

Station Plan: Penn & 29th Avenue

This station will serve a high-ridership area of Penn Avenue between Lowry Avenue and West Broadway Avenue. Planned station spacing closer is to the 0.25 mile minimum guidance between West Broadway and Lowry Avenue to accommodate consistently high ridership within this 0.65-mile span. The Penn & Lowry station will be located about 0.25 mile to the north, and the Penn & West Broadway station will be about 0.4 mile to the south. This station will serve the surrounding residential area.

Table 1: Station Plan Summary – Penn & 29th Avenue

Penn & 29th Avenue		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & 29th Avenue Provides additional access within a high-ridership area of the Penn Avenue corridor between two major stations.
	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 Bumpout will maximize operational efficiency and pedestrian space. No space constraints exist restricting bumpout construction. NB: Bumpout Bumpout will maximize operational efficiency and pedestrian space. No space constraints exist restricting 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 major transit connections at this location. The station is served by a Route 32 branch for limited school day service to northeast Minneapolis. Reduced Route 19 local service will also be maintained at this location.

The intersection of Penn Avenue and 29th Avenue is unsignalized. Transit signal priority will not be implemented at this intersection.

On-street parking will be impacted by this station. The addition of curb bumpouts will result in a reduction of on-street parking on Penn Avenue by approximately four to five parking spaces per platform.

Other Alternatives Considered

No Station between Broadway and Lowry

The 2012 ATCS addendum²³ on Penn Avenue identified C Line stations at Lowry Avenue and West Broadway Avenue, both major commercial nodes with high levels of existing ridership and crosstown bus connections. Initially, no station was planned for the 0.65-mile gap between Broadway and Lowry. This spacing exceeds 0.25-0.5 mile station spacing guidance for arterial BRT. Over this wide space between stations, ridership is high; ridership data indicates over 450 people board the bus each day at bus stops between Lowry Avenue and West Broadway Avenue. Without a station between Broadway and Lowry, this area would have the highest number of customers unserved between C Line stations outside of the downtown area. An additional station would better serve customers and meet station spacing guidance. In addition, the C Line preliminary planning process identified community interest in adding a station between Lowry Avenue and West Broadway Avenue.

27th Avenue Station Location

After the need for a station between Broadway and Lowry was clearly identified, multiple locations were considered for this infill station. Options for a station at either 27th Avenue or 29th Avenue were considered. While station spacing between Lowry Avenue and West Broadway Avenue is more balanced at 27th Avenue, higher ridership patterns generally support 29th Avenue as a more effective station location.

Due to the wide spacing between stations at Lowry Avenue and West Broadway Avenue and the large number of customers that would need to walk several blocks to reach these stations, an additional station at 29th Avenue is recommended. The Jordan Area Community Council has supported the addition of this station to the C Line plan.²⁴

²³ Available at: http://www.metrotransit.org/Data/Sites/1/media/pdfs/atcs/atcs_final_report_addendum.pdf

²⁴ Jordan Area Community Council meeting minutes available at: <http://www.jordanmpls.org/wp-content/uploads/2015/02/Housing-Committee-Minutes-January-2015.pdf>

Project Delivery

Penn Avenue Community Works Project

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.²⁵ Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction.

²⁵ Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 1: Station Layout – Penn & 29th Avenue

