The Penn Avenue Improvements Project is a collaborative effort by Metro Transit, Hennepin County, and the City of Minneapolis to make meaningful infrastructure improvements and enhance transportation and transit service and safety throughout Penn Avenue and Olson Memorial Highway (Hwy 55) into downtown Minneapolis. There are two main improvement projects: C Line rapid bus station construction and road improvements.

**C Line Rapid Bus Stations**

The C Line will bring rapid bus service to Penn Avenue, connecting Brooklyn Center Transit Center to Downtown Minneapolis. Rapid bus is a package of transit enhancements that adds up to a faster trip and an improved experience. Stations will include:

- Enhanced shelters with heat and light
- Security cameras and telephones
- Real-time transit information
- Pre-boarding fare payment

**Road Improvements**

In conjunction with the C Line rapid bus service and the Penn Avenue Community Works program, Penn Avenue between West Broadway Avenue and Lowry Avenue will be reconstructed. Improvements include:

- Safety enhancements for all road users
- Greening and landscaping
- Traffic-calming measures
- New sidewalks and street lighting

**How will you be impacted by construction?**

Over the next year, construction will have some impacts to local residents, businesses, pedestrians, bicyclists, and motorists. Our Project Team is committed to communicating impacts in advance of construction to help you safely access and travel through the project area.

- Businesses along the corridor will be open during construction

Contact Us

612-567-4101 | penn@metrotransit.org

Need Interpreter? Español, Hmoob, Soomaali, Oromoo, Karen

Call 612-373-3333

Select Option 2

Say what language: Español, Hmoob, Soomaali, Oromoo, Karen
PRELIMINARY 2018 CONSTRUCTION

Legend

- C Line Alignment & Station, Open intersection
  Cross street at intersection to remain open at all times
- C Line Temporary Alignment & Station
  Temporary stations will be built in 2018 on Olson Memorial Highway
- Closed Intersection/Street
  Duration: ~2 months
- Closed Intersection/Street
  Duration: ~6 months
- Penn Avenue Reconstruction

What to Expect During Construction

- Penn Avenue will be open for local traffic access outside of construction limits.
- Sidewalk access will be maintained on at least one side of Penn Avenue at all times.
- Vehicular access to homes/businesses on Penn Avenue will be provided if the only existing access is via Penn Avenue.
- Through traffic and trucks will be detoured to Lyndale Avenue.
- Local traffic and buses will be detoured around closed intersections. Detour routes will be within 1-2 blocks of Penn Avenue. On-street parking may be restricted on detour routes.
The C Line will improve transit in the Route 19 corridor.

Rapid bus service is a package of transit enhancements that adds up to a faster trip and an improved experience on Metro Transit’s busiest bus routes.

Route 19 carries one out of four people traveling on Penn Avenue today, but buses make up less than 3 percent of the vehicle traffic. More than 7,000 people use Route 19 each weekday. Ridership is expected to grow to 9,000 rides per day by 2030 with the C Line.

What changes will the C Line bring?

Service will operate more frequently than it does today—every 10 minutes, like light rail. Longer buses will have additional seats and space.

The C Line will be about 25 percent faster than Route 19 service—without making major changes to the street.

Fares will be collected at the station and not on the bus. Platforms will also have a raised curb making it easier to step onto the bus. Complete snow removal will improve winter boarding, too.

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The C Line will move to Glenwood Avenue when light rail opens on Olson Highway.
Rapid bus means:

- Pay-before-you-board fare payment for faster stops
- New bus stations that fit into the neighborhood
- Better station features, such as heating, light, benches and bike racks
- Enhanced security with cameras and emergency telephones
- Larger & specialized buses

Station construction begins in 2018

C Line service begins in 2019

Penn Avenue Improvements Project

In conjunction with the C Line rapid bus service and the Penn Avenue Community Works program, Penn Avenue between West Broadway Avenue and Lowry Avenue will be reconstructed. Improvements include:

- Safety enhancements for all road users
- Greening and landscaping
- Traffic-calming measures
- New sidewalks and street lighting

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Businesses along Penn Avenue will be open during construction.

Contact Us

Metro Transit Community Outreach
612-567-4101 | cline@metrotransit.org

Need Interpreter?
Español, Hmoob, Soomaali, Oromoo, Karen

Call 612-373-3333
Select Option 2
Say what language: Español, Hmoob, Soomaali, Oromoo, Karen
Dear resident,

We’re writing to let you know about upcoming changes to bus service in your neighborhood and how you can provide feedback.

Metro Transit is implementing an improved type of transit service – bus rapid transit – along Penn Avenue. The C Line rapid bus will provide faster service, enhanced stations and larger vehicles. Once implemented in 2019, the C Line will replace Route 19 as the primary transit service in the corridor. Route 19 will remain, but at a lower frequency than today.

Today, most Route 19 trips travel between Brooklyn Center Transit Center and downtown Minneapolis. There are also two branches – the 19Y and 19H – that deviate from Penn Avenue to serve the Cleveland and Victory neighborhoods, respectively. A key question is how, if at all, to continue serving these branch trips once C Line begins in the spring of 2019.

After a comprehensive data review, including the results of an on-board customer survey and ridership analysis, we have identified two options for continuing branch service and one option that eliminates branch service (see maps and summaries on reverse side).

**We would like to get your input on these options.** There are several ways to provide feedback:

- Speak with a customer service representative at (612) 373-3333
- Email us at service.development@metrotransit.org
- Attend the Penn Avenue Improvements Project open house, where you can also learn more about upcoming road construction on Penn Avenue:
  
  Urban Research and Outreach-Engagement Center (UROC)
  2001 Plymouth Avenue North
  Minneapolis, MN
  March 22, 2018
  6:30 – 8 p.m.

**Please provide your feedback by April 5.** Once the comment period closes we’ll review all responses and weigh the benefits and impacts to both residents and riders. Our final recommendation will be shared later this spring. Thank you in advance for your feedback!

Regards,

Michael Mechtenberg
Senior Planner

A service of the Metropolitan Council
Options for Route 19 local service – Spring 2019

**Option A**
- Modified combination of Y and H branches
- New service on Thomas Ave south of Dowling Avenue
- 3-4 southbound trips in the morning and 3-4 northbound trips in the afternoon
- Trips continue to the north to serve Brooklyn Center Transit Center
- No midday, evening or weekend service on Thomas Ave

**Option B**
- Modified version of H branch
- 3-4 southbound trips in the morning and 3-4 northbound trips in the afternoon
- Trips continue to the north to serve Brooklyn Center Transit Center
- No midday, evening or weekend service on Thomas Ave

**Option C**
- No branch service
- All rapid bus and local service operates on Penn Ave
The Penn Avenue community works project was created to:
• Stimulate economic development
• Enhance beautification and livability and
• Promote job creation along the Penn Avenue corridor in North Minneapolis.

This map has been created for informational purposes only and is not considered a legally recorded map or document. Hennepin County makes no warranty, representation, or guarantee as to the content, accuracy, timeliness, or completeness of any of the information provided herein.

Produced by the Housing, Community Works & Transit Department of Public Works in coordination with Hennepin GIS.

Published 5/3/2016
Enhancing the Penn Avenue corridor in North Minneapolis

In the next five years, Penn Avenue will benefit from two major public investments: Metro Transit’s C Line bus rapid transit (BRT) service and a coordinated redesign that includes streetscape improvements. The Penn Avenue Vision and Implementation Framework leverages those investments with a series of recommendations that are designed to stimulate economic development, promote beautification and enhance livability along the Penn Avenue corridor.

The framework is the result of more than two years of planning from Hennepin County, the City of Minneapolis, Metro Transit and communities in North Minneapolis. It is intended to guide decision-making and future investments in multimodal transportation, land use, economic development, housing and placemaking. While it has been endorsed by the Penn Avenue Community Works steering committee, its success depends on the commitment, focus and actions of these partners going forward.
COMMUNITY ENGAGEMENT HIGHLIGHTS

Community members were essential in identifying priorities, and in helping to shape, review and refine corresponding strategies. The program’s public participation included:

- **200+ comments** submitted through the City of Minneapolis’ Creative City Making program
- **275 community events**, including advisory committee meetings, small group sessions, open houses, community meetings, interviews and more
- **2,000 individual stakeholders** reached via one-on-one meetings, door-knocking and surveys
- **Interviews and conversations** with developers, property owners, businesses, business associations, employers and workforce organizations
- **A project implementation committee** with representatives from each of the project area’s 10 neighborhoods and 10 at-large representatives: residents, business owners and others
RESPONDING TO COMMUNITY PRIORITIES

Penn Avenue Community Works set out to identify needs, desires, concerns and observations of people in corridor communities, and to ensure the planning work addressed these priorities as well as technical analysis and policy guidance. This table shows the ties between specific community priorities and recommended strategies.

### Strategies

<table>
<thead>
<tr>
<th>Community Priorities</th>
<th>Create access to jobs</th>
<th>Improve connectivity for bicyclists</th>
<th>Foster commercial development</th>
<th>Maximize Penn Avenue</th>
<th>Implement placemaking and wayfinding</th>
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<tr>
<td>Business and job opportunities</td>
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<td>Bicycle safety and connectivity</td>
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</tbody>
</table>

### Strategy: Redesign Penn Avenue

Priorities: ⬤ ⬤ ⬤ ⬤ ⬤

Improve safety for pedestrians and make Penn more livable for everyone with a new road layout, streetscaping and BRT.

- Reduce the road width by approximately three feet on each side
- Add landscaped boulevards on both sides
- Maintain parking lanes on both sides
- Offer a faster, better transit experience with the C Line BRT’s train-like features and specialized vehicles.
- Add streetscape concepts that support overall goals for the corridor and complement C Line BRT improvements, including accessible sidewalks, pedestrian lighting, signage, furnishings, wayfinding and plantings.
- Improve access to destinations inside and outside the corridor

### Bus rapid transit and a better Penn Avenue

Required bump-outs at planned stations reduce pedestrian crossing distances, improve visibility and calm traffic. Stations include heated shelters, lighting, security features, real-time schedule information and trash receptacles. Learn more at [www.metrotransit.org/c-line-project](http://www.metrotransit.org/c-line-project)

Rendering of the approved redesign for a typical section of the avenue

### Strategy: Create access to jobs

Priorities: ⬤ ⬤ ⬤ ⬤ ⬤

Unemployment in North Minneapolis is 89% higher – nearly double – the rate in all of Minneapolis. It is an estimated 143% higher than Hennepin County’s overall rate. (Source: United States Census Bureau, American Community Survey, five-year estimates for 2009 to 2014.)

- Establish strategic partnerships with employers and training organizations in the corridor, and within a 45-minute transit commute. Improve transit for better access to jobs outside the corridor.
- Connect residents to transit- and transportation infrastructure-related jobs
- Increase residents’ spending power with transportation options that reduce automobile dependence
- Secure funding for job training and support paid internships
- Train residents for county career opportunities
Strategy: Diversify housing  
Priorities:  
Develop options for people at all income levels with more market-rate, single-family homes for purchase and more market-rate and affordable medium- and high-density housing. Increasing the local population will also encourage new retail development.

- Create flexible funding for development
- Focus on infill housing programs in areas with concentrations of publically owned properties, such as 27th and Penn Avenue
- Increase housing density at or near neighborhood commercial nodes
- Support homeownership programs
- Support financial literacy programs for homeownership and rental
- Support home renovation, with a focus on exterior improvements

Strategy: Foster commercial development  
Priorities:  
Address the lack of sufficient retail and entertainment opportunities in North Minneapolis, which leads people to leave the Penn Avenue corridor to purchase goods and services.

- Provide technical assistance for businesses
- Offer flexible funding to close gaps for commercial real estate projects
- Create crowdfunding and cooperative ownership models as potential funding resources
- Target business development funds
- Reduce commercial rent in new or newly renovated spaces
- Support business incubator space
- Support predevelopment and redevelopment projects
- Support development of mixed-use buildings with active ground-floor uses
- Identify policy changes that support redevelopment, including tax increment financing (TIF), tax abatement, special assessments or land-value write-downs

Visions for new development  
- Six key intersections include Osseo Road and 49th Avenue and Penn Avenue's intersections with 44th, Lowry, West Broadway, Plymouth and Glenwood avenues.
- Recommended housing types and commercial uses are targeted to specific properties.

- Proposed scenarios consider context, market analysis, and existing plans adopted by the City of Minneapolis for West Broadway, Lowry Avenue, and other areas that include the Penn Avenue corridor.

Strategy: Implement placemaking and wayfinding  
Priorities:  
Placemaking brings people together and helps create vibrant streets, unite communities and celebrate cultures and heritages. Recommendations are themed to neighborhoods; business districts; arts, culture and entertainment; health and education.

- Create spaces, plazas, and pocket parks for outdoor dining and gathering
- Highlight North Minneapolis history and culture with interpretive materials
- Reflect neighborhood character and culture with banners, public art, kiosks, signage and other identity elements
- Support greening, placemaking and wayfinding at key sites and commercial nodes
- Continue activities and programming in the vein of the successful "Play on Penn" events from 2014 and 2015

Strategy: Improve connectivity for bicyclists  
Priorities:  
North-south bike connections are important to adequately serve residents’ current and future needs, including connections to planned light rail transit stations and greenway routes.

- Develop bike boulevards on Queen and Thomas avenues north
Penn Avenue Homebuyer program

Homebuyers in the Penn Avenue corridor can qualify for up to $3,000 to help with down payment and closing costs

An initiative of the Hennepin County Penn Avenue Community Works program
www.hennepin.us/penn

Program overview

The Penn Avenue Homebuyer Assistance program aims to make homeownership in the Penn Avenue corridor more affordable for people of low and moderate incomes.

Funding is provided through a no-interest, forgiveable loan. This means no payments will need to be made on the loan and it will be forgiven in total if the buyer stays in the home for five years.

Eligibility

- Homebuyers with total household income up to $102,960
- Property must be owner-occupied single family home, duplex, townhouse, or condominium unit in the Penn Avenue corridor
- Property must be located on Penn, Oliver or Queen avenues between I-394 and 49th Avenue North

*This program is administered through the Center for Energy and Environment and managed by Hennepin County Community Works.

To apply:
Visit:
www.mnlendingcenter.org/homebuyer
Or
Call: 612-335-5856

Contacts

Cristina Lussio
MN Center for Energy and Environment
612-335-5856
clussio@mncee.org

For more information about Penn Avenue Community Works, contact: Oliver Smith, 612-348-9812, oliver.smith@hennepin.us or visit www.hennepin.us/penn