

Johnson, Nick M

From: Morrison, Christina [<mailto:Christina.Morrison@metrotransit.org>]
Sent: Thursday, April 18, 2019 10:50 AM
To: Markegard, Glen <gmarkegard@BloomingtonMN.gov>
Cc: Dillery, John <John.Dillery@metrotransit.org>
Subject: FW: External Agency Notice - Knox American Development

Hi Glen,

Thanks for your voicemail. I am out of the office starting this afternoon through Monday, so I am forwarding John's comments in their entirety for your consideration. I have copied John here, and encourage you to contact him directly (612-349-7773) if you have any questions while I'm out. Perhaps when we have our standing Orange Line meeting on the 23rd, we can touch base on the topic again.

Thanks,
Christina

Christina Morrison, Project Manager
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From: Dillery, John
Sent: Friday, April 12, 2019 9:42 AM
To: Morrison, Christina <Christina.Morrison@metrotransit.org>
Cc: Harper, Cyndi <Cyndi.Harper@metrotransit.org>; Brasson, Antoinette <Antoinette.Brasson@metrotransit.org>; Harwood, James <James.Harwood@metrotransit.org>; Berube, Derek <Derek.Berube@metrotransit.org>; Mahowald, Steve <Steve.Mahowald@metrotransit.org>
Subject: RE: External Agency Notice - Knox American Development

Christina M.,

I have reviewed pages C400, C401, and C402 of the proposed **Penn American Phase III Development** proposed by United Properties and others that you forwarded to us for review. It is good to have this opportunity. These pages detail how Morgan Ave S, a new 80 ½ Street and 81st Street connecting Knox and Morgan Avenues would be designed around the new multifamily buildings.

As I have described on several occasions previously, there will be a need for local bus *terminals* for existing and planned routes making connections at the future Knox/American Station, essential for the success of the METRO Orange Line.

If we can count on the 82nd St & Humboldt Ave Layover remaining for decades to come, I suppose that we could manage these essential local bus connections still laying over there, but the best information available indicates that this layover next to the freeway could be *eliminated* by future reconstruction of I-35W and 82nd St planned by MnDOT. The Penn American Phase III Development could be designed now to accommodate local transit buses and avoid such a future planning crisis.

If you agree that local bus routes must be set up to connect conveniently with the METRO Orange Line at the future Knox/American Station, then I assume that you will share my concerns that:

-The Penn American Phase III Development proposed by United Properties and others *as now designed likely precludes local buses from using the new streets as a turnaround loop.*

However, there is hope if the following commitments are made to modify the plans and allow bus operations adjacent to the Penn American Phase III Development:

1. **Morgan Ave** northbound between new 80 ½ Street and American Blvd is **widened** to create a bus shoulder for the layover of up to three buses at a time. There appears to be enough curb length to allow this.
2. The **property** occupied by the **Red Lobster Restaurant remains commercial**, not residential, remains a compatible land use with a bus layover point. No change ever to commercial land uses fronting this part of American Blvd.
3. New **81st Street and Morgan Avenue are constructed and maintained as 9-ton axel limit heavy duty** roadways and wide enough to accommodate transit buses.
4. The **angle parking** shown on the plans along Morgan Avenue northbound north of 81st St could create a hazard for approaching buses and should be **replaced with parallel parking** such as shown on 81st Street.
5. **Left turns are permitted from northbound Knox Avenue** to westbound 81st Street.
6. **Bus operator restroom privileges** are obtained at least at one of the businesses close to American Blvd and Morgan Ave.
7. The residents of the future multifamily residential blocks lining 81st Street are informed when deciding to occupy their new home that it is on a frequent bus route.

Here is how I envision buses operating on the streets forming the perimeter of the proposed Penn American Phase III Development:

Route **4** - Lyndale Ave via 82nd St to Knox Ave to 81st St to Morgan Ave to layover then via American Blvd to Knox Ave to 82nd St to Lyndale Ave. Buses every **30** minutes most hours for about 40 trips / day.

Route **4** - Penn Ave via American Blvd to Knox Ave to 81st St to Morgan Ave to layover (far-side of 80 ½ Street) then via American Blvd to Penn Ave. Buses every **30** minutes most hours for about 40 trips/ day.

Route **534** (New) via Lyndale Ave to American Blvd to Knox Ave to 81st St to layover then via American Blvd to Lyndale Ave S. Buses every **30** minutes in peak hours, **60** minutes off-peak for about 24 trips/ day.

Route **536** (New) via Penn Ave to American Blvd to Knox Ave to 81st St to layover (far-side of 80 ½ Street) then via American Blvd to Penn Ave S. Buses every **30** minutes in peak hours, **60** minutes off-peak for about 24 trips/ day.

Route **4** will continue to be operated with 40-foot standard buses. Routes **534** and **536** are recommended to be operated with 30-foot transit buses.

I all local buses terminating near Knox/American Station use the proposed layover there would be as many as 128 one-way bus trips looping the Penn American Phase III Development on weekdays, about 110 trips on weekend days.

Suggested next steps:

1. Metro Transit SD staff will arrange a meeting with City of Bloomington staff to discuss the ideas for modifications to the proposed Penn American Phase III Development to accommodate transit buses.
2. Assuming consensus is reached with city staff regarding suggested modifications, then forward written recommended changes to developer and architects followed by
3. A meeting scheduled with representatives of Bloomington, Metro Transit and the Developer and Architect with the goal of reaching consensus on bus transit accommodations.

I hope this information from my review is clear and helpful. I would look forward to discussing it with you soon.

John Dillery
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