Appendix B: *C Line Station Plan* Agency/ Organization Comments

Minneapolis
City of Lakes

Community Planning and Economic Development
105 Fifth Ave. S. - Room 200
Minneapolis, MN 55401
TEL 612.673.5009

www.minneapolismn.gov

November 30, 2015

Katie Roth
Project Manager
Metro Transit BRT/Small Starts Project Office

RE: C Line Station Area Plan – City of Minneapolis CPED comments

Dear Ms. Roth:

Thank you for the opportunity to comment on the C Line Station Area Plan. We are very supportive of the project and the related transit improvements that it will bring to North Minneapolis. We appreciate the cooperative effort between the City of Minneapolis, Hennepin County, and Metro Transit that has occurred with this project.

In general, we support the station locations on the route, and the platform locations at the individual stations, but offer the following comments:

1) We encourage Metro Transit to continue exploring a station at the 44th and Penn intersection, even an atypical design, because of the importance of a transit station to support commercial activity at this intersection.

2) At the Osseo & Victory station area, we prefer alternatives 1 and 5, because they are close to the 44th and Penn commercial node, they are close to the parkway without impacting its historic design, and they are more pedestrian friendly than the alternatives to the north.

3) We look forward to participating with Metro Transit on future evaluation of the alternatives of the C Line on Glenwood or Olson Memorial Hwy. We also suggest that other alternatives such as Plymouth Avenue be explored, or if already considered, that the reasons for elimination be provided.

Please feel free to contact me with questions or clarifications.

Sincerely,

James Voll

Jim Voll, AICP, LEED-AP
Principal City Planner
City of Minneapolis
Community Planning and Economic Development
Long Range Planning Division
(612) 673-3887
james.voll@minneapolismn.gov

CC: Jack Byers, Manager CPED Long Range Planning

Sent via e-mail

Minneapolis
Park & Recreation Board

Administrative Offices
2117 West River Road
Minneapolis, MN 55411-2227

Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone
612-230-6400
Fax
612-230-6500

www.minneapolisparks.org

January 5, 2016

Scott Janowiak
Metro Transit
560 Sixth Avenue North
Minneapolis, MN 55411

Dear Mr. Janowiak:

Thank-you for taking the time to present MetroTransit's C Line project to the Minneapolis Park and Recreation Board of Commissioners on December 16, 2015. Ms. Roth's presentation was informative and helpful to MPRB in making substantive comments on the Osseo & Victory station area specifically.

Though MPRB is interested generally in the interconnection between regional transit and regional parks, it has some concerns about the Osseo & Victory station location. Alternative C, which would place BRT stations within the sight lines of Victory Memorial Parkway, is of particular concern for the following reasons:

- Victory Memorial Parkway is a segment of the National Historic Register-eligible Grand Rounds. A regional bus corridor and stations would be generally incompatible with this use.
- A primary facet of the Parkway's significance is its sight lines, accentuated with grand allees of trees. Transit-related intrusions into this viewshed could compromise the visual character of this historic landscape.
- The Parkway was established as a memorial to veterans. It is meant to be a serene and peaceful remembrance of their sacrifice. A bus station within the Parkway corridor would be incompatible with the memorial character.

MPRB's preference at this point would be for Alternative D, the "do not build option." Thank-you for the opportunity to comment on the preliminary station plan. MPRB looks forward to participating in the upcoming Section 106 process.

Sincerely,

Adam Regn Arvidson, PLA, FASLA
Director of Strategic Planning
Minneapolis Park and Recreation Board

City Council Member Barbara Johnson – 4th Ward
350 S. Fifth St. - Room 307
Minneapolis, MN 55415
TEL 612.673.2204

www.minneapolismn.gov

January 7, 2016

Katie Roth
Project Manager/BRT Small Starts
Metro Transit
560 Sixth Avenue North
Minneapolis, MN 55411

Dear Katie:

I'm writing regarding Metro Transit's C Line (Penn Ave BRT) station plans for the Victory/Osseo Rd. area. Of the options Metro Transit is considering for a station in this area, I am in support of stations 6 and 11 at Upton Ave. N. and 47th Ave N. I feel these locations are the best options to both fit the transit needs of the neighborhood and to respond to some of the concerns raised by residents. There are currently existing bus stops at these locations and adding BRT stations here would not be too close to nearby homes as some of the other options presented. I feel the other options are potentially problematic due to the concerns of residents in the area and I would not support stations at any of the other locations that were presented as options by Metro Transit for this section of the corridor.

Sincerely,

Barbara A. Johnson

Barbara Johnson
Council President
Ward 4

CLEVELAND NEIGHBORHOOD ASSOCIATION
P.O. Box 11635, Minneapolis, MN 55411 - Office: 3333 Penn Ave N • 612.588.1155 • cna@clevelandneighborhood.org

12/18/2015

Metro Transit

To Whom It May Concern,

I am writing you on behalf of the board of the Cleveland Neighborhood Association (CNA) today regarding the current Draft Plan for the C Line Station plan open for public comment. We have engaged directly with Cleveland Neighborhood area residents through direct outreach at bus stops along Penn Avenue and through an online poll to solicit feedback for Metro Transit and ourselves regarding preference for a station location at either 35th or 36th Ave N on the east side of the Cleveland Neighborhood along Penn Avenue.

Based on the feedback we received from residents and the information the board considered, the board has voted 5 to 4 to support a BRT station at Penn and 35th Avenue. Please consider this recommendation in your final recommendations in early 2016.

Sincerely,

Ariah Fine, Executive Director
Cleveland Neighborhood Association

March 11, 2016

Scott Janowiak, Planner
Metro Transit
560 Sixth Avenue North
Minneapolis, MN 55411-4398

RE: Metro Transit C-Line Arterial Bus Rapid Transit (BRT) Station Plan

Dear Mr. Janowiak:

Thank you for the opportunity to review and meet with Metro Transit staff regarding station planning for the future C-Line Arterial BRT. The planned implementation of BRT that will service Brooklyn Center is a significant enhancement to the transit service in our City.

At a recent meeting, City staff was made aware that bus stations were planned for three locations in Brooklyn Center: along Brooklyn Boulevard between 49th Avenue to Highway 100; along Xerxes Avenue at 56th Avenue; and at the Metro Transit Hub. Based on prior information and planning, it is our understanding that a fourth station was eliminated in Brooklyn Center along Brooklyn Boulevard at the Highway 100/55th Avenue segment location (see attached maps).

Although the City and Metro Transit had previously discussed removing the station between Highway 100 and 55th Ave, including a planned station located in the vicinity of 55th Avenue is desired and requested. Based on the BRT Station Plan, it is the general goal to have a station every half-mile. The BRT route in Brooklyn Center is slightly under 1.5 miles, which equates to four stations. Without a station in this location, Brooklyn Center residents' access to the enhanced transit is diminished to only three stations on the C-Line. Brooklyn Center has a large population of low-income residents and minorities, where access to metro wide public transportation options is vital to our citizens' local and regional transportation needs.

The City Council has made it a top priority to promote and provide an enhanced public transportation system. In support of this goal, I request your consideration and support to reinstate the planning for a BRT station along Brooklyn Boulevard at 55th Avenue. Please contact me with any questions at 763.569.3327 or ahogg@ci.brooklyn-center.mn.us.

Sincerely,

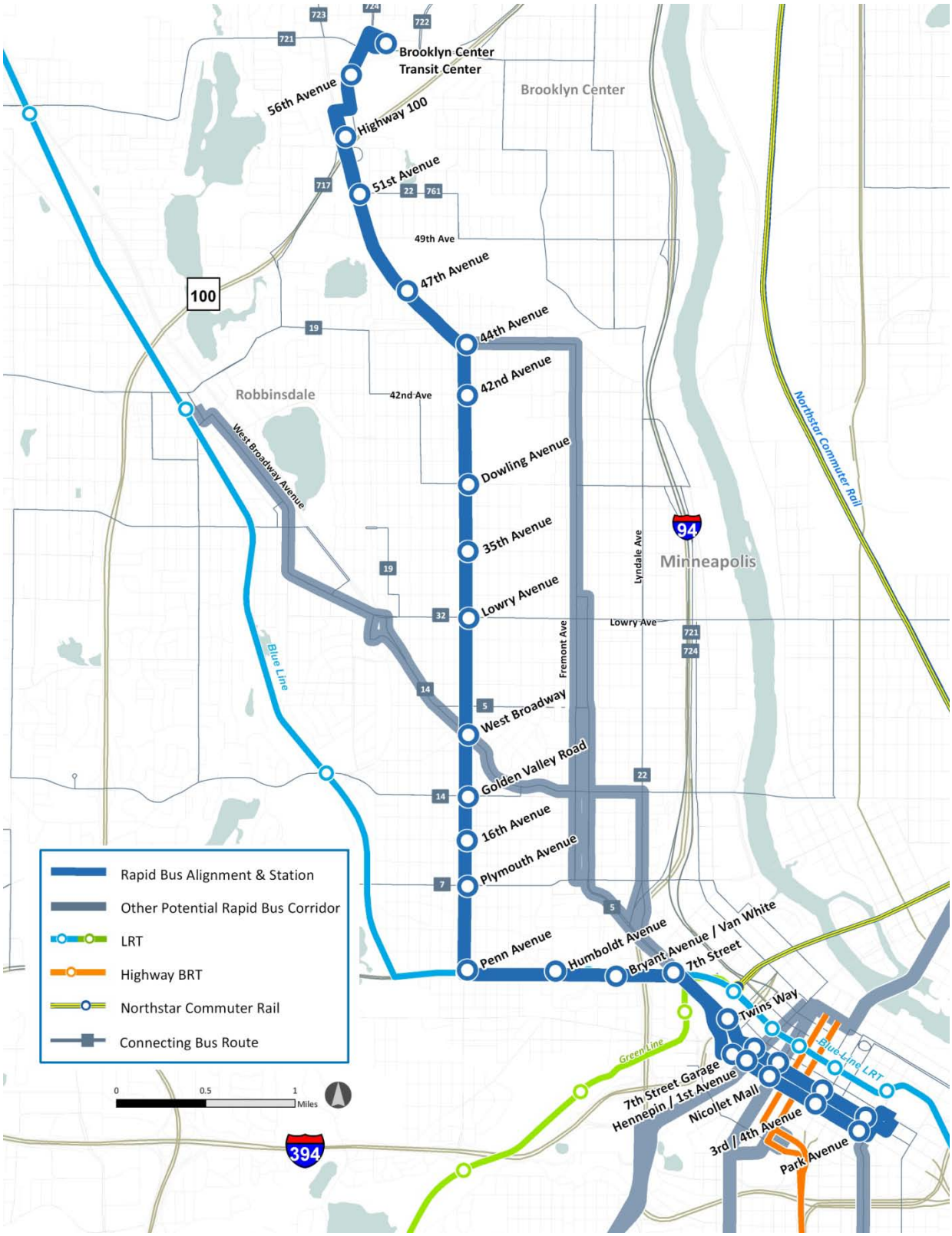
Andrew T Hogg

Andrew Hogg, PE,
Assistant City Engineer

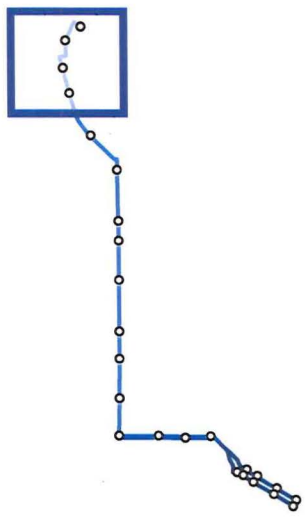
Enclosure
Proposed Stations
Proposed Stations 2

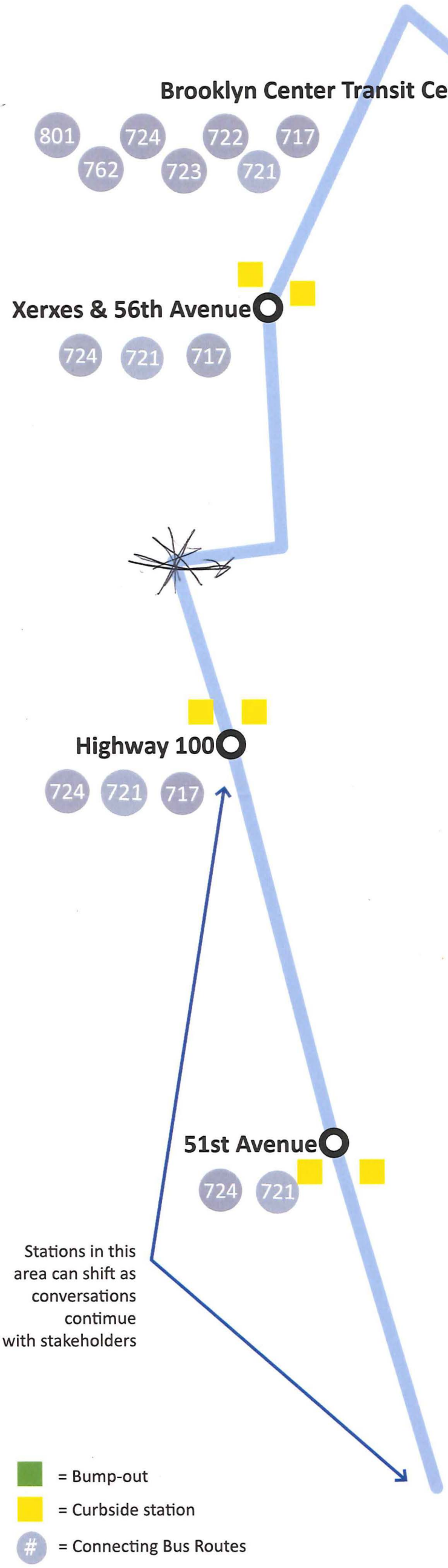
PENN AVENUE

RAPID BUS CONCEPT



OSSEO ROAD / BROOKLYN BOULEVARD

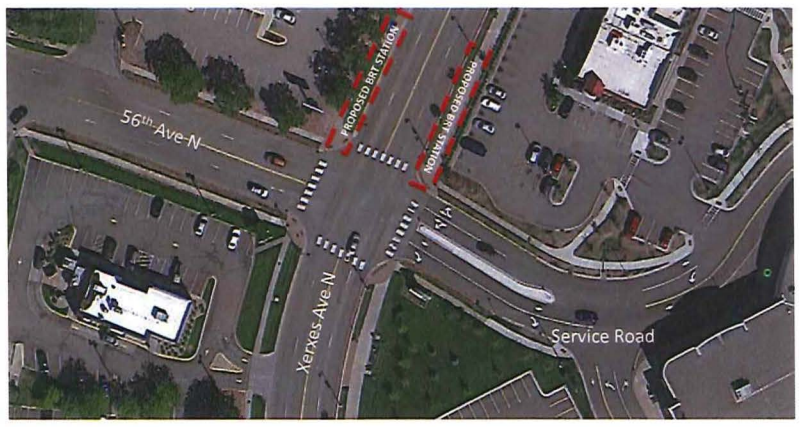




The Brooklyn Center Transit Center is one of the busiest boarding locations in the Metro Transit system. It provides customers with access to a variety of destinations throughout the Twin Cities region.

The Osseo Road/Brooklyn Boulevard segment of the C Line offers connections to other routes and quick transport to and from downtown Minneapolis.

The exact location of stations between Highway 100 and Osseo Road and 47th Avenue will be determined by stakeholder/rider input and site opportunities such as site safety. These stations will be spaced to serve customer demand and activity density.



This segment of the C Line features curbside stations with no geometry changes to the existing roadway. The image above depicts proposed station locations at Xerxes Ave N and 56th Ave N.

CLEVELAND NEIGHBORHOOD ASSOCIATION
P.O. Box 11635, Minneapolis, MN 55411 - Office: 3333 Penn Ave N • 612.588.1155 • cna@clevelandneighborhood.org

3/11/2016

Metro Transit
560 Sixth Avenue N
Minneapolis, MN 55411

To Whom It May Concern,

I am writing you on behalf of the board of the Cleveland Neighborhood Association (CNA) today regarding the current Draft C Line Station plan open for public comment. We have continued to engage directly with Cleveland Neighborhood area residents and Transit Riders along Penn Avenue between Lowry and Dowling through direct outreach at bus stops along Penn Avenue regarding preference for a station location at either 35th or 36th Ave N along Penn Avenue. Based on a motion from the CNA Board and the continued feedback from community members, we strongly advocate for a station at 35th and Penn Avenue North, rather then the currently proposed 36th Ave N. Some of the reasons are as follows:

- 35th is equidistant between the Lowry and Dowling stations providing optimal geographic proximity for all residents along the line.
- 35th and Penn has the greatest potential for economic and transit oriented development that can greatly benefit the neighborhood (Exhibit 1 & 2). With five current businesses and three vacant storefronts at this intersection, we see a strong opportunity to support and increase economic development in the community by investing in this commercial node.
- We suspect current ridership numbers are likely impacted by existing amenities, not geographic proximity or long-term community benefit.

It is therefore the recommendation of the CNA Board that Metro Transit place a C-Line BRT station at 35th Ave N along Penn Avenue. Thank you for your time and consideration.

Sincerely,

Ariah Fine, Executive Director
Cleveland Neighborhood Association

Exhibit 1 - Existing Commercial Uses at Penn Ave and 35th Ave

1. Miranda's Hair Salon
2. Fixd (Hair Salon)
3. Me Me Nails
4. Cell Phone Store
5. Vacant Storefront #1
6. Vacant Storefront #2
7. Dee's Beauty Supply
8. Vacant Storefront #3

Exhibit 2 - Market Analysis

Product/Consumer Behavior (Household)	**Market Potential Index (MPI)** [1]	
	Cleveland [2]	Minneapolis
Haircut	88	95
Hair color	87	95
Manicure/Pedicure	98/93	102/105
Spent $150+ at barber shops in last 6 months	109	120
Bougth Cell Phone in Last 12 Months	104	102

Source: 2015 GfK MRI, ESRI Retail Market Potential, Health and Beauty Market Potential

[1] ESRI's Market Potential Index (MPI) compares the demand for a specific product or service in an area with the national demand for that product or service. The MPI values at the US level are 100, representing overall demand. A value of more than 100 represents higher demand, and a value of less than 100 represents lower demand. For example, an index of 120 implies that demand in the area is likely to be 20 percent higher than the US average; an index of 85 implies a demand that is 15 percent lower.

[2] Market Analysis Data was compiled using geography from a one-mile buffer at the intersection of 35th Ave and Thomas Ave, which is approximately the center of the Cleveland Neighborhood. This buffer also covers areas surrounding Cleveland.