

Station Plan: Xerxes & 56th Avenue

This station will serve a major Brooklyn Center commercial area. Depending on final location, the Brooklyn Boulevard Area station will be situated approximately 0.75 mile to the south. 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. 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

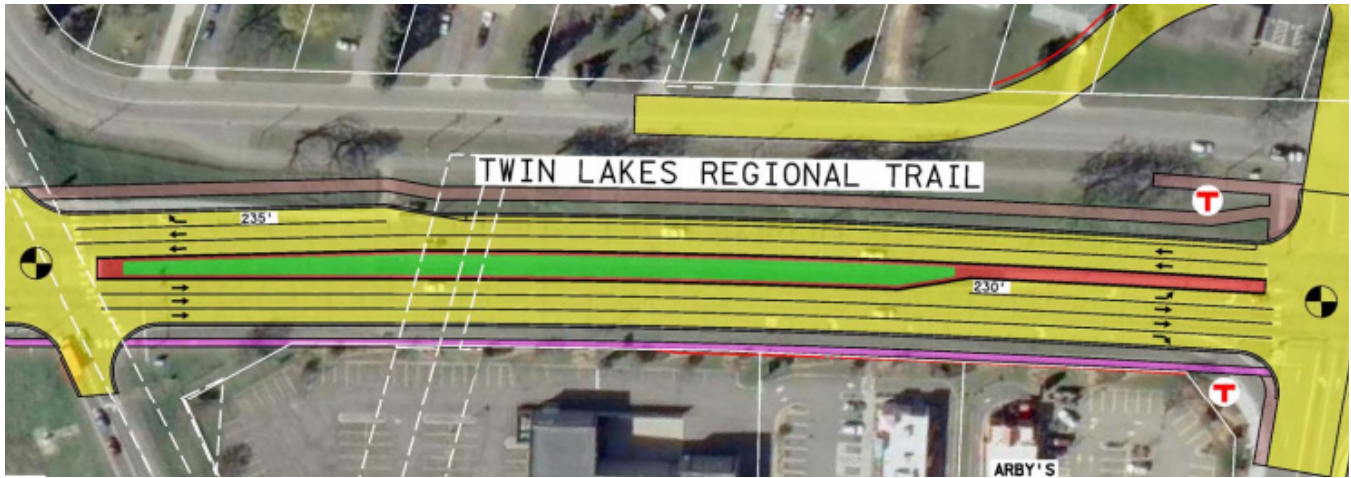
Brooklyn Center Station Consolidation

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.

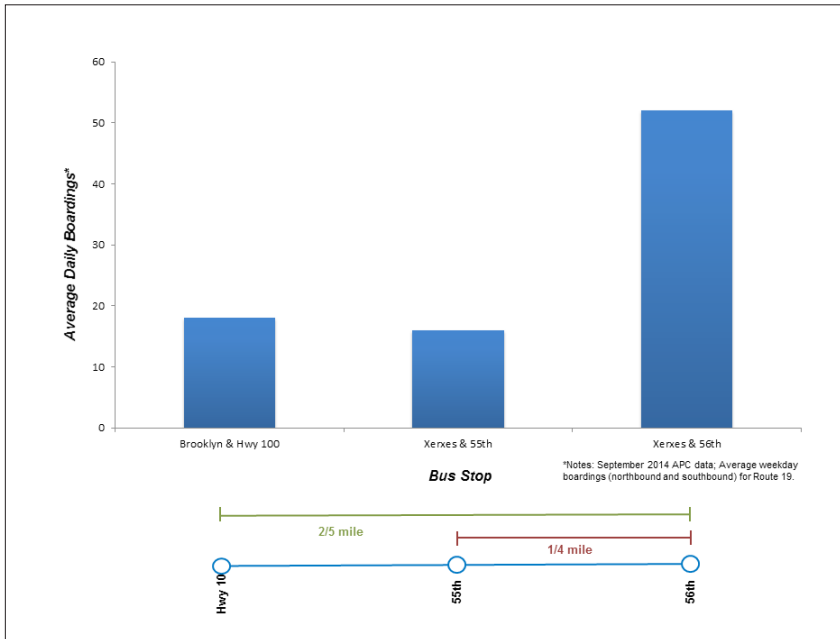
The City of Brooklyn Center submitted a comment during the recommended station plan comment period requesting the Brooklyn Boulevard & 55th Avenue stop be upgraded to a C Line station. This comment, however, did not yield a change in the final station plan document given ridership, station spacing, and land use in the area. 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

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

walk-access catchment area for the stop. Given the planned relocation of the bus stop, its short distance to the Xerxes & 56th station, limited ridership, and limited pedestrian connectivity, a Brooklyn & Highway 100 or Brooklyn & 55th Avenue station is not recommended for inclusion in the C Line. A bus stop at Brooklyn & 55th will continue to be served by local and limited bus stop routes. Coordination with the City of Brooklyn Center will continue to provide improved transit facilities in the area.

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 and operational at the start of C Line revenue service. The aforementioned planned reconstruction of Brooklyn Boulevard is not anticipated to affect the Xerxes & 56th Avenue station.

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

