



Application

17065 - 2022 Transit System Modernization

17655 - 5th St Transit Center

Regional Solicitation - Transit and TDM Projects

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Primary Contact

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***** **Minneapolis** **Minnesota** **55402**
City State/Province Postal Code/Zip

Phone:* 612-673-2151
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What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

Organization Information

Name: MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website: <http://www.ci.minneapolis.mn.us/>
Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

* MINNEAPOLIS Minnesota 55401
City State/Province Postal Code/Zip
County: Hennepin
Phone:* 612-673-3884
Ext.
Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name 5th Street Transit Center
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis
Jurisdictional Agency (If Different than the Applicant): MnDOT

The ABC Ramps, a set of three parking structures at the terminus of I-394 in downtown Minneapolis, were completed in 1992 as part of the I-394 construction using federal funds. The ramps are owned by MnDOT, which has a long-term contractual relationship with the City of Minneapolis to manage, operate and maintain them. The ramps were part of the City's plan to mitigate congestion and maintain walkability in the downtown area.

The Ramps are very large parking garages, with Ramp A having over 3500 stalls, Ramp B over 1600 and Ramp C nearly 1500. Together, they total over 6500 stalls and account for more than 35% of the off-street structured parking managed by the City of Minneapolis parking division. Approximately 48,000 square feet of lobby and skyway space sit unused or underutilized in the Ramps. The Ramps are highly visible landmarks in downtown Minneapolis and are surrounded by a high concentration of working, living and social activities. The Ramps not only provide parking spaces for carpoolers, single occupant vehicle commuters, and attendees of events, they also serve as hubs for Metro Transit, bicycle commuters, Nice Ride bike share, Transportation Network Companies (e.g. Uber and Lyft), and Megabus. Additional fixed route transit, Greyhound, Jefferson Lines, Northstar passenger rail and Blue and Green line light rail stations are accessible within a few blocks. These services and modes are spread out between all three ramps as well as the surrounding neighborhood without sufficient signs, maps or wayfinding within the ramp's skyway or in the surrounding area. This makes it difficult for users to have a seamless transition from one mode to the next and to downtown or the North Loop neighborhood.

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

Currently, the ABC Parking Ramps need updates in operations, services, products, and appearance. Several key factors drive these needs: declining carpool usage, a growing downtown, changing travel behaviors, and evolving technology. Other motivators include empty and unused spaces in the ramps, an outdated look, and safety concerns in nearby neighborhoods.

The purpose of this project is to enhance the ramps, starting with Ramp B, thereby improving transit operations and the transit experience within downtown Minneapolis by providing passengers with features to make transit a more accessible, comfortable, safe, and reliable travel option. The existing transit area at Ramp B is a critical Metro Transit bus layover area. It is a busy transfer station that conveniently links to the downtown skyway system.

(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.

5th Street Transit Center Modernization

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

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 \$1,989,439.00

Match Amount \$497,360.00

Minimum of 20% of project total

Project Total \$2,486,799.00

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

MnDOT

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, 2027

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

Additional Program Years:

2023, 2024, 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

MnDOT

Zip Code where Majority of Work is Being Performed

55403

(Approximate) Begin Construction Date

04/01/2026

(Approximate) End Construction Date

05/28/2027

Name of Park and Ride or Transit Station:

5th Street Transit Center - Ramp B

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)

516 2nd Avenue North, Minneapolis, MN 55403

Primary Types of Work

Park And Ride, Sidewalk, Lighting, Bike Path, Ped Ramps, Signage

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.

Goal A: Transportation System Stewardship:

Objectives:

- Efficiently preserve and maintain the regional transportation system in a state of good repair.
- Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategies: A1 and A2 (Page 2.6)

Goal B: Safety and Security:

Objectives:

- Reduce crashes and improve safety and security for all modes of passenger travel and freight transportation.
- Reduce the transportation system's vulnerability to natural and manmade incidents and threats.

Strategies: B1, B2, B3, B4, B5, and B6 (Page 2.7)

Goal C: Access to Destinations:

Objectives:

- Increase the availability of multimodal travel options, especially in congested highway corridors.
- Increase travel time reliability and predictability for travel on highway and transit systems.
- Ensure access to freight terminals such as river ports, airports, and intermodal rail yards.
- Increase transit ridership and share of trips taken

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

using transit bicycling and walking.

- Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies: C1 - C20 (Page 2.8-2.11)

Goal D: Competitive Economy

Objectives:

- Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.
- Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: D1, D2, D3, D4 (Page 2.11)

Goal E: Healthy Environment

Objectives:

- Reduce transportation-related air emissions.
- Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.
- Provide a transportation system that promotes community cohesion and connectivity for historically underrepresented populations.

Strategies: E1, E2, E3, E4, E5, E6, and E7 (Page 2.12-2.13)

Goal F: Leveraging Transportation Investments to Guide Land Use.

Objectives:

- Focus regional growth in areas that support the full range of multimodal travel.
- Maintain adequate highway, riverfront, and rail-accessible land to meet existing and future demand for freight movement.
- Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies: F1, F2, F3, F4, F5, F6, and F7 (Page 2.14-2.15)

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.

Metropolitan Council, 2040 Transportation Policy Plan

- Chapter 6: Transit Investment Direction and Plan

Hennepin County 2040 Comprehensive Plan

- Transportation: Mobility 2040 Plan (Chapter 2)

Minneapolis 2040, The City's Comprehensive Plan

- Policy 15, 16, 20, 22, 24, and Policy 80

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Twin Cities Shared Mobility Action Plan

- 9. Realign CMAQ Funding and Improve TDM Outcomes

ABC Ramps Transportation Options Plan

The ABC Parking Ramps in Minneapolis - A Unique Past. A Visionary Future.

- Task 9: Encouraging Carpooling, Biking, And Transit Use At The ABC Ramps

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: 03/31/2022

<https://lms.minneapolismn.gov/Download/RCAV2/26538/2022-ADA-Transition-Plan-Update.pdf>

Link to plan:

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 reinstatement 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	\$2,486,799.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$2,486,799.00

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	\$2,486,799.00
Construction Cost Total	\$2,486,799.00
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	107410
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	133

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.

5th Street Transit Center 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.

1649692332187_Population_Employment.pdf

Measure B: Transit Ridership

Existing transit routes directly connected to the project

3, 5, 14, 22, 94, 353, 363, 721, 755, 760, 761, 763, 764, 766, 768, 781, 789, 850, 852, 901-METRO Blue Line, 902-METRO Green Line, 923-METRO C 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 D Line (Chicago-Emerson-Fremont Arterial BRT)

Select all transitways that apply.

Upload Map

1649692655051_Transit Connections.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

3, 5, 14, 22, 94, 353, 355, 363, 365, 375, 721, 755, 760, 761, 763, 764, 766, 768, 781, 789, 850, 852, 901-METRO Blue Line, 902-METRO Green Line, 923-METRO C 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:

The ideas and goals for this project came from multiple outreach activities:

- Move Minneapolis conducted a commute survey at nearby businesses in February 2020. Paper surveys were distributed in both English and Spanish. The survey captured data from 29 respondents. Of the 29 respondents, 66% of them commute by driving alone, 31% use transit and 3% commute by bike. Breaking it down further, the results showed that 75% of the respondents who drove alone were English speakers whereas 25% of the respondents were Spanish speakers.

- ABC Ramps Transportation Options Plan - The 2018 Transportation Options Plan, completed by the University of Minnesota, conducted engagement activities throughout the planning process of this project. This included surveys, stakeholder interviews with commuters, skyway intercept surveys and focus groups. While a significant portion of the plan focused on programs and services, the following were identified as major physical concerns: safety (both perceived and real), lighting, a need for mobility hub amenities and better wayfinding.

- Urban Land Institute (ULI) - The Urban Land Institute was hired for a Technical Assistance Panel (TAPs) in 2019 to evaluate how to move forward in the management and development of the downtown Minneapolis ABC Ramps to create a thriving mobility hub in the heart of the city, improve pedestrian and other commuter connections, revitalize unused and underutilized spaces, and add new uses within the ramps. This project was developed based on the preliminary ideas and goals developed during the ULI tap process.

Response:

The ULI TAP included national and local experts and used stakeholder interviews during their process. Stakeholders included local businesses, major employers, St. Stephens, the Downtown Council, the Twins, among others. Panelists spent three days reviewing the site's issues, meeting with stakeholders and crafting recommendations for MnDOT to consider enhancing the Ramps in an effort to incorporate more mobility to, from and within the structures.

- The transit center designs were shared with the NuLoop Partners monthly meeting in August 2020 and the major property developer Hines, building the North Loop Green project next to Ramp C in 2021.

- The Musicant Group has also been working with the city since late 2019 piloting public art, wayfinding and placemaking in the space. They have surveyed ABC Ramp's visitors throughout the process and have worked with Walker (who developed the designs for the project) to incorporate that feedback into the design.

(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.

The 5th street Transit Center project provides safety, access, and public health benefits to the City's equity populations in an area adjacent to concentrated poverty. For the region to reach its full economic potential, all its residents must be able to access opportunities for success, prosperity, and quality of life.

Current ABC Ramps users are overwhelmingly White, high-income, and young adults (aged 26-35). There is great potential for expanding the user base to low-income, older, and minority consumers, especially those who rely on the various services that only a mobility hub can offer for their daily commute. These users may be more sensitive to pricing and costs.

Response:

The modifications will expose more users to programs like the Guaranteed Ride Home Program (GRH). This program covers the cost of an emergency ride home for people who commute to work sustainably and need a ride for any unplanned event, such as a sick child, or unplanned overtime. The rider simply pays for a taxi, Uber, or Lyft trip, submits the receipt online, and receives a check in the mail. Anyone who travels to a job, post-high school education, or a day-long volunteer opportunity and takes a bus, train, bike, and/or carpool at least three days a week is eligible for this program.

A safe environment at the bus stop, bus stops and shelters designed for all ages and abilities, and shelters designed for better weather protection are community priorities. Today, the ramps are guard-patrolled and have 24-hour security systems. Guards are available to escort people to their vehicles at any time of the day or night.

The ramps already provide a wide range of options for users to take advantage of for their commute. Unfortunately, for various reasons, they are not being utilized to their full capacity. This project would expand the user base, thus maximizing the use of the transit center by implementing the following:

- Remodeling the transit lobby spaces
- Remodeling exterior waiting areas
- Improving wayfinding for pedestrians and events
- Creating highly visible demarcation landmarks
- Adding linear and pedestrian scale lightings
- Ceiling ribbon wayfinding and pavement marking walkways
- Raising pedestrian crossing areas with tabletops at platforms
- Improved bus lanes and loading stations
- Creating vestibules for rider visibility and safety
- Improving lighting at interior finishes
- Creating accessible spaces for art, social programming, etc.
- Creating consistency by linking the palette of the Skyway improvements to the transit area
- Improving bus rider information boards

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

Measure C: Affordable Housing Access

Describe any affordable housing developments existing, under construction, or planned within 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.

As shown in the Socio-Economic Conditions map, the 5th Street Transit Center project is located adjacent to an area of concentrated poverty. Modernizing the transit center will transform it into a regional Mobility Hub thereby improving the ability for all users, especially for residents of affordable housing living within half a mile of the project area to seamlessly access transit and other modes of transportation safely once they arrive at the transit center.

The following project goals directly benefits the current and future affordable housing residents within half a mile of the project:

- Increase urban presence and coherence
- Create legibility around transit and pedestrian routes
- Enhance the public realm and prioritize safety

Response:

Proposed methods to accomplish said goals include:

- Establish wayfinding and emphasize placemaking
- Improve pedestrian connections
- Update materials, lighting, and signage
- Engage community partners

The City's Public Housing Authority (MPHA) provides a clean, safe, and affordable living environment for eligible lower and very low-income

individuals and families. The proposed project will improve access for residents of the following affordable housing developments within half a mile of the project area, as shown in the attached equity populations and destinations map:

- The Atrium, 314 Hennepin Ave
Existing development

299 total units

299 affordable units - 1BR:297, 2BR:2

Public housing

- City Place Lofts, 730 Hennepin Ave

Existing development

55 total units

55 affordable units - 0BR:12, 1BR:36, 2BR:7

Subsidized-other, tax credit (LIHTC 4%), tax credit (LIHTC 9%), Section 42

- Salvation Army Hope Harbor, 53 Glenwood Ave

Existing development

96 total units

96 affordable units - 0BR:96

Subsidized-other, tax credit (LIHTC 9%), Section 42

- Central, Central

Existing development

45 total units

45 affordable units

Tax credit

- 222 Hennepin, 222 Hennepin Ave

Existing development

286 total units

3 affordable units - 1BR:2, 2BR:1

Subsidized-other

Many of the transit routes with origins and destinations to and from the transit center go through areas of high concentrated poverty and affordable housing.

In addition, the city's Downtown Community Storage program, located in the basement of Ramp B, offers free storage for personal belongings for an unlimited amount of time. This project will provide a safe space for low-income individuals and families, looking to protect their belongings from loss or theft, while giving them an opportunity to commute to and from work or pursue employment with one less burden.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

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.

1649693372069_Socio-Economic Conditions.pdf

Measure A: Description of emissions reduced

The ramps were designed to offer multi-modal programs that ease congestion, improve air quality, and reduce single occupancy vehicles from I-394 by encouraging carpooling and transit use that are now increasingly used by single occupant drivers and surrounded by congested streets.

At the time the ramps were built, the ramp goals were aligned with the city of Minneapolis' parking system goals and the I-394 Corridor Management Plan. Since that time, however, the transportation modes, technologies, and plans surrounding the ramps have changed, as have the travel behaviors of the users. As the ramps reach the midpoint of their design life, this project examined the programs, policies, and goals developed for the ramps to ensure they continue to address current transportation challenges and align with regional stakeholder's goals and emerging trends, behaviors, and technology. The project culminated in a series of recommendations with implementation strategies for the ABC ramp management to improve its practice towards reducing congestion and improving air quality in downtown Minneapolis through innovative programming and marketing.

Response:

Modernizing the 5th Street Transit Center is a significant step towards transforming it into a regional Mobility Hub thereby improving the ability for customers to access transit via an integrated suite of mobility services provided at defined locations around existing and new transit stations, allowing transit riders to seamlessly access other modes of transportation once they arrive at the transit center. Accessibility improvements, improvements to waiting platforms, improvements to indoor waiting facilities, better connection from the transit center to skyway will greatly improve

access to transit and other multimodal elements and the transit riding experience, thus increasing ridership at the 5th Street Transit Center.

The following project improvements will directly reduce emissions:

- Improved bus lanes and loading station - This will minimize confusion for bus drivers as they enter the transit center, thereby reducing vehicle acceleration/deceleration and idling times. There will be clear demarcations for loading and "dead head" areas.

- Add raised pedestrian crossing areas with tabletops at bus stop platforms - This will increase pedestrian safety by reducing driver speeds. It will also enhance the movements of low mobility users and enable faster boarding and alighting for all riders.

- All lighting will be upgraded to LED lights.

- Improved ceiling ribbon wayfinding and pavement marking walkways along with consistent skyway improvement palettes will encourage more users to take advantage of other modes of transportation like walking and biking from the transit stops to their destination.

(Limit 2,800 characters; approximately 400 words)

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

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

The Ramps are no longer a barrier on the edge of downtown, they are a bridge connecting the city to the exciting redevelopment that has occurred over the last several years in the North Loop neighborhood; adding new residents and businesses. It will be very important to foster stronger experiential connection between the two vibrant areas of the city. MnDOT is focused on improving pedestrian connections in the following areas.

- Entryways and exterior edges - Elevating the key entryways into the Ramps will help to prioritize the user experience.

- Pathways in and around - Visitors to the area should be able to clearly identify how to navigate to and from the Ramps which will require that pathways in and around them are a pleasing and safe experience. In addition, improving the street experience along adjacent streets, with public art, will help to draw users to the transit center.

- Lobby and congregation areas - Current conditions in the lobby and congregating areas are stark and uninviting. Adding comfortable places to sit, tables, plantings, soft lighting, and music could provide a more inviting experience.

The ramps were first put into service more than 30 years ago and most components have an outdated look, while buildings around the ramps are being updated and renovated. The ramps may appear unsafe, which could reduce activity within the space. The ramps, however, could contribute to the vibrancy, economic development, and feeling of safety in the area if they are updated, lighting is improved, pedestrian connections added, and more purposeful activity occurs in the space.

Response

Improvements that enhance perceptions of security increase the odds that drivers will opt to use the ramps to connect to other modes of transportation services or parking. A safe environment at the bus stop, bus stops and shelters designed for all ages and abilities, and shelters designed for better weather protection are community priorities. Currently the ramps are guard-patrolled and have 24-hour security systems. Guards are available to escort people to their vehicles at any time of the day or night.

The goal of this project is to increase the urban presence and coherence, creating legibility around the transit and pedestrian routes, and enhance the public realm while prioritizing public safety. This project is in line with MnDOT's mission, to plan, build, operate and maintain a safe, accessible, efficient and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally and around the world.

As currently configured, the ABC Ramps already have many components of a mobility hub. In addition to parking for standard vehicles and bicycles, there are recharging stations for electric vehicles and showers for bicyclists. There are also transit stations with connections to light rail, passenger rail, inter- and intra-city bus, skyways, and bike trails. Building upon this can lead to a complete mobility hub over several stages. Ramp B offers many services and opportunities including:

- A Connection to Butler square

- Close proximity to Minnesota Twins' Target Field, the Minnesota Timberwolves' Target Center and

the historic downtown entertainment district.

- Skyway access to many downtown locations
- Access to and from I-394
- It is the closest ramp to the Light Rail Station
- Motorcycle and scooter parking
- Bicycle lockers/cages and showers
- 1602 parking spaces
- 8 electric charging spaces

The following interior modifications to the current working conditions of the transit lobby spaces will improve the overall transit service to all users.

- Create vestibules for rider visibility and safety
- Improve lighting at interior finishes
- Create accessible spaces for art, social programming, etc.
- Consistency: Link palette of skyway improvements to transit area
- Improved bus rider information boards

As part of the larger Ramp B transformation, this project suggests exterior modifications to make the space more approachable and visually connected to adjacent streets. Those modifications include:

- Improving wayfinding for pedestrians and events

- Allocating spaces for public art
- Creating highly visible demarcation landmarks
- Adding linear and pedestrian scale lightings
- Ceiling ribbon wayfinding and pavement marking walkways
- Raising pedestrian crossing areas with tabletops at platforms
- Improved bus lanes and loading stations
- Prominent vestibules for rider visibility and safety
- Durable exterior seating

These improvements would make the transit center less imposing and create a more deliberate and inviting connection to the growing North Loop neighborhood and downtown. Furthermore, Metro Transit is home to one of the largest collections of public art in the Upper Midwest. The Public Art in Transit program expresses Metro Transit's commitment to excellence. Metro Transit encourages creativity and innovation in all things, including art in its public places. The integrated public art program supports function with forms that may inspire discovery in otherwise predictable spaces.

Accessibility improvements, improvements to waiting platforms, improvements to indoor waiting facilities, better connection from the transit center to skyway will greatly improve the transit riding experience and thus increase ridership at 5th Street Transit Center.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The ABC Ramps are so much more than places to park. As a mobility hub, they connect the dots from home to the workplace with options. For commuters who drive, carpooling provides extra perks! Carpools drive for free in the E-ZPass lanes (I-394, I-35W, I-35E) and park in the ramps for a cost. Bicyclists have a new bike room in Ramp B, bike locker rental and showers. Metro Transit operates transit bus hubs out of all three ramps. The Northstar commuter rail, Blue and Green Line LRT station at Target Field are just steps away from Ramp B. For destinations more than a couple of blocks away, the last leg of the trip can be completed via the skyway system or with Nice Ride bike or scooter-share available next to the entrance of each ramp.

Response

Modifying the existing layout, creating a vibrant activity center for mobility and enhanced user experience could transform the area into a "Minneapolis Grand Central Station" type experience. We imagine the skyway by the ramps (with Ramp B as the center), to be modified to include an information kiosk, and dedicated spots for the new transit flex pass users and carpoolers. This level of the ramps has an opportunity to offer a wow factor, with enhanced design features, retail uses, area for local and historic information and promotional area for neighborhood businesses and downtown attractions.

Travelers using the proposed modernized transit center will need information through signage to be able to make transportation choices. Transfer between transit, parking, biking, walking, and shared mobility options will be seamless and as easy to navigate. The establishment of wayfinding and emphasis on placemaking will improve pedestrian connections to nearby areas.

Furthermore, the modifications will provide more visible access to the new bicycle amenities, with clear demarcations, making biking more appealing to all users. The transit center offers bicyclists the following amenities:

- Bicycle lockers - weatherproof, secure lockers conveniently located near the downtown bicycle paths near all three ramps.
- Bicycle racks - located outside all three ramps.
- Showers - secure, convenient, and in Ramps A and B.
- Proximity to downtown bike paths and lanes.
- Nice Ride stations - located at several locations around all three ramps.

Bicycling not only promotes good health but give individuals another choice on how to commute. In Minneapolis, bicycles are welcome on the light rails and buses, giving riders the ability to commute to farther destinations while using transit.

(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.

Yes

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.

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.

Most of the outreach conducted for this project were done by in person methods. These include:

- A commute survey conducted by Move Minneapolis at nearby businesses in February 2020. Paper surveys were distributed in both English and Spanish. The survey captured data from 29 respondents. Of the 29 respondents, 66% of them commute by driving alone, 31% use transit and 3% commute by bike. Breaking it down further, the results showed that 75% of the respondents who drove alone were English speakers whereas 25% of the respondents were Spanish speakers.

- ABC Ramps Transportation Options Plan - The 2018 Transportation Options Plan, completed by the University of Minnesota, conducted outreach activities throughout the planning process of this project. This included surveys, stakeholder interviews with commuters, skyway intercept surveys and focus groups. While a significant portion of the plan focused on programs and services, the following were identified as major physical concerns: safety (both perceived and real), lighting, a need for mobility hub amenities and better wayfinding.

- The Urban Land Institute Technical Assistance Panel used stakeholder interviews to evaluate how to move forward in the management and development of the downtown Minneapolis ABC Ramps. Stakeholders included local businesses, major employers, St. Stephens, the Downtown Council, the Twins, among others. Panelists spent three days reviewing the site's issues, meeting with stakeholders and crafting recommendations for MnDOT to consider enhancing the Ramps in an effort to incorporate more mobility to, from and

Response:

within the structures.

- The transit center designs were shared with the NuLoop Partners monthly meeting in August 2020 and the major property developer Hines, building the North Loop Green project next to Ramp C in 2021.

- The Musicant Group has also been working with the city since late 2019 piloting public art, wayfinding and placemaking in the space. They have surveyed ABC Ramp's visitors throughout the process and have worked with Walker (who developed the designs for the project) to incorporate that feedback into the design.

(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. Yes

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.

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

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 Yes

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

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:	\$0.00
Total Annual Capital Cost of Project	\$35,525.70
Total Annual Project Cost	\$35,525.70

Assumption Used:

The total annual capital cost of the project is based upon the FTA guidelines on years of useful life for a Transit Center/Station/Platform of 70 years.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness	\$0.00
--------------------	--------

Other Attachments

File Name	Description	File Size
04_07_2022, MnDOT Letter of Support, Ramp B.pdf	MnDOT Letter of Support	199 KB
2022 April Reg Sol Mpls ABC Ramp Support Letter.pdf	Metro Transit Letter of Support	285 KB
2022 Regional Solicitation Letter of Commitment.pdf	Minneapolis Letter of Commitment	2.7 MB
ABC equity maps.pdf	Equity populations and destinations map	1.0 MB
Design Memo - ABC Modernization + Mobility Hub Projects_Final.pdf	Design Memo Report	231 KB
Project Summary.pdf	SUMMARY	411 KB
Ramp B Concept.pdf	Maps and Concept Drawings	926 KB
Regional Economy.pdf	Regional Economy map	4.5 MB

Population/Employment Summary

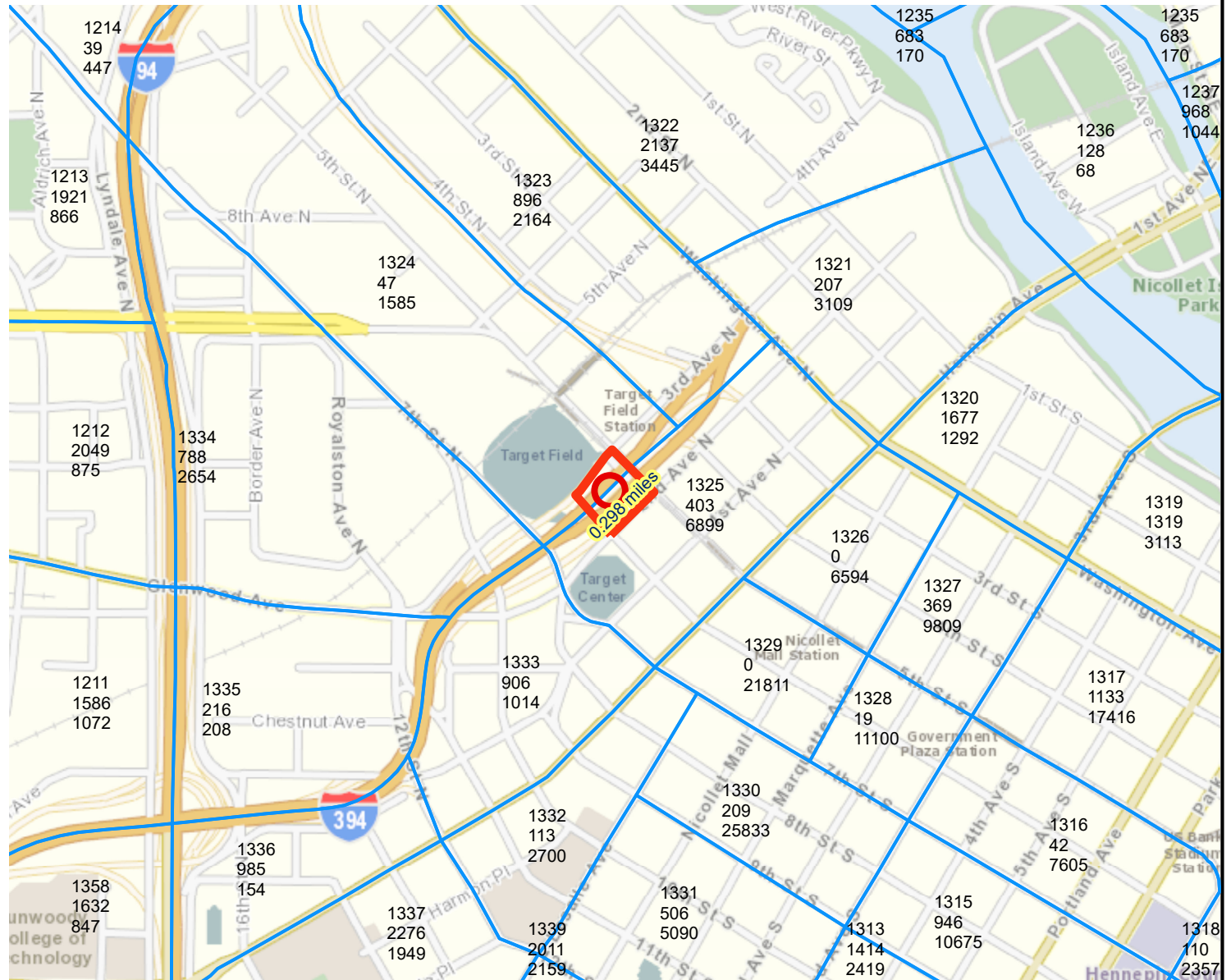
Transit Modernization Project: 5th Street Transit Center | Map ID: 1646837734777





Results

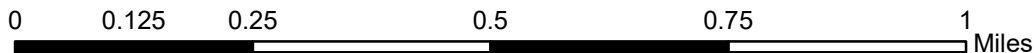
Within QTR Mile of project:
 Total Population: 3153
 Total Employment: 45421
 Postsecondary Students: 133

Within HALF Mile of project:
 Total Population: 11754
 Total Employment: 107410
 Postsecondary Students: 133

Within ONE Mile of project:
 Total Population: 37504
 Total Employment: 169957



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/9/2022
 LandscapeRSA4



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Transit Connections

Transit Modernization Project: 5th Street Transit Center | Map ID: 1646837734777

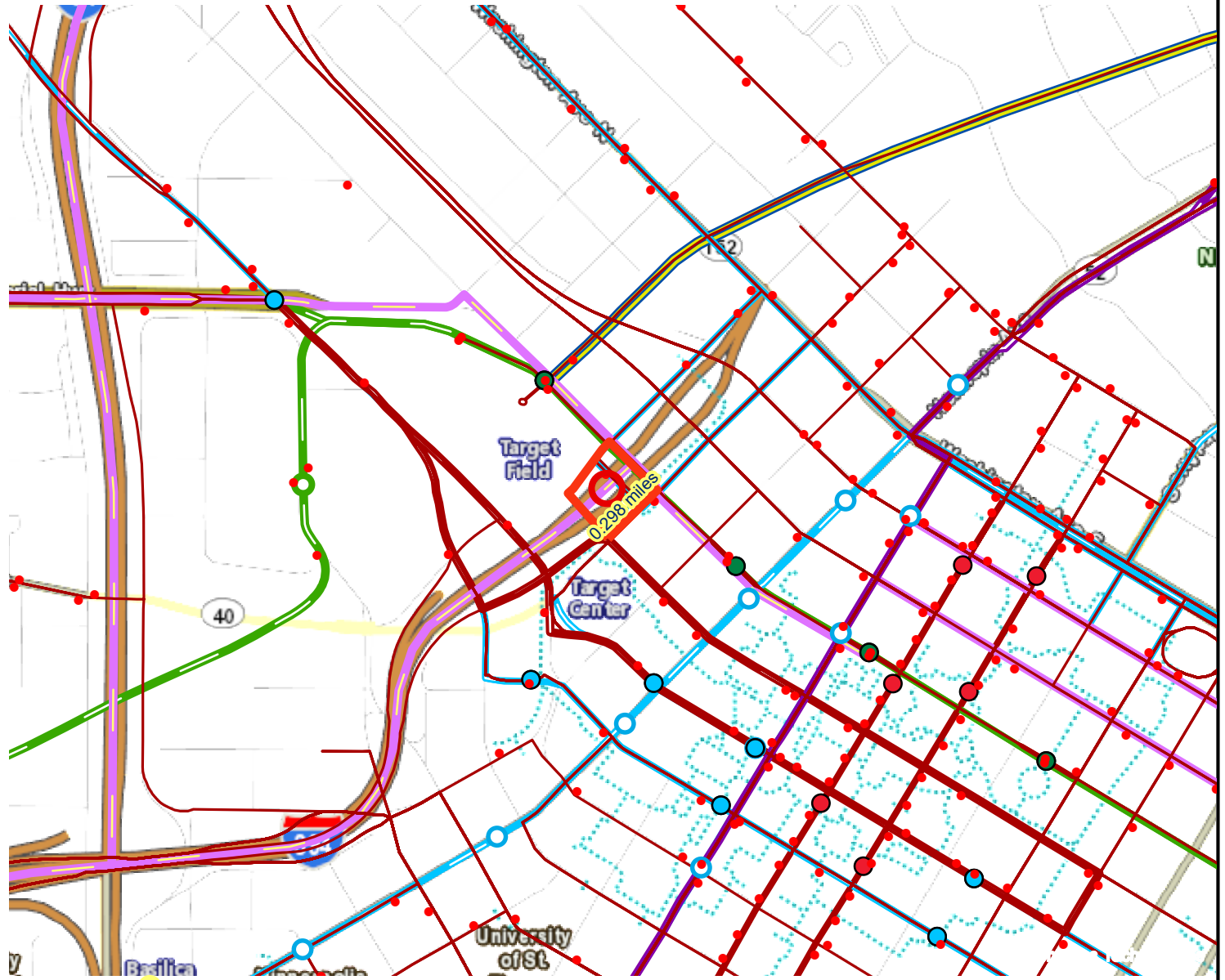
Results

Transit with a Direct Connection to project:
 14 22 3 353 363 5 721 755 760 761 763
 764 766 768 781 789 850 852 901 902 923 94

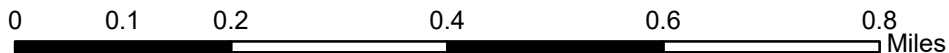
- *H Line
- *D Line
- *Highway 169
- *I-394/Hwy 55 (Option A)
- *I-394/Hwy 55 (Option B)

*indicates Planned Alignments

Transit Market areas: 1



- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar | | Highway Bus Rapid Transit |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | | | |
| | Arterial Bus Rapid Transit | | | | | | | | | | |



Created: 3/9/2022
 LandscapeRSA3



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<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



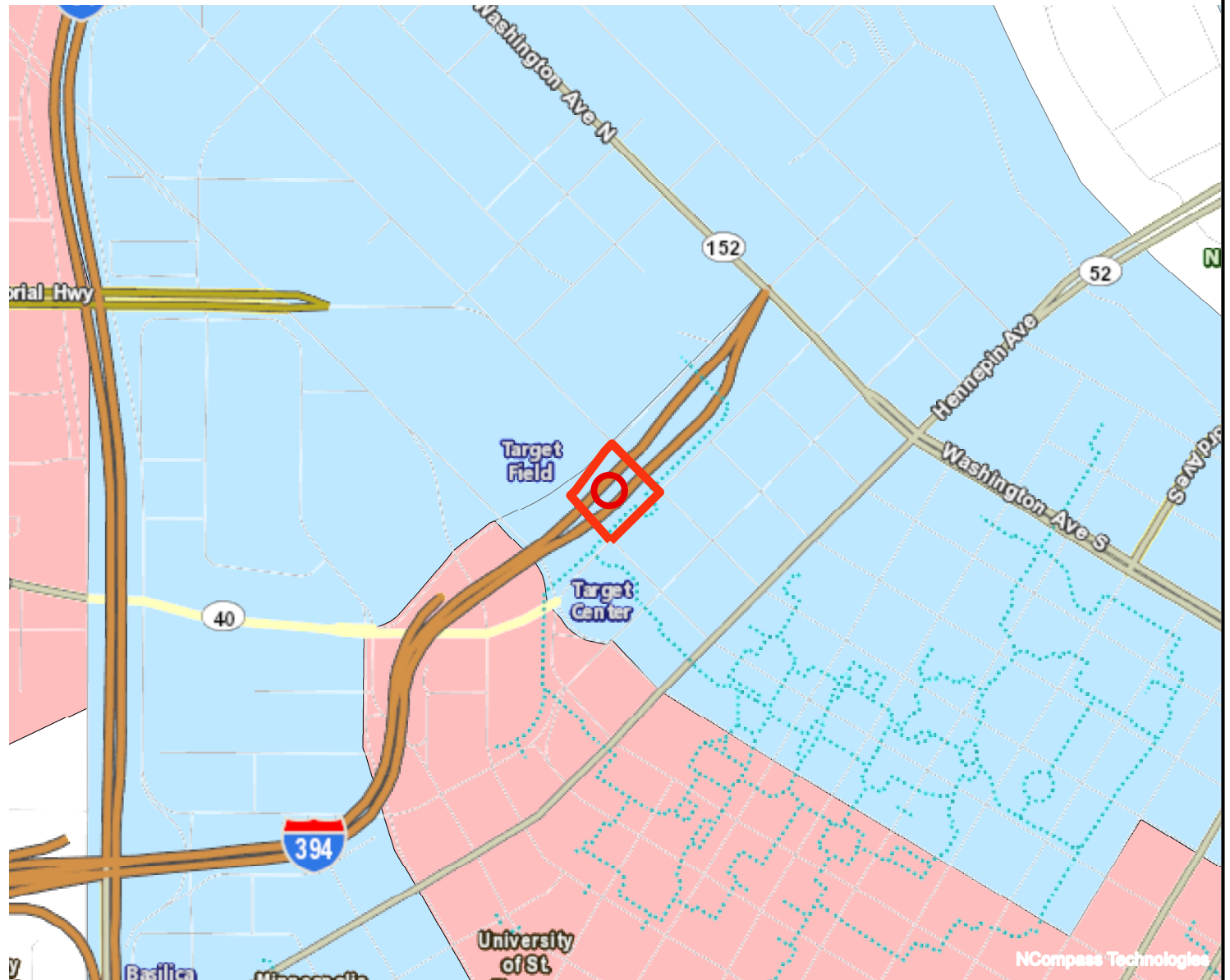
Socio-Economic Conditions

Transit Modernization Project: 5th Street Transit Center | Map ID: 1646837734777

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2021

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



- Points
- Lines
- Area of Concentrated Poverty
- Regional Environmental Justice Area



Created: 3/9/2022
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>





**395 John Ireland Boulevard
St. Paul, Minnesota 55155**

April 7, 2022

Ms. Elaine Koutsoukos
TAB Coordinator, Transportation Advisory Board
Metropolitan Council
390 North Robert Street
St. Paul, Minnesota 55101

Dear Ms. Koutsoukos,

The Minnesota Department of Transportation (MnDOT) is partnering with the City of Minneapolis on the 2022 Regional Solicitation federal transportation request for the 5th Street Transit Center (Ramp B). The project will provide transit modernization improvements to the 5th Street Transit Center.

MnDOT is the owner of the ABC Ramps. MnDOT has requested the City apply as the lead applicant on behalf of the State. The State and City have a long-term contractual relationship for the City to manage, operate and maintain the ABC Ramps. The Minneapolis Public Works Department would lead this proposed remodel project similar to current arrangements for other repair and construction projects for the ABC ramps.

MnDOT will provide the required local match using ABC Ramps discretionary funds. ABC Ramps discretionary funds are state funds collected from parking revenue. MnDOT commits to covering the 20% match and any additional costs associated with the project. ABC Ramps discretionary funds projects are reviewed by a committee with ABC Ramps partners internally and externally, and then projects are given final approval by MnDOT leadership. The 20% match request for this project was reviewed and approved in March 2022 by this process.

The project is consistent with multiple planning efforts undertaken in the ABC Ramps in recent years. The current vision for the ABC Ramps is to transform the underutilized spaces into mobility hubs with modern amenities that support transit and other mobility options. This is our priority project for mobility hub renovations and will be a major improvement for transit operations and the customer experience for transit riders, and other visitors to the ABC Ramps.

Project Details

Project Name:	5 th Street Transit Center (Ramp B)
Project Funding - Federal Amount Requested:	\$1,989,439
Project Funding – 20% MnDOT match:	\$497,360 (ABC Ramps discretionary funds)
Total Project Cost:	\$2,486,799
Funding Year:	2026 – 2027 (also marked 2023-2025 as feasible if earlier funding becomes available)
Proposed Improvements:	<ul style="list-style-type: none">• Remodeling the transit lobby spaces• Remodeling exterior waiting areas• Improving wayfinding for pedestrians and events• Creating highly visible demarcation landmarks• Adding linear and pedestrian scale lighting• Ceiling ribbon wayfinding and pavement marking walkways• Raising pedestrian crossing areas with tabletops at platforms• Improved bus lanes and loading stations• Creating vestibules for rider visibility and safety• Improving lighting at interior finishes• Creating accessible spaces for art, social programming, etc.• Creating consistency by linking the palette of the Skyway improvements to the transit area• Improving bus rider information boards

Sincerely,



Nancy Daubenberger, P.E.
Interim Commissioner

cc: Kirby Becker, Data, Asset Management & Innovation Supervisor, Office of Transit and Active Transportation
Nicole Campbell, ABC Ramps Program Coordinator, Office of Transit and Active Transportation
Tim Mitchell, Assistant Director, Office of Transit and Active Transportation
Mark Nelson, Director, Office of Transit and Active Transportation
Jean Wallace, Assistant Director, Modal Planning and Program Management Division

Equal Opportunity Employer



560 Sixth Avenue North
Minneapolis, MN 55411-4398

April 1, 2022

Ms. Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
Metropolitan Council
390 North Robert Street
Saint Paul, MN 55101

Dear Ms. Koutsoukos,

Metro Transit supports the City of Minneapolis's 2022 Regional Solicitation federal transportation request for the 5th Street Transit Center (Ramp B). The project will provide transit modernization improvements to the 5th Street Transit Center.

This project will make transit more attractive to existing riders by creating ADA-complaint boarding areas, improving pedestrian crossings, providing multi-modal connections through wayfinding and design, enhancing the public realm, and improving pedestrian connectivity between the downtown skyway system and the Target Field light rail and commuter rail stations.

Metro Transit and the City of Minneapolis have an interagency agreement dating back to 1989 for transit operations in Ramp B. Metro Transit, the City of Minneapolis and MnDOT have coordinated throughout the design process and will continue to coordinate on this project through final design and construction.

The ABC Ramps maintenance and operations plan requires Metro Transit approval to spend discretionary funds on transit improvements in the ABC Ramps. MnDOT ABC Ramps discretionary funds will be used as the matching funds for the project. Metro Transit supports the use of ABC Ramps discretionary funds for this project.

Sincerely,



[Marilyn J Porter \(Apr 1, 2022 14:11 CDT\)](#)

Marilyn Porter
Director, Engineering and Facilities

Equal Opportunity Employer



Public Works
 350 S. Fifth St. - Room 239
 Minneapolis, MN 55415
 612.673.3000
www.minneapolismn.gov

April 1, 2022

Ms. Elaine Koutsoukos
 Metropolitan Council
 390 North Robert Street
 St. Paul, Minnesota 55101

Re: 2022 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2022 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meetings on March 24, 2022. The City is submitting applications for 14 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

Project Name	Regional Solicitation Category
7th Street N from 10th Street to Lyndale Avenue	Roadway Reconstruction/ Modernization
35th Street E and 36th Street E from Nicollet Avenue to Park Avenue	Roadway Reconstruction/ Modernization
26th Street E and Hiawatha Avenue intersection	Spot Mobility and Safety
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies
Nicollet Avenue S Bridge over Minnehaha Creek	Bridge Rehabilitation/Replacement
5th Street Transit Center	Transit Modernization
Northside Greenway (Humboldt/Irving Avenue N from 26th Avenue N to 44th Avenue N)	Multiuse Trails and Bicycle Facilities
2nd Street N protected bikeway from Plymouth Avenue N to Dowling Avenue N	Multiuse Trails and Bicycle Facilities
9th Street S and 10th Street S protected bikeway from Park Avenue to Hennepin Avenue	Multiuse Trails and Bicycle Facilities
42nd Street E pedestrian safety improvements	Pedestrian Facilities
1st Avenue N from Washington Avenue to 8th Street N pedestrian improvements	Pedestrian Facilities
Elliot Park neighborhood pedestrian improvements	Pedestrian Facilities
21st Avenue S - Safe Routes to School	Safe Routes to School
Whittier International Elementary – Safe Routes to School	Safe Routes to School

The specific applications are described in the attached "Request for City Council Committee Action." Thank you for the opportunity to submit these applications.

Sincerely,

DocuSigned by:

Margaret Anderson Kelliher

B599A2DA0E77408...

Margaret Anderson Kelliher
Director of Public Works



Council Action No. 2022A-0248

City of Minneapolis

File No. 2022-00268

Committee: PWI

Public Hearing: None

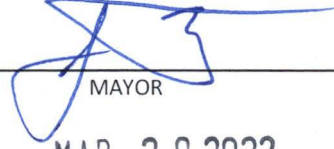
Passage: Mar 24, 2022

Publication: APR 01, 2022

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Wonsley Worlobah	X			
Rainville	X			
Vetaw	X			
Ellison	X			
Osman	X			
Goodman	X			
Jenkins	X			
Chavez	X			
Chughtai	X			
Koski	X			
Johnson	X			
Palmisano	X			

MAYOR ACTION

APPROVED VETOED


MAYOR

MAR 28 2022

DATE

Certified an official action of the City Council

ATTEST:


CITY CLERK

Presented to Mayor: MAR 24 2022

Received from Mayor: MAR 30 2022

The Minneapolis City Council hereby:

1. Authorizes the submittal of a series of grant applications for federal transportation funds through Metropolitan Council's 2022 Regional Solicitation Program.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2022 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2022-00256)

Home > Legislative File 2022-00268 > RCA

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

#	Committee Name	Meeting Date
1	Public Works & Infrastructure Committee	Mar 17, 2022

LEAD Ethan Fawley, Vision Zero Program Coordinator, **PRESENTED BY:** Ethan Fawley, Vision Zero Program
STAFF: Transportation Planning and Programming Coordinator, Transportation Planning and Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of grant applications for federal transportation funds through Metropolitan Council's 2022 Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

Public Works will prepare a series of applications for the 2022 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of proposed city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, any right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2026 and 2027. Grant awards for these projects are expected to be announced in early 2023.

Public Works identifies projects that meet the eligibility requirements for federal funding and closely evaluates which applications to submit in a manner that is consistent with the equity-based approach used to select and prioritize projects as a part of the Capital Improvement Program (CIP). Additional consideration is given to the criteria used in application scoring, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users and multimodal elements. Public Works also considers project readiness, cost, deliverability, and alignment with adopted plans, policies, and initiatives (e.g., *Minneapolis 2040*, *20 Year Street Funding Plan*, the Transportation Action Plan, Complete Streets Policy and Vision Zero).

The 2022 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

Applications are grouped into three primary modal evaluation categories; each category includes several sub-categories as detailed below.

1. Roadways Including Multimodal Elements
 - Strategic Capacity (Roadway Expansion)
 - Roadway Reconstruction/Modernization
 - Traffic Management Technologies (Roadway System Management)
 - Bridge Rehabilitation/Replacement
 - Spot Mobility and Safety
2. Transit and Travel Demand Management (TDM) Projects
 - Arterial Bus Rapid Transit Project
 - Transit Expansion
 - Transit Modernization
 - Travel Demand Management
3. Bicycle and Pedestrian Facilities
 - Multiuse Trails and Bicycle Facilities
 - Pedestrian Facilities
 - Safe Routes to School (Infrastructure Projects)
4. Unique Projects

Public Works is recommending the submittal of up to 15 applications, which are summarized below. See attachment for specific project locations. Public Works is not planning to submit in categories that don't align with our goals (Road Expansion) or where partner agencies will be submitting projects as the project sponsor (Transit and TDM).

Project Name	Category	Maximum Federal Amount (not every project will seek max)	Minimum Local Match Required for Maximum Award (20%)*
*Amounts shown indicate minimums only. Total project cost and local match anticipated to be higher for many projects.			
7th Street N from 10th Street to Lyndale Avenue	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,400,000
35th Street E and 36th Street E from Nicollet Avenue to Park Avenue	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,400,000
26th Street E and Hiawatha Avenue intersection	Spot Mobility and Safety	\$3,500,000	\$700,000
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies	\$3,500,000	\$700,000
Nicollet Avenue S Bridge over Minnehaha Creek	Bridge Rehabilitation/Replacement	\$7,000,000	\$1,400,000
5th Street Transit Center (still being finalized)	Transit Modernization	\$7,000,000	\$1,400,000 (match provided by MnDOT)
Northside Greenway (Humboldt/Irving Avenue N from 26th Avenue N to 44th Avenue N)	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,100,000
2nd Street N protected bikeway from Plymouth Avenue N to Dowling Avenue N	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,100,000
9th Street S and 10th Street S protected bikeway from Park Avenue to Hennepin Avenue	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,100,000
42nd Street E pedestrian safety improvements	Pedestrian Facilities	\$2,000,000	\$400,000
1st Avenue N from Washington Avenue to 8th Street N pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$400,000
Elliot Park neighborhood pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$400,000
21st Avenue S - Safe Routes to School	Safe Routes to School	\$1,000,000	\$200,000
Whittier International Elementary – Safe Routes to School	Safe Routes to School	\$1,000,000	\$200,000
Mobility Hubs	Unique Projects	\$2,500,000	\$500,000 (half of match will be provided by Metro Transit)
Totals		\$62,000,000	\$12,400,000

Details of the proposed applications are described below.

7th Street North from 10th Street North to Lyndale Avenue

The proposed project is a complete reconstruction of 7th Street North from 10th Street N to Lyndale Avenue N, approximately 0.5 miles. 7th Street North has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This is also a High Injury Street, on the Pedestrian Priority Network, a Transit Priority Project, and an All Ages and Abilities bikeway. This project will be coordinated with planned Blue Line Extension Light Rail Transit project work in the area. This segment is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2027. The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and ADA ramps. The project will also provide an opportunity for safety enhancements along the street, improvements to the pedestrian realm, upgrading the existing bicycle facility to provide separation between vehicles and bicycles, and infrastructure to support transit.

Program Category: Roadway Reconstruction/Modernization

35th Street East and 36th Street East from Nicollet Avenue to Park Avenue

The proposed project is a complete reconstruction of 35th Street E and 36th Street E from Nicollet Avenue to Park Avenue, approximately 1.2 miles total. Both streets have been identified as future reconstruction candidates, driven primarily by deteriorating and aging infrastructure conditions. Both streets are High Injury Streets and on the Pedestrian Priority Network; a portion of 35th Street is on the All Ages and Ability bikeway network. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, ADA ramps, some sidewalks, as well as construct a bicycle facility and safety improvements. The 35th Street E segment is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2026 and the 36th Street segment is programmed for 2027.

Program Category: Roadway Reconstruction/Modernization

26th Street East and Hiawatha Avenue intersection

This project proposes safety improvements at the intersection on 26th Street East and Hiawatha Avenue. The intersection is one of the 10 highest crash intersections in the city. The existing intersection currently features slip lanes on two approaches, wide turning radii, long pedestrian crossing distances, and no bikeway connection between the Hiawatha trail and bikeway on 26th Street west of the intersection. The project would work with MnDOT to improve safety for all modes of travel and create a dedicated bike connection on 26th Street East. This intersection improvement project was identified during planning for MnDOT's Hiawatha Avenue rehabilitation project, which will be implemented in 2022.

Program Category: Spot Mobility and Safety.

Intelligent Transportation System Upgrades & Enhancements

The purpose of the project is to upgrade the City's traffic management systems. Key features of the project include installing fiber optic cable to create a higher bandwidth and more reliable traffic communication network, deploying additional Closed Circuit Television cameras, upgrading detection systems, and installing infrastructure for advancements in connected vehicle to infrastructure technology in locations throughout the city. The City is collaborating with Hennepin County on the project.

Program Category: Traffic Management Technologies

Nicollet Avenue South Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue South Bridge over Minnehaha Parkway and Minnehaha Creek. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure. This project is programmed in the City's CIP for 2026.

Program Category: Bridge Rehabilitation/Replacement

5th St Transit Center (Ramp B)

The proposed project is a remodel of the Transit spaces in Ramp B. Key features of the project include new transit platforms, accessibility improvement, raised walkways, updated passenger waiting areas with new railing, lighting, and signage. Modernization of the interior lobby with new finishes, lighting and safety enhancements, and updates to the exterior with an improved pedestrian landmark, wayfinding finishes, enhanced lighting, and safety/visibility improvements.

Ramp B, the first of three State-owned ABC ramps to be built, was completed over 30 years ago in 1989. The State and City have a long-term contractual relationship for the City to manage, operate and maintain the ABC Ramps. As such the City (Public Works) would lead this proposed remodel project similar to current arrangements for other repair and construction projects for the ABC ramps. The State (MnDOT) will provide the required local match.

Program Category: Transit Modernization

Northside Greenway Phase 1

The proposed project will create a Neighborhood Greenway along Humboldt/Irving Avenue N for approximately 2.5 miles in North Minneapolis, extending from 44th Avenue N to 26th Avenue N. This segment is currently a low volume residential street that connects several schools and parks. The corridor will receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. The project is programmed in the City's CIP in 2026.

Program Category: Multiuse Trails and Bicycle Facilities

2nd Street North protected bikeway from Plymouth Avenue North to Dowling Avenue North

The proposed project will upgrade the existing unprotected bike lanes on 2nd Street North to protected bikeways and add pedestrian and intersection safety improvements. The 2.2-mile segment will improve connections to the riverfront at Plymouth Avenue North, 26th Avenue North, Lowry Avenue North, and the new public infrastructure associated with the Upper Harbor Terminal project. The project will also include ADA upgrades and potentially signal upgrades at some intersections.

Program Category: Multiuse Trails and Bicycle Facilities

9th Street South and 10th Street South protected bikeway from Park Avenue to Hennepin Avenue

The proposed project will upgrade the existing unprotected bike lanes on 9th Street and 10th Street to protected bikeways and add pedestrian and intersection safety improvements. This is also a High Injury Street, on the Pedestrian Priority Network, and an All Ages and Abilities bikeway. Together the connections are 1.5 miles and address important east-west bikeway connections in downtown as well as a connection to the 7th Street bikeway heading to North Minneapolis.

Program Category: Multiuse Trails and Bicycle Facilities

42nd Street East pedestrian safety improvements

The proposed project would include the implementation of pedestrian focused safety improvements at select intersections along 42nd Street between Nicollet Avenue and 18th Avenue S. 42nd Street is a High Injury Street and the improvements will build on 2022 Vision Zero capital program investments. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. The improvements will be coordinated with a planned street resurfacing project.

Program Category: Pedestrian Facilities

1st Avenue North from Washington Avenue to 8th Street pedestrian improvements

The proposed project would improve pedestrian safety and access along 1st Avenue North for 0.5 miles between Washington Avenue and 8th Street. 1st Avenue North is a High Injury Street with a narrow pedestrian realm in an area with high pedestrian demand. Improvements may include wider sidewalks, signal upgrades, ADA-compliant curb ramps, bump outs, signage, and greening.

Program Category: Pedestrian Facilities

Elliot Park neighborhood pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections in the Elliot Park neighborhood such as along Chicago Avenue, 11th Avenue S, and 8th Street S. Chicago Avenue and 11th Avenue S are High Injury Streets. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Pedestrian Facilities

21st Avenue South - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements along 21st Avenue South between 28th Street East/Midtown Greenway and 43rd Street East. The project will connect to South High School and Folwell Community School. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Whittier International Elementary - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements near Whittier International Elementary School along 26th Street W, 27th Street W, and/or 28th Street W to provide a safer connection to the school for people walking or rolling. 26th Street and 28th Street are High Injury Streets and on the Pedestrian Priority Network and All Ages and Abilities bikeway network. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Mobility Hubs

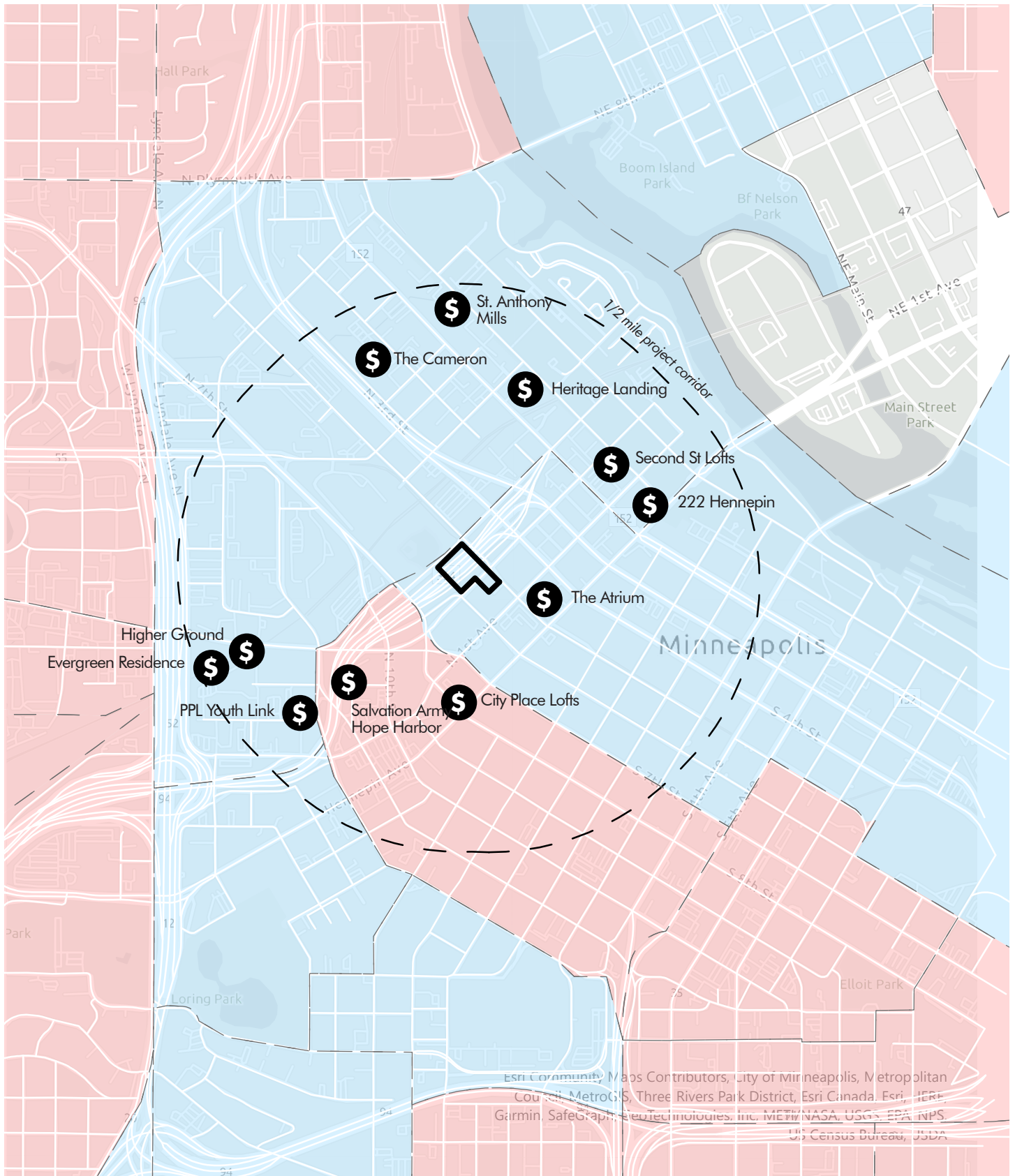
The City is partnering with Metro Transit, the lead applicant, to submit an application to develop Mobility Hubs. The Metropolitan Council encouraged the City to apply jointly with Metro Transit, in response to each of our Letters of Interest previously submitted, to further enhance our projects and lead the region in this work. This funding for the Unique Projects category is for 2024 implementation. Since 2019, the City has piloted over two dozen safe, comfortable, and accessible locations that increase access to convenient low and no-carbon transportation options such as transit, bike, and scooter sharing. The City pilot also uses a community partnership model and ambassadors to engage and educate users on mobility hubs and new mobility options. The project will permanentize existing and popular mobility hub locations and install dedicated infrastructure such as micromobility parking areas, seating and other street furniture, lighting, mode finding, and other digital transportation signage. The project will also include development of branding, processes, and standards for mobility hub development to ensure consistency between cities across the region. The City and Metro Transit will each provide half of the required local match for this project.

FISCAL NOTE




- Grant applications for 2022 Metropolitan Council Regional Solicitation for federal transportation funds - Fiscal Note

Attachments

2022 Regional Solicitation Project Map

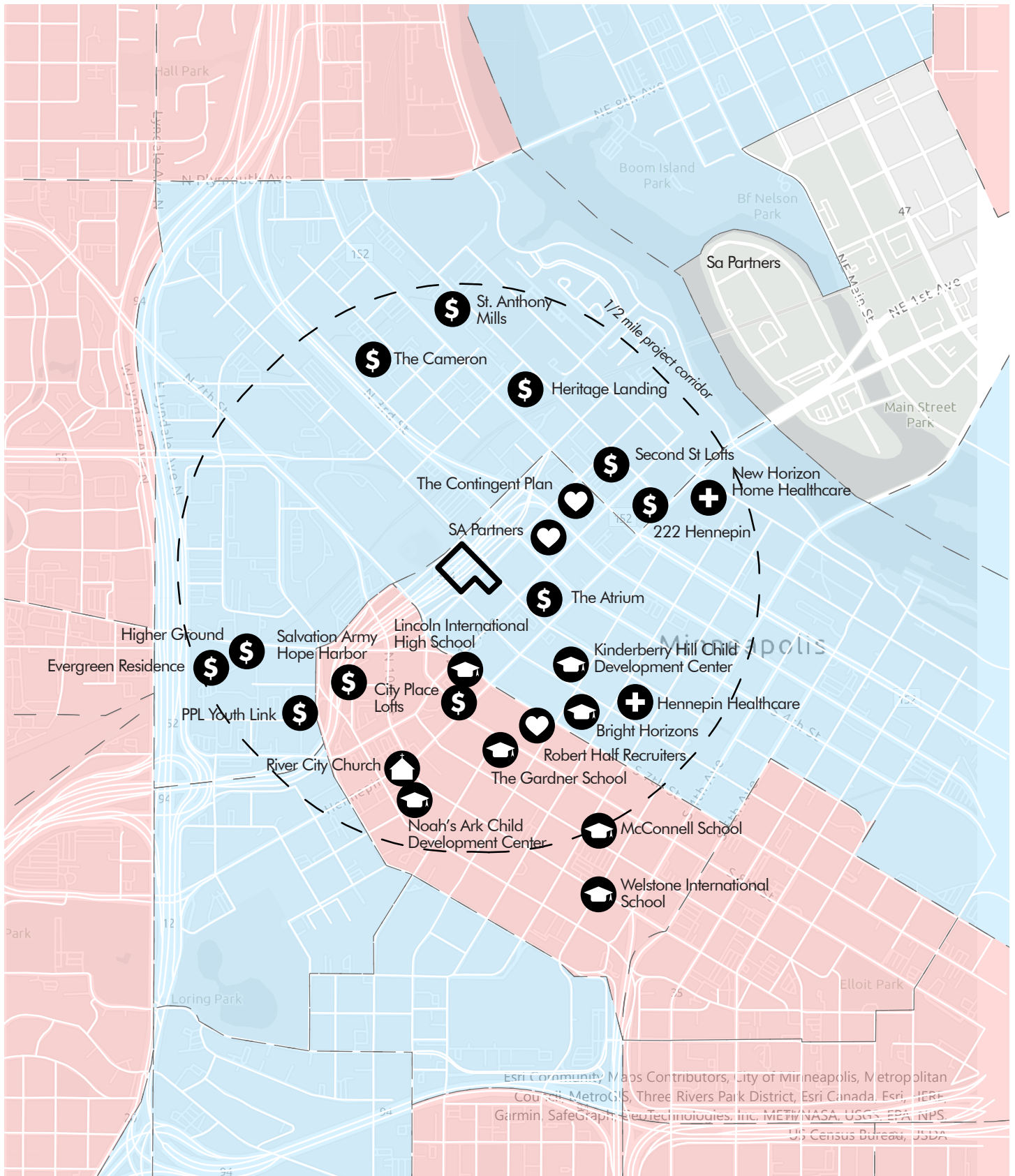


5th Street Transit Center Equity Populations and Destinations

-  Proposed project
-  Regional environmental justice area
-  Area of concentrated poverty







 Affordable housing

Esri Community Maps Contributors, City of Minneapolis, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri Canada, Esri, HERE, Garmin, SafeGraph, geotechnologies, Inc., METRONASA, USGS, EPA, NPS, US Census Bureau, USDA



Esri Community Maps Contributors, City of Minneapolis, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri Canada, Esri, HERE, Garmin, SafeGraph, Street Technologies, Inc., METR/NASA, USGS, EPA, NPS, US Census Bureau, USDA

5th Street Transit Center Equity Populations and Destinations

-  Proposed project
-  Regional environmental justice area
-  Area of concentrated poverty
-  School
-  Senior housing
-  Affordable housing
-  Social services
-  Medical clinic
-  Retail center
-  Park and ride
-  Public park

Design Memo - ABC Ramps Modernization and Mobility Hub Project Development

Prepared for MnDOT and the City of Minneapolis by The Musicant Group



Overview

The ABC Modernization and Mobility Hub Projects are a major opportunity to leverage lessons learned from the piloting phase to inform this major investment. The placemaking and user experience pilots have used tactical physical improvements, programming and public art to test strategies and garner input from the public on the direction of improvements to ABC Ramps Mobility Hub. The following recommendations will support the vision of ABC Ramps to provide innovative multi-modal service at its facilities and generate place value for all types of users.

In reviewing the stated goals of the design, there is significant emphasis and success in increasing the finish quality of materials + lighting and in focusing investment around multimodal transportation spaces. Recommendations largely focus around reinforcing objectives of enhancing public realm and prioritizing safety.

Mobility Hub

Micro-mobility hub spaces serve to better integrate transit, walking, biking and scootering uses into the ABC Ramps Mobility Hub and serve those customers' needs. Mobility hub users prioritize seating, safety and mode choice to improve their current trips. More amenities can be included as permanent features through the exterior additions at Ramp A and Ramp B micro-mobility hubs and Transit Centers.

- Seating - year round outdoor seating and indoor transit customer seating options
 - The micro-mobility hub pilots have shown that seating is valued by customers when placed at both Ramp A and Ramp B Mobility Hubs and Transit Centers. We support the inclusion of movable outdoor seating for the warm weather months, which provides flexibility to users to maximize their comfort and allows the site to adapt in the event of programming in the space.
 - Permanent benches at the Ramp A micro-mobility hub and Transit Center should be included in the design and be affixed to the pavement, such that even in the winter they can be plowed around
- Safety
 - Linear lighting around the micro mobility hubs is a thoughtful design gesture to mark a pathway, and further wayfinding improvements should be added to the project to provide informative aspects such as orientation and distance to destination information.
 - Pedestrian scale lighting at micro mobility hubs would support users accessing modes after dark. Increased value could be generated by including creative/programmable lighting features such as <https://limbicmedia.ca/aurora/>.
 - Lit wayfinding signage and transit information signage should be added to support customer and neighborhood wayfinding needs. In the event that those signage elements are in

development before funding needs to be requested, ensuring that electricity and collars for new sign posts are included in requested improvements at micro mobility hubs would be a significant support to future additions.

- Greater evidence of territoriality such as permanent planter systems with irrigation and public art (as explored further below) would further support the experience of safety for customers.
- Mode Choice
 - Enhanced covered bike parking outside and within sight of the transit stop. With full secure bike parking provided at Ramp B, Ramp A's mobility hub bike parking options can be simpler but still integrate into the overall mobility hub function.
 - Bike share stations should also be provided for within site of the transit stations in coordination with the City's licensed vendor.
 - Transit information at the mobility hub is a strong component of a) communicating to parking customers that this is also a place they could access transit and b) providing useful information as users transfer mode. This could also be a place for other marketing and community promotional information.
- Bathrooms should be considered to support customer needs.
- Programming supports such as access to electricity, flexible seating, dedicated storage and pedestrian lighting should be considered around programmable spaces like the Transit centers and micro mobility hubs.

Public Art

The recently completed [ABC Ramps Public Art Plan](#) provides several key recommendations that the designs can reinforce or incorporate. The ABC Modernization + Mobility Hub Project affects 6 out of 10 of the priority locations for public art, according to the strategy laid out in the Public Art Plan, so this project is a significant opportunity to incorporate public art and develop places for future public art installations.

Public Art Plan Priority Locations - Capital Project impacted sites highlighted

- A. Ramp A Transit Center
- B. Ramp B Transit Center
- C. Ramp A Micro Mobility Hub
- D. Glenwood Ave under Ramp A
- E. 2nd St section under Ramp B
- F. Ramp B bus bay
- G. N 3rd Ave under Ramp C
- H. Ramp C Community Court (outdoor area)
- I. Skyways; esp. extended halls, seating nooks
- J. Escalator access areas (multiple locations)

Recommendations

- Enhance Branding at Major Street Level Paneling (Ramp A and Ramp B) | As exterior paneling is currently showing larger Ramp A and Ramp B symbols, further artistic iteration of that brand should be explored. Rather than only the circular Ramp logo panels, these panels could be a place for landmark branding which incorporates art related to the surrounding neighborhoods (such as a Red-themed theatrical design at A; Blue-themed sport design at B; and a Green-themed food scene design at C) or a color referencing theme at each ramp (such as a sun/sunset red at A; water/lake

blue at B; and plant/nature green at C). There are many options, these are only two suggestions to illustrate the opportunity to incorporate artistic interpretations of Ramp Brand into interior and exterior spaces as they are renovated, rather than adding a public art element after to existing spaces.

- Skyway Artistic Influence | As skyways are improved and interiors are renovated there exists a further unique opportunity to reinforce the color themes of each Ramp in a tasteful complement to the studied gray-and-white color scheme. This could include color-themed designs interspersed throughout the corridor to periodically reinforce which Ramp a user is passing through. It is important to break up long hallways, as recently displayed by renovations/public art investments at [LaGuardia Airport](#).
- Include Artistic Seating, Signage and Interactive Elements in Transit Centers | Renovations in waiting areas such as the Transit Centers should consider public art opportunities that contribute to the sense of community and enhance the waiting experience. Greening, such as the artificial green wall can be a successful way to soften the space, and we encourage additional consideration of Interactive elements, moveable furniture, or art that sparks conversations as people spend time waiting for transit.
- Ensure all Mural Locations Include Lighting | This ensures the mural reaches its maximum impact, including impact on nighttime perceptions of safety. Consider addition of mural surfaces to the Ramp B Bus Bays between the vestibules or on 2nd Street, to activate those long stretches of minimally active area.

Other Location Specific Design Recommendations

Ramp A

- Safety | Ceiling treatments of painting and reflective colored cladding is a good strategy for the glenwood approach. The color of the ceiling should be on the white side of the spectrum to maximize light reflection - current renderings display a darker red color than is recommended for this enclosed space.
- Safety | Lighting treatments should ensure that safety is maximized - we have some concern that the linear lighting shown will be insufficient to render the large volume of space feel significantly more safe.
- Public Art | The rendering's reference toward the zigzag pattern pavement treatment is a worthwhile concept, but the zigzag design itself doesn't align with Ramp Brand or Mobility Hub Mpls brand. We recommend continuing with pavement treatments as a part of the design and incorporating nods to ABC Ramps branding colors, circle motifs, and creative wayfinding on pavement surface.
- Public Art + Safety | The currently rendered mural location may be explored but is recessed and may provide greater benefit if it was in a more visible location or smaller murals over the duration of the underpass to break up the long stretch of minimal activity.
- Public Realm + Public Art | The large red A as a replacement for the current screening is not structurally necessary or visually pleasing as a landmark. As mentioned above, the design could be enhanced beyond only a Ramp A logo or screens could simply be removed in favor of a more open flow of design and additional streetscape amenities.

- Public Realm | As an exterior cladding, red reflective panel and silver perforated metal provides no pedestrian level improvement over the current brick cladding. It is still undifferentiated at the pedestrian scale. This may represent an opportunity for value engineering, should that be necessary. The reflective paneling is an effective ceiling treatment, however, as it reflects light.

Ramp B Exterior Transit Center

- Safety | Ceiling paint color selection in Ramp B bus bays should also look to maximize light amplification by exploring lighter tones. Reflective properties of cladding material are a great choice to enhance the light. A lighting study may help assess proper lighting levels to make the space more welcoming, especially at late night.
- Legibility | Improvements to the entryway vestibules and pavement treatments appear to be a strong improvement over current conditions. In Ramp B the metal ceiling treatment feels redundant in conjunction with the painted road surface treatments over the crossing given it is a medium volume crossing. The painted road surface treatment should be considered for the pedestrian crossing/ sidewalk continuation adjacent to 2nd St as well.
- Legibility | The rear vestibule (closer to Target Field Station) could be more modest if value engineering was needed, as that vestibule is primarily a pass through and not a place where transit customers typically wait. People wait for the bus closer to the boarding gates, so that vestibule should be prioritized for additional seating and amenities.
- Legibility | Entryway points on 2nd St should also be improved and highlighted through the design, as they currently are almost missable to pedestrians and almost too small for a facility of Ramp B's size. Potential strategies could be mirroring the material palette of the vestibules in archways around the doors that stand out from the colonnade or a lighting based treatment.
- Public Realm | Wood benches between entries are great and would nicely soften the concrete space. Design should consider how to minimize space for dirt and debris to collect by having a closed bench design, vs a seat with legs. Inclusion of waste/recycling receptacles would also support a clean user experience here.
- Public Realm | The perforated metal treatment is a strong choice at Ramp B considering the existing metal macro-sculpture.
- Safety | Pendant linear lighting in Ramp B bus bays is a good application of lighting as long as they are producing enough light to make the space feel safer - explore the capability of these fixtures to be programmable to be set to various tints (i.e. decoratively or programmed to intake the bus arrival data and turn a new color when your bus is approaching).

Ramp B Interior Transit Center

- Safety | Additions to the Ramp B Transit Center should consider access to electricity (outlets), waste baskets and flexible seating (as is currently shown), both for usability as a programmable space and future consideration of vendors/micro-retail.
- Public Realm | Several elements of the design, including the white walls, multi-story green wall, and pendant lights highlight the volume of the space in a very welcoming way. The available renderings and pre-design plans don't emphasize the entry from 2nd St, so additional review would be needed to consider how those spaces can be well integrated and welcoming.
- Public Realm | Placement of the wood bench seating in the hallway leading to the Transit Center should maximize visibility out to the bus bays. These benches could include periodic higher sections

(at tabletop level), so that if someone had a beverage (for example) it could be rested next to them without spilling.

- Legibility + Safety | Additional wayfinding to Target Field Station and Northstar Rail will be important for this space. This should include display of LRT and Northstar arrival times within Ramp B Transit Center.
- Legibility + Public Art | One aspect to consider further iterations on is how the design can break up the long expanse of the hallway connecting the Transit Center to the entry/exit vestibule. This could include [wall](#) or [lighting](#) art, an installation that changes as you see it from [different angles](#) or whimsical continuations of the green wall in the Transit Center.
- Public Art | Preparation for public art in the main Transit Center space could include installation of a high resolution projector (allowing for changeable digital art) or other programmable lighting/display fixture. Other interactive public art installations similar to those recently completed at MSP airport may be considered to be added at a later date.
- Public Art | The renovation will likely require removal of the graphic wrap around the escalator headers. Replacement vinyl graphics or other designed treatments should be considered.

Project Summary

Project Name: 5th Street Transit Center

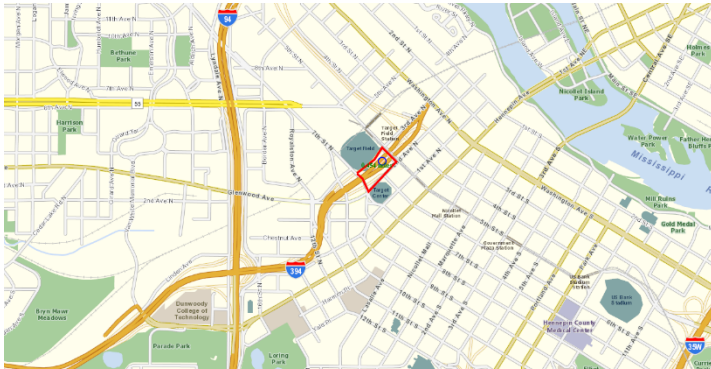
Applicant: City of Minneapolis

Project Location: 516 2nd Ave N, Minneapolis, MN 55403

Total Project Cost: \$1,989,439

Requested Federal Dollars: \$2,486,799

Project Map:



Project Description: The proposed project will modernize Ramp B, transforming it into a regional Mobility Hub thereby improving the ability for customers to access transit via an integrated suite of mobility services provided at defined locations around existing and new transit stations, allowing transit riders to seamlessly access other modes of transportation once they arrive at the transit center. The ramp was first put into service more than 30 years ago and most components have an outdated look, while buildings around the ramps are being updated and renovated. The existing transit area at Ramp B is a critical Metro Transit bus layover area. It is a busy transfer station that conveniently links to the downtown skyway system. Current conditions undermine the safety and convenience for all individuals, particularly for low-income populations, communities of color, children, people with disabilities, and the elderly.

Project Benefits: The enhancement of Ramp B presents an opportunity to modernize a key access point to the Twin Cities regional transit system. The proposed project will provide the following benefits:

Interior

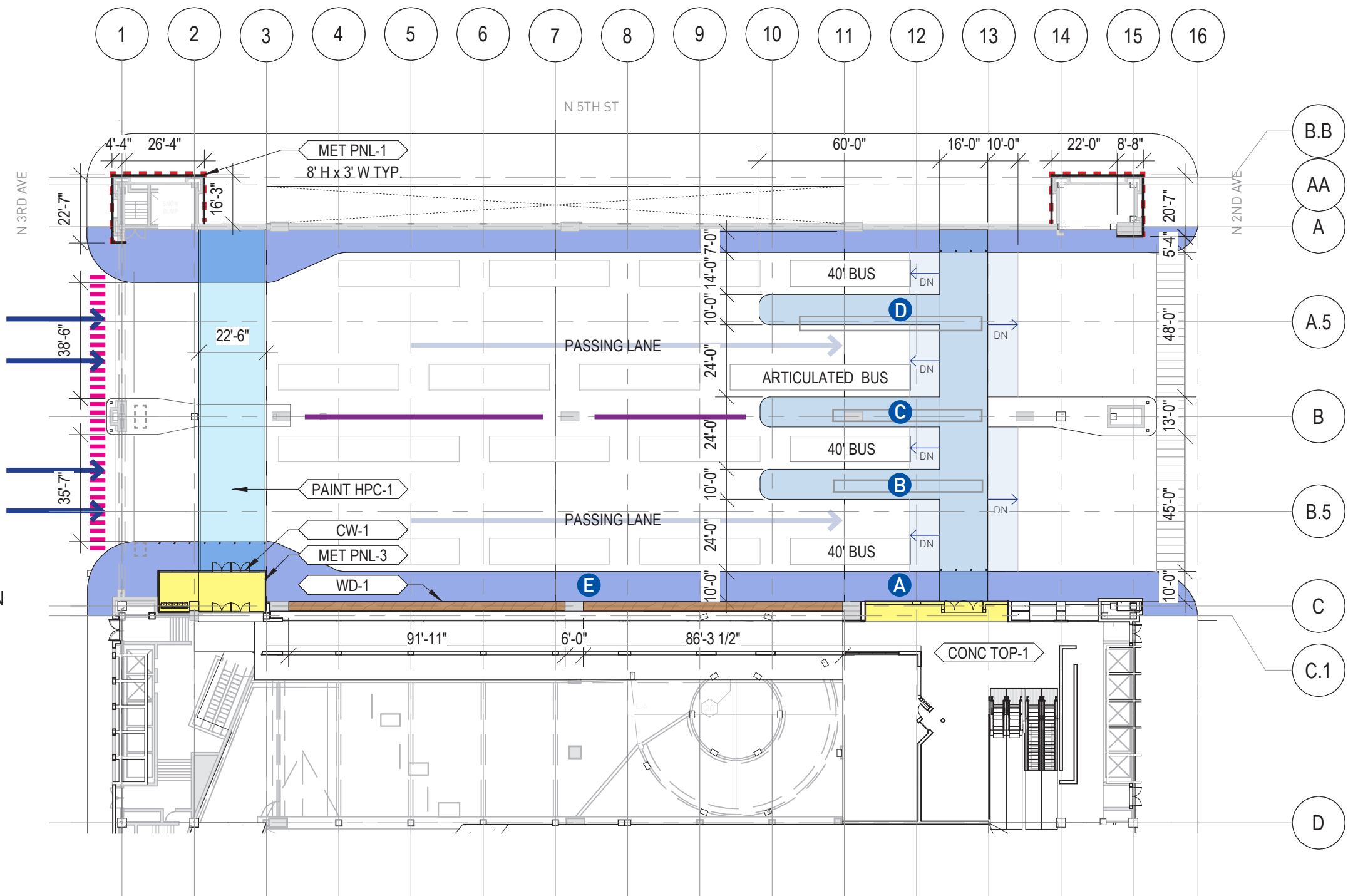
- Create vestibules for rider visibility and safety
- Improve lighting at interior finishes
- Create accessible spaces for art, social programming, etc.
- Consistency: Link palette of skyway improvements to transit area
- Improved bus rider information boards

Exterior






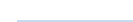
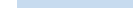


- Improved wayfinding for pedestrians and events
- Allocate spaces for public art
- Create highly visible demarcation landmarks
- Add linear and pedestrian scale lightings
- Ceiling ribbon wayfinding and pavement marking walkways
- Raise pedestrian crossing areas with tabletops at platforms
- Improved bus lanes and loading stations
- Prominent vestibules for rider visibility and safety
- Durable exterior seating

RAMP

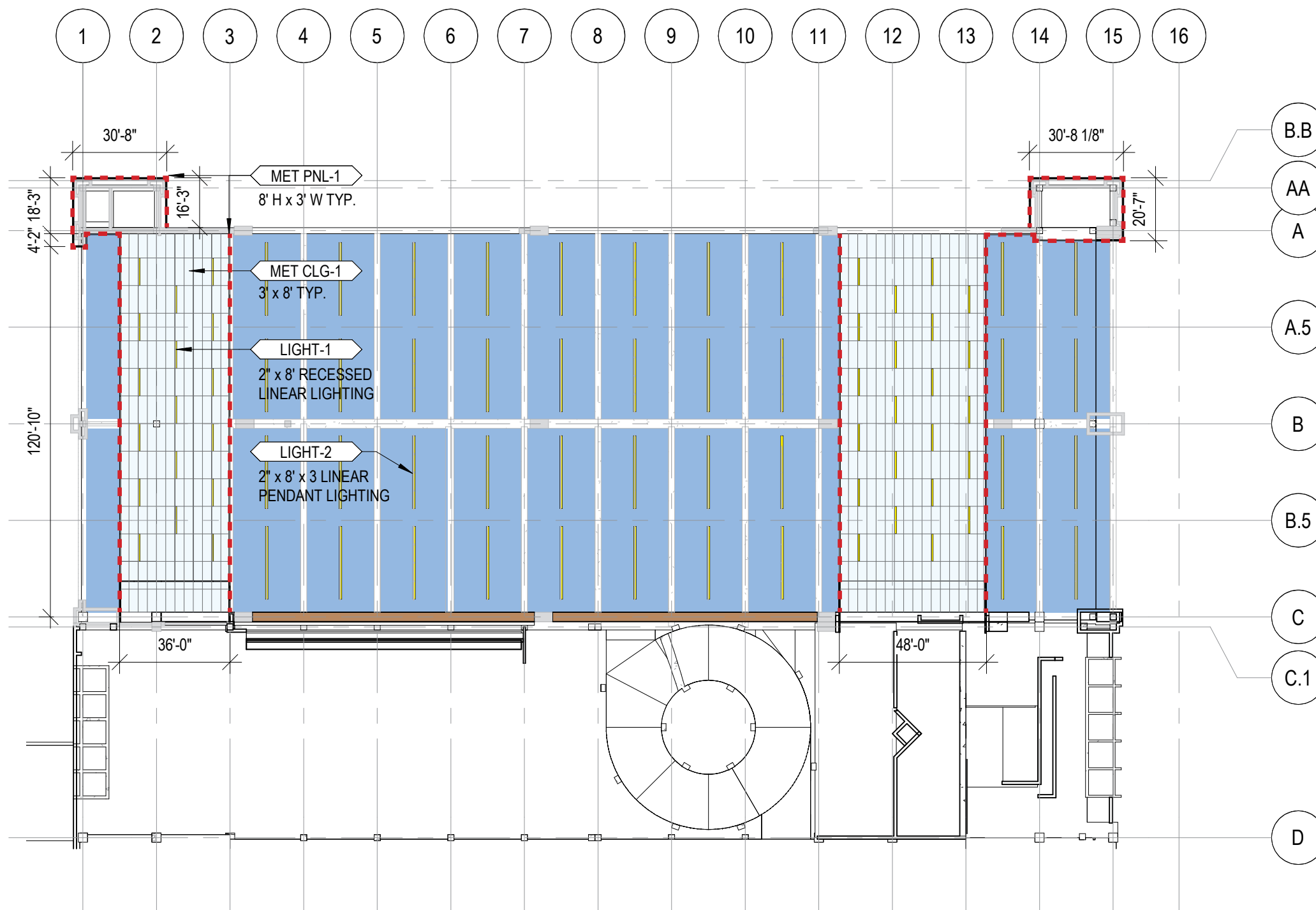




EXTERIOR PLAN IMPROVEMENTS

-  • HIGHLY VISIBLE SIGNAGE & WAYFINDING RIBBON
-  • EXISTING PLATFORMS IN COMPARISON
-  • RAIL TO PREVENT BIKE CROSSOVER
-  • EXPANDED SIDEWALKS, PEDESTRIAN AREAS AND WIDER, ADA COMPLIANT PLATFORMS
-  • TABLETOP - RAISED PEDESTRIAN CROSSINGS BRANDED, TACTILE CROSSWALKS
-  • RETRO REFLECTIVE PAINT
-  • RECONFIGURED BUS LANES & GATES
-  • PROMINENT, BRIGHT ENTRY VESTIBULES
-  • WOOD BENCHES BETWEEN ENTRIES
-  • REMOVE EXISTING CROSSWALK

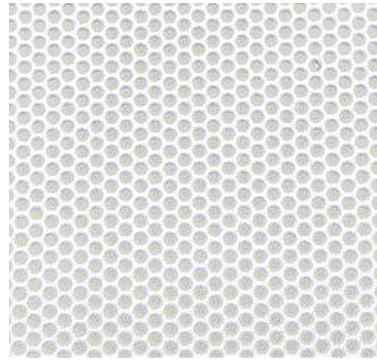
1" = 40'-0"



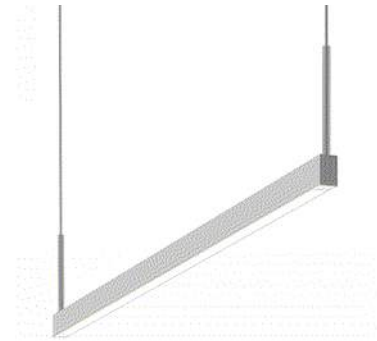
EXTERIOR CEILING IMPROVEMENTS

- - - • HIGHLY VISIBLE SIGNAGE & WAYFINDING RIBBON
- • PAINTED CEILING
- • IMPROVED LIGHTING - LINEAR PENDANT
- • PEDESTRIAN-SCALE CANOPY OVER TABLETOP CROSSING

1" = 40'-0"



① PERFORATED METAL PANEL RIBBON, CEILING SURFACE PATTERN TO BE STUDIED



② LINEAR PENDANT LIGHTING

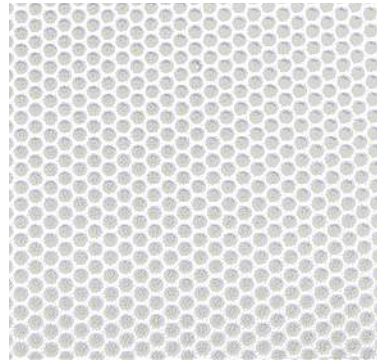


③ PAINTED BLUE CEILING



④ DECORATIVE PATTERN AT TABLETOP CROSSINGS PATTERN TO BE STUDIED





① PERFORATED METAL PANEL RIBBON, CEILING SURFACE PATTERN TO BE STUDIED



② RECESSED LINEAR FIXTURE



③ BLUE REFLECTIVE PANELS AT THE ENTRY VESTIBULE



④ OUTDOOR WAITING AREA WOOD SEATING





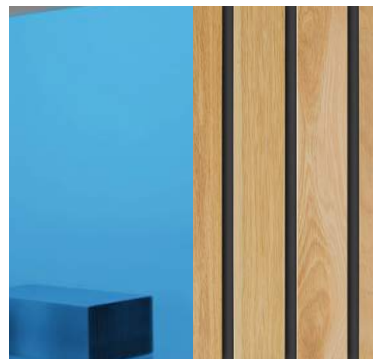
- ① POLISHED CONCRETE FLOOR
- ② PAINTED WHITE GYP WALL



- ③ THIN LED PENDANT LIGHT



- ④ MODULAR GREEN WALL



- ⑤ BLUE REFLECTIVE CEILING PANEL AT THE CORRIDOR
- ⑥ WOOD SEATING ALONG THE CORRIDOR

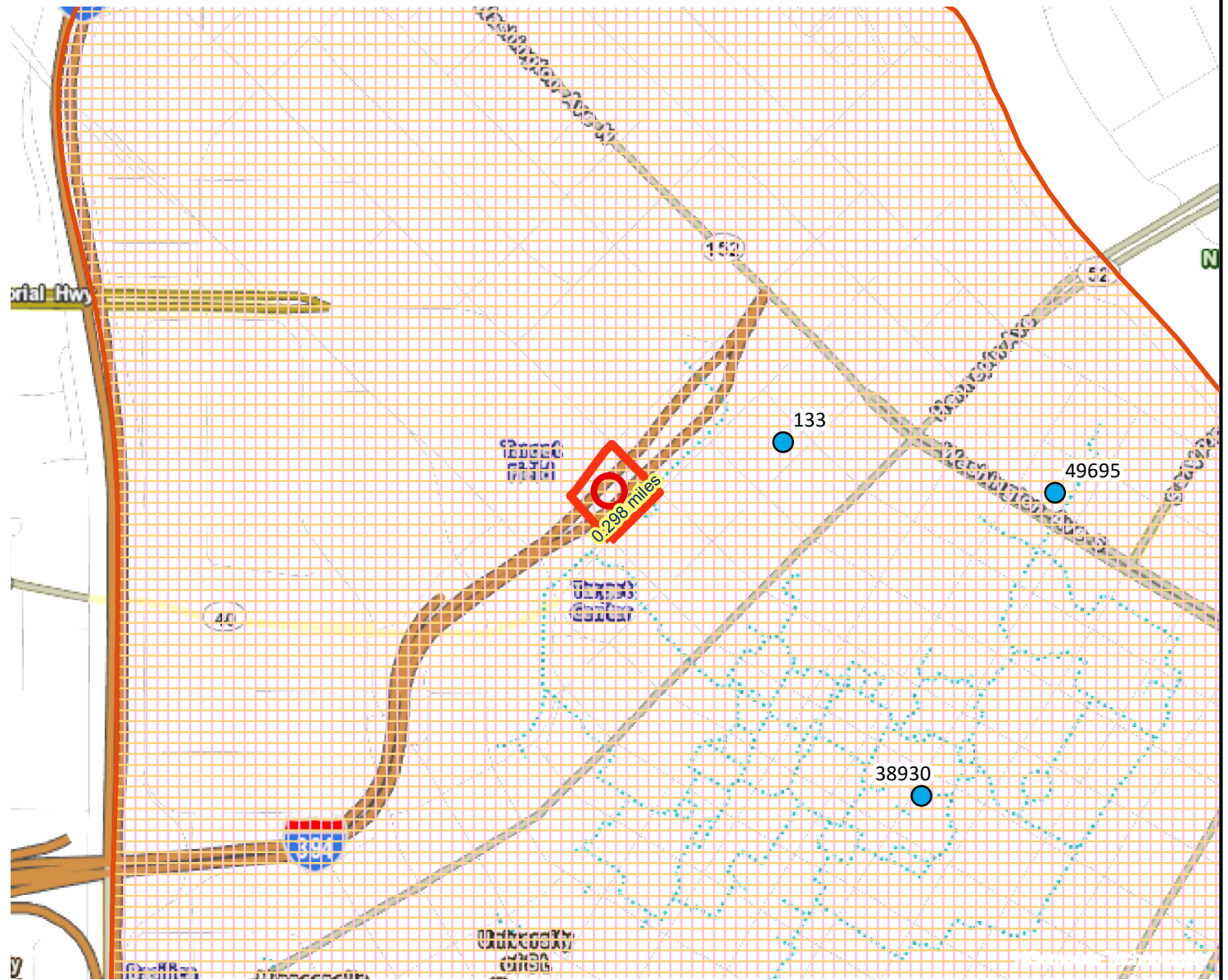


Regional Economy

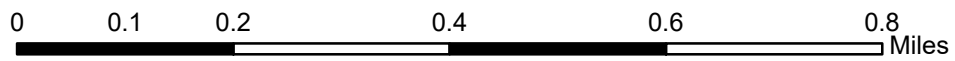
Transit Modernization Project: 5th Street Transit Center | Map ID: 1646837734777

Results

WITHIN ONE MI of project:
Postsecondary Students: 8100
Total Population: 40358
Total Employment: 170225
Mfg and Dist Employment: 8584



- Project Points
- Postsecondary Education Centers
- Job Concentration Centers
- Manufacturing/Distribution Centers
- Project



Created: 3/9/2022
LandscapeRSA5



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

