

Station Plan: Penn & Golden Valley

This station will serve the intersection of Penn Avenue and Golden Valley Road. This location meets station spacing guidance; the Penn & Plymouth station will be about 0.5 to the south and the Penn & West Broadway station will be about 0.35 mile to the north. Within the Penn Avenue corridor, the existing Penn & Golden Valley bus stops have the 3rd and 6th highest number of Route 19 boardings for northbound and southbound trips, respectively.²⁸ Southbound platform design is being coordinated with current development on the intersection’s southwest corner.

Table 1: Station Plan Summary – Penn & Golden Valley

Penn & Golden Valley		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	Penn & Golden Valley Provides access to high-ridership location at major intersection and transit node.
	Platform Location	SB: Farside (SW corner) Farside platform is preferred to maximize transit signal priority potential. Platform location is coordinated with Commons @ Penn mixed-use development. This location does not currently have a bus stop. NB: Farside (NE corner) Farside platform is preferred to maximize transit signal priority potential. This location does not currently have a bus stop.
ADDITIONAL STATION DETAILS	Shelter	SB: Integrated transit waiting area No shelter currently present. Sheltered transit waiting area will be integrated into Commons @ Penn development. NB: Install new shelter No shelter currently present. Will install new BRT shelter with enhanced amenities.
	Curb Configuration	SB: Bumpout Maximizes operational efficiency and pedestrian space. No space constraints exist restricting bumpout construction. NB: Bumpout Maximizes 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.

28 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 for service between the Robbinsdale Transit Center and Richfield and Route 30 for service on the Broadway Crosstown. Reduced Route 19 local service will also be maintained at this location.

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

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.

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 farside bumpouts at both platforms, additional C Line service frequency, and traffic volume growth through year 2035 throughout the corridor. Bumpouts have been included within the station plan resulting from these models indicating future traffic operations would remain acceptable with BRT operations.

Other Alternatives Considered

Site Station Platforms on Nearside Corners of Penn & Golden Valley

Existing bus stops are located on the nearside of the intersection for both northbound and southbound buses. BRT platforms will be located on the farside of the intersection for both northbound and southbound buses. Narrow street width on Penn Avenue requires platform bumpouts to be constructed on diagonally opposite corners to allow space for safe turning movements. Therefore, moving one platform to the alternative corner would necessitate moving the other platform.

In addition to the potential for coordination with the Commons @ Penn development, the potential for transit signal priority was an important factor in the farside siting of the southbound platform. Farside platforms are preferred with transit signal priority. For southbound operations, farside siting is possible with adequate length for a 60' platform and no existing access conflicts.

Given the siting of the southbound platform on the southwest corner, the northbound platform must be offset on the northeast corner. Farside siting also optimizes transit signal priority potential for northbound operations. The farside northeast quadrant has adequate length for a 60' platform and no existing access conflicts.

Project Delivery

Penn Avenue Community Works Project

Station design and construction will be coordinated with the Hennepin County-led Penn Avenue Community Works project.²⁹ Hennepin County plans to reconstruct intersections on the Penn Avenue corridor in coordination with C Line construction.

Commons @ Penn Development

A mixed-use development, Commons @ Penn, is currently being constructed at the intersection's southeast quadrant. A sheltered transit waiting area will be integrated into the new building's Penn Avenue frontage for the southbound platform. A landmark pylon, ticket vending machines, fare card validator, and other technology components will be included within the southbound platform design.

²⁹ Additional information available at: <http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Figure 1: Station Layout – Penn & Golden Valley

