

Business Item

Transportation Committee



Committee Meeting Date: August 26, 2024

For the Metropolitan Council: August 28, 2024

Business Item: 2024-230 SW

Streamlined TIP Amendment Request: MnDOT's University Avenue Improvements Projects in Fridley and Blaine

District(s), Member(s):	District 2 Chamblis & District 10 Lindstrom
Policy/Legal Reference:	TAB Action
Staff Prepared/Presented:	Amy Vennewitz, Deputy Director of Finance and Planning, 651-602-1058 Steve Peterson, Senior Manager, 651-602-1819 Joe Barbeau, Planning Analyst, 651-602-1705 Robbie King, Planner, 651-602-1380
Division/Department:	Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council adopt an amendment to the 2024-2027 Transportation Improvement Program (TIP) to increase the cost of MnDOT's MN 47 (University Avenue) improvements project in Fridley and Blaine.

Background

MnDOT requests an amendment to the 2024-2027 TIP to adjust its MN 47 (University Avenue) improvements project in Fridley and Blaine. The requested amendment is to increase the cost to \$1,077,000 from \$1,056,000, an increase of \$18,000, and shorten the length of the project. Originally, the project was to span 7.952 miles from 37th Avenue NE in Columbia Heights to US 10 in Coon Rapids. The requested amendment is to shorten the length of the project area to three miles from Mississippi Street NE in Fridley to University Avenue NE in Blaine. This request change is to amend the two associated state project lines. One is to repair/replace drainage and the other is to improve signals and add pedestrian safety improvements. This project was funded with MnDOT-programmed STP and HSIP funding and not funded through the Regional Solicitation.

Originally, the project was scoped to construct minor safety improvements, like curb extensions or median refuge islands, at several locations along MN 47. Over the course of project development, MnDOT staff struggled to find space for these improvements without impacting existing bus shoulders and/or adversely impacting turning movements. If implemented at these locations, safety improvements like curb extensions or median refuge islands would need to be a smaller size and would not provide the safety benefit intended by the HSIP project funding.

Within the proposed project length of 3 miles, there is a more substantial focus on safety improvements at three intersections: Mississippi Street, 85th Avenue, and University Avenue NE. At Mississippi Street, free right turns will be removed to shorten pedestrian crossing distance. At 85th Avenue, free right turns and a northbound through lane will be removed. At University Avenue, a pedestrian crossing will be added with signals where no signal exists today.

Rationale

The Metropolitan Council approves formal amendments to the TIP. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and state funds are sufficient to fully fund the project.

Thrive Lens Analysis

This action promotes livability by distributing state and federal funds to transportation safety projects.

Funding

The project is fully funded with federal, state, and local funds.

Small Business Inclusion

The project included in this request is federally funded. The Minnesota Department of Transportation's State Aid office will oversee the federal requirements, including the DBE requirement.

