

Station Plan: Penn & 43rd Avenue

This station will serve the northern portion of the Penn Avenue corridor, including the commercial node at 44th Avenue. Ridership and roadway geometry support station siting at 43rd Avenue. See “Other Alternatives Considered” for additional information. The Penn & Dowling station will be approximately 0.65 mile to the south and the Brooklyn Boulevard station, dependent upon final location, will be about 1.2 mile to the north. The 0.65 mile distance to the Penn & Dowling station to the south is appropriate in this segment given lower ridership between Dowling Avenue and 42nd Avenue due to the presence of Crystal Lake Cemetery east of Penn Avenue. The longer 1.2 mile distance to the Brooklyn Boulevard station to the north stems from the elimination of a previously considered station in an area with many other transit service options. See the Osseo & Victory Area station plan document for more information.

Table 1: Station Plan Summary – Penn & 43rd Avenue

Penn & 43rd Avenue		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & 43rd Avenue Serves more riders when compared to 44th Avenue, where safe station siting is not feasible.
	Platform Location	SB: Nearside (NW corner) A bus stop currently exists at this location. No benefit to farside station at this unsignalized intersection. NB: Nearside (SE corner) A bus stop currently exists at this location. No benefit to farside station at this unsignalized intersection.
ADDITIONAL STATION DETAILS	Shelter	SB: Install new shelter No shelter currently present. Will install new BRT shelter with enhanced amenities. NB: Install new shelter No shelter currently present. Will install new BRT shelter with enhanced amenities.
	Curb Configuration	SB: Bumpout Will maximize operational efficiency and pedestrian space. No space constraints exist that will restrict bumpout construction. NB: Bumpout Will maximize operational efficiency and pedestrian space. No space constraints exist that will restrict bumpout construction.
	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

There are no transit connections at this station. Reduced Route 19 local service will be maintained at this location.

The intersection of Penn Avenue and 43rd Avenue is unsignalized. Transit signal priority will not be implemented at this intersection.

On-street parking will be impacted by this station, though stations will be sited at corners with existing no-parking bus stop zones. The addition of curb bumpouts will result in a reduction of on-street parking on Penn Avenue by approximately two to three parking spaces per platform.

Other Alternatives Considered

Penn & 44th Avenue Station Location

Commercial activity surrounding the intersection of Penn Avenue and Osseo Road with 44th Avenue produces an expected consideration for transit enhancement in the area, in contrast to the lower-density residential uses surrounding 43rd Avenue. This consideration was also expressed during the comment period at open houses and in written comments by the City of Minneapolis Department of Community Planning and Economic Development and the general public.

However, submitted comments support the proposed Penn & 43rd Avenue location. In addition, roadway constraints restrict the feasibility of siting a station at the Osseo Road/44th Avenue/Penn Avenue intersection. Moreover, higher ridership to the south supports that a C Line station in the area is better positioned at 43rd Avenue.

The skewed and offset Osseo/44th/Penn intersection introduces a number of critical limitations to safely siting a BRT station that meets customer needs. See Figure 1 for an aerial image of this intersection and the alternatives considered. Tables 2 and 3 identify critical factors supporting placement of a BRT station away from the Osseo/44th/Penn intersection, as an enhancement to the existing bus stop at 43rd Avenue.

The platform sites at Penn & 43rd Avenue maintain driveway access points, safe vehicle turns, and sightlines, and provide adequate space for shelters and customer amenities.

Figure 1: Osseo/Penn/44th Ave. Alternative Platform Location Considerations



Table 2: 43rd Ave. Northbound Alternative Platform Options

Northbound Alternative Options	
Location	Critical Limitations to Siting Station
1: Osseo Rd, farside of Penn Ave.	<ul style="list-style-type: none"> Right-of-way unavailable; would require acquisition of parcel behind sidewalk Stopped bus would be blocked from view of vehicles approaching from the east; platform location is in blind spot for right-turning vehicles
2: 44th Ave, farside of Penn Ave.	<ul style="list-style-type: none"> Bus cannot stop pull up to curb after making left turn
3: Penn Ave, nearside of 44th Ave.	<ul style="list-style-type: none"> Impossible to make left turn from curb without a dedicated bus-only turning signal 60' platform cannot fit without eliminating driveway/access
4: Penn Ave north of alley, mid-block	<ul style="list-style-type: none"> Inadequate space for bus to enter left-turn lane at 44th Inadequate length for 60' platform between alley and driveway Location invites undesirable mid-block pedestrian crossings
5: Penn Ave south of alley, mid-block	<ul style="list-style-type: none"> Inadequate space to enter left-turn lane at 44th Location invites undesirable mid-block pedestrian crossings

Table 3: 43rd Ave. Southbound Alternative Platform Options

Southbound Alternative Options	
Location	Critical Limitations to Siting Station
6: Osseo Rd, nearside of 44th Ave	<ul style="list-style-type: none"> Right-of-way unavailable; would require acquisition of parcel behind sidewalk No sidewalk connectivity along west side of Osseo Road
7: On 44th Ave, nearside of Penn Ave.	<ul style="list-style-type: none"> High right-turn volumes creates conflict with bus stopping in single traffic lane
8: Penn Ave, farside of 44th Ave.	<ul style="list-style-type: none"> Platform location is in blind spot for right-turning vehicles 60' platform cannot fit without eliminating driveway/access
9: Penn Ave south of driveway, mid-block	<ul style="list-style-type: none"> Platform location is in blind spot for right-turning vehicles 60' platform cannot fit without eliminating driveway/access Location invites undesirable mid-block pedestrian crossings

In addition, existing ridership is higher at 43rd Avenue than 44th Avenue, due in large part to ridership from Patrick Henry High School. 43rd Avenue serves more than twice as many customers as 44th Avenue. Students generally use the 43rd Avenue bus stop because it is closer to school doors than the 44th Avenue stop.

Project Delivery

Penn Avenue Community Works Project

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.¹⁷ Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction.

¹⁷ Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 2: Station Layout – Penn & 43rd Avenue

