Application

10359 - 2018 Transit System Modernization

10648 - Lake Street-Marshall Avenue corridor bus stop modernization

Regional Solicitation - Transit and TDM Projects

Status:	Submitted
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What Grant Programs are you most interested in?	Regional Solicitation - Transit and TDM Projects			

Organization Information

Name:	Metro Transit
Jurisdictional Agency (if different):	

Organization Type:	Metropolitan Council
Organization Website:	
Address:	560 Sixth Avenue North

*	Minneapolis	Minnesota	55411
	City	State/Province	Postal Code/Zip

County:	Hennepin
Phone:*	651-602-1000 Ext.
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PeopleSoft Vendor Number	METROTRANSIT

Project Information

Project Name	Lake Street-Marshall Avenue corridor bus stop modernization
Primary County where the Project is Located	Hennepin, Ramsey
Cities or Townships where the Project is Located:	Minneapolis; Saint Paul
Jurisdictional Agency (If Different than the Applicant):	

The Lake Street-Marshall Avenue Bus Stop Modernization project will make existing transit service more attractive throughout the corridor by enhancing the customer experience with vastly improved amenities like enhanced shelters and real-time transit information.

This project will modernize bus stops along the western portion of the existing Route 21 corridor between the Uptown Transit Center and the existing METRO Green Line Snelling Avenue Station via Lake Street, Marshall Avenue, and Snelling Avenue. Most of the route segment targeted for improvement with this project is in today's High-Frequency Network, the core of Metro Transit's service.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Route 21 carries an average weekday ridership up to about 12,000 rides per day. Between the Uptown Transit Center and Snelling Avenue, weekday ridership reaches up to about 10,000 boardings. The service is Metro Transit's second highest ridership bus route, behind only the existing Route 5 service. The limited transit facilities along the corridor do not meet the needs of the communities they serve.

Limited sidewalk space and available right-of-way restricts the available space for customer improvements such as shelters. The construction project will expand sidewalk space with bus bumpouts to accommodate a dedicated transit boarding area for near-level boarding, plus enhanced customer facilities. Bus stops along the corridor will be modernized with a variety of improvements, including enhanced shelters with heat and light. Many locations currently do not have shelters and offer little more information than a bus

stop sign on a pole. Other improvements include real-time information, security features like phones and/or cameras, and furnishings like benches, bicycle racks, and trash receptacles.

Several locations along the project corridor will not be considered for bus stop improvements. These locations will be improved in coordination with other infrastructure projects. These locations include the Uptown Transit Center area, the segment on Lake Street between Blaisdell Avenue and Fifth Avenue, and the Snelling & University area.

The project includes $8.75MM for the construction of bus stop improvements throughout the Lake Street-Marshall Avenue corridor. The specific bus stops to receive facilities improvements as part of this project will be confirmed as project development progresses. The bus stops noted within this application identify the general location and number of improved locations anticipated.

The project does not request funding assistance for bus purchases or off-board fare payment equipment. This project's bus stop modernization improvements provide independent utility within this transitway corridor.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Lake Street-Marshall Avenue corridor bus stop modernization

Project Length (Miles)

to the nearest one-tenth of a mile

7.1

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount	$7,000,000.00
Match Amount	$1,750,000.00

Minimum of 20% of project total

Project Total	$8,750,000.00
Match Percentage	20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds	Metropolitan Council RTC, Motor Vehicle Sales Tax, or other Metro Council-controlled non-federal funds

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:	2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:	2020, 2021

Select all years that are feasible if funding in an earlier year becomes available.

Project Information-Transit and TDM

County, City, or Lead Agency	Metro Transit
Zip Code where Majority of Work is Being Performed	55407
Total Transit Stops	27

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: **(Intersection or Address)**	S Lyndale Ave. & W Lake St.
To: **(Intersection or Address)**	Marshall Ave. & N Fry St.

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address)

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date	01/01/2021
(Approximate) End Construction Date	12/31/2021
Primary Types of Work	Enhanced bus stop construction

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

Goal A - Transportation System Stewardship

Objective: Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations)

Goal B - Safety and Security
B1 - Incorporate safety and security considerations

Goal C - Access to Destinations
C1 - Multimodal, provide connections between modes

C2 - Interconnectivity, Complete Streets

C4 - Alternatives to SOV, focus on major activity concentrations

C11 - Expand and modernize transit service

C12 - Expand network of transitways, including bus rapid transit

C17 - Transportation choices)

Goal D - Competitive Economy

D3 - Improve connections, business attraction/retention

D4 - Compete with peer metropolitan areas

Goal E - Healthy Environment

Objectives - Reduce transportation-related air emissions, encourage healthy communities and active car-free lifestyles

E3 - Environmental/health benefits of SOV alternatives

E5 - Protect/enhance/mitigate cultural and built environments

E6 - Public engagement for all communities

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

2040 Transportation Policy Plan Transitway expansion assumed to be funded within the increased revenue scenario (pages 6.63, 6.65)

Arterial Transitway Corridors Study, 2012 Page 22-25

Midtown Corridor Alternatives Analysis Final Report, April 2014

Hennepin County 2030 Comprehensive Plan Update - "Integrate transit advantages and transit priority into traffic operations where appropriate" (pages 5-4)

List the applicable documents and pages:

Hennepin County 2030 Transportation Systems Plan

- "Integrate transit advantages and transit

priority into traffic operations where appropriate" (page 1-15); "Continue the cooperation with Metro Transit and other transit providers for inclusion of transit related roadway enhancements" (page 10-9)

City of Minneapolis Access Minneapolis (2009)

- "Provide best possible transit service on a Primary Transit Network" (page 44)

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6.Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
Transit Expansion: *$500,000 to $7,000,000*
Transit Modernization: *$100,000 to $7,000,000*
Travel Demand Management (TDM): *$75,000 to $500,000*

Check the box to indicate that the project meets this requirement. Yes

8.The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.		Date plan adopted by governing body	
The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.	Yes	06/01/2018 Date process started	06/30/2019 Date of anticipated plan completion/adoption
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.		Date self-evaluation completed	
The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.		Date process started	Date of anticipated plan completion/adoption
(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.			

10.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.
Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1.The project must provide a new or expanded transit facility or service(includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

Check the box to indicate that the project meets this requirement.

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

Check the box to indicate that the project meets this requirement.

Transit Expansion and Transit Modernization projects only:

3.The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

Check the box to indicate that the project meets this requirement. Yes

4.The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement. Yes

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

Check the box to indicate that the project meets this requirement.

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

Check the box to indicate that the project meets this requirement.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$0.00
Removals (approx. 5% of total cost)	$0.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00

Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$0.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$0.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$8,750,000.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$8,750,000.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$8,750,000.00
Construction Cost Total	$8,750,000.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	49780
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	10148
Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

Lake Street-Marshall Avenue corridor service operates within a densely populated urban corridor. Bus stop improvements will be influenced, in part, by proximity to existing transit connections and major destinations. This minimizes problematic last-mile inadequacies and increases overall network efficiency. As a result, last-mile service will not be a component of the project.

(Limit 1,400 characters; approximately 200 words)

Upload Map

1531324836406_LakeMarsh - PopEmp map.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

4, 5, 7, 9, 14, 21, 22, 27, 39, 53, 63, 84, 87, 111, 113, 133, 134, 156, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 491, 492, 552, 553, 554, 558, 901-METRO Blue Line, A LIne

Planned Transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP)

Chicago Ave BRT, Emerson/Fremont Aves BRT

Upload Map

1531324971093_LakeMarsh -TransConn map.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

2359.0

Measure: Usage

Existing Transit Routes on the Project

21

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): Yes

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

All engagement done as a part of the Midtown Corridor Alternatives Analysis supported development of a Lake Street-Marshall Avenue Bus Stop Modernization project. The Midtown Corridor Alternatives Analysis included engagement to under-represented populations through standing committee meetings, media outlets, and events held and promoted in places where transit riders and people of color gathered. The meetings and events held for the Midtown Corridor Alternatives Analysis provided early and continuous stakeholder participation, proactive efforts to engage the public in the process, open access to the decision-making process, and collaborative input on alternatives considered in the study.

Future engagement about transit service in the Lake Street-Marshall Avenue corridor will be outlined in a Public Engagement Plan led by Metro Transit's Outreach and Engagement Coordinator. Outreach and engagement will be organized around the existing bus stop locations intended for improvement. Engagement with transit riders, residents, small businesses, and key community stakeholders will be conducted surrounding these locations. This highly contextualized strategy, successfully used in the past, gathers input from historically underrepresented communities to make long-term transit decisions impacting the region.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Increased curb heights and the additional space provided by sidewalk extensions will make boarding and alighting safer and easier for all customers, including the elderly and customers using mobility devices. In addition, modernized transit stops remove physical hazards and unpredictability of the aging streetscape, and provide a greater sense of safety by replacing old and unsightly structures. Geometric changes also allow for shorter dwell times at stops and allow routes to maintain higher average speeds, which translate to reduce travel times for riders. Transit customers will also directly benefit from larger shelters with heat and light, increasing comfort year-round while waiting for bus arrivals. Real-time transit information will also be readily available, increasing the predictability of service regardless of access to similar information on mobile devices.

Response:

Although anyone may use the bus stops along Lake Street and Marshall Avenue, the corridor serves communities in South Minneapolis where low-income people and people of color live. The Lake Street-Marshall Avenue corridor serves the South Minneapolis and Dale-Summit-University ACP50s, areas of concentrated poverty where 50% or more of residents are people of color. Substantial numbers of residents in these areas are transit-reliant without access to a personal vehicle. This project will increase the convenience and comfort of transit service in the area to help all residents reach their everyday destinations in a reliable and efficient manner. Modernized bus stops will also incentiize transit use among those who have multiple transportation options to choose from.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

The project will include temporary construction at each bus stop, necessitating temporary bus stops so as not to disrupt transit service, possible pedestrian detours, as well as construction easements. As part of community engagement, businesses and organizations that are nearby bus stops under construction will be involved in planning to find ways to mitigate impacts to their operations. Proactive outreach not only keeps nearby businesses and organizations productive, but also creates a channel of communication that can be used to solve issues if any unexpected complications arise.

Temporary easements are necessary for construction. Well signed detours will be created so people biking and walking are still able to get around safely and with minor inconvenience.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531325078640_LakeMarsh - SocEcon map.pdf

Measure B: Affordable Housing

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Minneapolis	17.0	0.63	100.0	62.96

St. Paul	10.0	0.37	100.0	37.04
				100

Total Transit Stops

Total Transit Stops	27.0

Affordable Housing Scoring

Total Housing Score	100.0

Affordable Housing Scoring

Measure A: Description of emissions reduced

The Lake Street-Marshall Avenue Bus Stop Modernization project will reduce emissions in several ways:

By improving riders' access to transit service via non-motorized transportation:

The project includes bike parking at stops, which improves access to transit service by bicycle. Buses also include bike racks, to encourage customer to bring bikes on board for a multimodal trip.

By accommodating TOD walkable from stops:

Response:

The Route 21 has high ridership because it serves areas of Minneapolis and Saint Paul that are densely developed and highly walkable transit-oriented neighborhoods. The Lake Street-Marshall Avenue Bus Stop Modernization project will bring visible, high-amenity branded stops with a variety of improvements, including enhanced shelters with heat and light, to these transit-oriented neighborhoods, many of which currently do not have shelters and offer little more information than a bus stop sign on a pole. Other improvements include real-time information, security features like phones and/or cameras, and furnishings like benches, bicycle racks, and trash receptacles.

Minneapolis has guided land use and zoning for mid- to high-density mixed-use along Lake Street; the draft Minneapolis 2040 Comprehensive Plan calls for mixed-use development of varying intensities along the entire length of the corridor,

with its highest densities at major transit transfer locations.

Saint Paul has guided Marshall Avenue for a range of residential development, from single-family homes to higher-density multi-family development. The terminus of the Lake Street-Marshall Avenue Bus Stop Modernization project would be at Snelling and University Avenues, which is guided as Traditional Neighborhood 4, the City of Saint Paul's highest density mixed-use designation that allows for 100 percent reduction in required parking.

By reducing vehicle acceleration and deceleration cycles and idling time:

The Lake Street-Marshall Avenue Bus Stop Modernization project is anticipated to positively affect air quality through faster speeds. Facilities improvements at selected bus stops (e.g., curb extensions, increased curb height) will reduce dwell times and bus idling. Emissions reductions per mile are anticipated through the resulting improved fuel economy of transit vehicles (i.e., miles per gallon).

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

The Lake Street-Marshall Avenue Bus Stop Modernization project will make existing transit service in the corridor more attractive to users by constructing modernized bus stops with significantly improved amenities compared to existing bus stops. The project will also reduce travel times reducing dwell time at each bus stop with curb extensions and by providing near-level boarding.

Response

Bus stop improvements will benefit customers in a variety of ways. Enhanced shelters will provide weather protection and feature on-demand heaters and integrated lighting, as well as a cement foundation, which increases protection from the elements and helps establish a sense of permanence compared to standard shelters. Shelter sizes will vary between 12' and 36' long, dependent upon site conditions and existing bus stop ridership. A pylon landmark, real-time signage, and printed panel with timetable, mapping, and connection information will provide detailed rider information in several formats to offer clear direction and increase customer confidence in trip status. This is a marked improvement over existing bus stops, many of which consist of only a sign on a pole. Other components, like benches, trash receptacles, and bike racks will be available for customer use. Security cameras and/or telephones will be deployed in the corridor to provide a layer of safety not possible at existing standard bus stops.

To accommodate improved bus stop amenities, bus platforms will be constructed with curb bumpouts where feasible. Bumpouts extend from the existing roadway curb to the edge of a through-lane for the length of the platform. Bumpouts also improve travel times by eliminating the need for buses to merge in and out of traffic to access the improved

stops. The additional space they provide for clear and accessible boarding and alighting further improves operations by allowing more customers to board a bus in less time than existing conditions. A targeted curb height of 9 inches instead of the standard 6 inches reduces the distance between the curb and the floor of the bus, easing vehicle access for passengers with low mobility and enabling faster boarding and alighting for all passengers.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

This project will improve how transit facilities are integrated into Lake Street and Marshall Avenue, a multimodal corridor where transit vehicles carry 25 percent of all people moving through it but make up less than 3 percent of its total vehicular traffic. The project will build upon existing pedestrian and bicycle accommodations and connections to provide a better overall multimodal system. The project already serves densely populated and pedestrian-oriented urban corridors, with sidewalks throughout most of the project corridor.

Response

However, sidewalk space can be limited, resulting in conflicts between sidewalk through-space and bus stop waiting areas. Stop design integrates considerations like pedestrian street crossings within the nearby area to maximize pedestrian safety and convenience to the extent possible. At stops with curb bumpouts, additional space will allow separation between the thru-sidewalk and passenger waiting area, improving pedestrian accessibility through and within the platform area.

All transit customers are pedestrians, and the additional space and amenities like enhanced shelters will improve the overall experience as pedestrians become customers while waiting for their ride. Multimodal transit-bicycle trips will be encouraged through the placement of bike loops at stops and bike racks mounted on buses. Planned bus stop improvements include direct connections to bicycle or multimodal facilities on the Midtown Greenway, 31st Street, Park and Portland Avenue buffered bike lanes, and Cleveland Avenue.

Travel efficiencies across all modes are expected due to the decreased dwell times made possible through the utilization of curb bumpouts and near-

level boarding. Reduced dwell times and curb bumpouts are also expected to minimize unsafe and conflict point-inducing merge movements by cars and bicyclists around dwelling buses.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

Yes

50%

Attach Layout

1531312732437_Layout attachment - Lake-Marshall Avenue bus stop modernization.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

12/31/2020

2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated	Yes
80%	
Historic/archeological property impacted; determination of adverse effect anticipated	
40%	
Unsure if there are any historic/archaeological properties in the project area.	
0%	
Project is located on an identified historic bridge	

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired	
100%	
Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete	
50%	
Right-of-way, permanent or temporary easements required, parcels identified	
25%	
Right-of-way, permanent or temporary easements required, parcels not all identified	Yes
0%	
Anticipated date or date of acquisition	03/01/2021

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)	Yes
100%	
Signature Page	
Please upload attachment in PDF form.	
Railroad Right-of-Way Agreement required; negotiations have begun	
50%	
Railroad Right-of-Way Agreement required; negotiations have not begun.	
0%	
Anticipated date or date of executed Agreement	

Measure: Cost Effectiveness

Total Annual Operating Cost:	$168,750.00
Total Annual Capital Cost of Project	$171,430.00

Total Annual Project Cost	$340,180.00
	For total operating cost, an annualized maintenance cost of $6,250 per enhanced bus stop was multiplied by the project's approximately 27 enhanced bus stop improvements.
Assumption Used:	For total annual capital cost of the project, $7.45MM of funds are designated to transit center/station/platform components with 70 years of useful life. $1.3MM of funds are designated to transit shelter components with 20 years of useful life

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
2018 07 10 Lake-Marshall Modernization Cover Letter.pdf	Cover Letter	292 KB
LakeBloomingtonEB_StreetView.pdf	Existing Conditions Image - Lake St. & Bloomington Ave.	157 KB
LakeMarsh - PopEmp map.pdf	Population/employment summary map	1.6 MB
LakeMarsh - RegEcon map.pdf	Regional economy map	4.3 MB
LakeMarsh - SocEcon map.pdf	Socio-economic conditions map	4.4 MB
LakeMarsh - Summary Page.pdf	Project Summary Page	294 KB
LakeMarsh -TransConn map.pdf	Transit connections map	7.2 MB

Population/Employment Summary

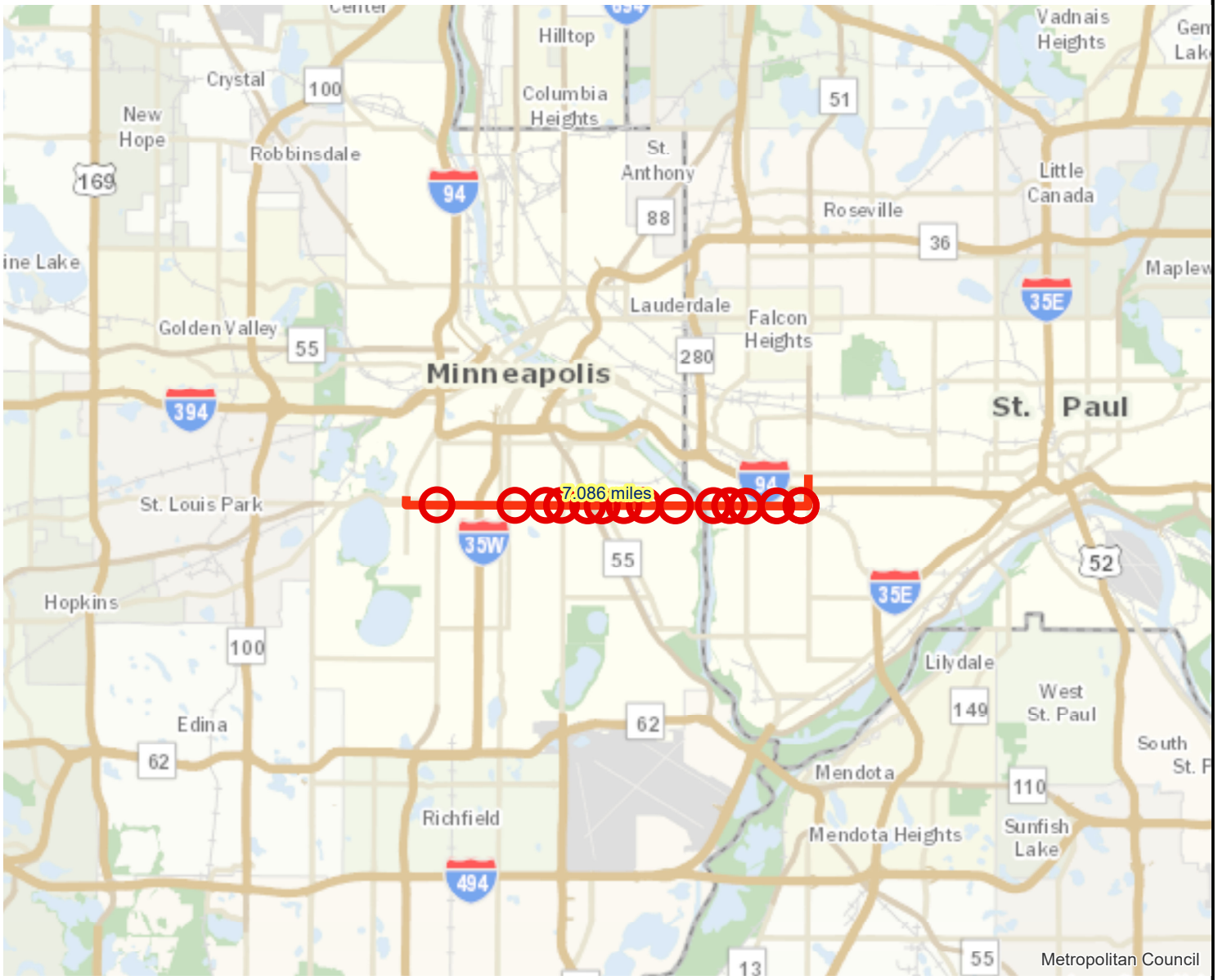
Transit System Modernization Project: Lake-Marshall Bus Stop Modernization | Map ID: 1530307249873

Results

Within QTR Mile of project:
Total Population: 61009
Total Employment: 31218
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 103723
Total Employment: 49780
Postsecondary Students: 10148

Within ONE Mile of project:
Total Population: 177245
Total Employment: 82396



Project Points

Project

0 1.5 3 6 9 12 Miles

Created: 6/29/2018
LandscapeRSA4

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Transit Connections

Transit System Modernization Project: Lake-Marshall Bus Stop Modernization | Map ID: 1530307249873

Results

Transit with a Direct Connection to project:
111 113 133 134 14 156 21 22 27 39 4
460 464 465 467 470 472 475 476 477 478 479
491 492 5 53 552 553 554 558 63 7 84
87 9 901 921
*Chicago-Fremont
*Lake

**indicates Planned Alignments*

Project Points
Project

Transitway

Blue / Green Line
Green Line
Red Line
A Line
Blue Line
Northstar Line

0 1.5 3 6 9 12 Miles

Created: 6/29/2018
LandscapeRSA3

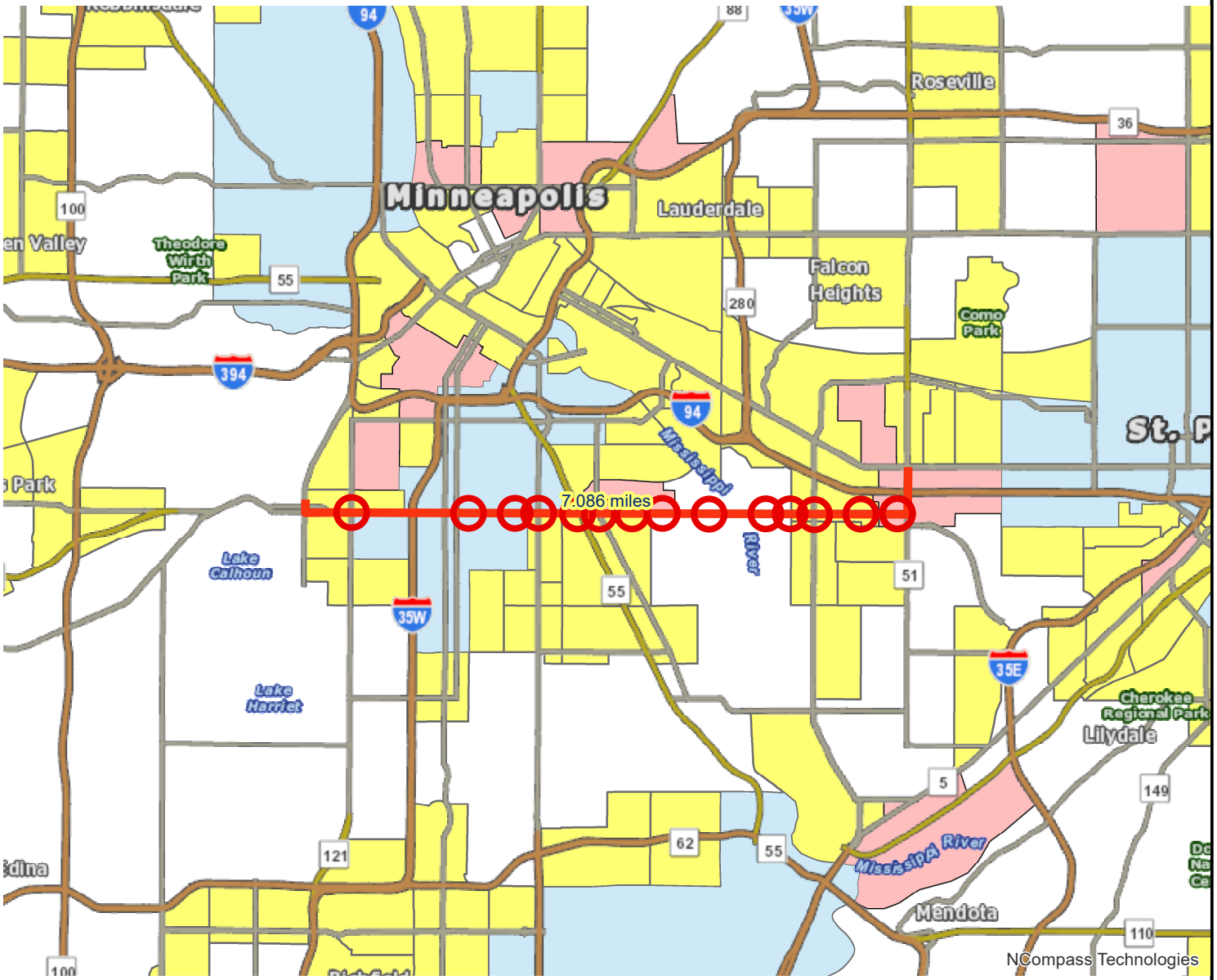
METROPOLITAN COUNCIL

Socio-Economic Conditions

Transit System Modernization Project: Lake-Marshall Bus Stop Modernization | Map ID: 1530307249873

Results

Project located **IN**
Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):
(0 to 30 Points)



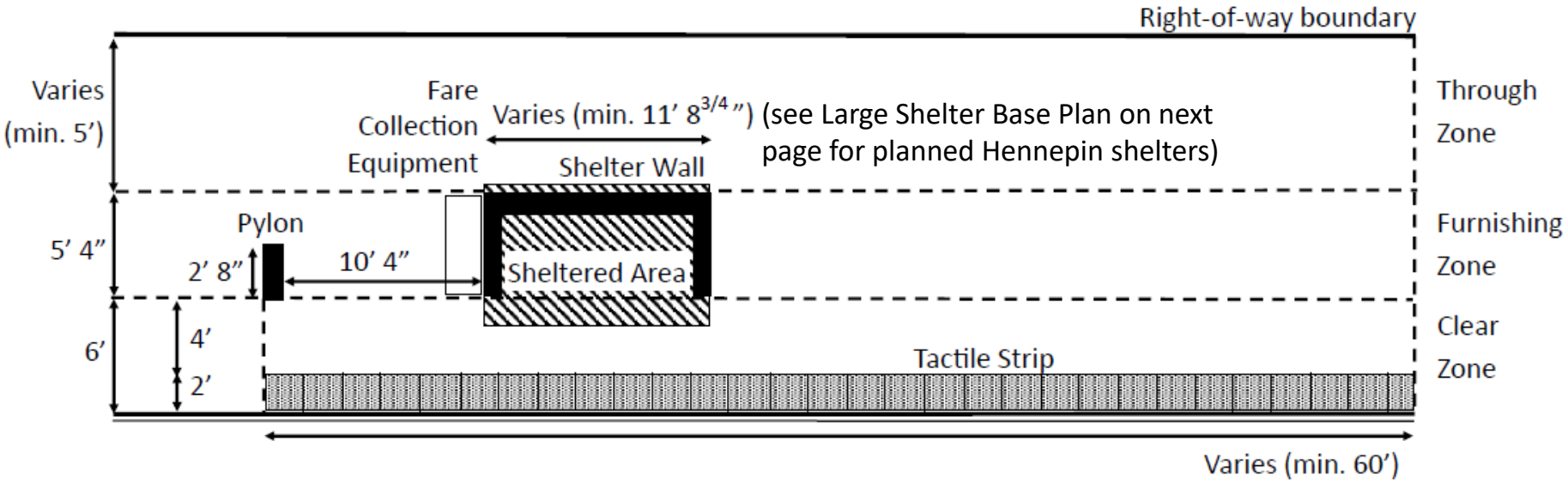
Project Points
Project
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 1 2 4 6 8 Miles

Created: 6/29/2018
LandscapeRSA2

METROPOLITAN COUNCIL

Standard Rapid Bus Station Layout



Station platform drawn to scale where indicated.

Not all features of a typical station are shown.

Metro Transit
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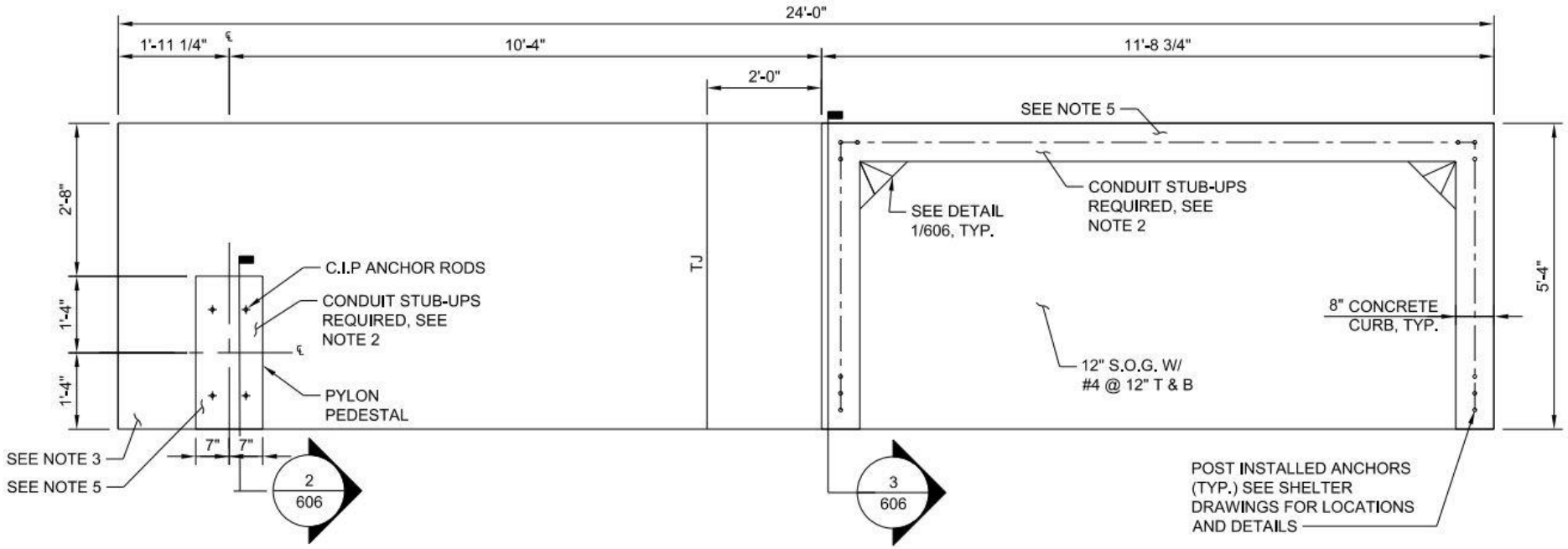
Pylon + Small Shelter Base Plan

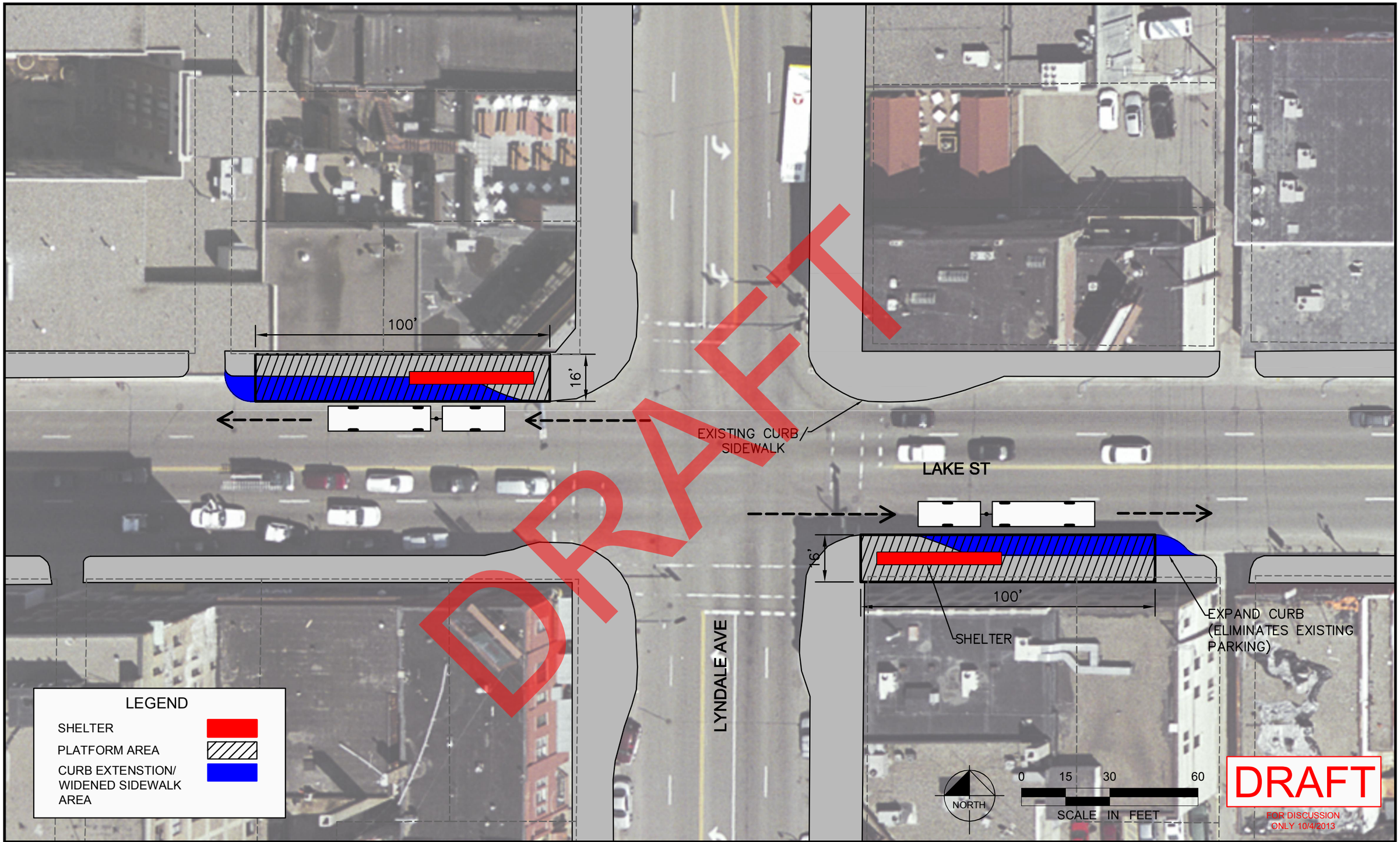


Metro Transit
a service of the Metropolitan Council

What do stations look like?

- **A** **Pylon markers** help riders identify stations from a distance.
- **B** **Real-time NexTrip displays** provide bus information, and on-demand **annunciators** speak this information for people with low vision.
- **C** **Utility boxes** near station areas house necessary communications and electrical equipment.
- **D** **Shelters** provide weather protection and feature on-demand **heaters** and integrated **lighting**. Shelter sizes will vary based on customer demand (small shown here).
- **E** **Ticket machines** and **fare card validators** collect all payment before customers board the bus.
- **F** **Emergency telephones** provide a direct connection to Metro Transit security. Stations also feature **security cameras**.
- **G** Stations feature **trash and recycling** containers.
- **H** Platform edges are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.
- **I** **Platform areas** are distinguished by a dark gray concrete pattern.
- **J** Some stations have sidewalk-level **light fixtures** to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
- **K** **Benches** at stations provide a place to sit.
- **L** Stations have **bike parking loops.**

Metro Transit



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No.	Date	Revisions	App.

DRAWING NAME LS_PS.dwg	
DESIGNED BY:	EPS
DRAWN BY:	EPS
CHECKED BY:	LMR
DATE:	9/4/2013
PROJECT NO.	160528015

SRF Consulting Group, Inc. | Engineers Planners Designers

Kimley-Horn and Associates, Inc.

LTK Engineering Services

Metro Transit

MIDTOWN CORRIDOR ALTERNATIVES ANALYSIS

LAKE STREET ALTERNATIVE
LYNDALE AVE STATION

SHEET NO. 11 / 19

midtowntransitway.org

EXISTING AWNING MAY LIMIT PLATFORM LOCATION TO NEARSIDE

100'

10'

EXPAND CURB (ELIMINATES EXISTING PARKING)

14'

100'

SHELTER

LAKE ST

EXISTING CURB/ SIDEWALK

CHICAGO AVE

LEGEND

SHELTER

PLATFORM AREA

CURB EXTENSTION/ WIDENED SIDEWALK AREA

NORTH

0 15 30 60

SCALE IN FEET

DRAFT

FOR DISCUSSION ONLY 10/4/2013

K:\TWC_Transit\160528015_MIDTOWN AA\CAD\Plan Sheets\LS_PS.dwg October 04, 2013 - 1:02pm

No.	Date	Revisions	App.

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DESIGNED BY:	EPS
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PROJECT NO.	160528015

SRF Consulting Group, Inc. | Engineers Planners Designers

Kimley-Horn and Associates, Inc.

LTK Engineering Services

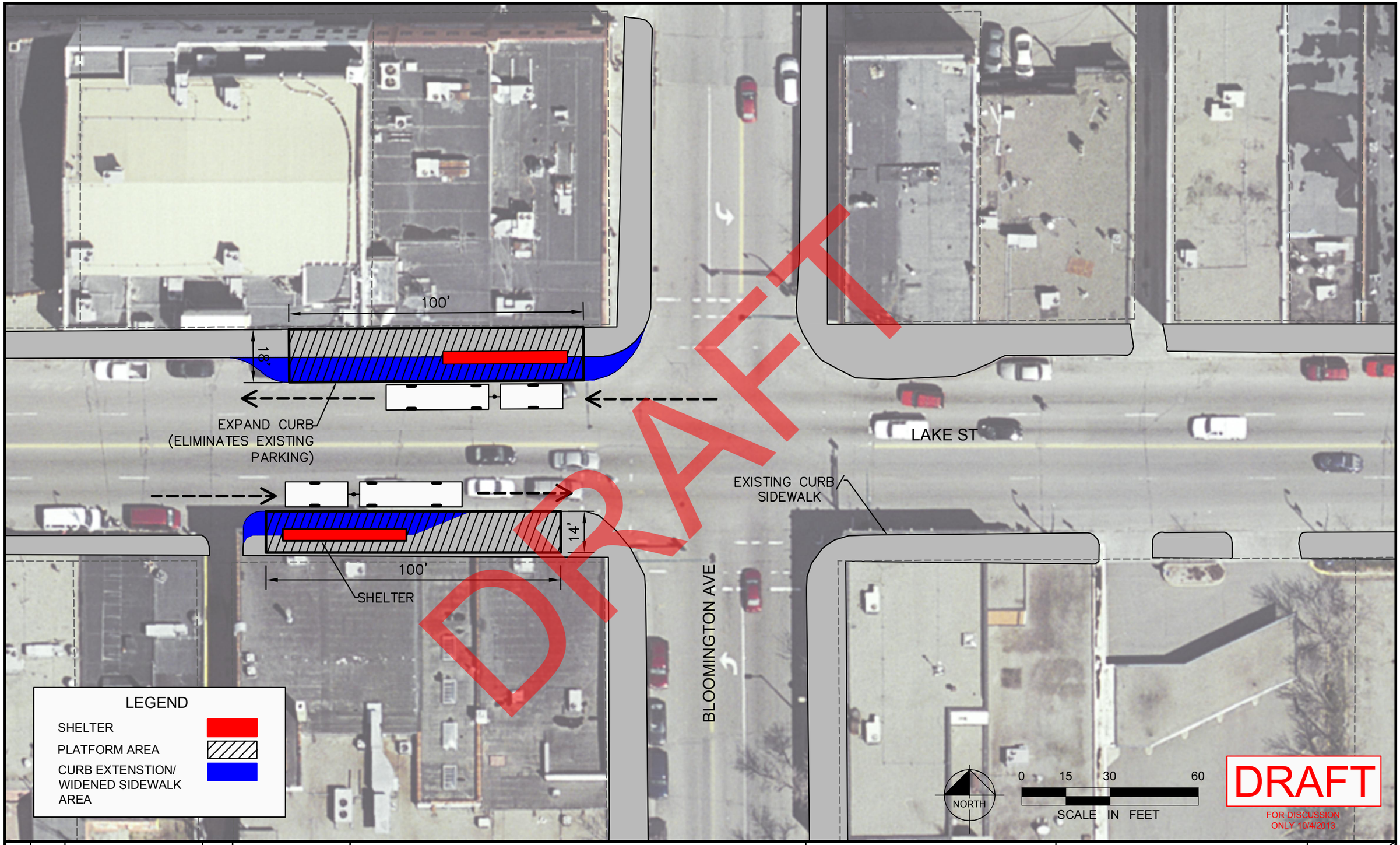
Metro Transit

MIDTOWN CORRIDOR ALTERNATIVES ANALYSIS

LAKE STREET ALTERNATIVE
CHICAGO AVE STATION

SHEET NO. 15 / 19

midtowntransitway.org



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PROJECT NO.	160528015

SRF Consulting Group, Inc. | Engineers Planners Designers

Kimley-Horn and Associates, Inc.

LTK Engineering Services

Metro Transit

MIDTOWN CORRIDOR ALTERNATIVES ANALYSIS

LAKE STREET ALTERNATIVE
BLOOMINGTON AVE STATION

SHEET NO. 16 / 19

midtowntransitway.org

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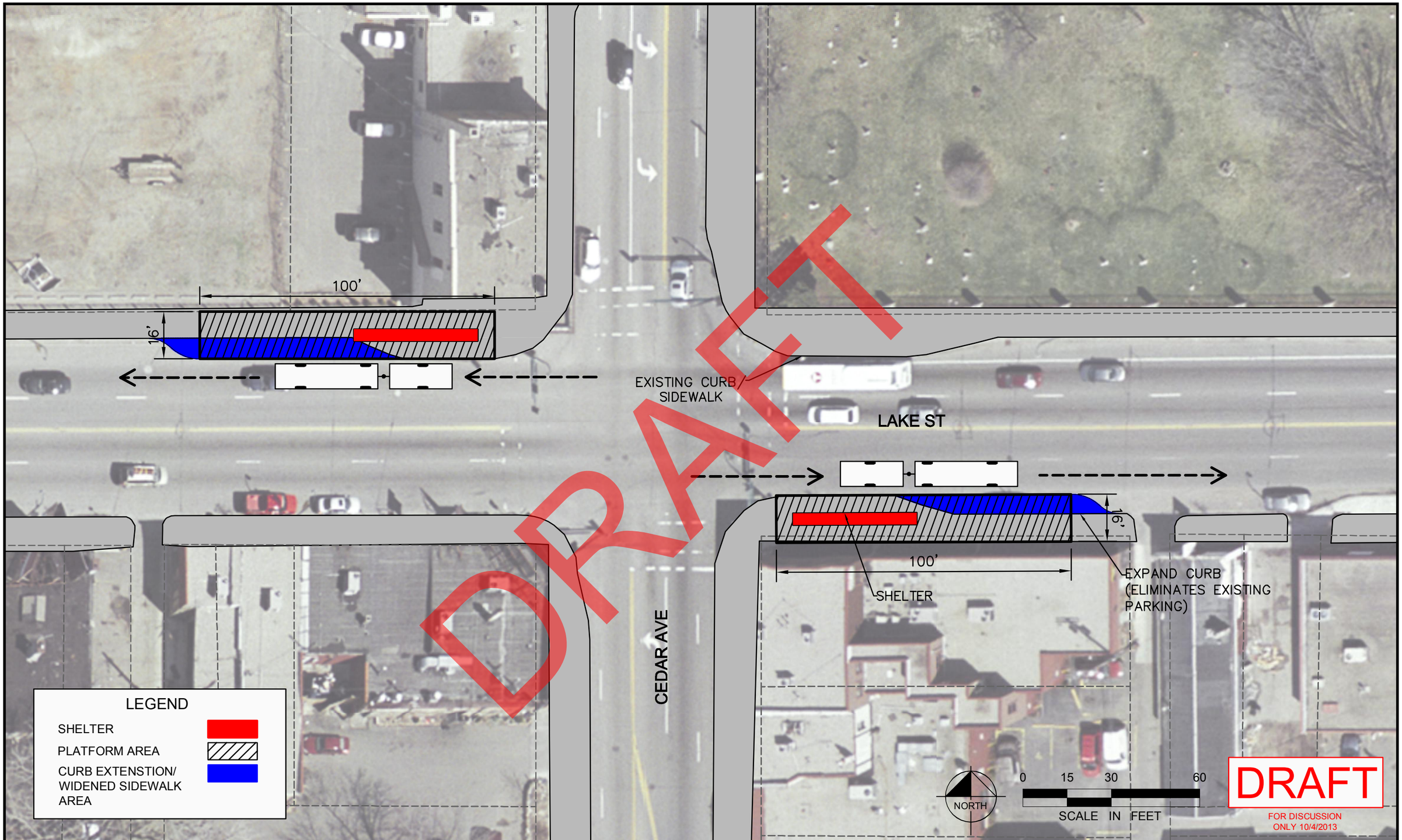

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SRF Consulting Group, Inc. | Engineers Planners Designers

Kimley-Horn and Associates, Inc.

LTK Engineering Services

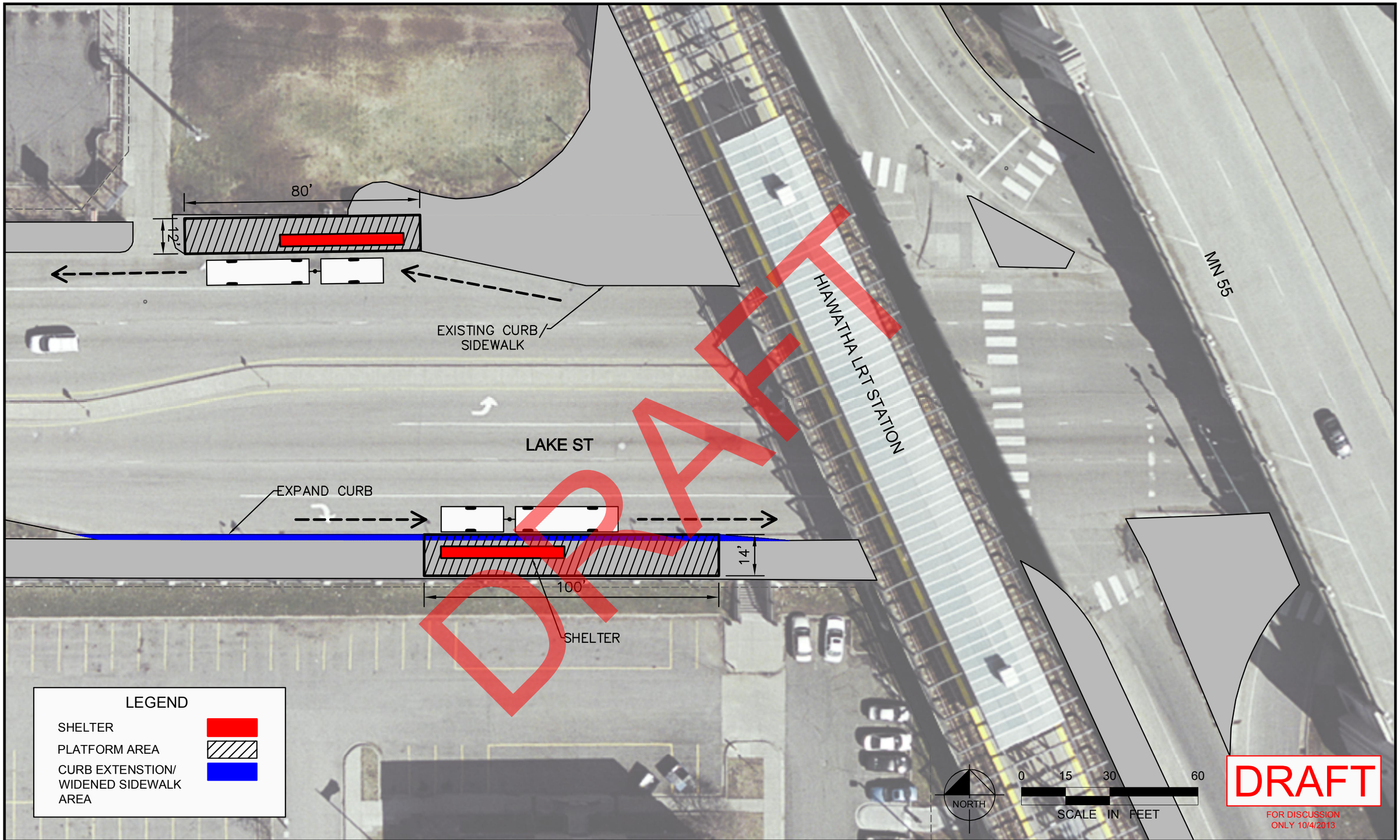
Metro Transit

MIDTOWN CORRIDOR ALTERNATIVES ANALYSIS

LAKE STREET ALTERNATIVE
CEDAR AVE STATION

SHEET NO. 17 / 19

midtowntransitway.org



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LTK Engineering Services

Metro Transit

MIDTOWN CORRIDOR ALTERNATIVES ANALYSIS

LAKE STREET ALTERNATIVE
MIDTOWN STATION

SHEET NO. 18 / 19

midtowntransitway.org

Metro Transit

July 13, 2018

Elaine Koutsoukos
TAB Coordinator
390 N. Robert St.
St. Paul, MN 55101

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos:

Metro Transit is submitting a Transit Modernization application for Lake Street-Marshall Avenue corridor bus stop modernization. This project improves transit facilities on the Lake-Marshall corridor in Minneapolis and Saint Paul. The project includes the construction of enhanced bus stops with customer features like enhanced shelters and real-time information.

This letter corresponds to general solicitation requirements, required attachments:

- Metro Transit will have jurisdiction over the improvements in the project. Metro Transit commits to operate and maintain these improvements for their useful life.
- Metro Transit will provide the required minimum 20% local match through Metropolitan Council Regional Transit Capital, Motor Vehicle Sales Tax revenues or other eligible non-federal funds available to Metro Transit in the program year.

We look forward to developing the project. Please contact me with any questions or clarifications.

Sincerely,

Brian J. Lamb
General Manager

CC: Charles Carlson, Director, BRT Projects
Mary Gustafson, Grants Manager

Existing eastbound Route 21 stop at Lake St. and Bloomington Ave.

Population/Employment Summary

Transit System Modernization Project: Lake-Marshall Bus Stop Modernization | Map ID: 1530307249873

Results

Within QTR Mile of project:
Total Population: 61009
Total Employment: 31218
Postsecondary Students: 0

Within HALF Mile of project:
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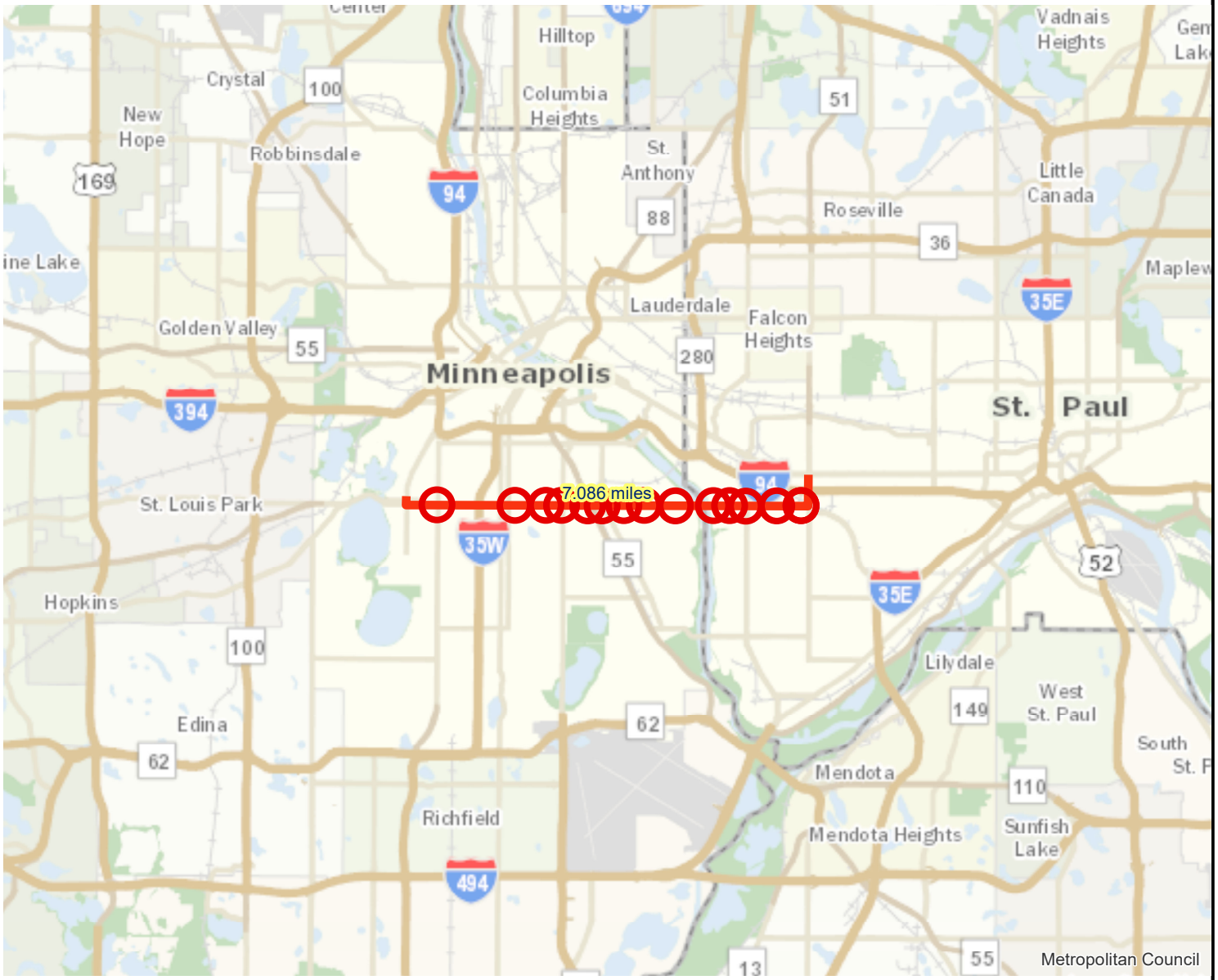


Project Points

Project

0 1.5 3 6 9 12 Miles

Created: 6/29/2018
LandscapeRSA4

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

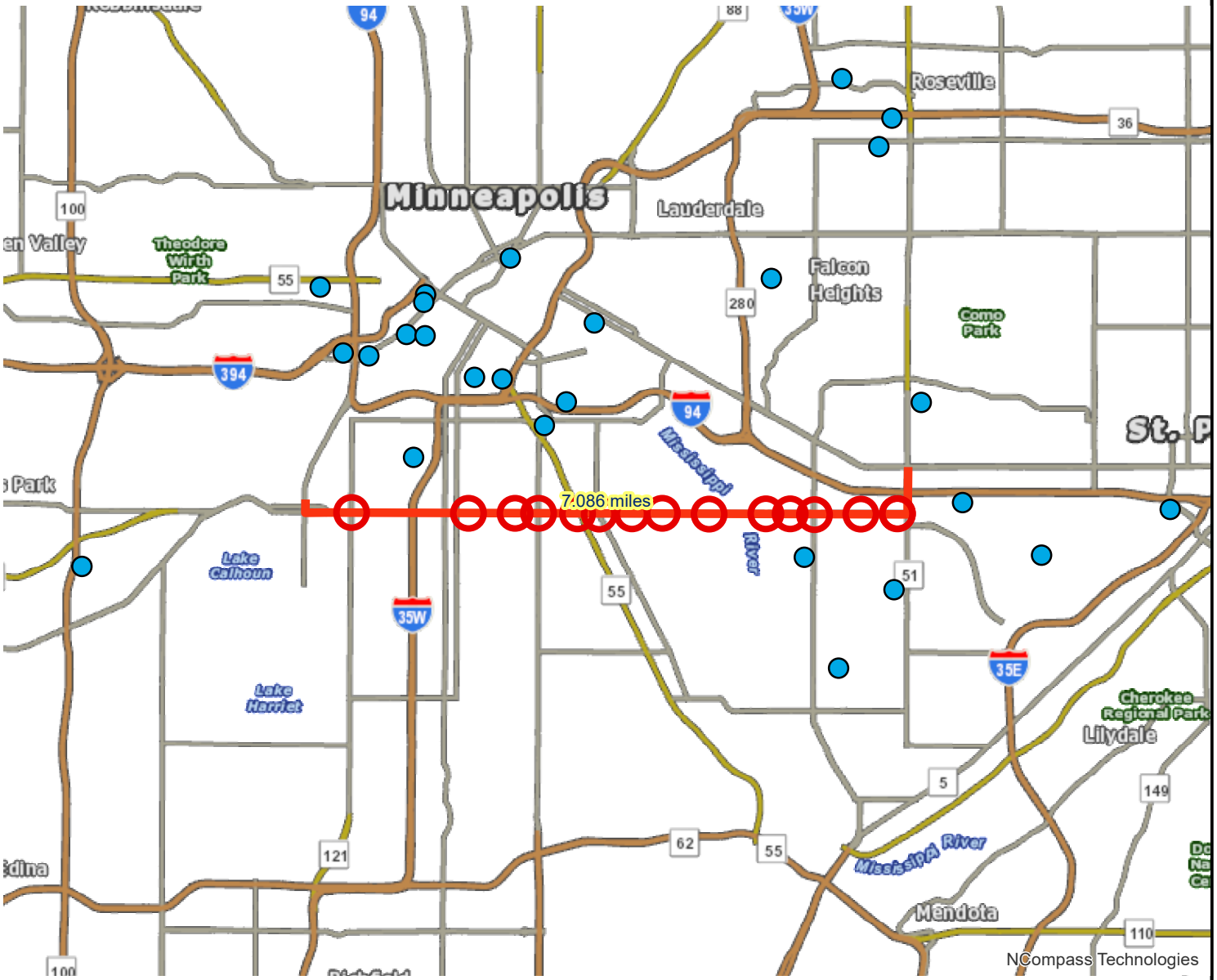
Regional Economy

Transit System Modernization Project: Lake-Marshall Bus Stop Modernization | Map ID: 1530307249873

Results

WITHIN ONE MI of project:
Postsecondary Students: 21787

Total Population: 195843
Total Employment: 107370
Mfg and Dist Employment: 11110



Project Points Postsecondary Education Centers

Project

0 1 2 4 6 8 Miles

Created: 6/29/2018
LandscapeRSA5

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Socio-Economic Conditions

Transit System Modernization Project: Lake-Marshall Bus Stop Modernization | Map ID: 1530307249873

Results

Project located **IN**
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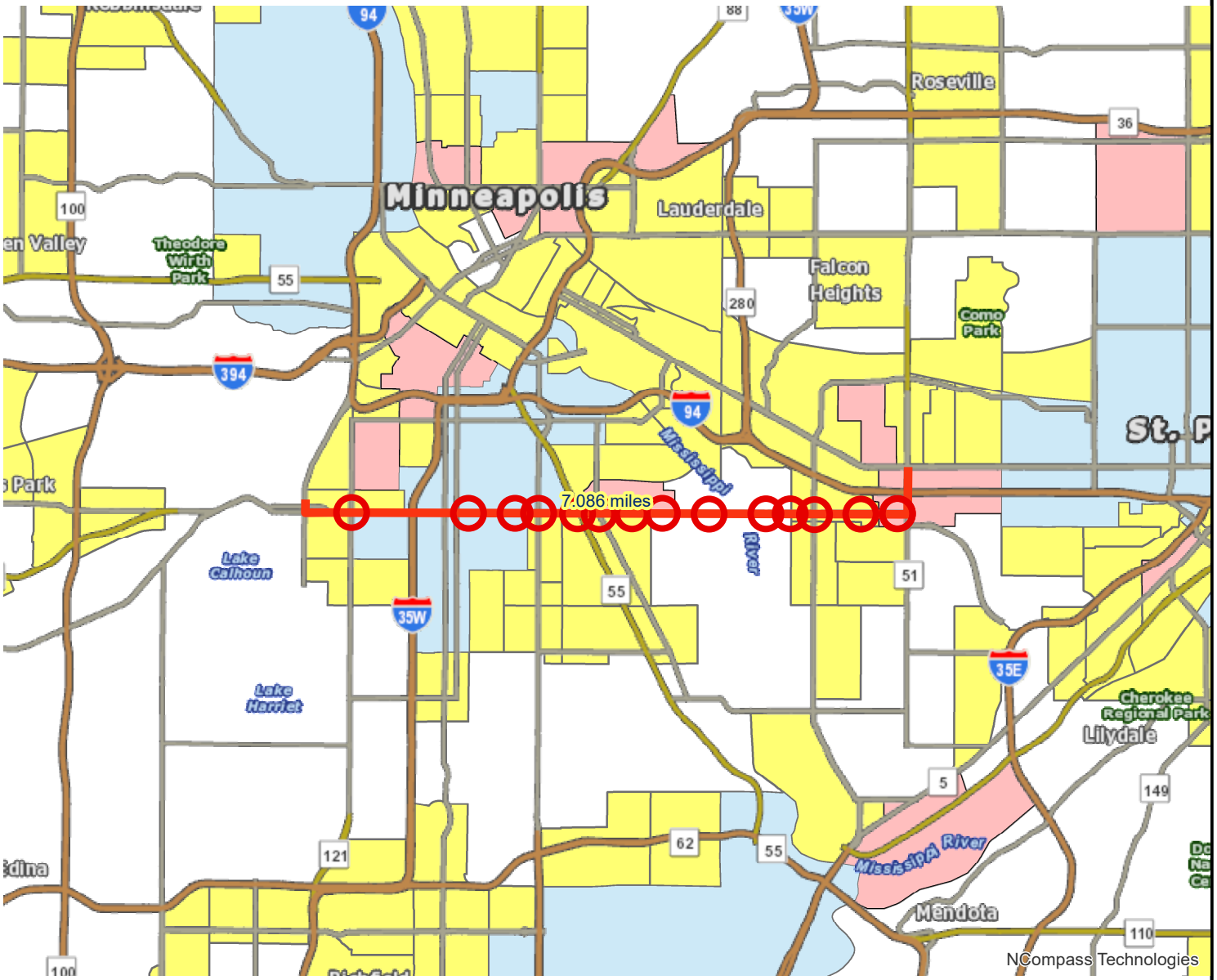
(0 to 30 Points)



Project Points
Project
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 1 2 4 6 8 Miles

Created: 6/29/2018
LandscapeRSA2

METROPOLITAN COUNCIL

Lake Street-Marshall Avenue Bus Stop Modernization

Applicant: *Metro Transit*

Accessible

High Amenity

Equitable/ACP50

12,000 daily riders

The Lake-Marshall Corridor Bus Stop Modernization project will make transit service more attractive along 7.1 miles of Route 21 by enhancing the customer experience with vastly improved amenities like enhanced transit shelters and real-time transit information.

This project will modernize bus stops along the western portion of the existing Route 21 corridor between the Uptown Transit Center and the METRO Green Line Snelling Avenue Station via Lake Street, Marshall Avenue, and Snelling Avenue. Most of the route segment targeted for improvement with this project is in today's High-Frequency Network, the core of Metro Transit's service.

Between the Uptown Transit Center and Snelling Avenue, weekday ridership reaches up to about 10,000 boardings. The service is Metro Transit's second highest ridership bus route, behind only the existing Route 5 service. The limited transit facilities along the corridor do not meet the needs of the communities they serve. Limited sidewalk space and available right-of-way restricts the available space for customer improvements such as shelters. Many locations currently do not have shelters and offer little more information than a bus stop sign on a pole. Other improvements include real-time information, phones and/or cameras, benches, bicycle racks and trash receptacles.

Route 21 Stop at Lake St. & Bloomington Ave. (eastbound)

The construction project will expand sidewalk space with bus bumpouts to accommodate a dedicated transit boarding area for near-level boarding, plus enhanced customer facilities. Bus stops along the corridor will be modernized with a variety of improvements, including enhanced shelters with heat and light. The project includes $8.75MM for the construction of bus stop improvements throughout the Lake Street-Marshall Avenue corridor.

Transit Connections

Transit System Modernization Project: Lake-Marshall Bus Stop Modernization | Map ID: 1530307249873

Results

Transit with a Direct Connection to project:
111 113 133 134 14 156 21 22 27 39 4
460 464 465 467 470 472 475 476 477 478 479
491 492 5 53 552 553 554 558 63 7 84
87 9 901 921
*Chicago-Fremont
*Lake

**indicates Planned Alignments*

Project Points
Project

Transitway

Blue / Green Line
Green Line
Red Line
A Line
Blue Line
Northstar Line

0 1.5 3 6 9 12 Miles

Created: 6/29/2018
LandscapeRSA3

METROPOLITAN COUNCIL