

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

Construction

Spring 2018

Spring 2019



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

Construction

Spring 2018

Winter 2018



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

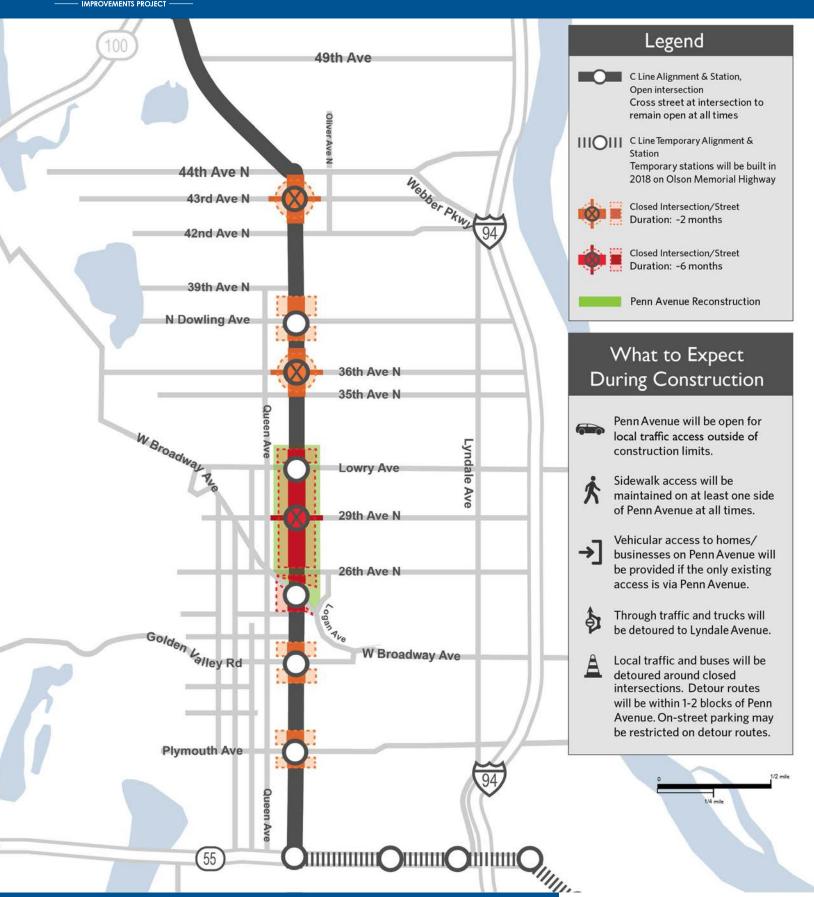
612-567-4101 | penn@metrotransit.org

- Need Interpreter? Español, Hmoob, Soomaali, Oromoo, Karen
- Call 612-373-3333
- 2 Select Option 2
- Say what language: Español, Hmoob, Soomaali, Oromoo, Karen





PRELIMINARY 2018 CONSTRUCTION



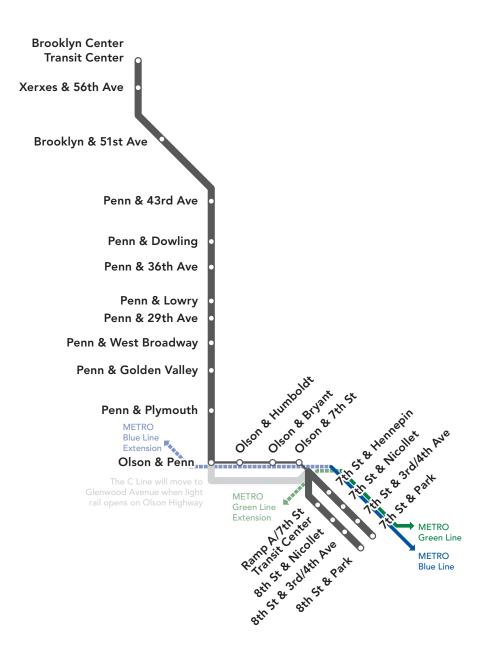








Rapid bus service is coming to Penn Avenue



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.

2013-2016	● 2016-2017	● 2018	● 2019	
PLANNING	DESIGN	CONSTRUCTION	OPEN FOR SERVICE	



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

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- Traffic-calming measures
- New sidewalks and street lighting

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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



March 8, 2018

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!

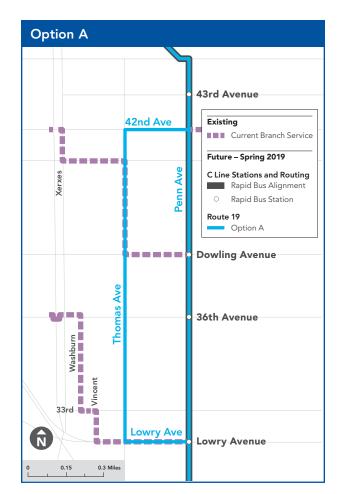
Regards,

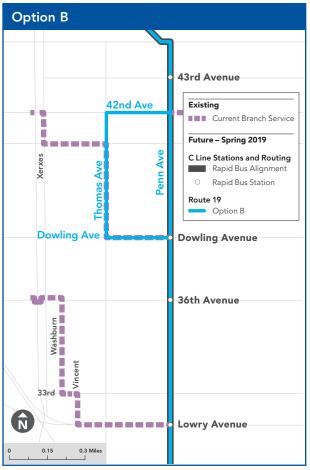
Michael Mechtenberg Senior Planner

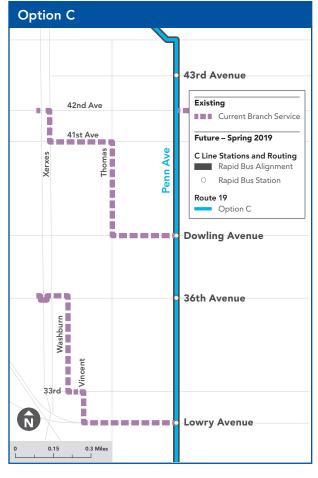
A service of the Metropolitan Council

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
- 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

Penn Avenue Community Works Planned Infrastructure and Transit Improvements 2016 - 2020 **Greening 2016** The Penn Avenue community works project was created to: Penn & 43rd Stimulate economic development Enhance beautification and livability and Webber Promote job creation along the Penn Avenue corridor in Camden Victory North Minneapolis. **Crystal Lake** C Line BRT Stop and Intersection Reconstruction Cemetary C Line BRT Stop - No Intersection Reconstruction Penn & Dowling u **Pedestrian Lighting Improvements** Penn & 36th Pedestrian Lighting 2018 Cleveland Folwell Pedestrian Lighting 2019 Penn Ave N Reconstruction Area **MINNEAPOLIS** Planned Bike Boulevards * Year TBD for Installation **Ped Improvements and Reconstruction** Penn & Lowry-Installation of Enhanced Ped Crossing Signals at Select Intersections Mill + Overlay 2016 Penn Ave N Corridor Project Area Penn & 29th *Projects Subject to Change. Pending Full Funding. Jordan Chisago **Anoka** Penn & West Wright) Broadway Hennepiñ⁼ Penn & Golden Valley Near -Carver North **Dakota** Scott Willard - Hay This map has been created for informational purposes only and is Penn & not considered a legally recorded map or document. Hennepin Plymouth County makes no warranty, representation, or guarantee as to the content, accuracy, timeliness, or completeness of any of the 12th Ave N information provided herein. Produced by the Housing, Community Works & Transit Department of Public Works in coordination with Hennepin GIS. Penn & Olson & Olson & Humboldt Bryant Published 5/3/2016 Olson Coordinate with Blue Line Extension (Bottineau LRT) Glenwood Ave 100 94 Harrison Bryn - Mawr Project Name: Penn Ave Infrastructure Improvements This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be Map version date: 5/3/2016 liable for any damage, injury or loss resulting from this map Data source: Hennepin County

Hennepin County Public Works

The pilot "Play on Penn" event series yielded numerous ideas for future public spaces and programming along the avenue — see "Implement placemaking and wayfinding" on page 4.



Looking for more?

Visit www.hennepin.us/penn

- Get news and updates as the program transitions to its implementation phase
- · Download the entire Penn Avenue Vision and Implementation Framework document
- Subscribe to the Penn Avenue Community Works newsletter

Program Partners







HENNEPIN COUNTY PENN AVENUE COMMUNITY WORKS

Penn Avenue Vision and Implementation Framework Executive summary

January 2016

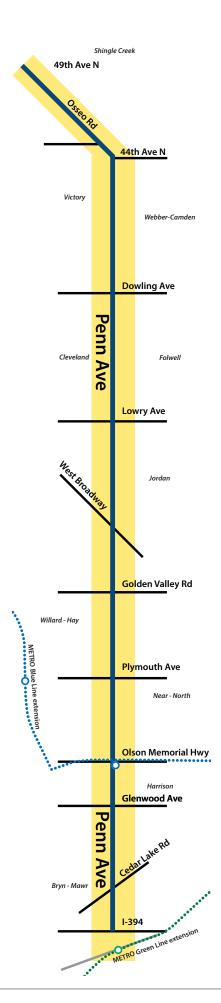


Enhancing the Penn Avenue corridor in North Minneapolis

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.

The Penn Avenue corridor spans two blocks east and west of Penn Avenue North, and includes planned light rail transit stations for the METRO Blue and Green Line extensions.



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



Project timeline

2012	2013 to 2015	2016	2017	2018	2019 & beyond
Penn Avenue Community Works established	Community engagement Design Penn Avenue Bus rapid transit (BRT) C Line station locations	Design — C Line — Penn Avenue intersections	ons	Construction* - C Line stations - Penn Avenue intersections Reconstruction Penn Avenue between Lowry and West Broadway aves. *pending full funding is at as funding is at	Ride the C Line enue between ly aves. Additional segments as funding is available
		Implementation Economic development a	Implementation Economic development and redevelopment, livability and placemaking initiatives	and placemaking initiatives	
		interest sections sections		Capri Theater expansion	Broadway Flats development

Strategy: **Redesign Penn Avenue** Priorities:









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



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

- 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



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.

Stra	ntegies	ights	inity			, we nue	onaking
Community Priorities	tegies (teateaceste	Improve control	digit.	ins foster conner	ical nent Redesign Penn	heathe hale the trade	Inding
Business and job opportunities	X			X			
Public safety		X			X	X	
Green space, trees and landscaping					X	X	
Community identity, character and amenities			X	Х	Х	Х	
Parking for residents and businesses					X		
Resources for redevelop- ment opportunities	X		X	X			
Transit access and service	X				X	X	
Bicycle safety and connectivity		X					

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 in-fill 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

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: 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



Proposed Capri Theater expansion

Strategy: Improve connectivity for bicyclists







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

