



Application

10359 - 2018 Transit System Modernization

10980 - Chicago-Portland Avenue corridor bus stop modernization

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
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## Primary Contact

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

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## 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

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## Project Information

**Project Name** Chicago-Portland Avenue Corridor Bus Stop Modernization  
**Primary County where the Project is Located** Hennepin  
**Cities or Townships where the Project is Located:** Minneapolis, Richfield, Bloomington  
**Jurisdictional Agency (If Different than the Applicant):**

The Chicago-Portland 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.

Route 5 connects the City of Brooklyn Center with the Mall of America via downtown Minneapolis. It is the most popular bus route within the existing transit network and carries an average of 15,500 passengers per day.

This project will modernize bus stops along the existing southern portion of the Route 5 corridor linking south Minneapolis, Richfield, and Bloomington to the Mall of America, allowing for better accessibility to connections to the METRO Red Line, METRO Blue Line, and 20 bus routes. On this segment of Route 5 between Chicago & 38th Street and the Mall of America Transit Center, weekday ridership can reach over 2,000 boardings. However, limited transit facilities along the corridor do not meet the needs of the communities they serve. Scarce sidewalk space and the lack of available right-of-way effectively constrict space for customer improvements such as shelters. Many bus stops today do not offer more than a sign affixed to a pole.

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

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

experience for riders. They also remove the need for buses to merge into and out of traffic, improving travel times.

The project includes \$8.75 million for the construction of bus stop improvements throughout the Chicago-Portland 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)**

Chicago-Portland Avenue Corridor Bus Stop Modernization

**Project Length (Miles)**

7.0

*to the nearest one-tenth of a mile*

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## 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 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.

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## Project Information-Transit and TDM

County, City, or Lead Agency Metro Transit

Zip Code where Majority of Work is Being Performed 55417

Total Transit Stops 23

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

From:  
(Intersection or Address) Chicago Ave. & E 42nd St.

To:  
(Intersection or Address) American Blvd. E & Thunderbird Rd.

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.

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## 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.

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

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

## 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 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" (pages 54)

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)

**List the applicable documents and pages:**

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

City of Bloomington Comprehensive Plan "Forward 2040" (May 2018 Draft). "Support higher land use intensities and mixed use development in areas currently or proposed to be well served by transit" (2.2 Land Use and Redevelopment Strategies). See figures 2.10,12 and 4.1,2,3,4 to see how Bloomington is rezoning and planning bicycle lanes based on enhanced service along this project corridor.

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

06/30/2019

Date process started

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

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## 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.

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## 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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

## 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
<b>Totals</b>	<b>\$8,750,000.00</b>

## 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	25218
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	311
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:**

*(Limit 1,400 characters; approximately 200 words)*

**Upload Map**

*Please upload attachment in PDF form.*

The Chicago-Portland 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.

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**Measure B: Transit Ridership**

*Select multiple routes*

**Existing transit routes directly connected to the project**

5, 14, 18, 46 , 111, 133, 440, 470, 515, 540, 542, 552, 553

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

American Boulevard Arterial BRT , Chicago Ave BRT

**Upload Map**

1531230995904\_ChiPort2018\_TransitConn.pdf

*Please upload attachment in PDF form.*

**Response**

*Met Council Staff Data Entry Only*

**Average number of weekday trips**

1055.0

**Measure: Usage**

**Existing Transit Routes on the Project**

5

**Measure A: Connection to disadvantageded 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 Chicago-Portland 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 stop plans and inviting feedback directly to 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. Community input directly led to the addition of bus stops at Portland Avenue & East 70th Street and Chicago Avenue & East 48th Street.

*(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.*

Improved transit stops make it easier and more predictable for people with disabilities to board the bus. The enhanced bus stops not only remove physical hazards and unpredictability of the aging streetscape, but also provide a greater sense of safety by replacing old and unsightly structures. Although anyone may use the bus stops along Chicago Avenue, Portland Avenue, and American Boulevard, the corridor serves communities where low-income people and people of color live. Enhanced bus stops incentivize transit use among those who have the option and the reduction in dwell time results in faster travel times for all riders.

**Response:**

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. Other components, like raised platforms, will make boarding easier for all customers, including the elderly and riders using mobility devices. Curb bumpouts will also decrease crosswalk distances at the proposed intersections, contributing to pedestrian safety along the corridor.

The Chicago-Portland Avenue corridor serves the North Bloomington and South Minneapolis ACP50s, areas of concentrated poverty where 50% or more of residents are people of color. Also, the project corridor is within a half-mile of the ACP50 in Richfield. This project would increase the quality and reliability of service along of Metro Transit's highest ridership corridors while directly addressing Thrive 2040's equity goal to create visible 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

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 cities of Minneapolis, Richfield, and Bloomington, 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 for mitigating 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.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531231220170\_ChiPort2018\_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	12.0	0.52	100.0	52.17
Richfield	8.0	0.35	76.0	26.43

Bloomington	3.0	0.13	100.0	13.04
				<b>92</b>

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**Total Transit Stops**

Total Transit Stops 23.0

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**Affordable Housing Scoring**

Total Housing Score 91.64

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**Affordable Housing Scoring**

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**Measure A: Description of emissions reduced**

The Chicago-Portland Bus Stop Modernization project will reduce emissions in several ways:

Improved access to transit service via non-motorized transportation:

The project includes bike parking at stops, improving bicycle access to transit.

Reduced idling time:

The Chicago-Portland Avenue 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). Enhanced stops will improve fuel economy along Metro Transit's busiest bus route.

**Response:**

Transit Oriented Development (TOD) around stops:

Route 5's high ridership is due to its service areas and route through the heart of the Twin Cities region, much of which is densely developed and highly walkable. The project will bring visible, high-amenity bus stop improvements to the corridor and encourage transit use by improving access to employment and transit nodes to the north (midtown and downtown Minneapolis) and south (Mall of America).

Historically, Minneapolis has guided land use and zoning along the Chicago-Portland Avenue corridor

to be predominantly residential. Responding to population growth, however, the draft Minneapolis 2040 Comprehensive Plan designated the avenue as a "Goods and Services corridor" - encouraging commercial development along the corridor. The corridor features two predominant zoned land uses, "Corridor Mixed Use" and "Urban Neighborhood." Both types of zoning encourage multi-story development. Corridor mixed use blends commercial and residential uses within neighborhoods, making these areas more walkable and transit-friendly.

Bloomington's urban neighborhood zones surrounding the corridor will focus on creating affordable multifamily homes. Multifamily homes increase population density, adding to traffic congestion and the number of inhabitants within walking distance of a bus stop. Both factors are conducive to transit. In addition, lower income populations use transit with more regularity than those in higher income brackets. The expansion of affordable housing in the area is anticipated to increase transit demand.

Bloomington's comprehensive plan for 2040 rezones many of the areas around this project from low-density housing, industrial and commercial zones to high-density residential, office space, high-intensity mixed and high-intensity commercial uses. Around the Mall of America and the South Loop development district, rezoning focuses on high-intensity mixed use and multifamily housing.

*(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.*

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## **Measure C: Improvements and Amenities**

The Chicago-Portland 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 by reducing dwell time and by providing near-level boarding.

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 stations. 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

Response

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)*

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## **Measure A: Roadway, Bicycle, and Pedestrian Improvements**

This project will improve how transit facilities are integrated into the multimodal corridor along Chicago Avenue, Portland Avenue, and American Boulevard. It improves upon existing pedestrian and bicycle accommodations and connections to provide a better overall multimodal system. However, sidewalk space can be limited in some places, resulting in space conflicts between pedestrians and bus stop waiting areas.

Enhanced stop design integrates pedestrian crossing considerations to maximize pedestrian safety and convenience. At stops with curb bumpouts, additional space will improve pedestrian accessibility through the bus stop area and reduce crosswalk distance to improve pedestrian safety.

#### Response

All transit customers are pedestrians, and the additional space and amenities like enhanced shelters will improve the overall experience as customers wait for their ride. Multimodal transit-bicycle trips will be encouraged by installing bicycle racks at bus stops, complementing existing bike racks on buses. Bus stop improvements would facilitate connections to bicycle facilities on 46th and 60th Street in Minneapolis, 66th, 70th and 73rd Street in Richfield, 12th Avenue and Portland Avenue in Bloomington and the Minneapolis Grand Rounds Scenic Byway. Hennepin County, Minneapolis, and Richfield are currently collaborating to convert painted bike lanes along Portland Avenue into a protected bikeway between 60th and 66th Streets. Improvements in this project would be designed and constructed in coordination with the bikeway project to deliver positive multimodal outcomes for all users.

There are several bicycle lanes within two blocks of this project, such as those along East 40th, 54th,

64th, 76th and 84th Streets, American Boulevard East, East Old Shakopee Road, Old Cedar Avenue South and bikeways along Minnehaha Creek and trails within Todd Park (by Diamond Lake), Veterans Park (containing Legion Lake) and Roosevelt Park.

The corridor features several parks with bike paths (e.g. Todd, Pearl and McRae parks and Minnehaha Creek) and some neighborhood groups have expressed interest in coordinating the provision of bike racks at enhanced stops at 48th, 46th and 42nd Streets. The project is considering interest from other neighborhood groups to improve multimodal mobility throughout the corridor. In Richfield, public engagement from their comprehensive plan found residents appreciated area bike and pedestrian trail, and desired improved services for walking, biking and transit.

Travel efficiencies across all modes are expected due to the decreased dwell times made possible through modernized stations. Reduced dwell times and curb bumpouts (or reduced crosswalk distances) are expected to minimize unsafe 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

1531231749935\_2018 Reg Solic - Chicago-Portland - Layout info (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:** \$143,750.00

**Total Annual Capital Cost of Project** \$162,500.00

**Total Annual Project Cost** \$306,250.00

For total annual operating cost, an annualized maintenance cost of \$6,250 per enhanced bus stop was multiplied by the project's approximately 23 enhanced bus stop improvements.

#### **Assumption Used:**

For total annual capital cost of the project, \$7.7MM of funds are designated to transit center/station/platform components with 70 years of useful life. \$1.05MM 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**

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
2018 07 10 Chicago-Portland Modernization Cover Letter.pdf	Cover Letter	291 KB
Chicago46thPhoto.pdf	Existing Conditions Image - Chicago & 46th (Southbound)	180 KB
ChiPort - Summary Page.pdf	Project Summary Page	289 KB
ChiPort2018_PopEmpSumm.pdf	Population/employment summary map	2.8 MB
ChiPort2018_RegEcon.pdf	Regional economy map	3.9 MB
ChiPort2018_SocioEconCond.pdf	Socio-economic conditions map	4.0 MB
ChiPort2018_TransitConn.pdf	Transit connections map	6.9 MB

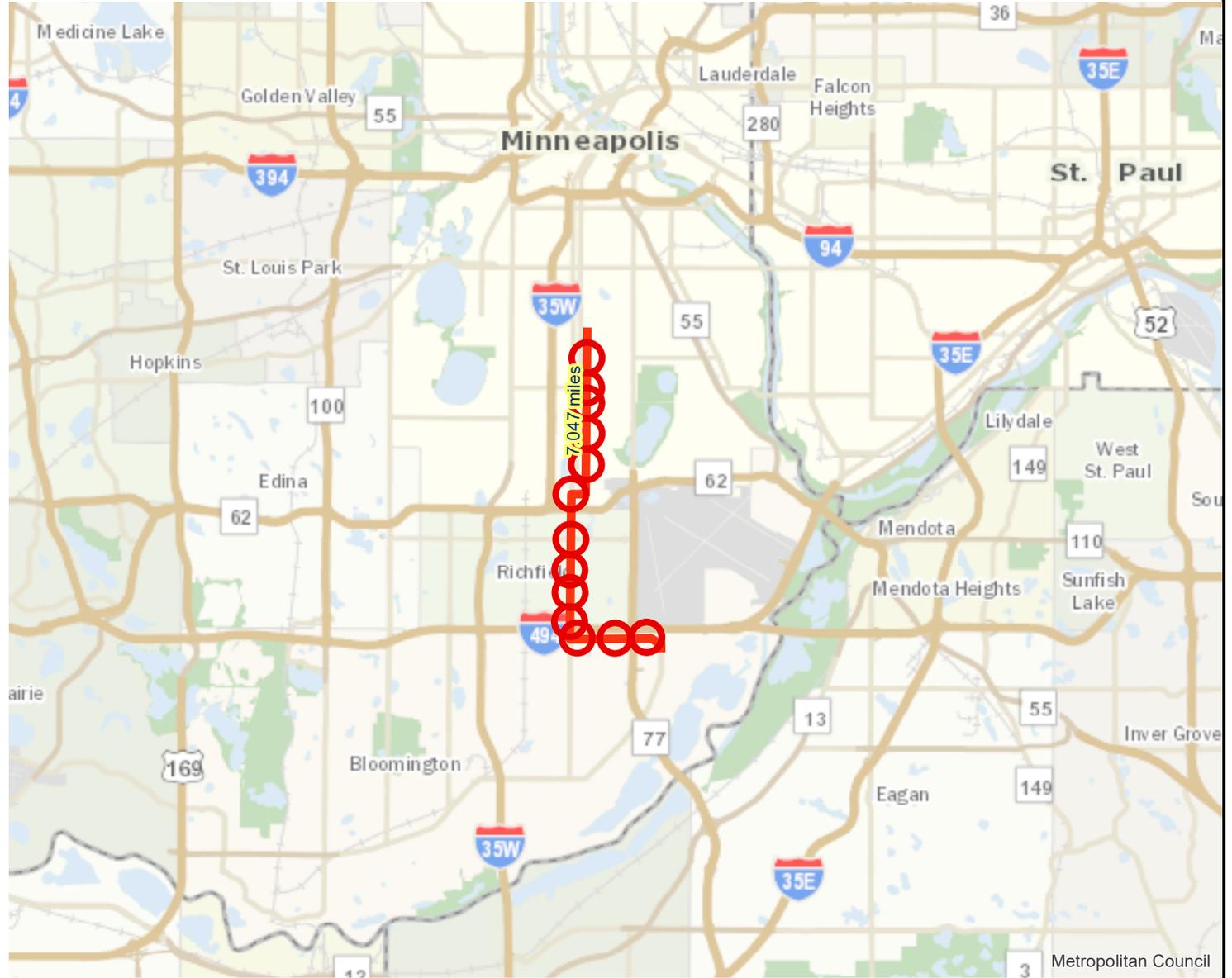
# Population/Employment Summary

## Results

Within QTR Mile of project:  
Total Population: 39361  
Total Employment: 23521  
Postsecondary Students: 311

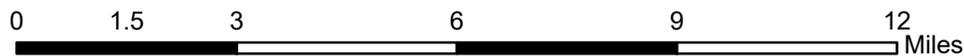
Within HALF Mile of project:  
Total Population: 55308  
Total Employment: 25218  
Postsecondary Students: 311

Within ONE Mile of project:  
Total Population: 106362  
Total Employment: 51328



 Project Points

 Project



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LandscapeRSA4



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# Transit Connections

Transit System Modernization Project: Chicago-Portland Avenue corridor bus stop modernization | Map ID: 15309085



## Results

Transit with a Direct Connection to project:

111 133 14 18 440 46 470 5 515 540 542

552 553

\*Chicago-Fremont

\*American

*\*indicates Planned Alignments*

- Project Points
- Project
- Blue / Green Line
- Green Line
- Red Line
- A Line
- Blue Line
- Northstar Line



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LandscapeRSA3



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# Socio-Economic Conditions

## 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 Poverty > 50% residents of color

- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



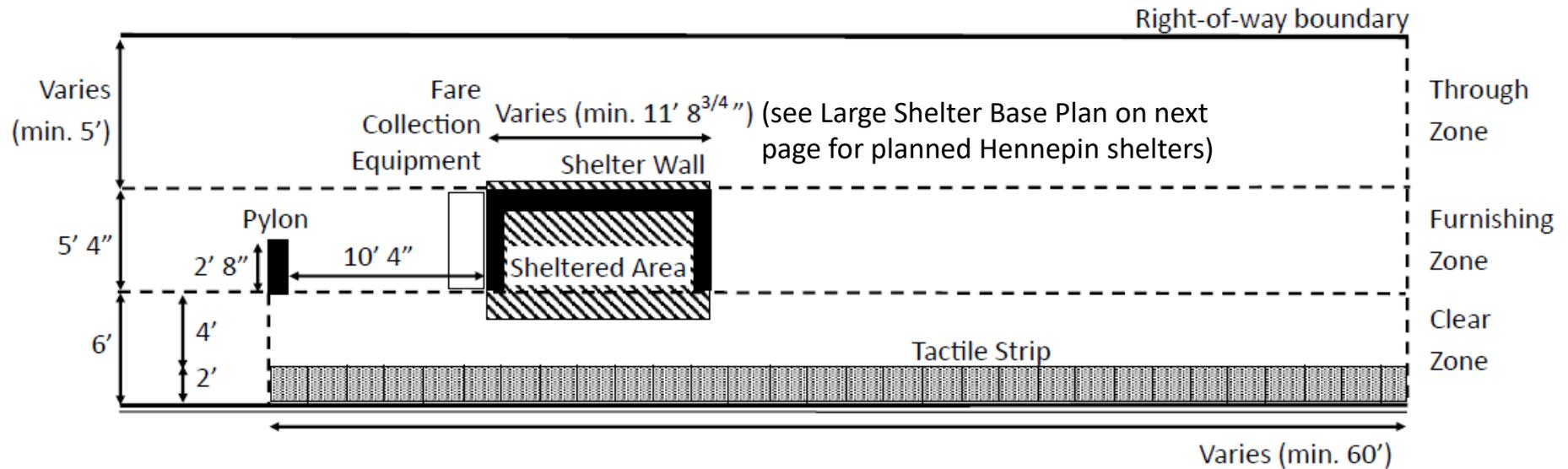
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LandscapeRSA2



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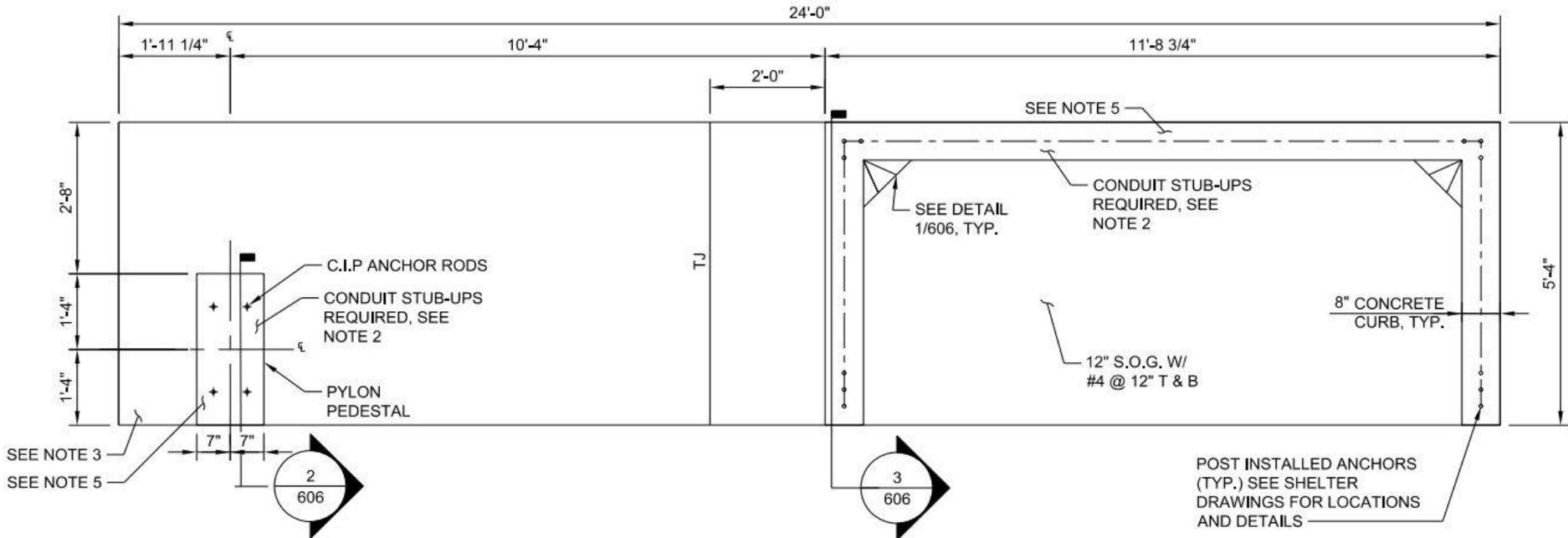
# Standard Rapid Bus Station Layout



Station platform drawn to scale where indicated.

Not all features of a typical station are shown.

# Pylon + Small Shelter Base Plan

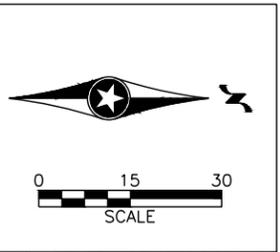
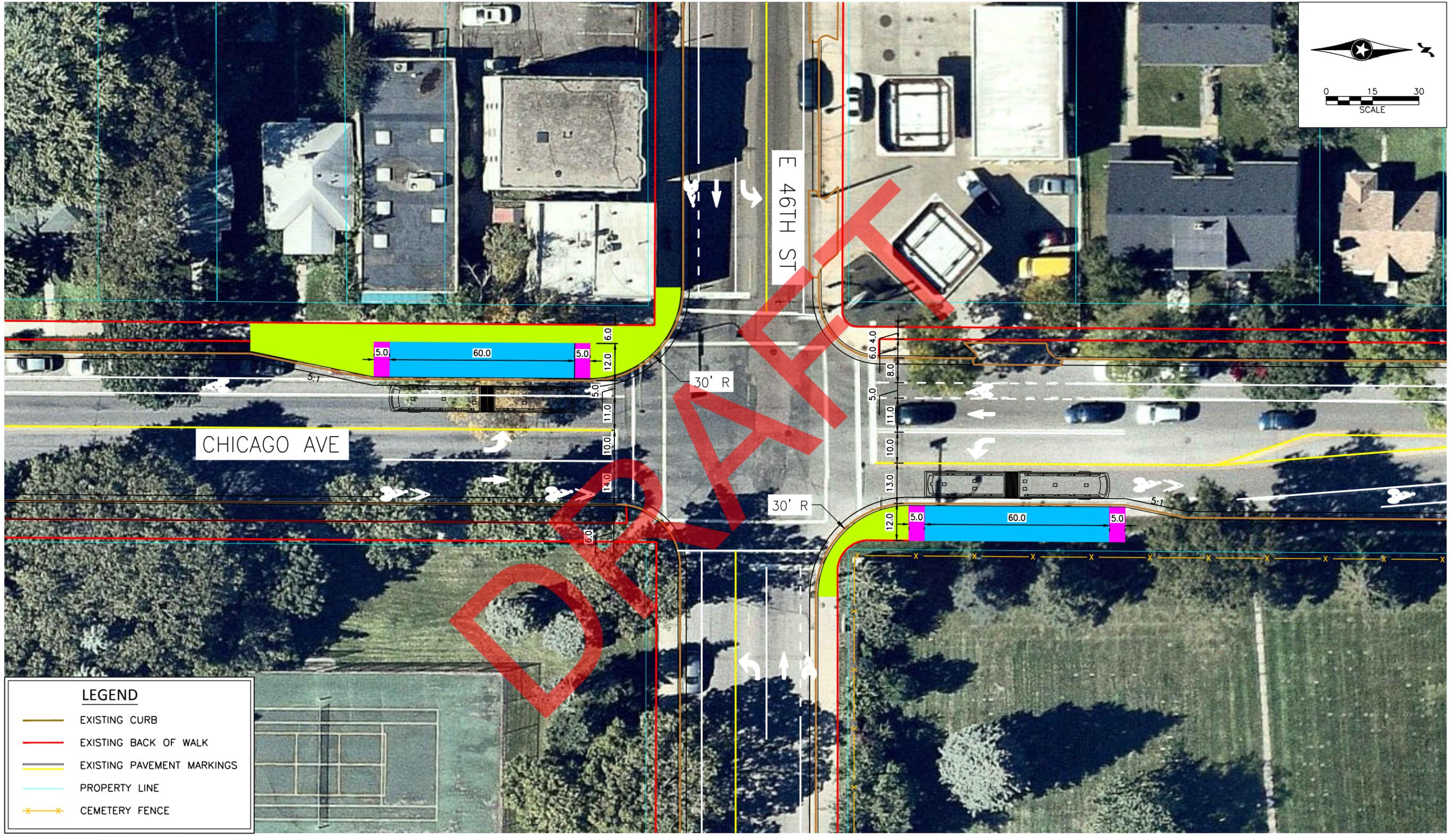




## What do stations look like?

- 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.

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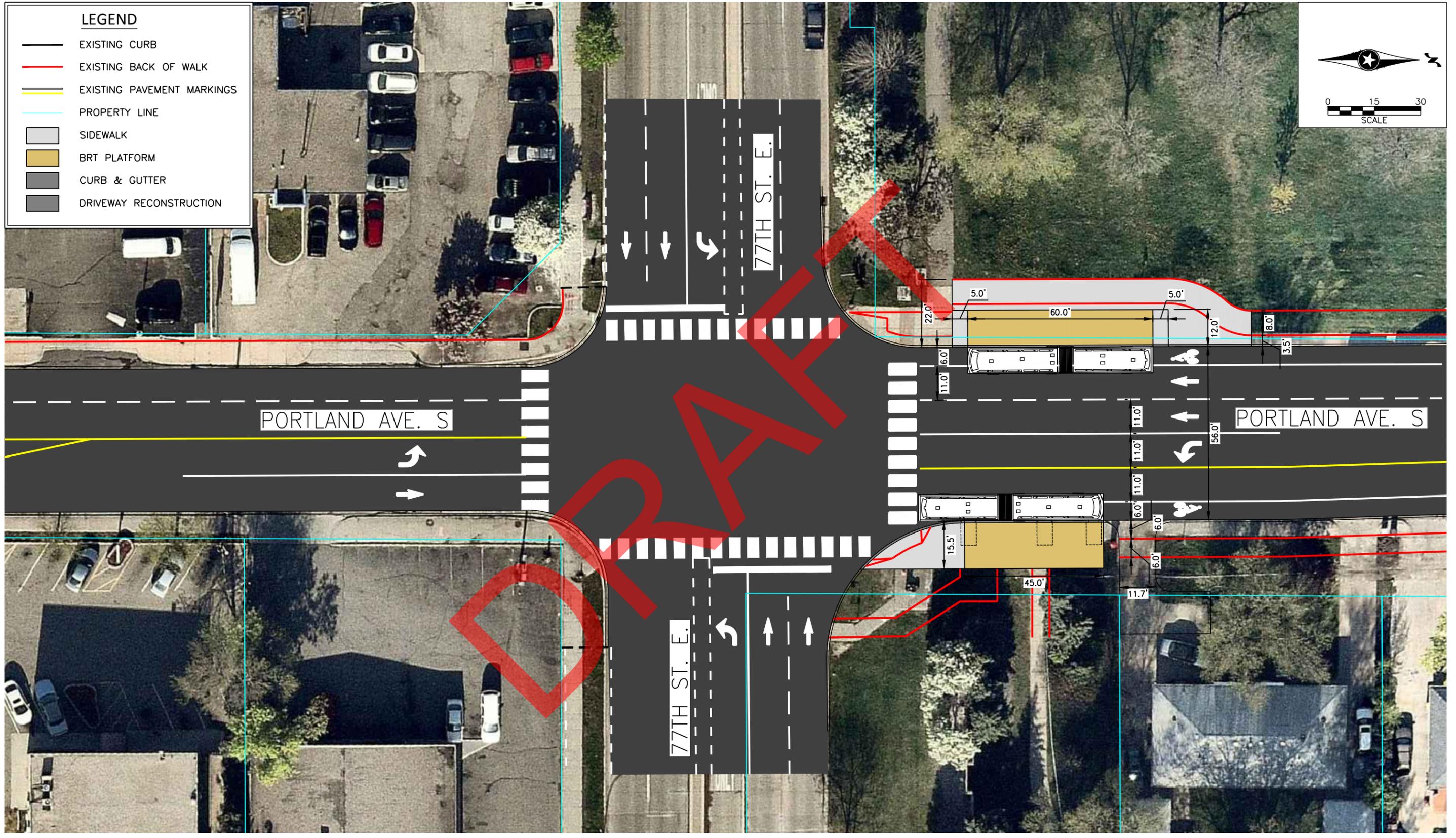
LEGEND	
	EXISTING CURB
	EXISTING BACK OF WALK
	EXISTING PAVEMENT MARKINGS
	PROPERTY LINE
	CEMETERY FENCE



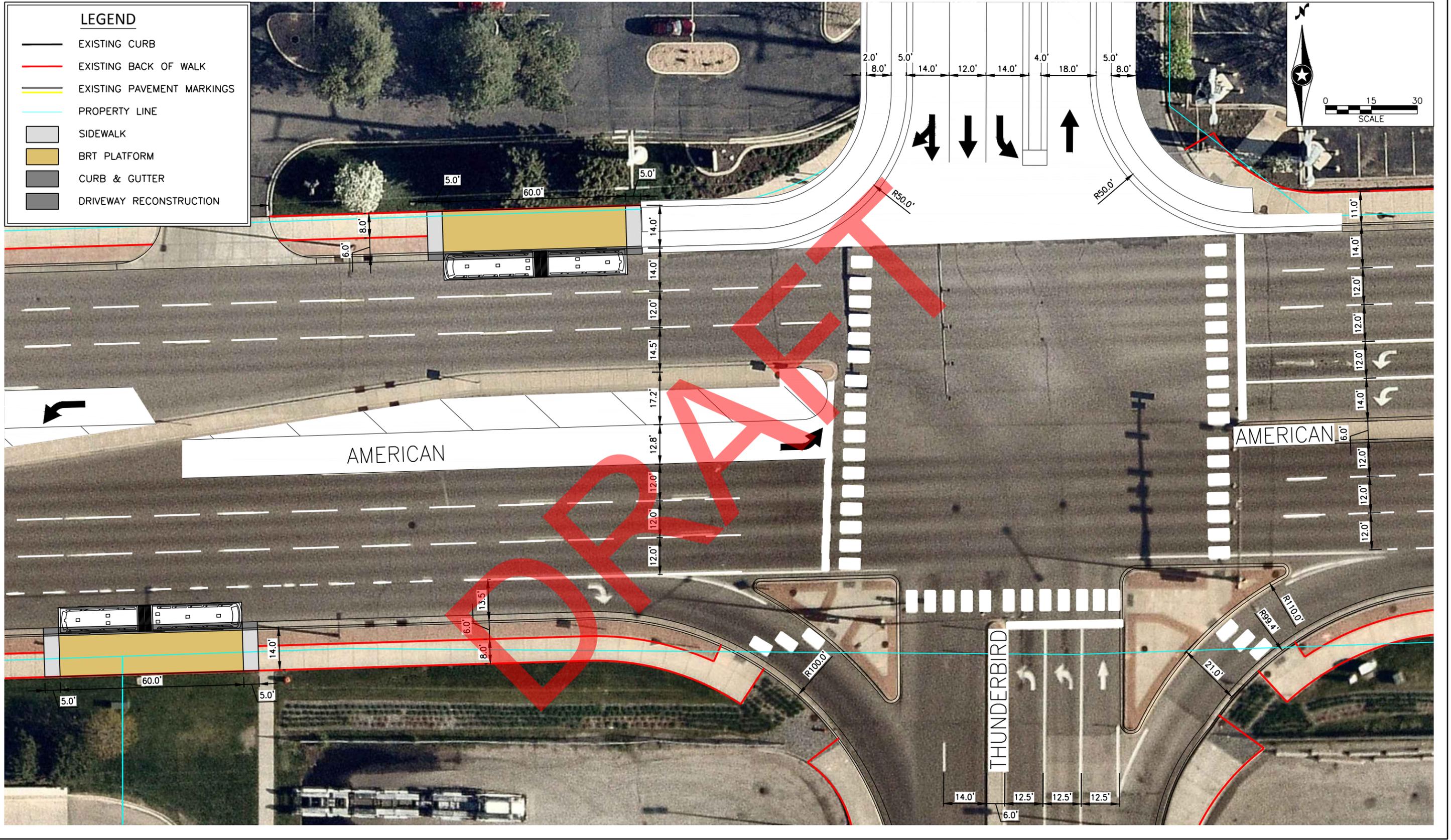




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July 13, 2018

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 Chicago-Portland corridor bus stop modernization. This project improves transit facilities on the Chicago-Portland corridor in Minneapolis, Richfield, and Bloomington. 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.

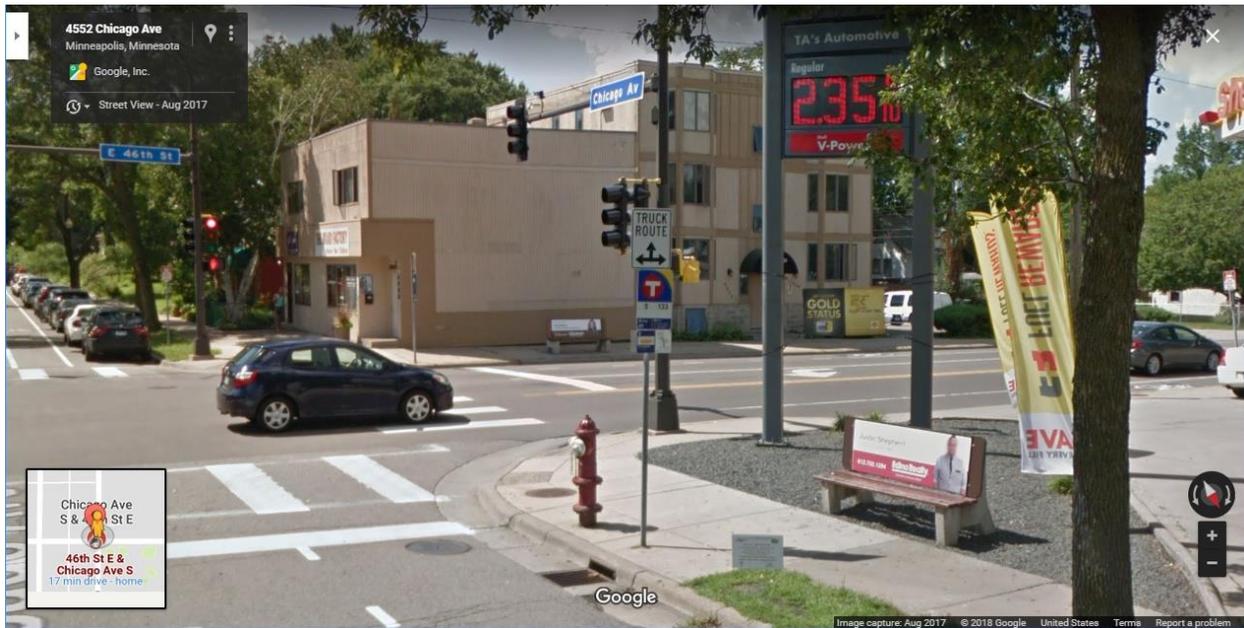
Sincerely,

A handwritten signature in blue ink, appearing to read 'Brian J. Lamb'.

Brian J. Lamb  
General Manager

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

A service of the Metropolitan Council



Existing southbound Route 5 stop at Chicago Ave. & 46th St.

# Chicago-Portland Avenue Bus Stop Modernization

Applicant: *Metro Transit*



The Chicago-Portland Avenue Corridor Bus Stop Modernization project will make existing transit service more attractive along seven miles of Route 5 by enhancing the customer experience with vastly improved 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 most popular 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. Many bus stops today do not offer more than a sign affixed to a pole.

This project will modernize bus stops linking south Minneapolis, Richfield, and Bloomington to the Mall of America, allowing for better accessibility to connections to the METRO Red Line, METRO Blue Line, and 20 bus routes. 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.

Accessible



High Amenity



Equitable/ACP50



15,500 daily riders



The project includes \$8.75 million for the construction of bus stop improvements throughout the Chicago-Portland corridor.



Route 5 Stop at Chicago Ave. & 46th St. (southbound)

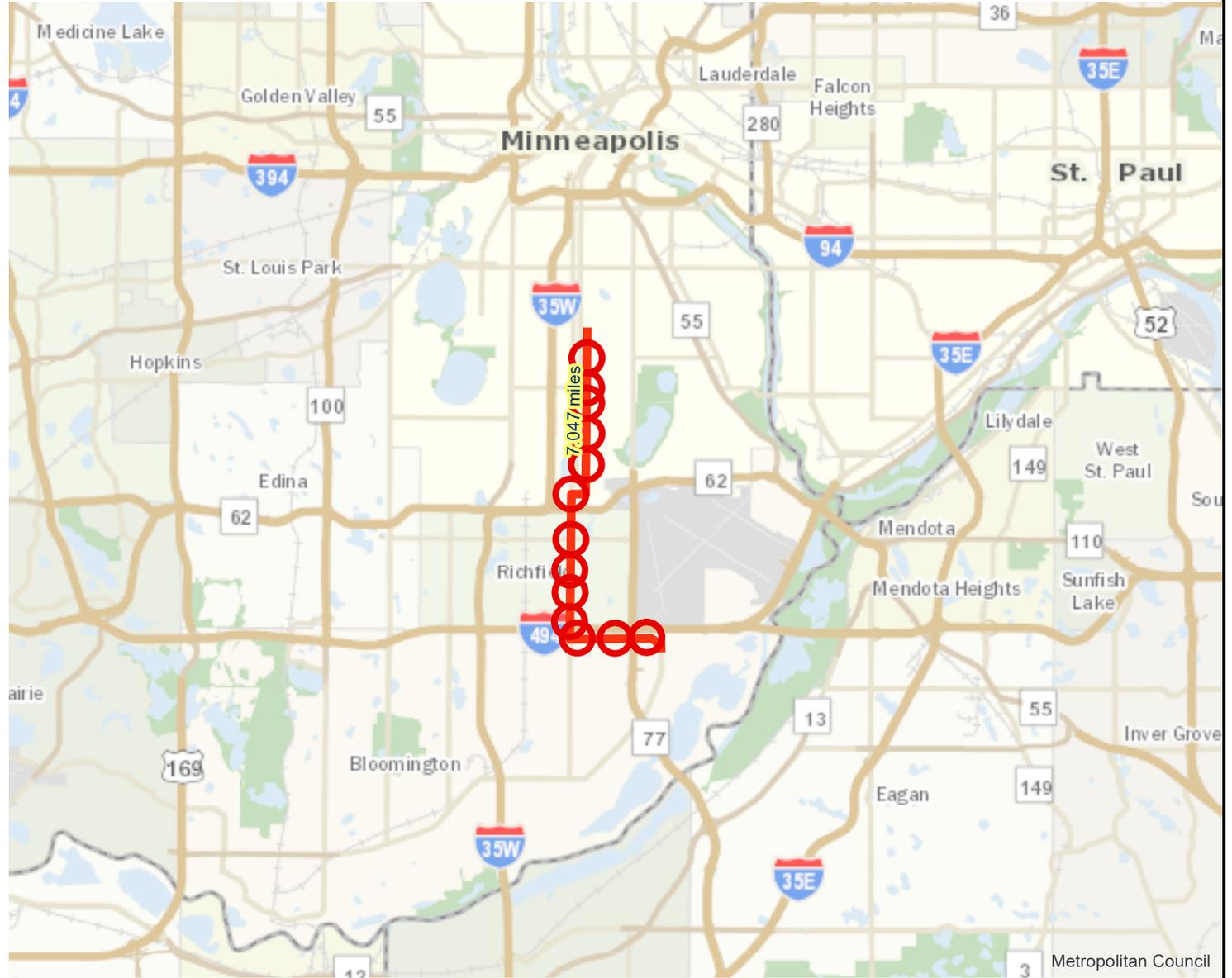
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 Project Points

 Project



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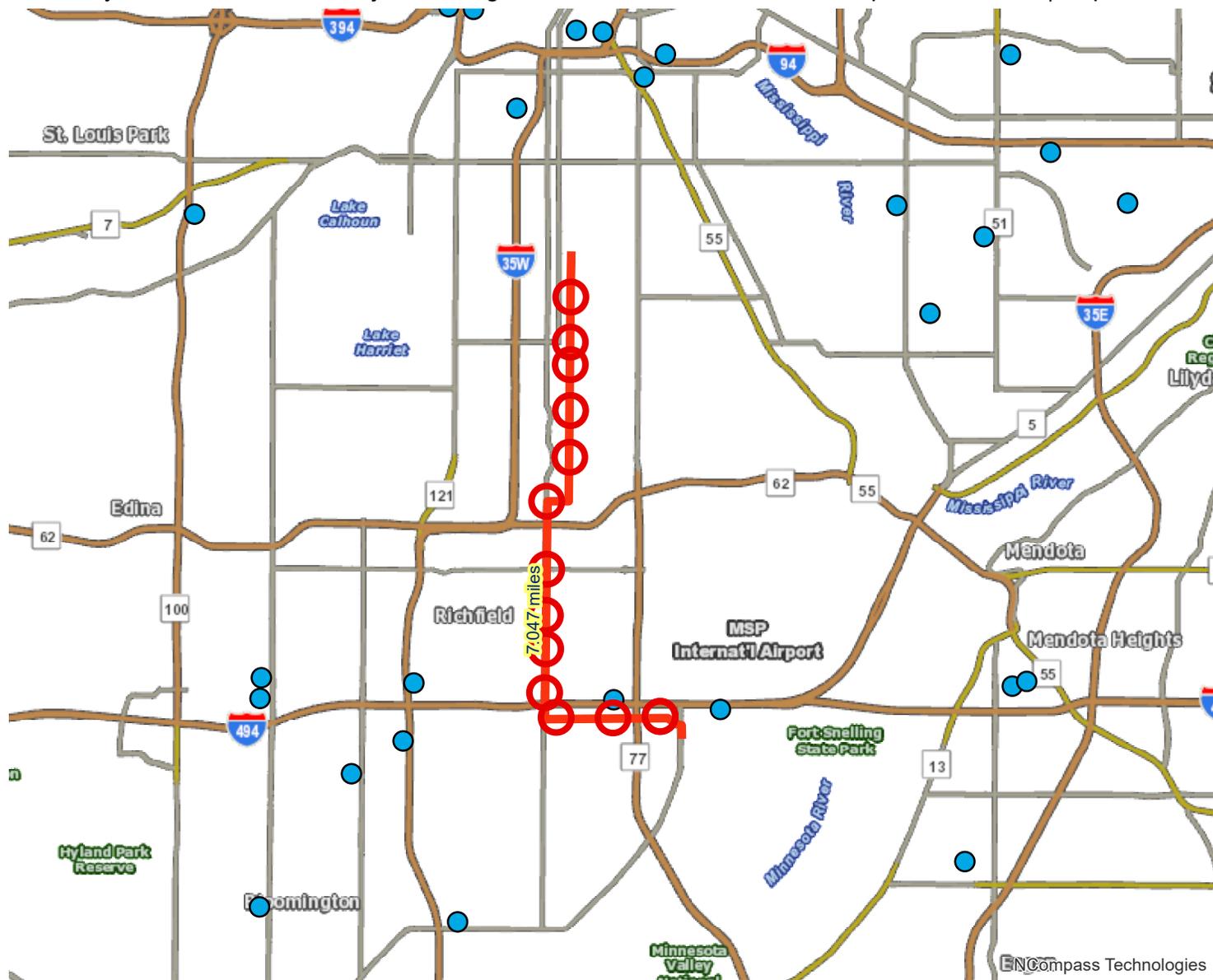


# Regional Economy

## Results

WITHIN ONE MI of project:  
Postsecondary Students: 665

Total Population: 119504  
Total Employment: 66993  
Mfg and Dist Employment: 9034



○ Project Points    ● Postsecondary Education Centers

— Project



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LandscapeRSA5



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# Socio-Economic Conditions

## Results

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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 Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



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# Transit Connections

Transit System Modernization Project: Chicago-Portland Avenue corridor bus stop modernization | Map ID: 15309085



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111 133 14 18 440 46 470 5 515 540 542

552 553

\*Chicago-Fremont

\*American

*\*indicates Planned Alignments*

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



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LandscapeRSA3



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