Application

17065 - 2022 Transit System Modernization

17497 - Blue Line Lake St/Midtown Station Renovation

Regional Solicitation - Transit and TDM Projects

Status:	Submitted
Submitted Date:	04/13/2022 2:38 PM

Primary Contact

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

Organization Information

Name:	Metro Transit
Jurisdictional Agency (if different):	

Organization Type:	Metropolitan Council
Organization Website:	
Address:	560 Sixth Avenue North
*	Minneapolis (City) / Minnesota (State/Province) / 55411 (Postal Code/Zip)
County:	Hennepin
Phone:*	651-602-1000 Ext.
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PeopleSoft Vendor Number	METROTRANSIT

Project Information

Project Name	Blue Line Lake St/Midtown Station Renovation
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Minneapolis
Jurisdictional Agency (If Different than the Applicant):	
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	The METRO Blue Line's Lake St/Midtown Station is located at 2310 East Lake Street. The renovation scope includes the station components on the aerial platform (a transit-only LRT bridge), as well as the two vertical circulation buildings: one on each side of Lake Street. Each building currently has an elevator, an escalator, staircase, maintenance closet, and elevator room. The renovation would seek to improve accessibility, the customer experience (including safety, security, and wayfinding), and maintainability of the station. Street improvements are excluded from the scope of this station renovation. MnDOT and Hennepin County are reconstructing the Hi-Lake intersection in 2024, ahead of the station renovation.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

The METRO Blue Line's Lake St/Midtown Station is located at 2310 East Lake Street. The renovation scope includes the LRT station on the aerial platform and the two vertical circulation buildings.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

0.1

to the nearest one-tenth of a mile

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

For transit projects, the total cost for the application is total cost minus fare revenues.

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 Regional Transit Capital

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:

2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years:

2025

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

For All Projects

Identify the Transit Market Areas that the project serves:

1

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

Metro Transit

Zip Code where Majority of Work is Being Performed

55407

(Approximate) Begin Construction Date 04/15/2026

(Approximate) End Construction Date 11/01/2027

Name of Park and Ride or Transit Station: Blue Line Lake St/Midtown Station

e.g., MAPLE GROVE TRANSIT STATION

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

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address) 2310 East Lake Street

Primary Types of Work Building renovation, LRT shelter replacement

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

The TPP states that regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system (page 2.2), and has an established a goal of Transportation System Stewardship (page 6.1). One objective is to efficiently preserve and maintain the regional transportation system in a state of good repair (page 2.2). The goals of the Lake St/Midtown renovation are consistent with system stewardship, which is needed due to the high station usage over the last 18 years in service:

1) Provide more reliable and consistent ADA access between the LRT

platform and the street;
2) Improve the customer experience at this aging station, including cleanliness, comfort, visibility, wayfinding, lighting, safety, and camera technology and placement; and
3) Reduce daily maintenance resources needed to keep the station in good operating condition by supporting staff with enhanced on-site equipment and spaces, sizing platform access points for maintenance equipment, and helping to extend the life of station investments.

The TPP highlights strategies to maintain assets like LRT stations:

-To maximize investments, the TPP supports making the system more efficient and effective and providing for the best user-experience the region can afford (pages 2.2, 6.26). The station renovation will serve existing riders and attract new riders with improved customer experience.

- Identify opportunities to improve the transit system and its integrations with other systems, and to coordinate maintenance projects with MnDOT (page 2.3). This project is being pursued in collaboration with the Hi-Lake Street Reconstruction project led by MnDOT and Hennepin County, to dramatically improve the street experience along with the station redesign.
- It is important that transit facilities are designed to integrate with

existing local transportation systems and local land use plans that support high-density development (page 2.12). Lake St/Midtown was originally designed in the context of largely vacant parcels, with station entrances far from the street. Over time, high-density redevelopment has occurred on both sides of Lake, complementing this high-capacity transit station. The renovation will respond to this new context by creating a more welcoming and functional connection to the street frontage and surrounding properties.
- The focus of transit modernization is to improve the transit system to better suit current needs and current transit riders (page 6.26). This project will address specific examples listed in the TPP, including improved safety and comfort at existing customer facilities, and enhanced customer information improvements and wayfinding.

Limit 2,800 characters; approximately 400 words

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: Unique projects are exempt from this qualifying requirement because of their innovative nature.

This project is in Metro Transit's current Capital Improvement Program.

Limit 2,800 characters, approximately 400 words

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. Unique project costs are limited to those that are federally eligible.

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

5.Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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 in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2020 funding cycle).
***Transit Expansion:** $500,000 to $7,000,000*
***Transit Modernization:** $500,000 to $7,000,000*
***Travel Demand Management (TDM):** $100,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.	Yes
Date plan completed:	03/31/2021
Link to plan:	https://metrocouncil.org/About-Us/Publications-And-Resources/DIVERSITY-EQUITY/ADA-Transition-Plan.aspx
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation:	
Date self-evaluation completed:	
Link to plan:	
Upload plan or self-evaluation if there is no link.	
Upload as PDF	
(TDM and Unique Project 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. Unique projects are exempt from this qualifying requirement.

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. Applications cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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 to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

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	$7,300,000.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$1,450,000.00
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

8371

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:

(Limit 1,400 characters; approximately 200 words)

Upload Map

1646857352306_Population-Employment Summary map.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project

21, 27, 53, 901-METRO Blue Line

Select all routes that apply.

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

METRO B Line (Lake St/Marshall Ave Arterial BRT)

Select all transitways that apply.

Upload Map

1646858111561_Transit Connections map.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

Measure: Usage

Existing Transit Routes on the Project

21, 27, 53, 901-METRO Blue Line

Measure A: Engagement

i.Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii.Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii.Describe the progression of engagement activities in this project. A full response should answer these questions:

Response:

According to the 2020 Census, 65% percent of people living within the half-mile station area are People of Color or of Hispanic/Latino descent. 24% of people live in poverty. 20% of the 2,400 households have no access to a car, and another 41% have access to one car. People with disabilities make up 13% of residents in this station area. About 17% of residents here are under age 17, and 6% over age 65. When compared to the region as a whole, this area is more diverse, with lower incomes, and more people living in poverty (source: 2020 Census).

This project will engage two key constituencies as part of our public process: people who use the space, and people who live, work, or use space in the vicinity of this project. We intend to reach these two groups through multiple modes of communication, many of which are intended to reach communities that are typically not engaged through our standard project processes.

These methods will include but are not limited to the following:

- Direct outreach to riders via our rider alert system

- In-person surveys on the platform as well as on trains and buses that intersect with it.

- Intercept pop-ups at the station location as well as at community events in the area such as the Midtown Farmer's Market and Open Streets

- Leveraging direct connections with community groups, apartment communities, municipal partners and elected officials, culturally specific media, education facilities, and service groups that have ties to the station

- Social media advertisement

- In-space media advertisement

- Open-house and survey-style opportunities to participate

- Door-knocking, flyering, and direct mail

The project timeline allows for communities to be engaged and have input throughout the life of the project design. The project's purpose and need statement is based on three years of customer feedback, along with maintenance data, citizen and police-initiated calls, accessibility outage data, staff surveys and interviews, as well as several processes led by other agencies around the station area with a similar focus on making the space a community asset.

Communities will be engaged most heavily at the beginning of the project when input is most able to be used (spring/summer 2022), and ongoing two-way communication and input will occur as the project's design options narrow.

NEPA work will be conducted in 2022 or 2023, but because a Categorial Exclusion (23 CFR 771.118(c)) determination is expected and does not specify outreach tasks, NEPA work is not applicable in directing public engagement timelines or activities.

(Limit 2,800 characters; approximately 400 words):

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

Response:

Transit riders are much more likely to be Black, Indigenous, and People of Color than the regional average. In 2016, 45% of trips on Metro Transit were by BIPOC riders; in 2021, it was over half of trips. Native American passengers comprise around 3% of trips made on Routes 21 and Blue Line in both 2016 and 2021. American Indian, non-Hispanic people are less than 0.5% of the regional population, meaning the use of these routes is six times more likely than the background population suggests. The riders on Routes 21 and Blue Line typically have lower than median incomes. In 2021, 1 in 5 of the trips made on these lines were made by riders from households earning less than $15,000 annually.

Pre-COVID, 10% of all transit riders identified themselves as having a disability through the Travel Behavior Inventory. Thus, higher than average proportions of disabled riders were already likely to be using Blue Line's Lake St-Midtown station prior to COVID. In 2021, that proportion was more than 20% of trips being made by people with disabilities. Riders using Lake St-Midtown station are likely to be young: 50% of the trips on these two lines in 2016 and 2021 were under 35.

The project provides more reliable and consistent access for these populations through vertical circulation improvements, including enhancing the customer experience: ADA updates, comfort, visibility, wayfinding, lighting, and personal safety. It leverages street-level improvements being made with MnDOT's Hi-Lake intersection redesign, and the permanent Midtown Farmers Market. This renovation provides the opportunity to include modern, secure bike parking, which serves both the Midtown Greenway and the Hiawatha Trail. The renovation also seeks to reduce the significant distance between the LRT platform and connecting bus, by redesigning the vertical circulation to better

connect with the street, enabling quicker and smoother pedestrian movements at this highest boarding location for Route 21.

The Lake-St Midtown station serves Minneapolis South High School, and Adult Education facilities. 30% percent of riders in 2016, and 20% percent in 2021, are students of high schools or higher education. The ½ mile station area also includes 12 child care centers, 3 supermarkets, 4 pharmacies, and 3 health clinics.

Metro Transit seeks to maintain LRT service and boarding at this station during construction, given its critical need for diverse and transit-reliant populations. Potential negative impacts from construction will be mitigated through thoughtful phasing requirements.

The source of rider data used in this section is the 2016 and 2021 Travel Behavior Inventory on-board surveys.

(Limit 2,800 characters; approximately 400 words):

Measure C: Affordable Housing Access

Describe any affordable housing developmentsexisting, under construction, or plannedwithin ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

(Limit 2,800 characters; approximately 400 words):

Within a half mile of the station, there were 1,345 publicly subsidized rental housing units in 2019. Adjacent to the southwest side of the station, L&H Housing Partners and Hennepin County are developing a 6.5 acre site in four phases over ten years, providing 565 units total. Phase 1 included the 123-unit affordable Southsider Apartments, with the adjacent B-Side Apartments opening another 128 units in 2021. Blue Line Flats, with 135 units, participates in affordable housing programs and there are household income restrictions required to live in the community.

On the north side of the station, the "22Twenty on Lake" building has 64 units of workforce-affordable apartments. East of Hiawatha, EverLake apartments has 189 units of housing at varying levels of affordability, with neighborhood retail on the first floor. In the western part of the station area, 2934 Cedar Avenue has 12 units and participates in affordable housing programs.

Because of the direct adjacency of the station to affordable housing buildings, improvements in station customer experience, lighting, and safety is a benefit to all residents, in addition to increasing attractiveness of transit use for mobility and access to destinations along the Blue Line. The Blue Line seamlessly connects three large employment areas to Lake Street: downtown Minneapolis, MSP International Airport, Mall of America. Since residents of affordable housing are more likely to not own a vehicle, having an accessible, comfortable, and well maintained transitway station at their doorstep is important to reducing overall living costs (housing + transportation) and increasing quality of life.

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the Socio-Economic Conditions map used for this measure.	1648837407279_Socio-Economic Conditions map.pdf

Measure A: Description of emissions reduced

Response:

The station is a heavily-used transit hub in the heart of South Minneapolis: in 2019, it had an average of 2,430 daily weekday LRT boardings, and just under 795,000 boardings for the year (source: Metro Transit ridership data). The station was also the highest weekday boarding location on Route 21 in 2019, suggesting a combination of significant rail-to-bus transfers and pedestrian activity from nearby destinations. This location, adjacent to both the Hiawatha Trail, and the Midtown Greenway, is poised for better access, functionality, and parking for bicyclists. This renovation provides the opportunity to include several key bike improvements:

- Modern, covered bike parking that is lacking at the current facility

- Improved vertical circulation for moving between the platform and street (e.g. larger elevators to accommodate cargo and electric bikes, wider staircases with bike rails); and
- Consideration of one or more ramp options in concept design that would benefit bicyclists looking to roll their bike up to the train, and provide an outage-proof alternative to station egress.

By moving more people on fewer vehicles, public transportation helps to reduce greenhouse gas (GHG) emissions that contribute to climate change (source: Federal Transit Administration, Public Transportation's Role in Responding to Climate Change, 2010). In addition to providing sustainable transportation options, Metro Transit also incorporates sustainability features into the design of all new or renovated facilities. Since 2008, Metro Transit has invested in energy-saving measures at its facilities that save more than $1 million in utility costs per year. For example, East Metro Garage, constructed in 2001, is roughly four times more

energy efficient than older garages. Other buildings have been retrofitted with energy-saving improvements such as more efficient lighting, insulated garage doors and digital heating and cooling systems. In 2012, Metro Transit began investing in solar and other renewable sources to help meet the energy needs in its buildings and customer facilities, in addition to the solar and wind energy the agency already purchased through Xcel Energy. Solar panels now power heating and lighting elements at a growing number of bus shelters and meet, and sometimes exceed, the power needs where they are in use, putting excess energy back on the grid. Metro Transit has a goal of having nearly half of its electrical load provided through renewable energy by 2025, compared with 27 percent today.

With this renovation project entering the concept design phase in 2022, improving site efficiency and incorporating long-lasting, sustainable materials and energy sources will be a key part of the renovation.

(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

Accessibility

Frequent elevator and escalator outages connecting to the LRT platform impact accessibility, resulting in unreliable experiences for passengers. From 2019 through 2021, there were 90 service requests for elevators and 208 service requests for escalators, often resulting in multi-day outages. These issues produce unpredictable outcomes for station egress. With high all-day boardings at this station on both LRT and bus, creating more seamless transfer activity through resilient, reliable vertical circulation can improve accessibility and safety for every user. With almost 795,000 boardings here in 2019, these impacts are significant for the system.

Response

Accessibility opportunities include:

- Create uniformity and consistency for placement of amenities, for example, fare collection equipment located at each METRO station entrance.

- Add wayfinding to better guide customers into the structure.
- Explore redundancy in vertical circulation for continuous accessibility in the event of outages.

- Increase the size of elevators to allow for easier use with mobility devices, bikes, and ambulance stretcher trolleys.
- Accommodate space for Metro Mobility to deploy a vehicle lift.
- Create more approachable stairs, with more width for customers passing comfortably, and with landings.
- Add a bike channel for rolling bikes up to the platform.

Customer Experience

The station entrances were originally designed far from the street, making them isolated and enclosed as surrounding parcels have been developed. The curb side of the station features a blank wall and little wayfinding. The overall effect is unwelcoming and counterintuitive for transit riders arriving at this high ridership station.

Metro Transit received 127 customer comments for this station from 2019 through 2021. Customer behavior (38%) was the primary concern reported, an issue exacerbated by the towers being misused and out of view of passersby. 24% of feedback was about facility amenities, primarily focused the on escalator and elevator outages described above. A 2022 Metropolitan Council staff survey cited the two large, heated indoor waiting areas as a major issue that contributes to inappropriate behavior.

Citizens tend to report more incidents to Metro Transit Police in the cold weather months and in the afternoon and evenings. Additional lighting in and around the station can be a key improvement for safety and customer experience, especially in winter months.

Customer experience improvement opportunities include:

- Reorient station entrances for easy access, and design for better sightlines between the station, street, and adjacent buildings.
- Reduce the walk distance/time between the station and bus stops, including improved wayfinding, additional real-time transit information on both levels, and annunciators on the street level.
- Provide a wind break on the LRT platform level to protect passengers from cold waiting conditions.

- Pursue bike storage solutions.

- Provide a seamless experience for users traveling with personal mobility equipment and/or young children, including wheelchair and motorized scooter users, people carrying packages or pulling carts, and those traveling with strollers.
- Further integrate the station with the newly established plaza area and farmers' market on the south side of Lake Street.
- Provide modern, programmable lighting systems throughout to improve safety, visibility, and comfort.

Maintenance

The original station design includes a glass framing system that produces many small ledges that collect trash and dirt, with many physically out of reach of routine cleaning. Likewise, groups of exposed conduits are difficult to clean around and behind, and collect debris. A 2022 Metropolitan Council staff survey cited station cleanliness (52%) as the primary challenge. Building design elements (34%), like the tower enclosures and relationship to the street are also common frustrations, with accessibility (29%), like elevator or escalator concerns and difficulty navigating the station easily, rounding out the other top issues identified.

To compound the issue, maintenance workers face inadequate operational components, like a lack of heated water, no sinks, a non-functional drain system that floods the maintenance closet, and elevators that are too narrow for equipment. The non-standard shelters use oversized glass, which are heavy and difficult to replace. These maintenance challenges stemming from the original building layout negatively impact cleanliness and station appearance every day.

Maintenance opportunities with the renovation include:

- Explore the opportunity for reducing daily maintenance needs and lessening the heating, ventilation, and cooling demands.
- Use standard glass sizes and shelter components.
- Incorporate improved technology, including renewable energy components, and sustainable, long-lasting materials.

- Choose durable finishes, glazing, doors, and paint to stand up to daily wear and tear, including anti-graffiti coatings on finished surfaces.
- Increase visibility across the lower level, between the buildings and to and from bus stops.
- Install modern camera systems throughout.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

With consistent all-day boarding activity, this station is an integral stop in the transit system, and requires safe and comfortable connections for transit, biking, walking, or rolling on Lake Street and to the Midtown Greenway and Hiawatha Trail. As an urban station in a dense, walkable neighborhood, the vast majority of passengers are arriving by bus, bike, or as a pedestrian.

The most significant improvements for pedestrians at this station will be in reorienting and expanding the vertical circulation elements, which today include narrow staircases and frequent elevator and escalator outages. Specifically, the renovation design work in 2022 and 2023 will explore elements like enlarging the elevators and staircase, increasing reliability and redundancy of ADA access, creating uniformity and consistency for placement of amenities like fare collection, and reducing or removing the number of doorways and doors through the use of open-air design.

A modern, programmable lighting system will be installed, improving safety, comfort, and visibility. Wayfinding will be incorporated through the renovation to provide better connections between LRT and BRT at the street level.

Concurrently, the broader Hiawatha Avenue and Lake Street intersection (known as Hi-Lake) is being redesigned by MnDOT, Hennepin County, and the City of Minneapolis to create a safer area for pedestrians, bicyclists, and transit riders approaching the station. That design is underway, and includes a tight-diamond intersection layout and opportunities for added community space. Metro Transit is involved in the interagency design and will be coordinating closely to incorporate street-level pedestrian needs in MnDOT's rebuild, phase work thoughtfully, and reduce redundancy in construction.

(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.Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort. Yes

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

This project meets the 25% public involvement threshold by building on prior, existing outreach efforts and builds mainly on efforts completed by other, larger projects focused on this geographic area.

Targeted outreach around specific project designs will occur as the project moves through planning and design and will include a robust engagement plan intended to invite detailed feedback from transit users as well as the broader community around the station.

This project was initiated due to an analysis of already available data sourced from customer call-ins, Metro Transit police dispatch information, maintenance tickets, and internal employee survey and interviews. This information showed consistent problems with safety, cleanliness, design issues, and personal behavior challenges with people using the station.

Additional inputs include larger projects focused on this geographic area resulted in community members identifying common themes of safety, accessibility, legibility, cleanliness, and lack of positive, constructive activities:

o The METRO B Line project has engaged stakeholders around improvements to the Route 21 in this area through a variety of methods since planning began in April of 2019. These methods include, but are not limited to:

o Targeted social media advertisements

o Bus stop level advertisements and rider alerts

o Community meetings

o Rider surveys at the intersection and bus stop, as well as on buses

o Direct mail

o Doorknocking

o Sharing or presenting information directly with community-focused groups and community leaders

o Open Houses (physical and virtual)

o Translated materials

o MNDOT's Hiawatha-Lake intersection improvements project has responded to community concerns related to transportation safety, Hennepin County and the City of Minneapolis initiated two planning efforts that inform current improvements.

o Phase 1 was a technical study assessing short-term and longer-term improvement options for all transportation users. It was completed in 2016.

o Phase 2 was a robust engagement effort that informed a draft action plan, prioritizing the improvement options. It was completed in 2019. The most significant, long-term improvement, a reconfiguration of the intersection, will be constructed in spring 2024.

o The McKnight Foundation's Lake Street Alignment project consists of a series of listening sessions with different stakeholder groups across the Lake Street corridor to envision policies, programs, and investments reimagine and rebuild Lake Street with racial, economic and environmental justice at its core.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

Yes

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form.

Additional Attachments

1646858313680_Email from Colleen Brown - layout is NA.pdf

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 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.

Yes

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.Railroad Involvement (15 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%

Measure: Cost Effectiveness

Total Annual Operating Cost:	$197,048.00
Total Annual Capital Cost of Project	$437,500.00
Total Annual Project Cost	$634,548.00

For total operating cost, the actual 2022 maintenance cost of $168,743 per light rail station was used. This includes utilities, cleaning, snow removal, etc. It was then inflated to the project completion year of 2027 using 3.15% annual inflation, for a total estimated annual operating cost of $197,048. Operating costs are not being requested as part of this application.

Assumption Used:

For total annual capital cost, the $8.75M project costs would be applied towards transit shelter components and tower renovations, for 20 years. This useful life was selected both based on the actual lifespan of current station, which will mark 20 years in service in 2024, and because of the high ridership and heavy daily use at this location, which produces a higher level of wear and tear on facilities. In 2019, this station had 795,000 Blue Line boardings.

A 70-year useful life for "Transit Center/Station/Platform" was not used because the original station components with more longevity, including the transit platform itself and the bridge structure, are not part of this renovation.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness $0.00

Other Attachments

File Name	Description	File Size
Blue Line Lake St Renovation - Existing Conditions Photo.pdf	Existing Conditions Photo	2.1 MB
Blue Line Lake St Renovation - Maps.pdf	Maps	17.8 MB
Blue Line Lake St Renovation - Project Summary.pdf	Project Summary	202 KB

Population/Employment Summary

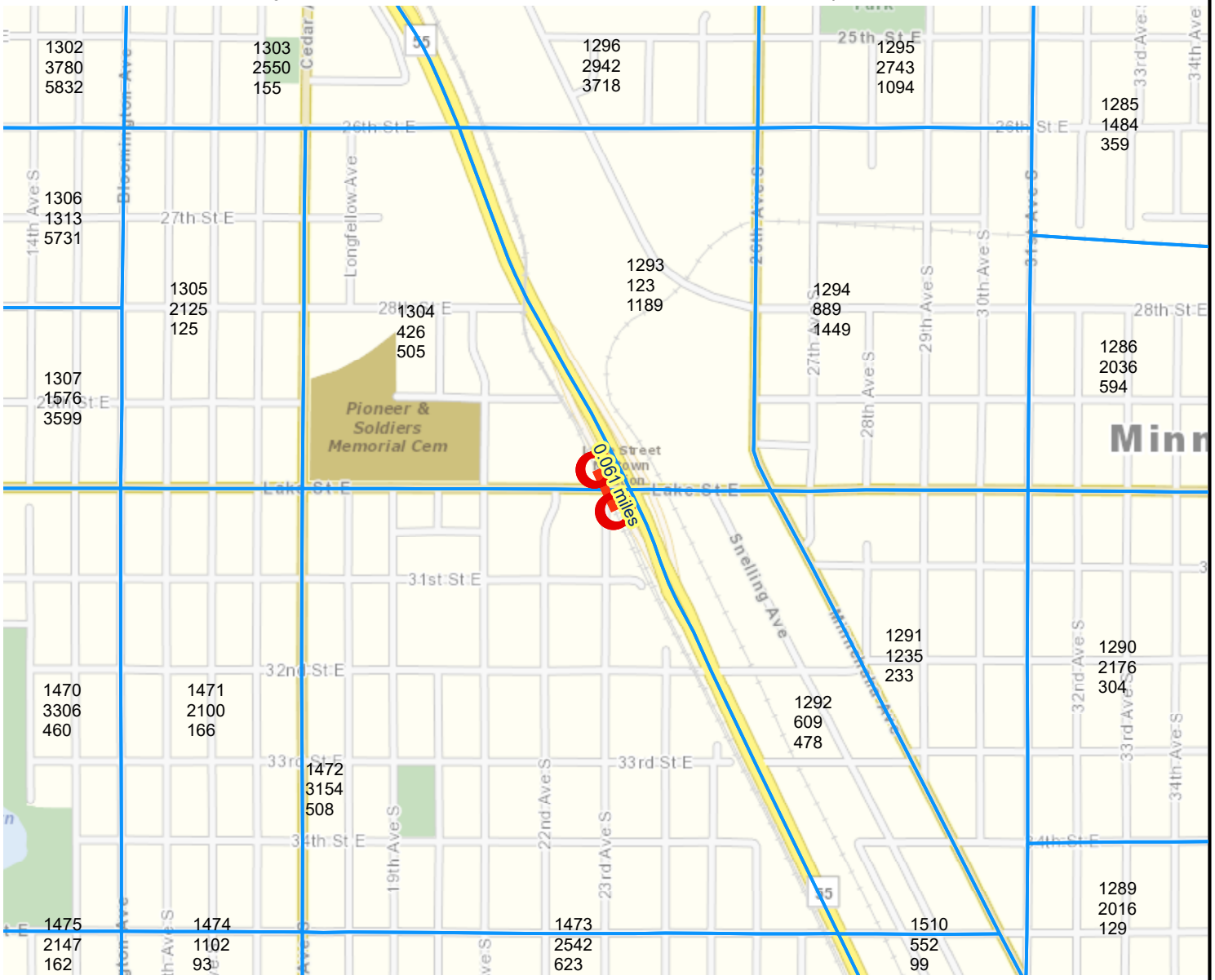
Transit Modernization Project: Blue Line Lake St/Midtown Station Renovation | Map ID: 1646857133207

Results

Within QTR Mile of project:
Total Population: 6436
Total Employment: 4362
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 13603
Total Employment: 8371
Postsecondary Students: 0

Within ONE Mile of project:
Total Population: 47022
Total Employment: 28445



Project Points
Project
Project Area
2016 TAZ

0 0.125 0.25 0.5 0.75 1 Miles

Created: 3/9/2022
LandscapeRSA4

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METROPOLITAN COUNCIL

Transit Connections

Transit Modernization Project: Blue Line Lake St/Midtown Station Renovation | Map ID: 1646857133207

Results

Transit with a Direct Connection to project:
21 27 901
*B Line
*Midtown

**indicates Planned Alignments*

Transit Market areas: 1

Project Points
Project
Project Area
Active Stop
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Transit Routes

Arterial Bus Rapid Transit
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Modern Streetcar

Undetermined
Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit

Light Rail
Modern Streetcar
Undetermined

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 3/9/2022
LandscapeRSA3

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METROPOLITAN COUNCIL

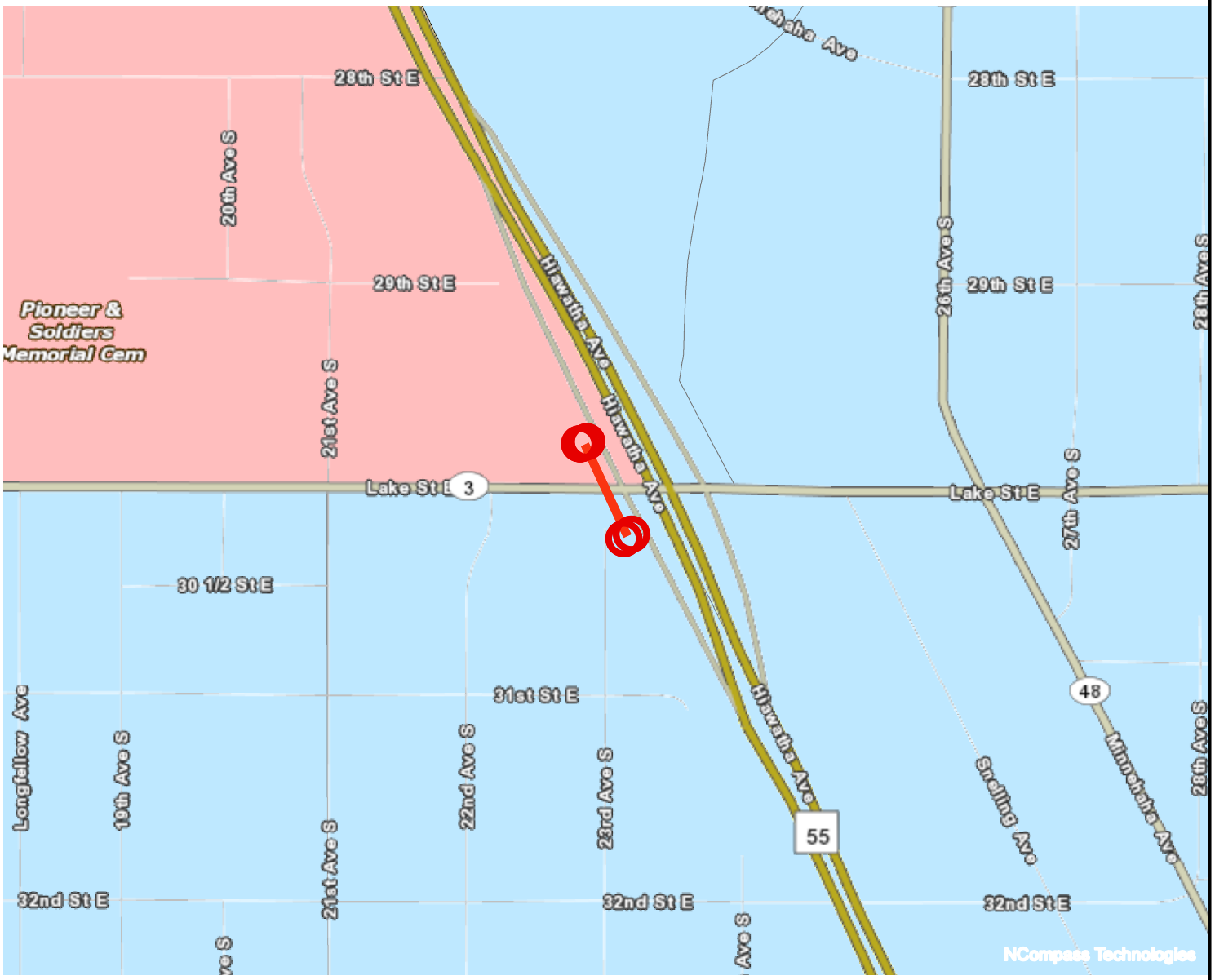
Socio-Economic Conditions

Transit Modernization Project: Blue Line Lake St/Midtown Station Renovation | Map ID: 1646857133207

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1345

Project located IN an Area of Concentrated Poverty.



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 3/9/2022
LandscapeRSA2

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METROPOLITAN COUNCIL

From: Brown, Colleen (DOT)
To: Morrison, Christina
Subject: RE: Blue Line Lake St: regional solicitation question
Date: Thursday, February 24, 2022 12:25:18 PM
Attachments: image001.jpg

Oh, the Hi-Lake project… I am coordinating that project with Hennepin County.
Since your project is just the stations, I would consider this to be 100% of the points, a layout does not apply. This is bullet two from your email below.

Note: I am currently teleworking Monday thru Friday; 8:00 am to 4:00 pm. My phone is not being forwarded, so please contact me via email.

Colleen Brown
MnDOT Metro State Aid
Federal Aid Program Coordinator
colleen.brown@state.mn.us

From: Morrison, Christina <Christina.Morrison@metrotransit.org>
Sent: Thursday, February 24, 2022 11:56 AM
To: Brown, Colleen (DOT) <colleen.brown@state.mn.us>
Subject: RE: Blue Line Lake St: regional solicitation question

Hi Colleen,

Our building renovation design work has not yet begun, but the scope would not impact a MnDOT roadway.

Lake Street is owned by Hennepin County, and MnDOT is currently leading the redesign of all the street-level pavement as part of the Hi-Lake interchange project, for construction in 2024. Because we are already involved in that layout review and it replaces adjacent sidewalks, connecting bus stops, etc., I do not anticipate our station renovation project would make any additional street changes.

Our scope would be focused on the vertical circulation buildings on the north and south side of Lake, as well as elements on the platform, like shelter replacement.

I've attached a few slides to show how the Hi-Lake interchange design and the proposed station renovation fit together from a scope perspective.

Thanks,
Christina

Christina Morrison
Pronouns: she/her
Principal Project Coordinator
Metro Transit
P. 612-349-7690

From: Brown, Colleen (DOT) <colleen.brown@state.mn.us>

Sent: Thursday, February 24, 2022 8:36 AM
To: Morrison, Christina <Christina.Morrison@metrotransit.org>
Subject: RE: Blue Line Lake St: regional solicitation question

A MnDOT layout is only required if the project is making changes to MnDOT roadways. I am not sure exactly what your project includes, but if just renovation of a transit station/building would not require any type of layout. If you are affecting roadways, etc., then a local level layout "may" be required. I would need to know more about the project.
Do you have a more detailed description of the work being done, or drawing/map?

Note: I am currently teleworking Monday thru Friday; 8:00 am to 4:00 pm. My phone is not being forwarded, so please contact me via email.

Colleen Brown
MnDOT Metro State Aid
Federal Aid Program Coordinator
colleen.brown@state.mn.us

From: Morrison, Christina <Christina.Morrison@metrotransit.org>
Sent: Tuesday, February 22, 2022 11:54 AM
To: Brown, Colleen (DOT) <colleen.brown@state.mn.us>
Subject: Blue Line Lake St: regional solicitation question

Hi Colleen,

I am putting together a Transit Modernization application for a renovation of the Blue Line's Lake Street Station. I saw 25% of points are for layout, with the options being:

- 100% Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

- 100% A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – colleen.brown@state.mn.us.

- 75% For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved

layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

- 50% Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**
- 25% Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**
- 0% Layout has not been started

Our initial design work at Lake Street Station is expected to occur in 2022 and 2023 for construction in the 2026/2027 timeframe. This would happen within the transit easements of the station, and is being coordinated with a 2024 MnDOT/Hennepin County reconstruction project at street level.

Does a MnDOT layout requirement apply to transit building changes? I am hoping you can assist me in understanding how a renovation would relate to this application scoring element.

Thanks,
Christina

Christina Morrison
Pronouns: she/her
Principal Project Coordinator | Engineering & Facilities
Metro Transit, a service of the Metropolitan Council
560 Sixth Avenue North, Minneapolis, MN 55411
P. 612-349-7690

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Lake Street / Midtown Station
METRO Blue Line
Metro Transit
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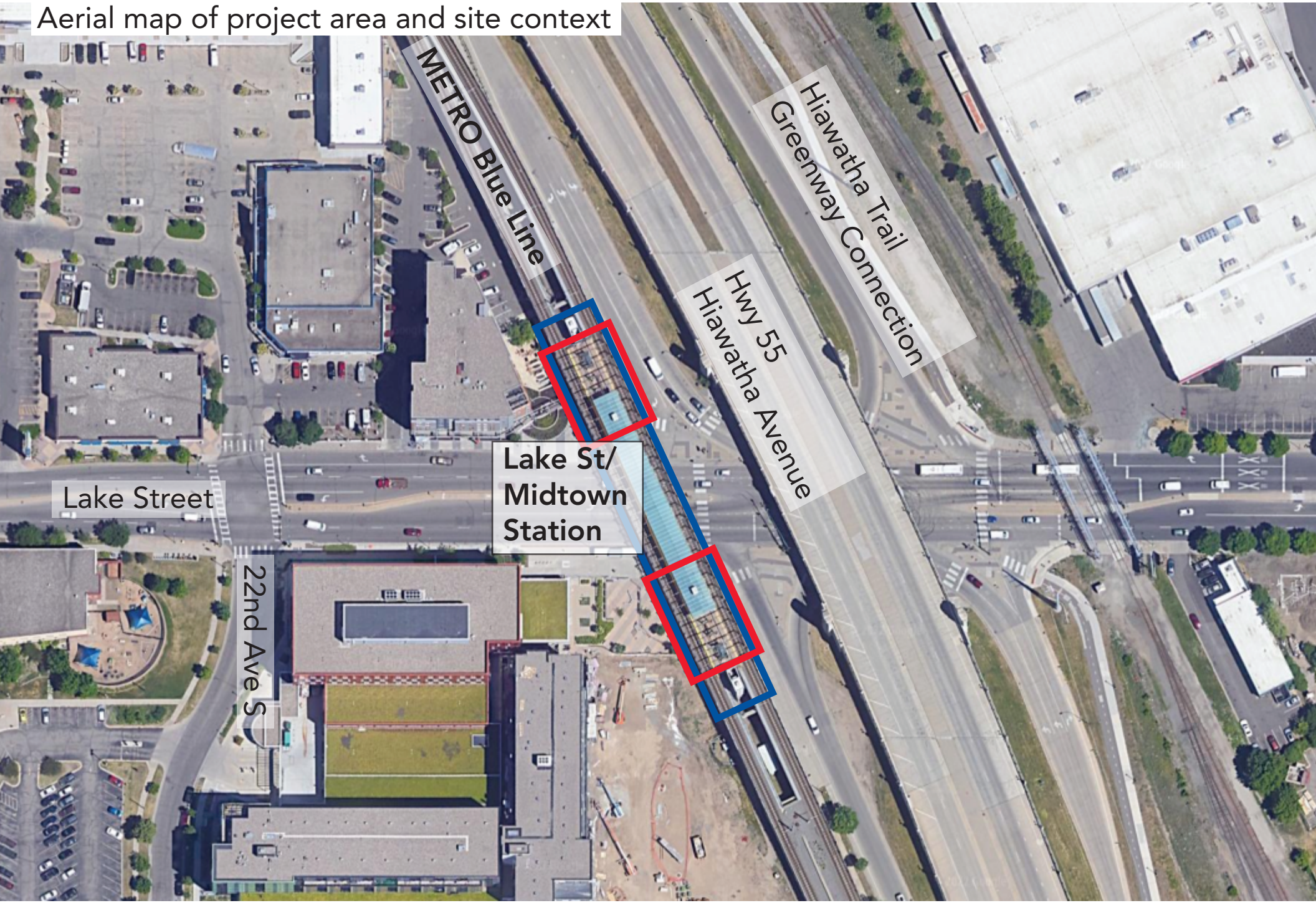
UNLEASH POSSIBILITIES
ST. CLOUD STATE UNIVERSITY
Connect with us!
/MetroTransitMN
@MetroTransitMN
@MetroTransitMN
@MT_MN_Alerts
Metro Transit
2310 East Lake St.
SOUTH TOWER

Supplemental Attachment.
Aerial map of project area and site context



Supplemental Attachment.
Elevation photo of project area

Population/Employment Summary

Transit Modernization Project: Blue Line Lake St/Midtown Station Renovation | Map ID: 1646857133207

Results

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Postsecondary Students: 0

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Postsecondary Students: 0

Within ONE Mile of project:
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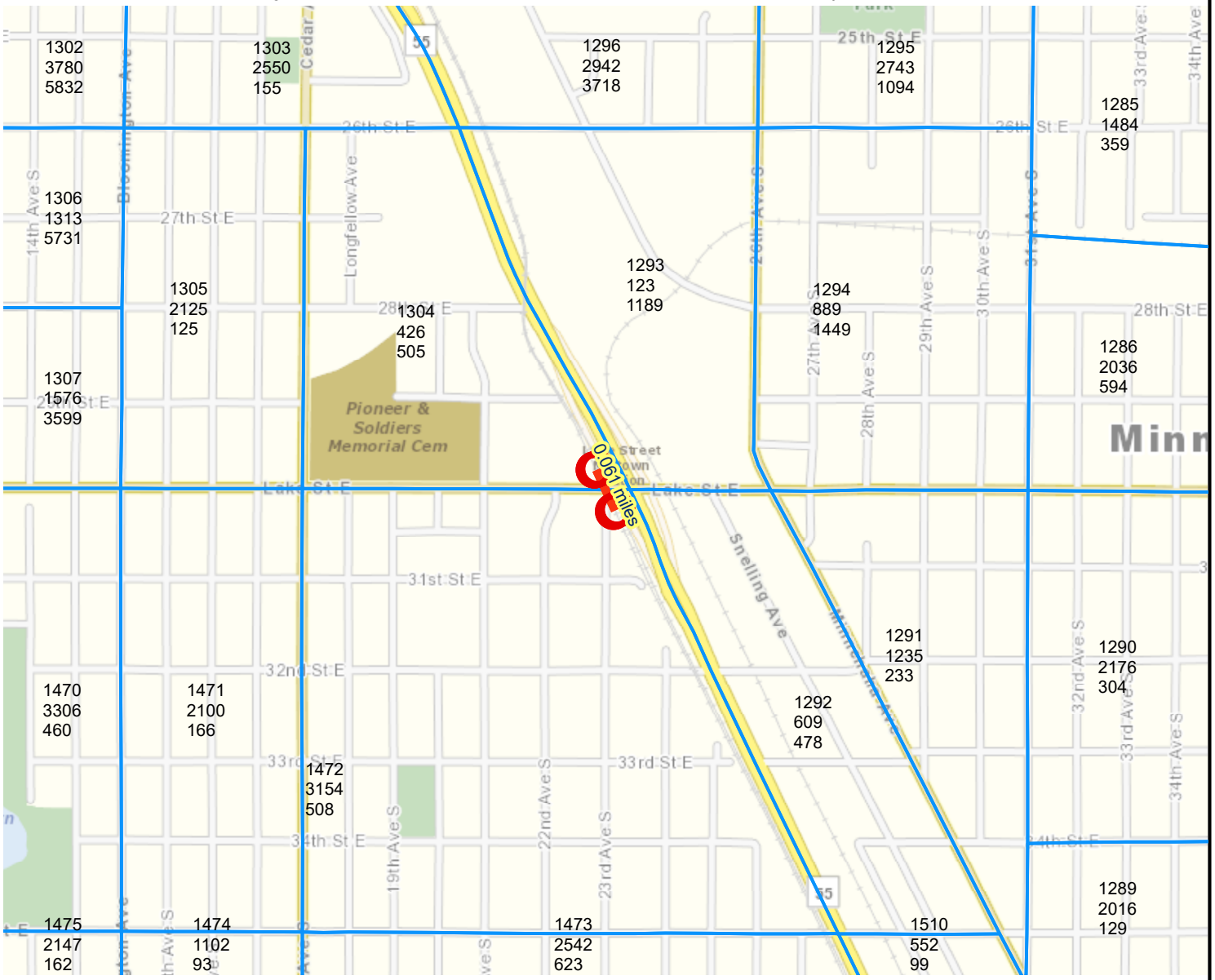
Total Employment: 28445



Project Points
Project
Project Area
2016 TAZ

0 0.125 0.25 0.5 0.75 1 Miles

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LandscapeRSA4

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METROPOLITAN COUNCIL

Transit Connections

Transit Modernization Project: Blue Line Lake St/Midtown Station Renovation | Map ID: 1646857133207

Results

Transit with a Direct Connection to project:
21 27 901
*B Line
*Midtown

**indicates Planned Alignments*

Transit Market areas: 1

Project Points
Project
Project Area
Active Stop
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Transit Routes

Arterial Bus Rapid Transit
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Modern Streetcar

Undetermined
Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit

Light Rail
Modern Streetcar
Undetermined

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 3/9/2022
LandscapeRSA3

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METROPOLITAN COUNCIL

Socio-Economic Conditions

Transit Modernization Project: Blue Line Lake St/Midtown Station Renovation | Map ID: 1646857133207

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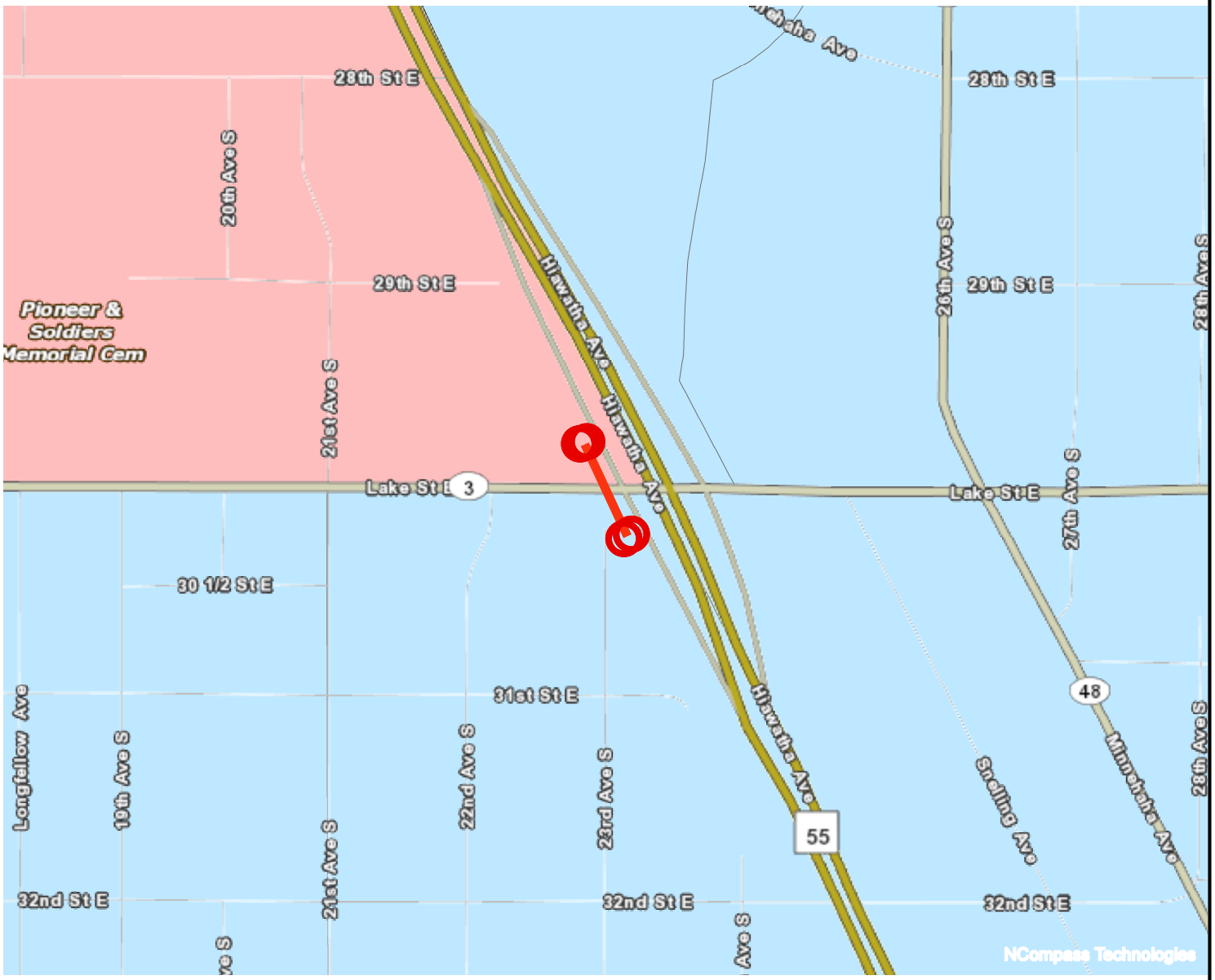
Project located IN an Area of Concentrated Poverty.



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 3/9/2022
LandscapeRSA2

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METROPOLITAN COUNCIL

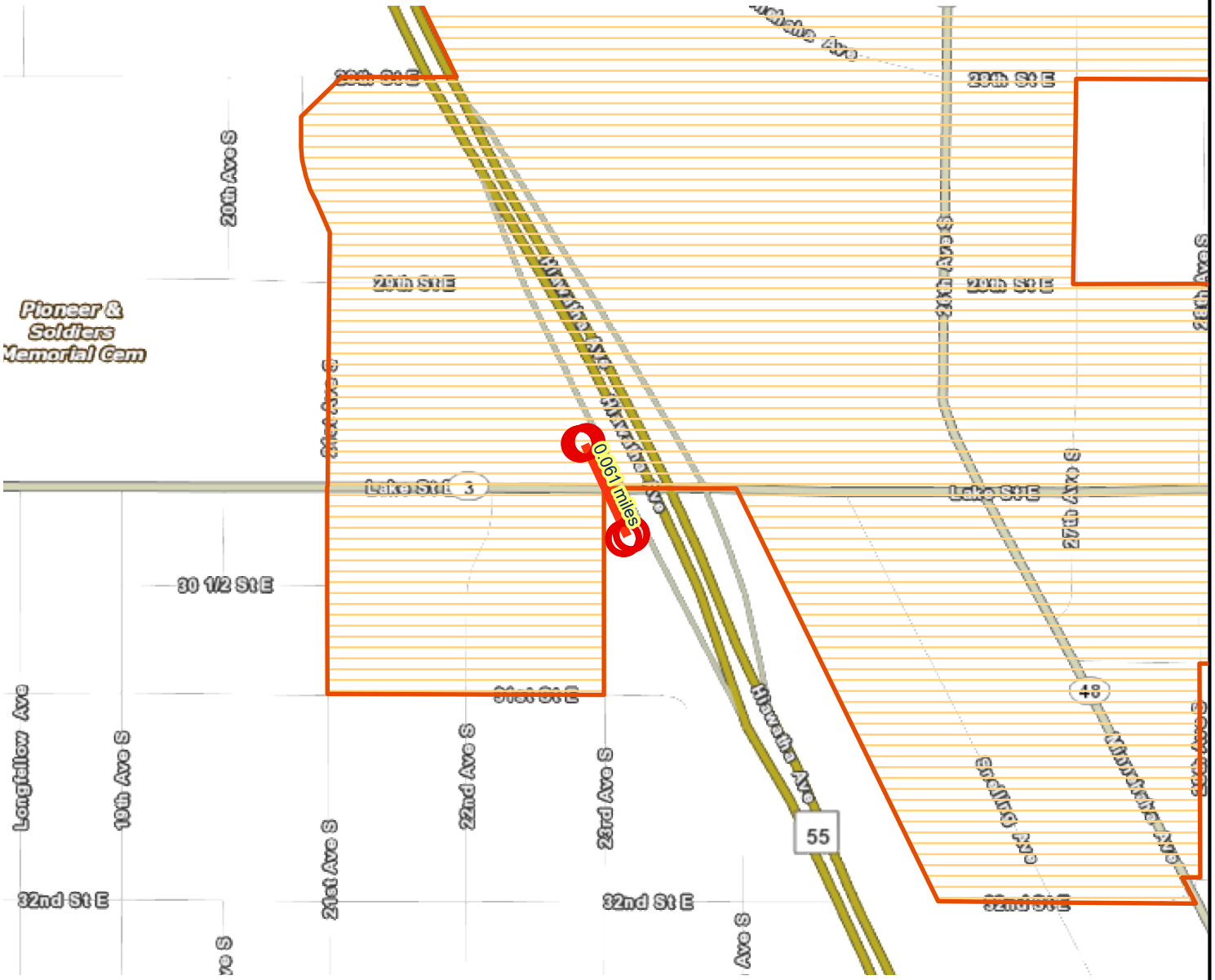
Regional Economy

Transit Modernization Project: Blue Line Lake St/Midtown Station Renovation | Map ID: 1646857133207

Results

WITHIN ONE MI of project:
Postsecondary Students: 4

Total Population: 47022
Total Employment: 28445
Mfg and Dist Employment: 3324



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 3/9/2022
LandscapeRSA5

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METROPOLITAN COUNCIL

Project Name: Blue Line Lake St/Midtown Station Renovation
Applicant: Metro Transit
Requested Award Amount: $7,000,000
Total Project Cost: $8,750,000

Located in Minneapolis, Blue Line Lake St/Midtown Station opened in 2004 with the METRO Blue Line and features an elevated platform spanning over Lake Street, parallel to Highway 55/Hiawatha Avenue. The project scope is to renovate the station's two aging vertical circulation towers and the platform shelters to improve accessibility, enhance customer experience, and reduce the maintenance resources require to keep the station in good condition.

Due to the grade separation and high ridership, improvements to the transit buildings are necessary to ensure station accessibility is fully integrated with the changing site context. The station has the most activity along the Blue Line between downtown and the airport, averaging 2,430 daily weekday boardings and nearly 795,000 annual boardings in 2019. With consistent all-day activity, the station is an integral stop in the transit system.

Approach of the South Tower from Lake Street

In the station's original layout, the entrance to the LRT platform is set back from the street, counterintuitive, and out of public view. Customer feedback, police reports, and staff surveys have illuminated that the design challenges at the station contribute to frequent non-transit uses, which includes perceived and real unsafe conditions.

Maintenance of the station includes daily cleaning, but the current design is prohibitive and burdensome to sustaining a state of good condition. The indoor towers provide a temperature-controlled space for the stairs, escalator, and elevator to operate, they also create narrow spaces that are harder to maintain than open-air stations that are more common in the regional system.

Renovation of Blue Line Lake St/Midtown Station is essential to meet the needs and context of the neighborhood and the riders it serves, as well as maintain a state of good repair for this regional asset.