Application

10359 - 2018 Transit System Modernization

10649 - Emerson-Fremont Avenue corridor bus stop modernization

Regional Solicitation - Transit and TDM Projects

Status:	Submitted
Submitted Date:	07/13/2018 11:59 AM

Primary Contact

Name:*		Scott	Joseph	Janowiak
	Salutation	First Name	Middle Name	Last Name
Title:	Planner			
Department:	Metro Transit			
Email:	scott.janowiak@metrotransit.org			
Address:	560 6th Ave N			
*	Minneapolis	Minnesota	55411	
	City	State/Province	Postal Code/Zip	
Phone:*	612-341-5733			
	Phone		Ext.	
Fax:				
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.
Fax:	
PeopleSoft Vendor Number	METROTRANSIT

Project Information

Project Name	Emerson-Fremont Corridor Bus Stop Modernization
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Minneapolis
Jurisdictional Agency (If Different than the Applicant):	

The Emerson-Fremont Avenue Corridor 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 existing northern portion of Route 5 connecting the Brooklyn Center Transit Center with downtown Minneapolis via Emerson and Fremont Avenues. The entire length of Route 5 connects the City of Brooklyn Center with the Mall of America via downtown Minneapolis. Route 5 is the most popular bus route within the existing transit network and carries about 15,500 passengers on an average weekday. Between the Brooklyn Center Transit Center and downtown Minneapolis, weekday ridership can reach over 9,300 boardings.

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

The existing limited transit facilities along the corridor do not meet the needs of the communities they serve. The current streetscape limits the extent customer amenities like shelters can be provided. Extremely limited sidewalk space and the lack of available right-of-way effectively narrows the available space for customer improvements. 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 realtime information, security features like phones and/or cameras, and furnishings like benches bicycle racks, and trash receptacles. Extended curbs will allow buses to travel faster and provide a better waiting experience for riders. Faster travel

times will significantly reduce annual operating costs.

The project includes $8.75 million for the construction of bus stop improvements throughout the Emerson-Fremont 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 for bus purchases or off-board fare payment equipment. This project's bus stop modernization improvements provide independent utility within this corridor.

(Limit 2,800 characters; approximately 400 words)

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

Emerson-Fremont Avenue Corridor Bus Stop Modernization

Project Length (Miles)

to the nearest one-tenth of a mile

7.2

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

Minimum of 20% of project total

$1,750,000.00

Project Total

$8,750,000.00

Match Percentage

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

20.0%

Source of Match Funds

Metropolitan Council RTC, Motor Vehicle Sales Tax, or other Metropolitan 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: 2019, 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 55411

Total Transit Stops 21

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

From:
(Intersection or Address) N 7th St. & Olson Memorial Hwy.

To:
(Intersection or Address) N 44th Ave. & Penn Ave. N

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 01/01/2020

(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
Incorporate safety and security considerations

Goal C Access to Destinations
Multimodal, provide connections between modes
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

Compete with peer metropolitan areas

Goal E Healthy Environment
Objectives: Reduce transportation related air emissions, encourage healthy communities and active car free lifestyles

Environmental/health benefits of SOV alternatives

Protect/enhance/mitigate cultural and built environments

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.

List the applicable documents and pages:

2040 Transportation Policy Plan Transitway expansion assumed to be funded within the current revenue scenario (pages 6.58, 6.68)

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

Hennepin County 2030 Transportation Systems Plan "Integrate transit advantages and transit priority into traffic operations where appropriate" (page 115) "Continue the cooperation with Metro Transit and other transit providers for inclusion of transit related roadway enhancements" (page 109)

City of Minneapolis Access Minneapolis (2009) "Provide best possible transit service on a Primary Transit Network" (page 44)

Metropolitan Council Unified Budget D Line ABRT (pages G11, G12, I9)

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	36821
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	0
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:

Emerson-Fremont corridor service operates within a densely populated urban corridor. Enhanced stop locations are 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

1531236306685_EF2018_PopEmpSummm.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

5, 7, 14, 19, 22, 30, 32, 721, 724, 755

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

Southwest LRT (METRO Green Line Extension), Bottineau LRT (METRO Blue Line Extension), West Broadway Avenue BRT, Chicago Ave BRT, Penn Avenue Arterial BRT (C Line)

Upload Map

1531237487154_EF2018_TransitConn.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

1047.0

Measure: Usage

Existing Transit Routes on the Project

5

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:

Metro Transit's in-house outreach and engagement coordinator organized outreach around bus stop locations intended for improvement in the Emerson-Fremont corridor. Engagement with transit riders, residents, small businesses, and key community stakeholders was conducted surrounding these locations, including on-bus conversations. Since April 2017, Metro Transit has presented bus stop plans at twenty different neighborhood meetings, events and community workshops. Emails were received by hundreds of businesses throughout the corridor and meetings were held with business associations, informing them of bus stop plans and inviting direct feedback to the project staff. Along with newsletter distribution to the affected public, door-knocking and surveys were conducted. Minneapolis City Council members' newsletters also communicated the plans. Concern for equitable access to enhanced bus stops and community input directly led to the addition of an enhanced bus stop at North 7th Street and Bryant Avenue.

(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.

The Emerson-Fremont Avenue corridor project is located within the North Minneapolis ACP50, and connects the City of Brooklyn Center to transit and transitway connections throughout downtown and southern Minneapolis. The core of the project serves many neighborhoods in North Minneapolis, an area with a poverty rate of 59% as of 2010. Most project improvements will be built within the North Minneapolis ACP50. Substantial numbers of residents throughout the project area rely on transit 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. Enhanced bus stops will improve speed up to 20% along the corridor, reducing the number of buses in circulation and mitigating negative impacts on air quality. Curb bumpouts will reduce street width, contributing to pedestrian safety by reducing crosswalk distance and speed of cars.

Response:

This project will substantially improve existing transit service within these areas by providing upgraded customer waiting facilities like better shelters and real-time information. Despite high ridership, many existing bus stops planned for transit improvements contain minimal amenities except for a sign affixed to a pole. Other components of bus stop construction, like raised curbs, will make boarding easier for all customers, including the elderly and riders using mobility devices or strollers. Transit customers will 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.

This project would increase the quality and reliability of service along one of Metro Transit's highest ridership corridors while directly addressing Thrive 2040's equity goal to create viable transportation options and access to opportunity for all.

(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's construction will temporarily produce dust, traffic congestion and noise while reducing pedestrian access to businesses and locales near stop construction. While these externalities are temporary, ongoing project coordination with agencies like the City of Minneapolis, Hennepin County and various neighborhood associations will minimize total construction disruption. As part of community engagement, businesses and organizations located near enhanced bus stop construction will be involved in planning how to mitigate impacts to customer access and other operating needs. Proactive outreach keeps nearby businesses and organization productive and creates a channel of communication should any unexpected complications arise.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531237664060_EF2018_SocioEconCond.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	21.0	1.0	100.0	100.0
				100

Total Transit Stops

Total Transit Stops	21.0

Affordable Housing Scoring

Total Housing Score	100.0

Affordable Housing Scoring

Measure A: Description of emissions reduced

Response:

The Emerson-Fremont 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 bus stops, improving bicycle access to transit.

By reducing idling time:

The Emerson-Fremont Bus Stop Modernization project is anticipated to positively affect air quality through faster speeds and better mileage. Enhanced stops with extended curbs will reduce dwell periods, speeding up transit. Emissions reductions per mile are anticipated through the resulting improved fuel economy of transit vehicles (i.e., miles per gallon). The enhanced stops will improve fuel economy along Route 5, Metro Transit's busiest bus route.

By accommodating Transit Oriented Development (TOD) around stops:

Route 5 has high ridership because of its commuting service areas and route through the heart of Minneapolis, much of which is densely developed and highly walkable. The Emerson-Fremont Bus Stop Modernization project will bring visible, high-amenity branded bus stops to an area where private vehicles are not always an option.

This project encourages transit use by improving north Minneapolis residents' access to employment

and transit nodes to the south (downtown Minneapolis and Mall of America). Downtown portions of this corridor are zoned as "Production and Processing" in the Minneapolis comprehensive plan for 2040. This type of zone prohibits residential land uses and "is designated with the intent of protecting them from encroaching non-industrial uses that could erode the diverse job base that these uses provide" (Minneapolis 2040 Comprehensive Plan Land Use Map). The plan designates Fremont Avenue as a "Goods and Services Corridor" with various "Neighborhood Mixed Use" and "Corridor Mixed Use" zones. Both encourage multi-story development of blended commercial/residential buildings - the latter serving a greater market area.

Mixed use neighborhoods increase walkability, reducing the need for private automobiles. Multi-story mixed use development increases density, leading to increased traffic congestion. Both factors are conducive to the use of transit.

(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 Emerson-Fremont Bus 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 by implementing curb bumpouts and 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 these 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 improve travel times by eliminating the need for buses to merge in and out of traffic to access 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. Additionally, bumpouts reduce crosswalk distances at intersections, increasing safety for pedestrians.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

The Emerson-Fremont Avenue Corridor Bus Stop Modernization project will improve 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. However, sidewalk space can be limited, resulting in conflicts between sidewalk thru-space and bus stop waiting areas.

Enhanced bus stop design integrates considerations to maximize pedestrian safety. 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 transition into customers while waiting for their ride. Multimodal transit-bicycle trips will be encouraged through the placement of bicycle racks at bus stops, complementing existing bike racks on buses. Bus stop locations would facilitate direct connections to bicycle or multimodal facilities on 7th Street, Plymouth Avenue, 26th Avenue, Lowry Avenue, Dowling Avenue, 42nd Avenue and the Twin Lakes Regional Trail.

Other multimodal facilities like the Shingle Creek Regional Trail, the Grand Rounds Scenic Byway, the Webber bikeway, the Emerson Avenue bicycle boulevard and the Cedar Lake Trail are located nearby. The City of Minneapolis Bicycle Master Plan also identifies further bicycle improvements on Golden Valley Road (bicycle lane), 7th Street (protected bike lane) and Emerson/Fremont Avenue (protected bike lane). The Emerson/Fremont Avenue transit modernization

project coordinated with the City of Minneapolis's Emerson/Fremont Avenue bikeway/pedestrian project to establish a positive multimodal travel experience on the corridor, regardless of mode. Construction on the pedestrian/bikeway project began in June of 2018. The project was designed to complement planned bus stop improvement locations to avoid rework between the two projects.

Travel efficiencies across all modes are expected due to decreased dwell times enabled by modernized stops. 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, as well as minimizing crosswalk distance for pedestrians.

(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

1531240766560_2018 Reg Solic - Emerson-Fremont - Layout concepts (complete).pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion 03/31/2019

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 03/01/2020

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:	$131,250.00
Total Annual Capital Cost of Project	$151,786.00
Total Annual Project Cost	$283,036.00

For total annual operating cost, an annualized maintenance cost of $6,250 per enhanced bus stop was multiplied by the project's approximately 21 enhanced bus stop improvements.

Assumption Used:

For total annual capital cost. $8MM of funds are designated to transit center/station/platform components with 70 years of useful life. $1.5MM 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 Emerson-Fremont Modernization Cover Letter_Signed.pdf	Cover Letter	299 KB
EF2018 - Summary Page.pdf	Project Summary Page	251 KB
EF2018_PopEmpSumm.pdf	Population/employment summary map	2.4 MB
EF2018_RegionalEconomy.pdf	Regional economy map	4.2 MB
EF2018_SocioEconCond.pdf	Socio-economic conditions map	4.4 MB
EF2018_TransitConn.pdf	Transit connections map	7.0 MB
EmersonLowrySB_StreetView.pdf	Existing Conditions Image - Emerson and Lowry (Southbound)	161 KB

Population/Employment Summary

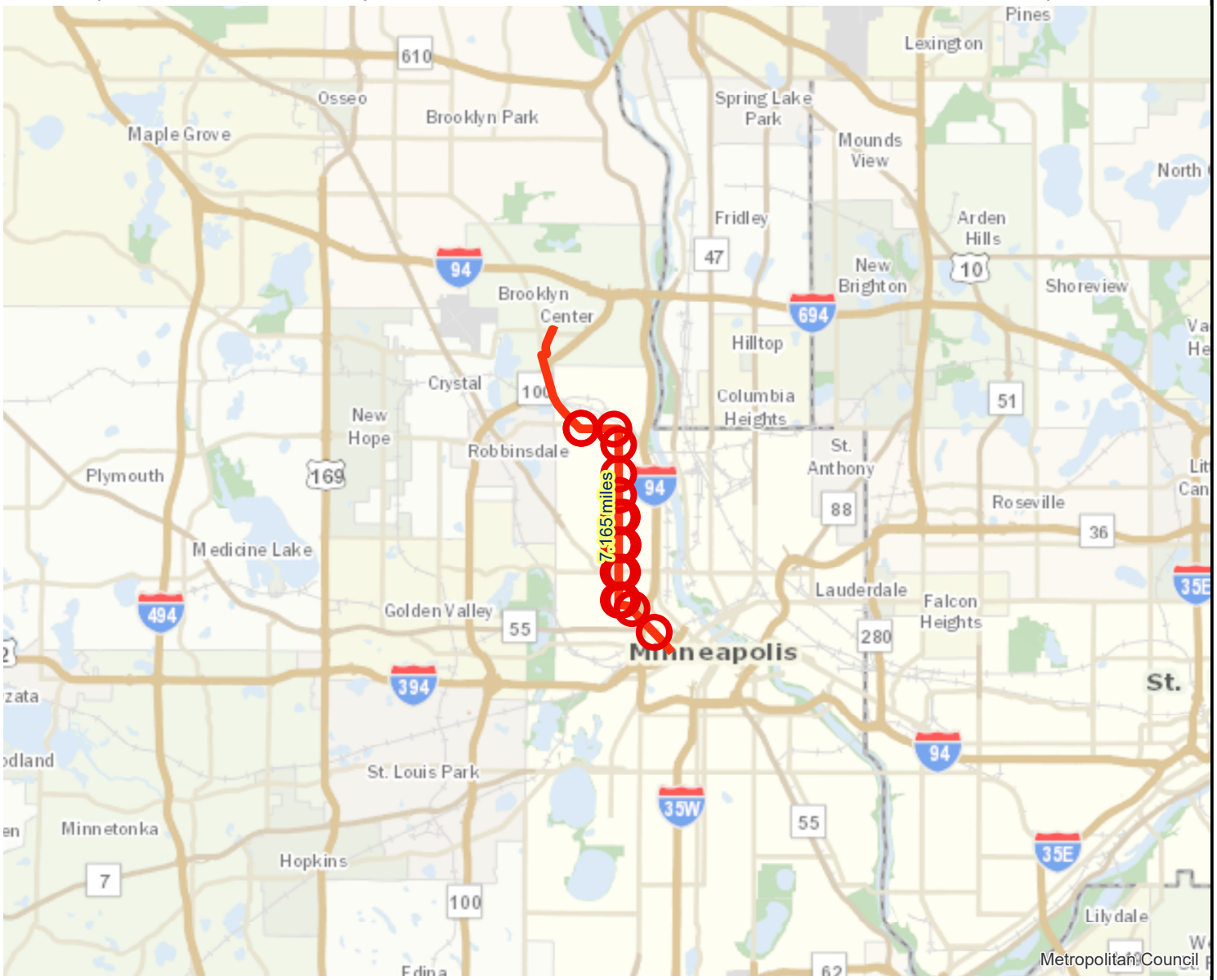
Transit System Modernization Project: Emerson Fremont Avenue corridor bus stop modernization | Map ID: 15309095

Results

Within QTR Mile of project:
Total Population: 36029
Total Employment: 12609
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 50836
Total Employment: 36821
Postsecondary Students: 0

Within ONE Mile of project:
Total Population: 91082
Total Employment: 146572



Project Points

Project

0 1.5 3 6 9 12 Miles

Created: 7/6/2018
LandscapeRSA4

METROPOLITAN COUNCIL

Transit Connections

Transit System Modernization Project: Emerson Fremont Avenue corridor bus stop modernization | Map ID: 1530909

Results

Transit with a Direct Connection to project:
14 19 22 30 32 5 7 721 724 755
*Chicago-Fremont
*West Broadway
*Green Line Extension
*Blue Line Extension
*C Line
*Blue Line Extension

**indicates Planned Alignments*

Project Points
Project
Transitway
A Line
Blue / Green Line
Blue Line
Green Line
Northstar Line

0 1.5 3 6 9 12 Miles

Created: 7/6/2018
LandscapeRSA3

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

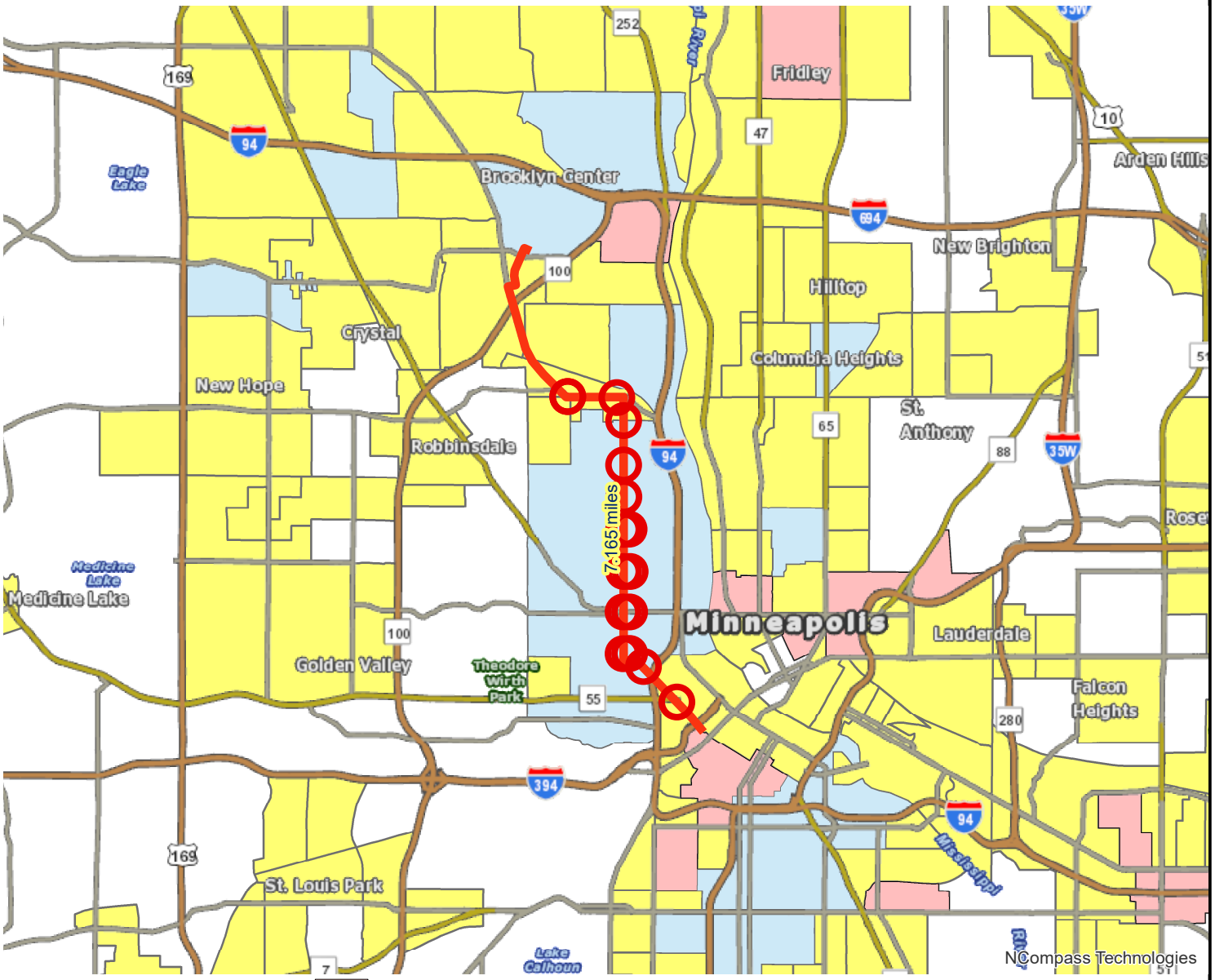
METROPOLITAN COUNCIL

Socio-Economic Conditions

Transit System Modernization Project: Emerson Fremont Avenue corridor bus stop modernization | Map ID: 153090959451

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

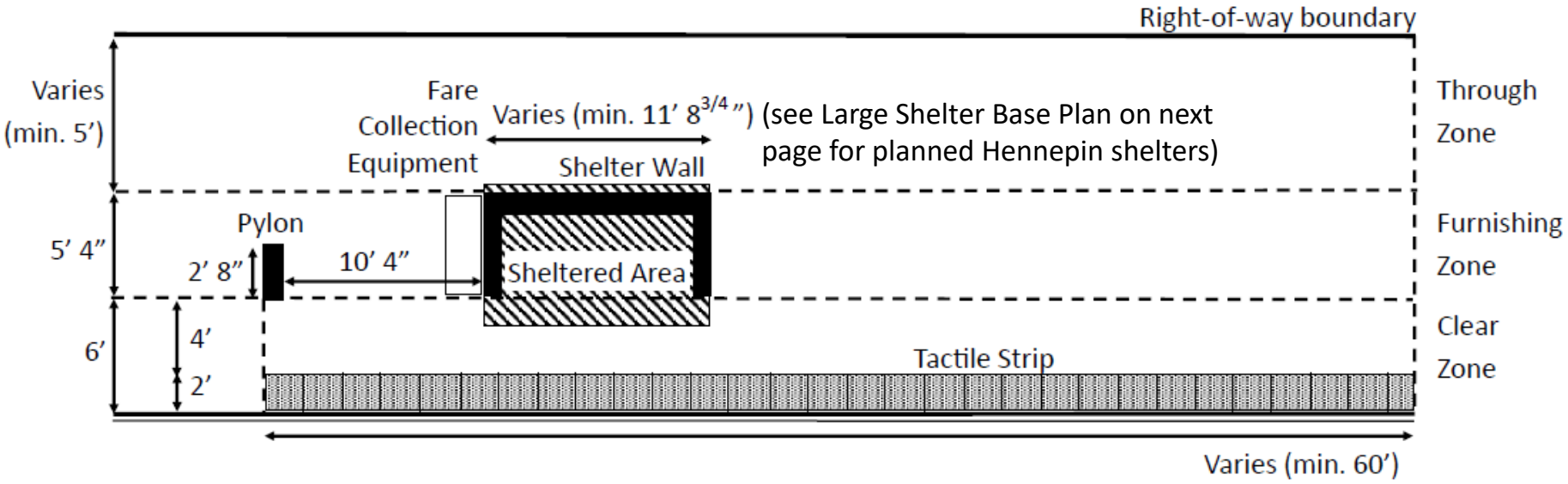
0 1 2 4 6 8 Miles

Created: 7/6/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

Standard Rapid Bus Station Layout

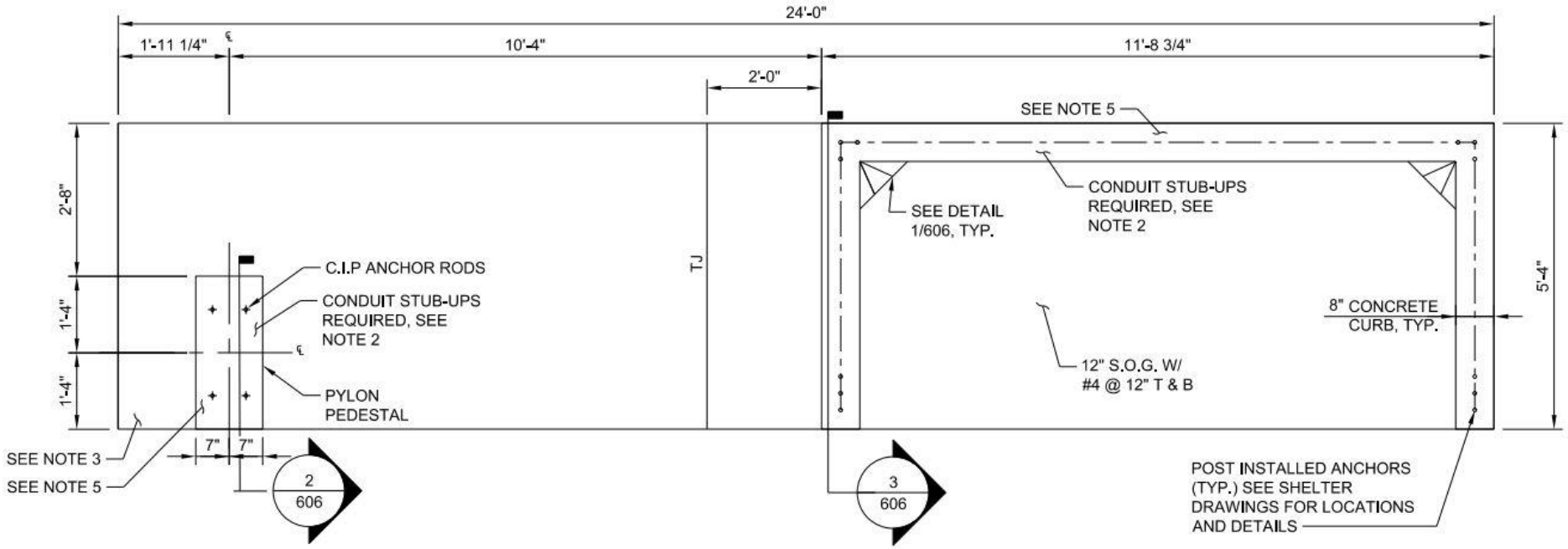


Station platform drawn to scale where indicated.

Not all features of a typical station are shown.

Metro Transit
a service of the Metropolitan Council

Pylon + Small Shelter Base Plan

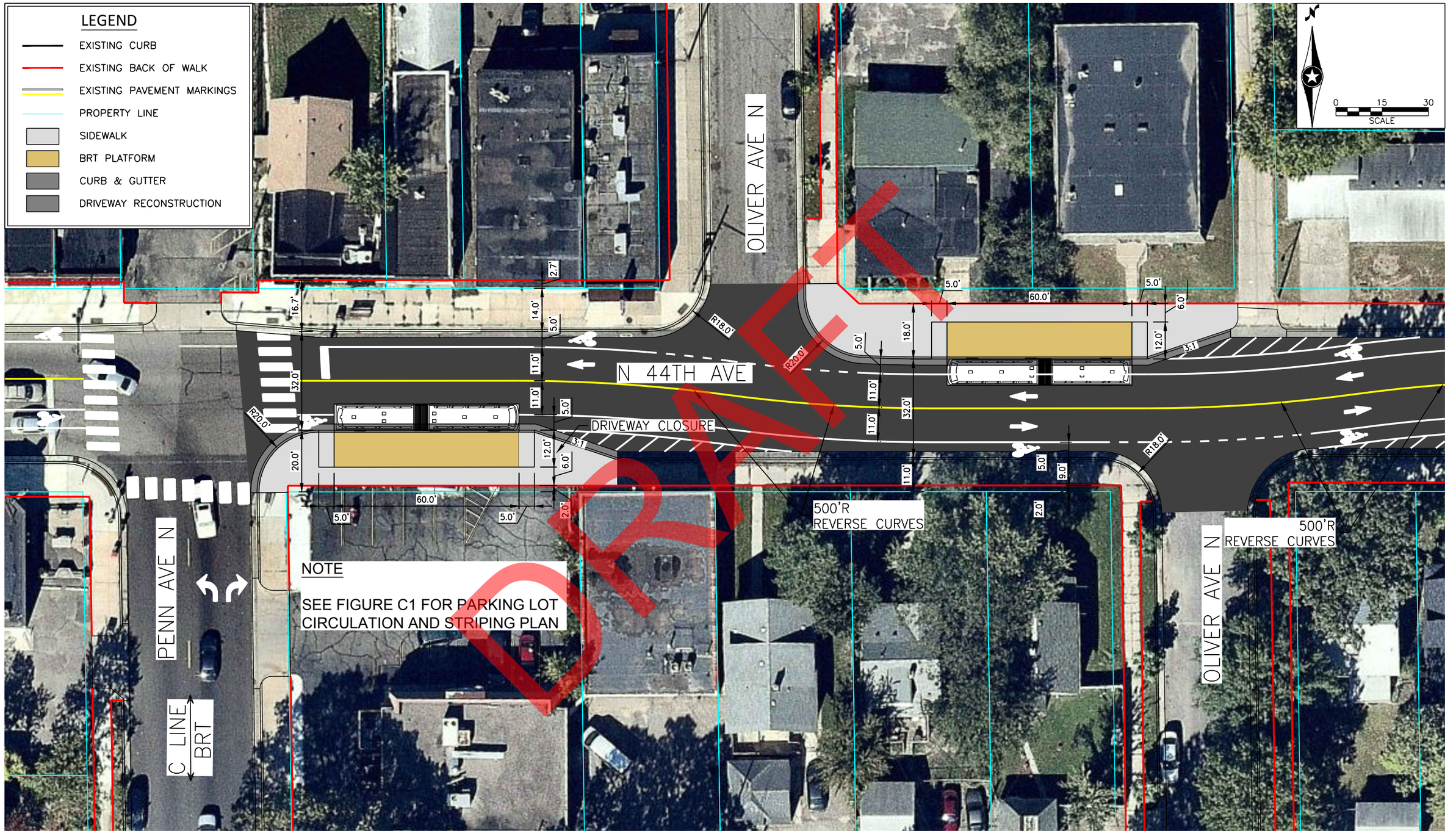


Metro Transit
a service of the Metropolitan Council

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



H:\Projects\10000\10887\CAD_BIM\Graphics\10887_gr01B1-Prop_Penn&44th_Dline.dwg : ALTERNATIVE 2

Consulting Group, Inc.

Job # 10133
10/10/2017 - 8:59AM

D LINE BRT STATIONS CONCEPT PLAN - ALTERNATIVE 2

PROPOSED CONCEPT - DRAFT
PENN AVE & N 44TH AVE

Figure B1-b

W BROADWAY AVE

FREMONT AVE N

30' R

0 15 30
SCALE

7.0
31.0
83.0
7.0
3.9
9.0
5.0
60.0
5.0
12.0
9.0
5:1
12.0
4.0
8.0
6.0
9.0
26.5

LEGEND

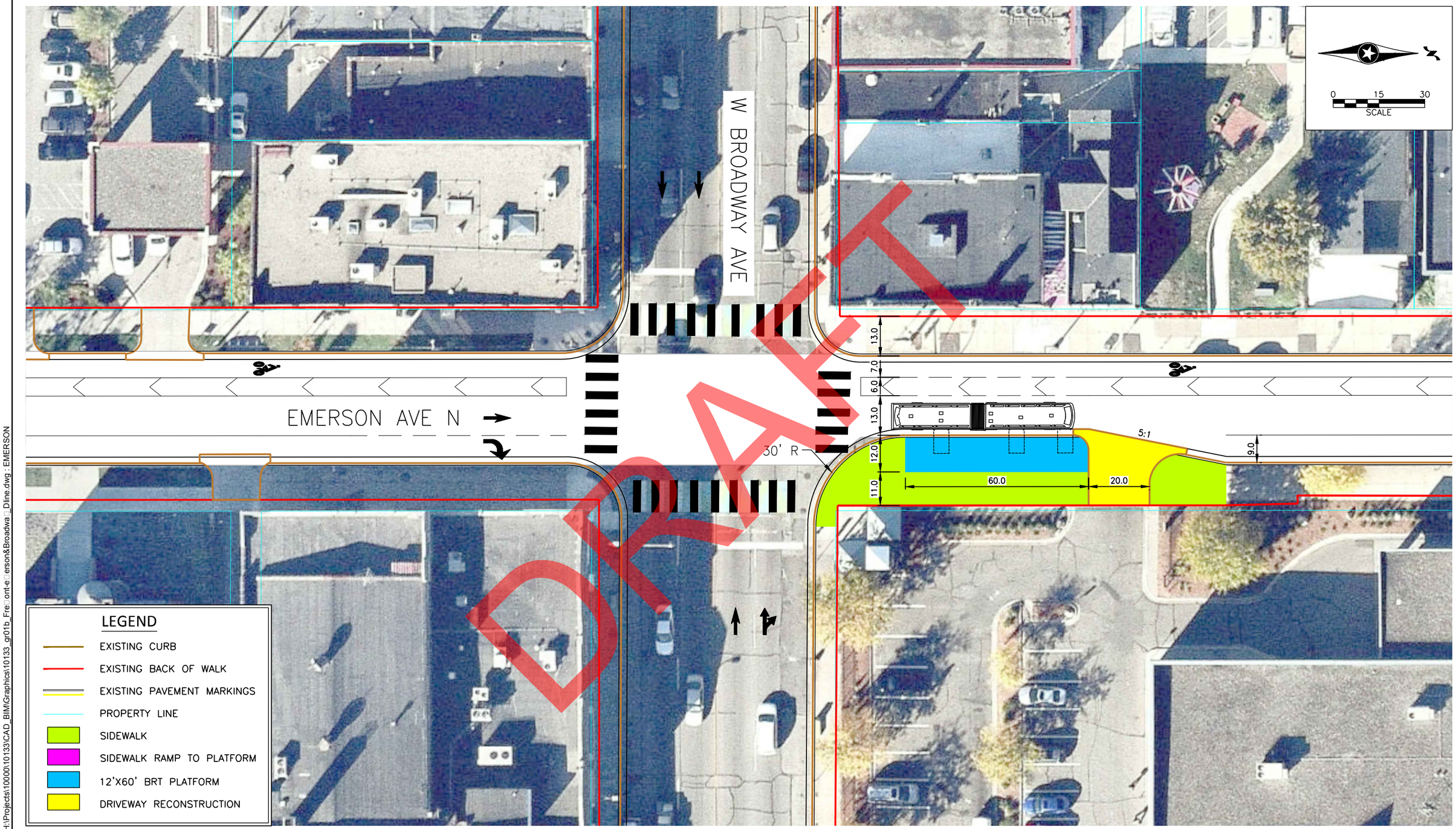
- EXISTING CURB
- EXISTING BACK OF WALK
- EXISTING PAVEMENT MARKINGS
- PROPERTY LINE
- SIDEWALK
- SIDEWALK RAMP TO PLATFORM
- 12'X60' BRT PLATFORM
- DRIVEWAY RECONSTRUCTION
- PROPOSED EASEMENT (847 SF)

H:\Projects\10000\10133\CAD_BIM\Graphics\10133_gr01b_Fre ont-e erson&Broadwa Dline.dwg : FREMONT

SRF Consulting Group, Inc.
Job # 10133
12/30/201 - 2:27PM

D LINE BRT STATIONS CONCEPT PLAN
PROPOSED CONCEPT
FREMONT AVE N & ROAD A AVE

Figure B2



H:\Projects\10000\10133\CAD_BIM\Graphics\10133_gr01b_Fre□ont-e□erson&Broadwa□_Dline.dwg : EMERSON

SRF Consulting Group, Inc.

Job # 10133
12/30/201□ - 2:27PM

D LINE BRT STATIONS CONCEPT PLAN

PROPOSED CONCEPT
EMERSON AVE N & □ □ ROAD□ A□ AVE

Figure B3

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 Emerson-Fremont Avenue corridor bus stop modernization. This project improves transit facilities on the Emerson-Fremont Avenue corridor in North Minneapolis between Brooklyn Center and downtown Minneapolis. 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

Emerson-Fremont Avenue Bus Stop Modernization

Applicant: *Metro Transit*

Accessible

High Amenity

Equitable/ACP50

15,500 daily riders

The Emerson-Fremont Avenue Corridor Bus Stop Modernization project will make existing transit service more attractive along over seven miles of Route 5 by enhancing the customer experience with amenities like enhanced shelters and real-time transit information.

Route 5 connects the City of Brooklyn Center with the Mall of America via downtown Minneapolis. It is the highest ridership bus route within the existing transit network and carries an average of 15,500 passengers per day. However, limited transit facilities along the corridor do not meet the needs of the communities they serve. Scarce sidewalk space and the lack of right-of-way constrict space for improvements such as shelters. Many bus stops along this corridor today do not offer more than a sign affixed to a pole.

This project will modernize bus stops along the northern portion of Route 5 connecting the Brooklyn Center Transit Center with downtown Minneapolis via Emerson and Fremont Avenues. Curb bumpouts will be constructed as part of this project to accommodate near level boarding, a dedicated boarding area and enhanced shelters. The enhanced shelters will provide heat and light, as well as real-time bus-tracking information. Security features (emergency phones and/or cameras) and furnishings like benches, bicycle racks, and trash receptacles will also be installed. The curb extensions will provide a better waiting experience for riders. They also remove the need for buses to merge into and out of traffic, improving travel times.

The project requests $8.75 million for the construction of bus stop improvements throughout the Emerson-Fremont corridor.

Route 5 Stop at Emerson and Lowry Avenues (northbound)

Population/Employment Summary

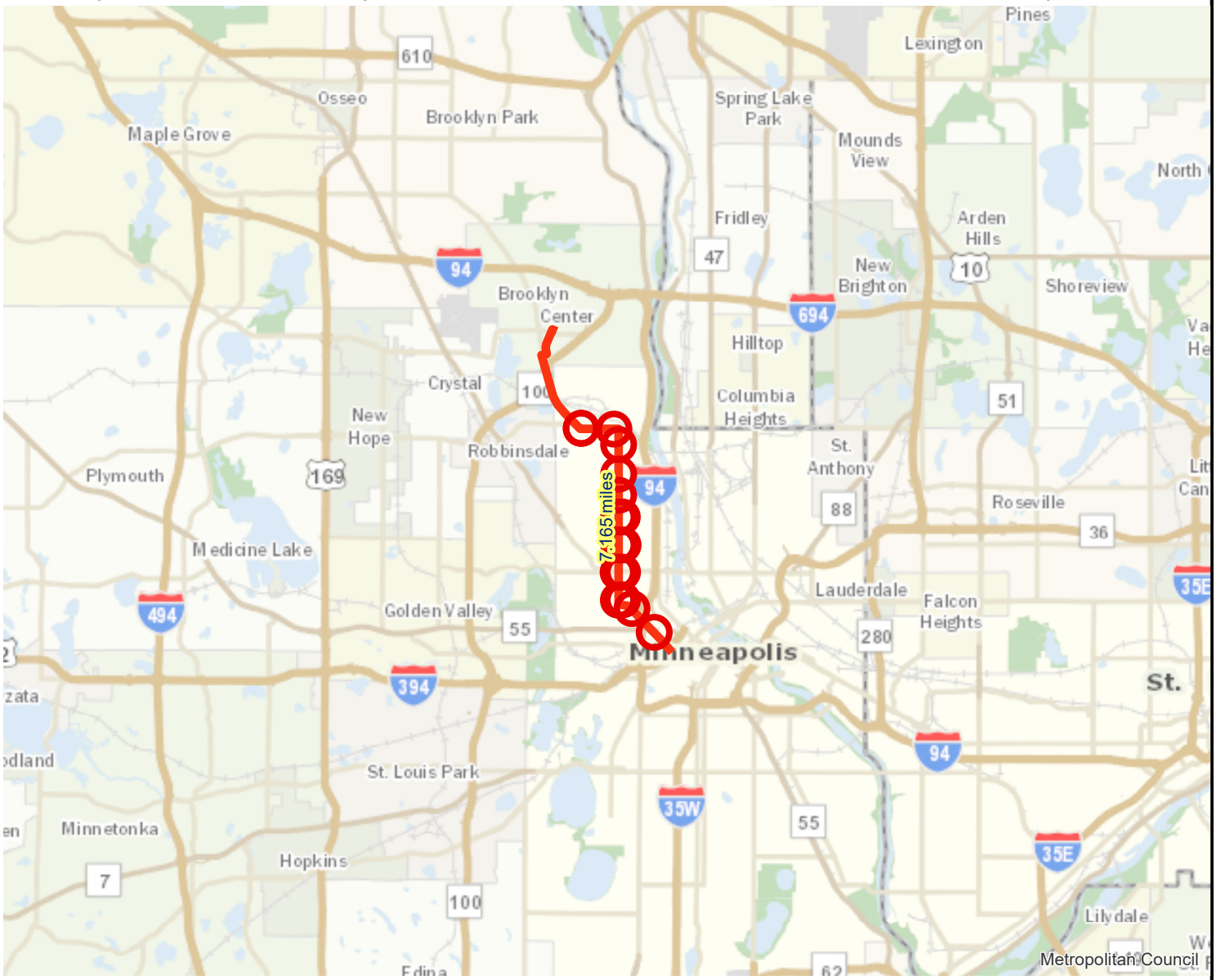
Transit System Modernization Project: Emerson Fremont Avenue corridor bus stop modernization | Map ID: 15309095

Results

Within QTR Mile of project:
Total Population: 36029
Total Employment: 12609
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 50836
Total Employment: 36821
Postsecondary Students: 0

Within ONE Mile of project:
Total Population: 91082
Total Employment: 146572



Project Points

Project

0 1.5 3 6 9 12 Miles

Created: 7/6/2018
LandscapeRSA4

METROPOLITAN COUNCIL

Regional Economy

Transit System Modernization Project: Emerson Fremont Avenue corridor bus stop modernization | Map ID: 15309095

Results

WITHIN ONE MI of project:
Postsecondary Students: 13126

Total Population: 127002
Total Employment: 192377
Mfg and Dist Employment: 14374

Project Points Postsecondary Education Centers

Project

0 1 2 4 6 8 Miles

Created: 7/6/2018
LandscapeRSA5

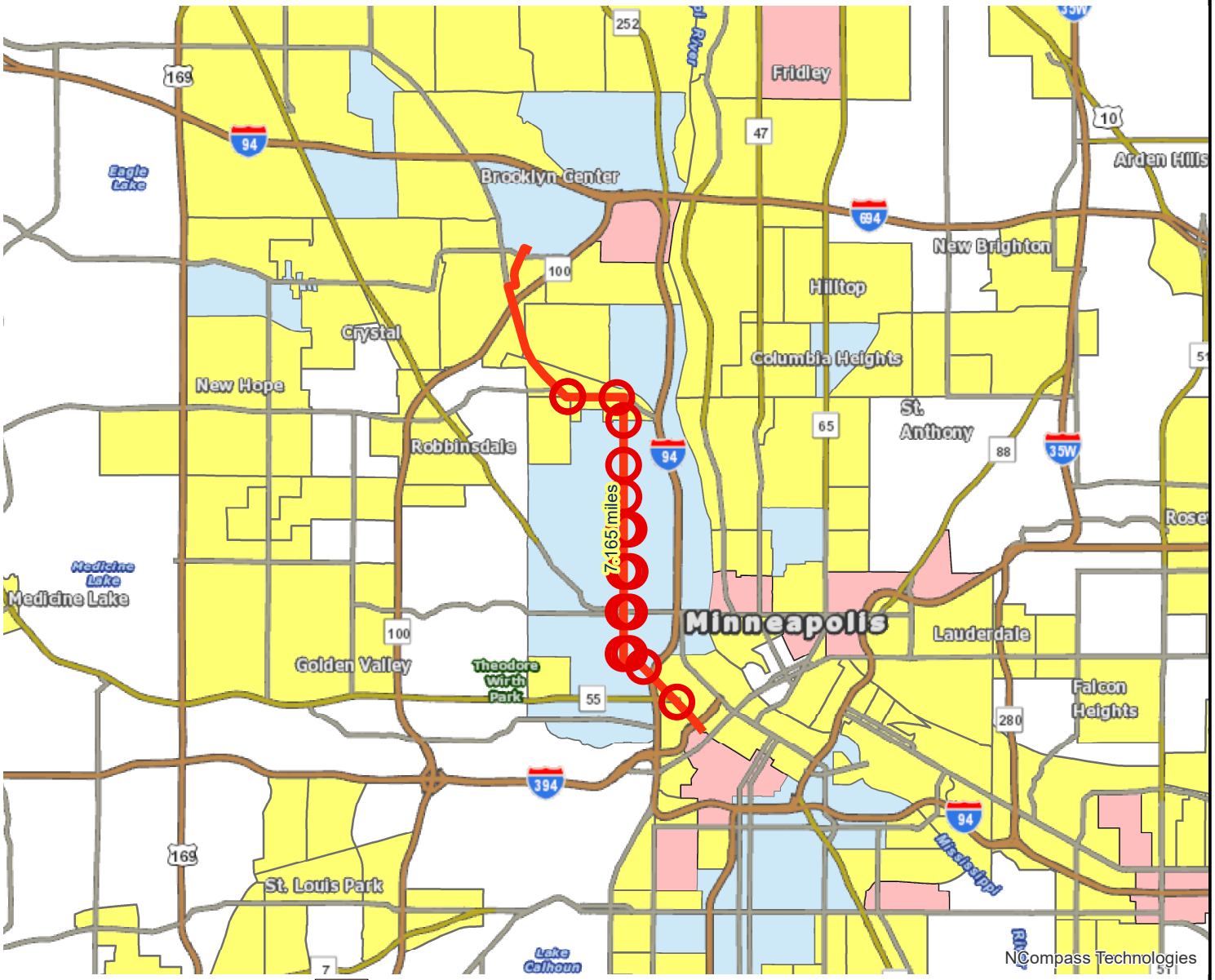
METROPOLITAN COUNCIL

Socio-Economic Conditions

Transit System Modernization Project: Emerson Fremont Avenue corridor bus stop modernization | Map ID: 153090959451

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: 7/6/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

Transit Connections

Transit System Modernization Project: Emerson Fremont Avenue corridor bus stop modernization | Map ID: 1530909

Results

Transit with a Direct Connection to project:
14 19 22 30 32 5 7 721 724 755
*Chicago-Fremont
*West Broadway
*Green Line Extension
*Blue Line Extension
*C Line
*Blue Line Extension

**indicates Planned Alignments*

Project Points
Project
Transitway
A Line
Blue / Green Line
Blue Line
Green Line
Northstar Line

0 1.5 3 6 9 12 Miles

Created: 7/6/2018
LandscapeRSA3

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

METROPOLITAN COUNCIL

Existing southbound Route 5 stop at Emerson and Lowry Avenues