

# Station Plan: Penn & West Broadway

This station will serve the intersection of Penn Avenue and West Broadway Avenue. This location meets station spacing guidance; the Penn & Golden Valley station will be about 0.35 mile to south and the Penn & 29th Avenue station will be about 0.4 mile to the north. The area is an important commercial center within north Minneapolis, providing a mix of land uses surrounding the five-legged intersection. Within the Penn Avenue corridor, the existing Penn & West Broadway bus stops have the 2nd and 3rd highest number of Route 19 boardings for northbound and southbound trips, respectively.<sup>26</sup>

Table 1: Station Plan Summary – Penn & West Broadway

Penn & West Broadway		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	<b>Intersection Location</b>	<b>Penn &amp; West Broadway</b> Will provide access to high-ridership location at major intersection and transit node.
	<b>Platform Location</b>	<b>SB: Nearside (NW corner)</b> Platform location coordinated with Broadway Flats mixed-use development.  <b>NB: Nearside (SE corner)</b> Will be located within existing transit plaza and bus stop.
ADDITIONAL STATION DETAILS	<b>Shelter</b>	<b>SB: Use integrated transit waiting area</b> Sheltered transit waiting area will be integrated into Broadway Flats development.  <b>NB: Use existing shelter</b> Will use existing custom shelter.
	<b>Curb Configuration</b>	<b>SB: No bumpout</b> Integration of platform with development and space constraints results in curbside siting.  <b>NB: No bumpout</b> Traffic model indicates operational inadequacy of NB bumpout.
	<b>Platform Length</b>	<b>SB: 100' long</b> Will exceed 60' standard to provide additional space for local service buses.  <b>NB: 100' long</b> Will exceed 60' standard to provide additional space for local service buses.

\*Final conditions to be developed during the engineering/design process.

26 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 14 on West Broadway Avenue for service between the Robbinsdale Transit Center and Richfield. Reduced Route 19 local service will also be maintained at this location.

The intersection of Penn Avenue and West Broadway 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.

## Other Alternatives Considered

### Curb Bumpouts

A micro-simulation traffic model was developed as part of the Penn Avenue Community Works planning process to help determine the feasibility of deploying curb bumpouts at C Line stations throughout the Penn Avenue Corridor. Modeled factors included a bumpout at the northbound platform, additional C Line service frequency, and traffic volume growth through year 2035 throughout the corridor.

Model results showed that the northbound bumpout would impact traffic operations beyond acceptable levels. As a result, a farside northbound bumpout is not considered feasible at this location.

The northbound platform will use an existing transit plaza with adequate space for pedestrian use without the need for a bumpout. See Figure 1. The C Line project will modify this plaza and shelter to integrate C Line components (e.g., landmark pylon, ticket vending machines, and fare card validator).

*Figure 1: Existing Custom Shelter and Plaza at Proposed Northbound Platform*



### Site Station Platforms on Farside Corners of Penn & West Broadway Avenue

Existing bus stops will remain on the nearside of the intersection for both northbound and southbound buses. Opportunities to use existing transit infrastructure or coordinate with future development contributed to nearside platform siting. Southbound platform and station design will be integrated into the Broadway Flats development on the intersection's northeast corner. The existing transit plaza and custom shelter on the southeast corner will be used for the northbound platform.

## Project Delivery

### Penn Avenue Community Works

Station design and construction will be coordinated with the Hennepin County Penn Avenue Community Works project.<sup>27</sup> Hennepin County plans to reconstruct intersections of the Penn Avenue corridor in coordination with C Line construction.

### Broadway Flats Development

A mixed-use development is under construction at the northwest corner of Penn Avenue and West Broadway Avenue. In lieu of a standard arterial BRT shelter, a transit waiting area will be integrated into the new building's Penn Avenue frontage for the southbound platform. This design will offer a sheltered alcove with heating/lighting, and leaning rails. A landmark pylon, ticket vending machine, and fare card validator will be included within the southbound platform design; these are key station components shared throughout the arterial BRT system.

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<sup>27</sup> Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 2: Station Layout – Penn & West Broadway

