

Station Plan: Penn & Lowry

This station will serve the intersection of Penn Avenue and Lowry Avenue. This plan sites stations closer to the 0.25 mile minimum between Lowry Avenue and 29th Avenue to help accommodate consistently high ridership in the area. The Penn & 36th Avenue station will be about 0.5 mile to the north. This intersection has also been the focus of redevelopment efforts, including the Penn-Lowry Crossings opening in 2011 and ongoing Hennepin County efforts on the intersection's northern half. The intersection is a critical transit node and functions as the highest-ridership northbound and southbound location on Penn Avenue. Outside of Brooklyn Center Transit Center, it has the highest number of southbound boardings on the entire route.²¹

Table 1: Station Plan Summary – Penn & Lowry

Penn & Lowry		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & Lowry Provides access to high-ridership location at major intersection and transit node.
	Platform Location	SB: Nearside (NW corner) Adequate space available adjacent to Hennepin County-owned parcel. A bus stop currently exists at this location. NB: Farside (NE corner) Adequate space available adjacent to Hennepin County-owned parcel. No bus stop currently exists at this location.
ADDITIONAL STATION DETAILS	Shelter	SB: Replace existing shelter Will replace existing shelter with BRT shelter and enhanced amenities. NB: Install new shelter No shelter currently present. Will install new BRT shelter with enhanced amenities.
	Curb Configuration	SB: No bumpout Adequate sidewalk space currently exists for pedestrians and station furnishings. NB: No bumpout Adequate sidewalk space currently exists for pedestrians and station furnishings. Bus stops in through lane; no merge is required.
	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.

21 Source: September 2014 APC data

Notes and Discussion

A major station planning consideration is the potential for connections to existing transit service. The station will serve connections to Route 32 service between the Robbinsdale Transit Center and the Rosedale Transit Center. Reduced Route 19 local service will also be maintained at this location.

The intersection of Penn Avenue and Lowry Avenue is signalized. Transit signal priority will be considered for implementation during the detailed design and engineering phase. Implementation is dependent upon a traffic analysis balancing acceptable traffic operations for all street users.

The existing bus shelter on the northwest quadrant (southbound) will be relocated to another bus stop and replaced with a BRT shelter with enhanced amenities.

Other Alternatives Considered

Nearside/Farside Station Platform Siting

The southbound platform is planned for a nearside placement at the location of the existing bus stop. Space constraints on the farside southeast quadrant limit the feasibility of constructing a large BRT shelter to serve high numbers of customers while maintaining adequate space for pedestrian traffic. On-street parking adjacent to small businesses is also available for use at this corner and will be retained with a nearside station.

The northbound platform is planned for a farside placement, across Lowry Avenue from the existing bus stop. A farside platform location can maximize the potential operational benefits of traffic signal priority for northbound service.

Importantly, Hennepin County owns the vacant northwest and northeast parcels of the intersection and intends to lead redevelopment of these properties. Both parcels have been replatted to allow additional space for transportation uses, including transit waiting facilities, regardless of future development outcomes and related site designs.

As a result, the nearside and farside platform locations for southbound and northbound service, respectively, balance operational needs with site constraints and development opportunities.

Project Delivery

Penn Avenue Community Works Project

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.²² Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction.

²² Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Hennepin County-Owned Redevelopment Sites

As previously noted, the parcels adjacent to planned station platforms are owned by Hennepin County and are planned for future redevelopment. Final placement of platforms, sidewalks, and furnishings (e.g., shelter, ticket vending machines, fare card validator, etc.) will be determined during the detailed design and engineering phase, in coordination with redevelopment activities, which may affect final station design.

Figure 1: Station Layout – Penn & Lowry

