

## Station Plan: Penn & 36th Avenue

The Penn & 36th Avenue station will serve a high-ridership area of Penn Avenue between the major intersections of Lowry Avenue and Dowling Avenue. Station spacing guidance suggests a station should be sited between Lowry Avenue and Dowling Avenue, which are approximately 0.75 mile apart. The existing 36th Avenue bus stop serves the greatest number of Route 19 customers between Lowry Avenue and Dowling Avenue. The Penn & Lowry station is about 0.5 mile to the south and the Penn & Dowling station is about 0.25 mile to the north.

Table 1: Station Plan Summary – Penn & 36th Avenue

Penn & 36th Avenue		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	<b>Penn &amp; 36th Avenue</b> Provides access to a high-ridership area between major intersections (Lowry Avenue and Dowling Avenue).
	Platform Location	<b>SB: Farside (SW corner)</b> Nearside platform of standard 60' length is not possible due to existing driveway located 50' north of NW quadrant corner.  <b>NB: Farside (NE corner)</b> NB platform must be sited farside due to existing SB access conditions and limited Penn Avenue roadway width.
ADDITIONAL STATION DETAILS	Shelter	<b>SB: Replace existing shelter</b> Will replace existing shelter with BRT shelter and enhanced amenities.  <b>NB: Install new shelter</b> No shelter currently present. Install new shelter with enhanced amenities.
	Curb Configuration	<b>SB: Bumpout</b> Maximizes operational efficiency and pedestrian space. No existing space constraints that restrict bumpout construction.  <b>NB: Bumpout</b> Maximizes operational efficiency and pedestrian realm. No existing space constraints that restrict bumpout construction.
	Platform Length	<b>SB: 60' long</b> C Line design standard to accommodate 60' BRT vehicle.  <b>NB: 60' long</b> 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 connecting transit routes at this station; however, reduced Route 19 local service will be maintained at this location.

The intersection of Penn Avenue and 36th Avenue is unsignalized. Transit signal priority will not be implemented at this intersection.

On-street parking will be impacted by this station. The construction of curb bumpouts will result in a reduction of on-street parking on Penn Avenue by approximately four to five parking spaces per platform. Parking analysis conducted through the Penn Avenue Community Works project shows that surrounding on-street parking supply is adequate to meet demand in this area if spaces are impacted by a C Line station.

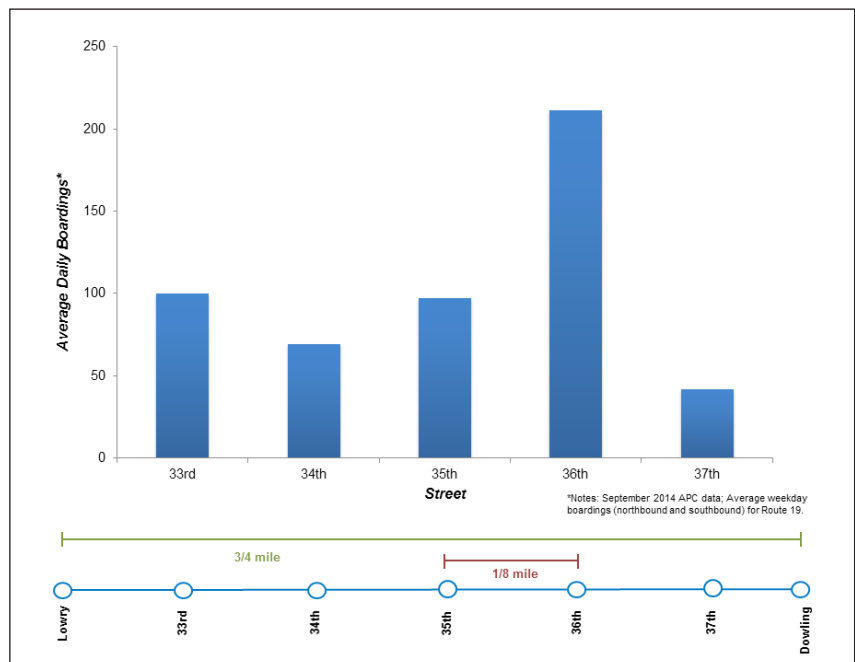
## Other Alternatives Considered

### Site Station at 35th Avenue

The 2012 ATCS addendum<sup>19</sup> on Penn Avenue initially considered a station at 35th Avenue for more even spacing between Lowry Avenue and Dowling Avenue. Representatives from the Folwell Neighborhood Association and the Cleveland Neighborhood Association also suggested consideration of a station at 35th Avenue instead of 36th Avenue. Neighborhood interest in 35th Avenue was based on reports of current criminal activity at the existing bus shelter at Penn Avenue & 36th Avenue; representatives suggested that moving the station one block south could help provide a safer environment and better experience for C Line customers.

While station spacing between Lowry Avenue and Dowling Avenue is more balanced at 35th Avenue, ridership patterns generally support 36th Avenue as a more effective station location. See Figure 1 for additional information. Higher residential densities surrounding the 36th Avenue intersection likely contribute to increased ridership. The increased ridership of 36th Avenue is anticipated to result in a more effective station while limiting increased walking distance for 35th Avenue customers to approximately 1/8 mile. In addition, pedestrian crossing movements are similar at either intersection since both 35th Avenue and 36th Avenue are unsignalized.

Figure 1: Route 19 Ridership and Station Spacing; 35th Ave. and 36th Ave.



19 Available at: [http://www.metrotransit.org/Data/Sites/1/media/pdfs/atcs/atcs\\_final\\_report\\_addendum.pdf](http://www.metrotransit.org/Data/Sites/1/media/pdfs/atcs/atcs_final_report_addendum.pdf)

C Line design features will address customer security concerns in this segment of Penn Avenue. C Line stations at this and all locations will be designed for customer comfort and safety and to deter criminal activity. Security cameras, lighting, and site-specific shelter designs (e.g., with or without walls, wall design, etc.) will be important features for consideration as the project moves into the design/engineering phase.

During the draft *C Line Station Plan* comment period, the proposed 36th Avenue station location was also the subject of additional community outreach led by the Cleveland Neighborhood Association. Neighborhood association representatives conducted a survey asking community members if they preferred a station location at 35th Avenue or 36th Avenue. This survey was conducted through neighborhood canvassing and at the Lucy Laney Community School's Turkey Bingo Family Night. The survey did not identify a strong respondent preference for one particular alternative.

The Cleveland Neighborhood Association also submitted comments during both the draft and recommended plan comment periods supporting a station at 35th Avenue, which included a 5-4 vote of the neighborhood association board, a small sample of community preference surveys, and potential for development in the area. Other written comments were also submitted as part of the *C Line Station Plan* comment periods. Within the public comment periods, public input expressed mixed opinions on specific station location preferences.

A station at 36th Avenue remains the recommended station location to best serve customers, based on the considerably higher demand at this location compared to 35th Avenue, and supported by the balance of input received at this location.

## Site Station Platforms on Nearside Corners of Penn & 36th Avenue

Existing bus stops are located on the nearside of the intersection for both northbound and southbound buses. Station platforms will be located on the farside of the intersection for both northbound and southbound buses. Since the intersection is not signalized, transit signal priority is not a factor in the farside siting of these platforms. Rather, farside siting for both platforms is the result of existing access conditions on the northwest quadrant of the intersection.

An existing driveway located approximately 50' north of the intersection precludes a standard 60' platform from being constructed on the nearside of the intersection. As a result, the southbound platform and curb bumpout must be constructed on the intersection's southwest quadrant. Since Penn Avenue's narrow width prevents both bumpouts from being constructed on either the northern or southern halves of the intersection, diagonally opposite bumpouts are required. Therefore, the northbound platform and bumpout must be constructed on the northeast quadrant of the intersection.

## Project Coordination

### Penn Avenue Community Works Project

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.<sup>20</sup> Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction.

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<sup>20</sup> Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 2: Station Layout – Penn & 36th Avenue

