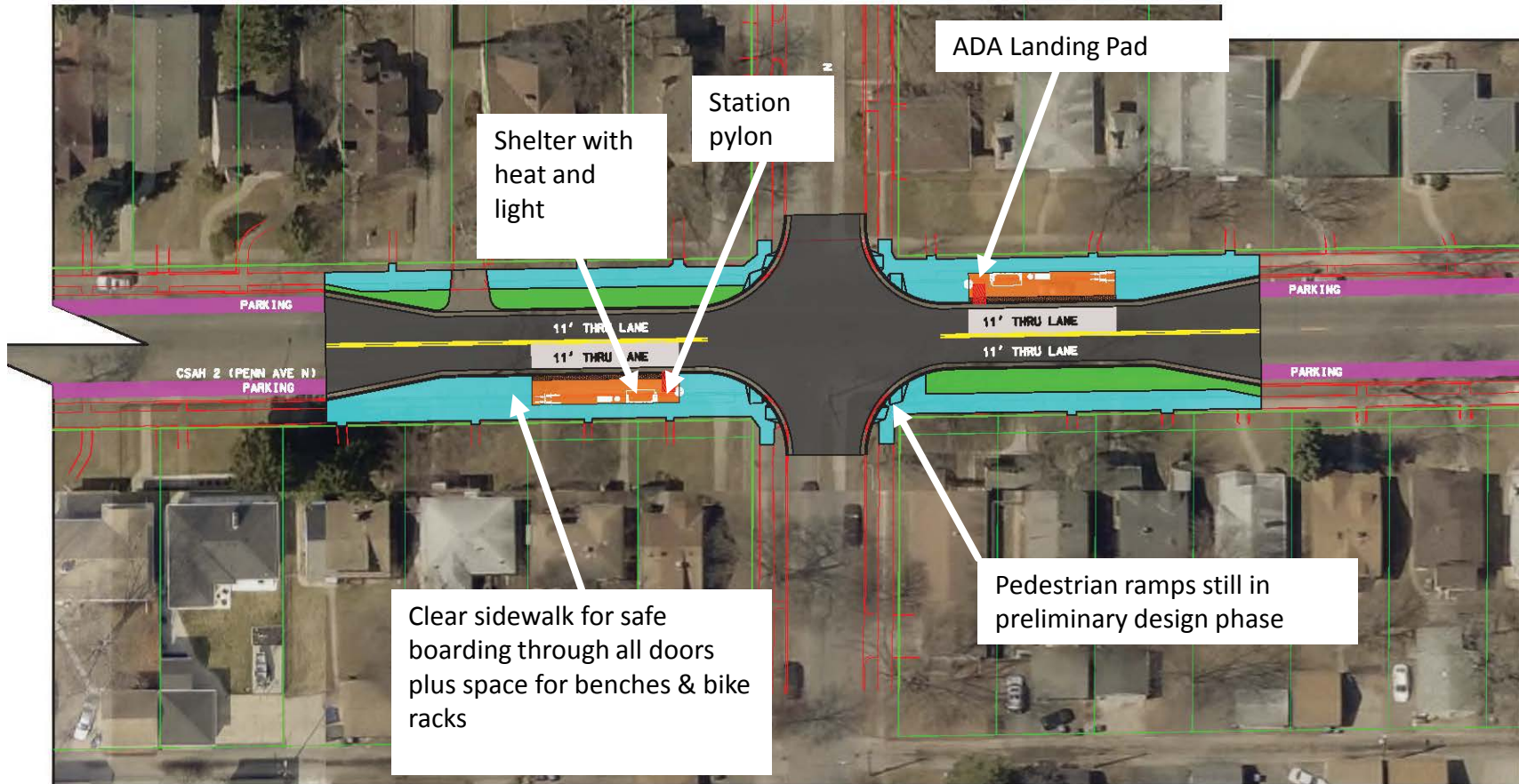


See all station layouts:  
<https://www.metrotransit.org/c-line-development>

2/01/2017



# Typical Layout – Nearside Stations (Ex. Penn & 43<sup>rd</sup>)

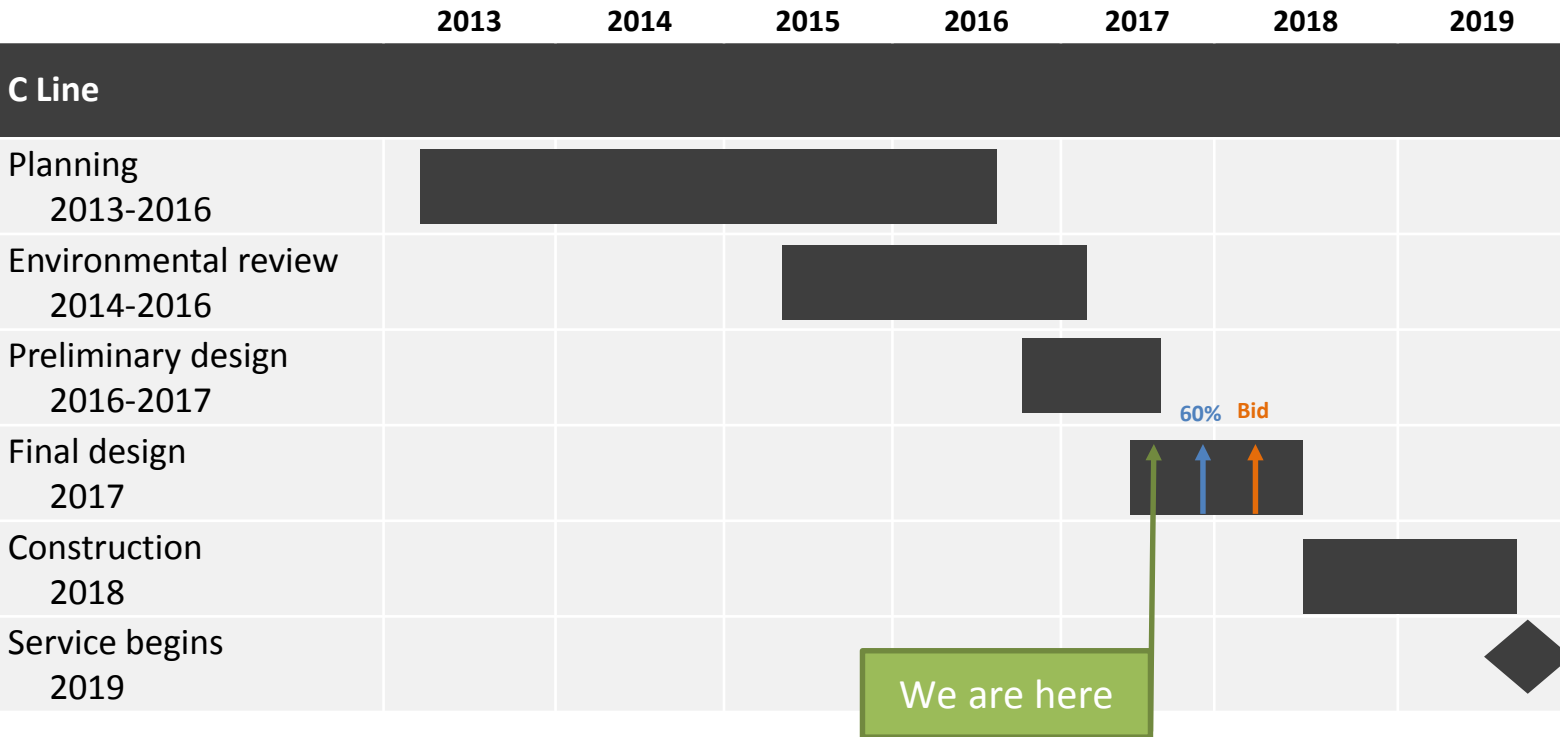


See all station layouts:

<https://www.metrotransit.org/c-line-development>

2/01/2017

# Implementation schedule



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

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

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

September 2017-March 2018: Share construction plans

2018: Construction

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

# Upcoming engagement process

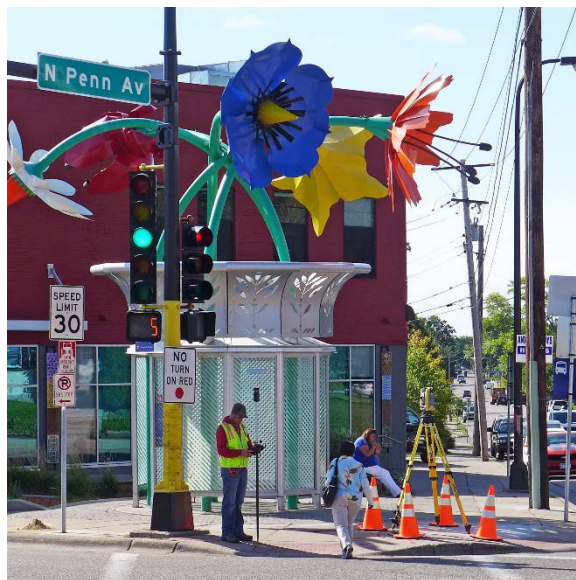
- Feb-June
  - Final design
  - Develop construction schedule
    - Maintenance of traffic
    - Establish temporary pedestrian access routes (TPAR) guidelines for contractor
    - Station amenities finalized
- September
  - Bid for construction
- Early 2018
  - Begin construction



# Discussion

- Designing with pedestrian access routes (PAR) in mind
  - Designate PAR on plan sheets
  - Preferences on pedestrian ramps as vertical design begins
- Building station amenities
  - Consistent station layouts
  - Lessons learned from A Line
  - Locating space for utility cabinets
- Street reconstruction considerations
  - Access closure vs duration

# [metrotransit.org/c-line-project](https://metrotransit.org/c-line-project)



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BRT/Small Starts Project Office