

Appendix C: Draft Osseo & Victory Area Station Plan

Station Plan: Osseo & Victory Area

The Osseo & Victory Area station would serve the northern portions of the Victory neighborhood. The station would function as an access point on the C Line corridor to ensure adequate station distancing. Several station options are being considered and public input is requested to help inform a final station plan. The various station location options are focused around Victory Memorial Parkway. See Figure 1 for a summary of station location options. The Penn & 43rd Avenue station location will be about 0.3 mile south of the parkway. Railroad tracks create a geographic barrier that will result in a longer distance from the parkway to the Brooklyn Boulevard Area station over 0.8 mile to the north.

Table 1: Station Plan Summary – Osseo & Victory Area

Osseo & Victory Area		
	Station Characteristic	Planned Condition*
CORE STATION PLAN	Intersection Location	<u>Osseo & Victory Area</u> Serves north Victory neighborhood, providing adequate spacing between higher-ridership stations (south at Penn & 43rd Avenue, north of the CP Rail tracks in the Brooklyn Boulevard area)
	Platform Location	<u>SB: Several alternatives being considered</u> Comments are requested regarding platform location options. <u>NB: Several alternatives being considered</u> Comments are requested regarding platform location options.
ADDITIONAL STATION DETAILS	Shelter	<u>SB: Install new shelter</u> Comments are requested regarding shelter improvements. <u>NB: Install new shelter</u> Comments are requested regarding shelter improvements.
	Curb Configuration	<u>SB: No bumpout</u> A travel lane (bicycle lane) is located immediately adjacent to the curb. Lower ridership and area conditions do not support a bumpout and bicycle lane realignment. <u>NB: No bumpout</u> A travel lane (bicycle lane) is located immediately adjacent to the curb. Lower ridership and area conditions do not support a bumpout and bicycle lane realignment.
	Platform Length	<u>SB: 60' long</u> A platform would need to be 60' long, meeting the C Line design standard to accommodate 60' BRT vehicle. <u>NB: 60' long</u> A platform would need to be 60' long, meeting the C Line design standard to accommodate 60' BRT vehicle.

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

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Notes and Discussion

Several bus stops currently exist within the Osseo & Victory area. Station locations currently under consideration include existing bus stop locations and sites not currently used by bus operations. A final station location alternative will include local service bus stop adjustments to maintain but not increase the number of stops in the area. Nearby bus stops would likely be relocated and/or consolidated with C Line operations.

Existing transit service in the area includes Route 5 for local service between Brooklyn Center and the Mall of America and Routes 721 and 724 for limited stop service between northern suburbs and downtown Minneapolis. Under C Line and future D Line operations, reduced Routes 19 and 5 local service would still be maintained in the area.

The intersection of Osseo Road and Victory Memorial Parkway is signalized. Dependent on a final station location, 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.

Station Locations Under Consideration

Three station location alternatives are being considered for the Osseo & Victory Area station, along with an alternative to omit a station at this location. See Figure 1 for platform location information. These alternatives are identified below.

Alternative A: Southbound at Victory Memorial Drive (Platform location #1) & Northbound at 46th Avenue (#3)

Alternative A would construct a southbound platform on the nearside of Victory Memorial Drive (#1) and a northbound platform on the nearside of 46th Avenue (#3). Both platform locations are within existing right-of-way and outside of parkland area. The location would serve ridership in the area that is concentrated around Victory Memorial Parkway. The northbound platform would be located adjacent to a vacant, publicly owned, triangular parcel bordered by 46th Avenue on the north and Sheridan Avenue on the east. The southbound platform would be located adjacent to a vacant, publicly owned parcel, bordered by a single-family residence. Given the surrounding residential area, a final station design would address site-specific issues to the extent possible. The station would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Alternative B: Southbound at Victory Memorial Drive (#1) & Northbound at 45th Avenue (#5)

Alternative B would construct a southbound platform on the nearside of Victory Memorial Drive (#1) and a northbound platform on the nearside of 45th Avenue (#5). Both platform locations are within existing right-of-way and outside of parkland area. The northbound platform would be located at an existing bus stop, adjacent to a vacant, publicly owned parcel, bordered by a single-

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family residence. The southbound platform would be located adjacent to a vacant publicly owned parcel, also bordered by a single-family residence. The northbound platform would be located about 0.25 mile from the Penn & 43rd Avenue station, the minimum distance within station spacing guidelines. Platforms are within residential areas, and a final station design would address site-specific issues to the extent possible. The station would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Alternative C: Southbound at Victory Memorial Parkway (#2), Northbound at Victory Memorial Parkway (#4)

Alternative C would construct a southbound and northbound platform on the nearside of Victory Memorial Parkway. The southbound platform would be located at an existing southbound bus stop (#2); the northbound platform would relocate the 45th Avenue bus stop approximately 200 feet north (#4). These platforms would be located within the parkway, requiring additional coordination and potential design mitigations to address any parkland impacts and develop related design adjustments. Close coordination with the Minneapolis Park and Recreation Board would be required to ultimately determine feasibility of this alternative. It is anticipated station improvements would be built on existing transportation right-of-way. As noted, a final station design would address site-specific issues to the extent possible.

Alternative D: Do not build station

Alternative D would not construct a station in the Osseo & Victory area. Under this alternative, the C Line and D Line would not stop in this area to pick up or drop off customers, reducing overall transit access long-term within the immediate area. Existing riders in the area would still have access to existing transit service on Routes 721 and 724, along with less frequent Route 19 and Route 5 service that would remain after C Line and D Line implementation.

Station Locations with Fatal Flaws - No Longer Under Consideration

Other platform locations were analyzed for feasibility but deemed unsuitable for further consideration. See Figure 1 for platform location details. Additional information is provided below.

Southbound Options

Platform location #6 – Southbound Osseo at Upton: This southbound platform would be located at an existing bus stop location where Upton Avenue dead-ends at Osseo Road. While there is available right-of-way at this location, the potential ridership catchment area is severely limited by the railroad to the north. A station in this location would not serve the core of existing or future ridership in the neighborhood as well as a station further south.

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#7 – Southbound Osseo at Thomas: This southbound platform would be located on the farside of Thomas Avenue on Osseo Road. Limited right-of-way exists for BRT improvements and a mid-block location introduces unsafe pedestrian crossings. There are also no sidewalks connecting to this location from the north or south.

#8 – Southbound Osseo at Sheridan: This southbound platform would be located at an existing bus stop across from where Sheridan Avenue meets Osseo Road. Limited right-of-way exists for BRT improvements and a mid-block location introduces unsafe pedestrian crossings. There are also no sidewalks connecting to this location from the north or south.

Northbound Options

#9 – Northbound Osseo near dog park: This northbound platform would be located on the farside of the existing driveway north of 47th Avenue. While there is available right-of-way at this location, the potential ridership catchment area is severely limited by the railroad to the north. A station in this location would not serve the core of existing or future ridership in the neighborhood as well as a station further south. The location would also introduce mid-block pedestrian movements to cross Osseo Road.

#10 – Northbound Osseo at 47th (farside): This northbound platform would be located farside of 47th Avenue, south of the existing driveway. The approximately 50' length between the intersection and the driveway is too short to accommodate a BRT platform.

#11 – Northbound Osseo at 47th (nearside): This northbound platform would be located at an existing bus stop location on the nearside of 47th Avenue. Available right-of-way does not exist at this location.

#12 – Northbound Osseo at Thomas: This northbound platform would be located at an existing bus stop location on the nearside of Thomas Avenue. Available right-of-way does not exist at this location.

#13 – Northbound Osseo at Russell: This northbound platform would be located on the farside of Russell Avenue at an existing bus stop location. Available right-of-way does not exist at this location

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Figure 1: Osseo & Victory Area Station Location Alternatives

