

ACTION TRANSMITTAL No. 2016-47

DATE: August 10, 2016

TO: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Scope Change Request for City of Minneapolis Andersen School Pedestrian Crossings & Bikeway Project

REQUESTED ACTION: The City of Minneapolis requests a scope change to its Andersen School Pedestrian Crossings & Bikeway Safe Routes to School project (SP # 141-591-010) to change the location of proposed curb extension and ramps, change the protected bikeway facility to a bicycle boulevard, and remove the overhead stop installation at the hospital entry.

POSSIBLE ACTIONS: The Committee can recommend approval or denial of the request. If it recommends approval, the Committee can recommend full federal funding or a reduction in federal funds.

BACKGROUND AND PURPOSE OF ACTION: The City of Minneapolis was awarded \$603,200 in the Safe Routes to School category in the 2013 Transportation Alternatives Program (TAP) Regional Solicitation to add curb extensions and pedestrian ramps, an on-street bicycle lane, and an overhead stop sign. More specifically, the project will include the following elements:

1. Curb extensions on East 26th Street at 10th, 11th, and 12th Avenues South.
2. Pavement markings along East 26th Street between 10th and 12th Avenues South.
3. A two-way protected on-street bike lane following:
 - a. 12th Avenue South from East 26th Street to East 28th Street.
 - b. East 18th Street from 12th Avenue South to 11th Avenue South.
 - c. 11th Avenue South from East 28th Street to the Midtown Greenway trailhead.
4. Stop sign visibility treatment, via overhead mount and signage, at the entrance to the hospital on 10th Avenue South.

The City is requesting the following changes to the above:

1. Movement of the curb extension from the intersection of East 26th Street and 10th Avenue South to the intersection of East 28th Street and 11th Avenue South. The City reports that this will roughly be cost-neutral.
2. No change.
3. Changing the 11th and 12th Street portions of the bicycle facility from a protected bikeway to a bicycle boulevard. The City reports that this will result in a \$10,000 cost reduction.
4. Changing the overhead stop installation at the hospital entrance to installation of durable crosswalks. The City reports that this will result in a \$6,500 cost reduction.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change

must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment request accompanies this request and will be needed if the project cost changes.

STAFF ANALYSIS: Working with the scorers from the Regional Solicitation, Metropolitan Council staff reviewed the original project and scoring. The project originally scored 710 points, 51 points higher than the top-scoring un-funded project. It scored 12 points higher than the lowest-scoring Safe Routes to School project, which was funded.

Scorers reported no change in the scoring, as most categories were not specific to the elements being changed. However, other factors to consider include:

- The request would cause students, grades K to 8, to bike with traffic on 11th and 12th Avenues South. The scorer from MnDOT’s Safe Routes to School (SRTS) program reported that such facilities are allowed, though are not commonly funded through HSIP.
- The proposed scope change does not meet MnDOT State Aid standards. The applicant has applied for an exception.
- Regarding local plans cited in the original application:
 - The Andersen SRTS Map (http://emss.mpls.k12.mn.us/uploads/andersenfinal_2.pdf) shows stop signs planned for the hospital entry drive and appears to show off-road bicycle access on 12th and 11th Avenues South.
 - The City’s Bicycle Master Plan shows 11th Avenue South as planned for a bike trail, though it does not specifically address 12th Avenue South.

The City reports an estimated cost reduction of \$16,500. Staff adjusts this number through the following steps:

- X 80% federal proportion (\$13,200)
- X 1.04% for inflation adjustment that was added at selection (\$13,728)
- Reducing contingencies, traffic control, and mobilization by 3% (the proportionate of what is being removed), adding the 4% inflation adjustment, and reducing by 20% for local cost (\$18,261.53)

Assuming the scope change is approved, a federal reduction of roughly \$18,260 would reflect the reduction in work.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

Mr. Timothy Mayasich
TAC Funding & Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: SP 141-591-010 – Andersen School Pedestrian Crossings & Bikeway – Scope Change Request

Introduction

The City of Minneapolis submitted a successful proposal for Safe Routes to School improvements at Andersen School during the January 2014 solicitation for federal Transportation Alternatives Program funds through Metropolitan Council. The 2016-2019 Statewide Transportation Improvement Program (STIP) has allocated \$603,200 of federal funds to the project with a total project construction cost of \$754,000 in the state fiscal year 2017. The City is requesting the following project changes in order to better address the needs and deficiencies expressed on the original application. These changes will address unforeseen circumstances in project coordination and school dismissal operations, while mitigating adverse impacts to the community. City staff believes the purpose and goals of the project will remain consistent with the original application.

Original Project Description, Purpose, and Need

The original proposal focused on barriers to walking and biking near Andersen School in South Minneapolis. Andersen is the largest K-8 school in the city and the school campus is adjoined to a large city park. The site is framed by arterial streets to the north and south, creating walking and biking barriers for students and park users. 28th St E represents a barrier for users between the Midtown Greenway and Andersen School and Stewart Park.

The original proposal addressed the following needs and deficiencies (these are lettered to correspond with the additional sections below, and also with the attached project map):

- A. Long crossing distances, poor sight lines, infrequent crossing gaps, and high travel speeds along 26th St E and 28th St E.
- B. One-way bikeway connection along 28th St E with multiple high-volume, high-speed vehicle travel lanes.
- C. Poor sightlines at a 10th Ave S intersection adjacent to the school and a major hospital entrance.

Requested Changes and Justification

- A. **10th Ave S & 26th St E – Change the location of proposed curb extension and ramps; Install durable crosswalks at the original location.** The curb extension and ADA ramps will be addressed prior to the project with a City signal replacement in 2016. The City requests to reallocate these funds by adding a curb extension at 28th St E and 11th Ave S to the project. This proposed location will address a difficult crossing at 28th St E, an area that was identified in the application as one of the primary barriers for walking and biking.
- B. **11th Ave S & 12th Ave S – Change bikeway facility from a protected bikeway to a bicycle boulevard.** Several factors have necessitated a change in the type of bikeway along these local streets.
 - 1. An on-street protected bikeway would significantly impact the existing operation and curb side uses of the residential streets, complicating parking and access within the neighborhood.
 - 2. Bicycle boulevards are an appropriate treatment for these low volume residential streets, whereas a protected bikeway is more suitable for higher volume collectors and arterials. Minneapolis has successfully installed approximately 19 miles of bicycle boulevards on similar streets to link schools, parks, libraries and trails. This design meets the original purpose and need of the project.
- C. **10th Ave S at hospital entry drive – Change overhead stop installation to install durable crosswalks only.** Sightline issues at this location have been resolved through other recent signage improvements. Durable crosswalks are proposed at this intersection to better delineate the crossing.

Project Description

No modifications to the original project description are anticipated as the bicycle trail and pedestrian crossings will remain within the project and the project alignment and length will remain unaltered.

Funding

- A: Costs associated with the proposed curb extension and ramps at 28th St E and 11th Ave S are comparable to items originally proposed at 26th St E and 10th Ave S
- B: The bikeway segments along local residential streets were originally estimated at \$15,000, while the cost of the proposed bicycle boulevard facility is expected to be approximately \$5,000.
- C: The proposed crosswalk markings are estimated to be \$3,500 which is less than the originally proposed items.

Andersen School : SP-141-591-010

Original Cost Estimate

Item	Description / Design Element	Location	Prelim Cost (\$)
A	Curb Extension and Pedestrian Ramps	26th St E at 10th Ave S	\$ 68,000
B	On-Street Bike Lane	11th Ave S (28th St E - 29th St E) 12th Ave S (26th St E - 28th St E)	\$ 15,000
C	Overhead Stop Sign	10th Ave S at hospital entry drive	\$ 10,000
	All Other Construction Items	various (per application)	\$ 639,032
Original Estimated Construction Total in Application			\$ 732,032.00
Total Estimated Construction in STIP			\$ 754,000.00

Andersen School : SP-141-591-010

Revised Cost Estimate

Item	Description / Design Element	Location	Prelim Cost (\$)
A	Curb Extension and Pedestrian Ramps	28th St E at 11th Ave S	\$ 68,000
B	Bicycle Bouevard Markings	11th Ave S (28th St E - 29th St E) 12th Ave S (26th St E - 28th St E)	\$ 5,000
C	Durable Crosswalks	10th Ave S at hospital entry drive	\$ 3,500
	All Other Construction Items	various (per application)	\$ 639,032
Revised Estimated Construction Total			\$ 715,532

The proposed changes are necessary in order to deliver key components of the project, and are the most viable alternative for project delivery. We believe that these changes continue to address the purpose and need as identified in the original application. If you have any questions, please contact me at 612-673-3625 or by email: Jenifer.Hager@minneapolismn.gov

Sincerely,



Jenifer Hager | Director Transportation Planning & Programming

City of Minneapolis – Public Works | 309 2nd Ave S – Rm 300 Minneapolis MN 55401
612-673-3625 | Jenifer.Hager@minneapolismn.gov

Cc: Nathan Koster, Manager Transportation Planning & Programming
Matthew Dyrdaahl, Bicycle & Pedestrian Coordinator
Forrest Hardy, Associate Transportation Planner

Attachments: (1) 2014 TAP Application Project Map
(2) Proposed Project Changes

Improvement Areas Map

Anderson School Safe Routes Attachment



Aerial photo: Google

Project Scope

(all work within existing r.o.w.)

Potential Project Improvements

AREA OF FOCUS 1

- Bumpouts on 26th St
- Traffic calming border along 26th St
- Protected bike lane on 12th Ave
- Increase stop sign visibility at 10th Ave and hospital garage exit

AREA OF FOCUS 2

- Protected bike lane on 12th Ave
- Off-street bike & ped trail along 28th St
- Protected bike lane on 11th Ave connecting to Greenway Trailhead

Improvement Area 1 Detail

Anderson School Safe Routes
Attachment

AREA OF FOCUS 1

Pedestrian Bumpouts



Aerial photo: Google



Stop sign visibility treatment, overhead mount and signage



Traffic Calming Pavement Markings





Protected on-street bike lane (2-way)

Improvement Area 2 Detail

Anderson School Safe Routes Attachment

AREA OF FOCUS 4

-  Protected on-street bike lane (2-way)
-  Off-street bike & ped trail (2-way)



Aerial photo: Google

 High Visibility Trail Conflict Markings







Andersen School Pedestrian Crossings & Bikeway

SP 141-591-010

Scope Change Request

ATTACHMENT 2
PROPOSED PROJECT CHANGES

Map Key

-  Off-street Trail Connection (2-way bikeway and separated sidewalk)
-  Bicycle Boulevard Markings
-  Curb Extension (from application to remain)
-  Curb Extension (newly proposed)
-  Durable Crosswalks
-  Durable Pavement Marking

Requested changes:

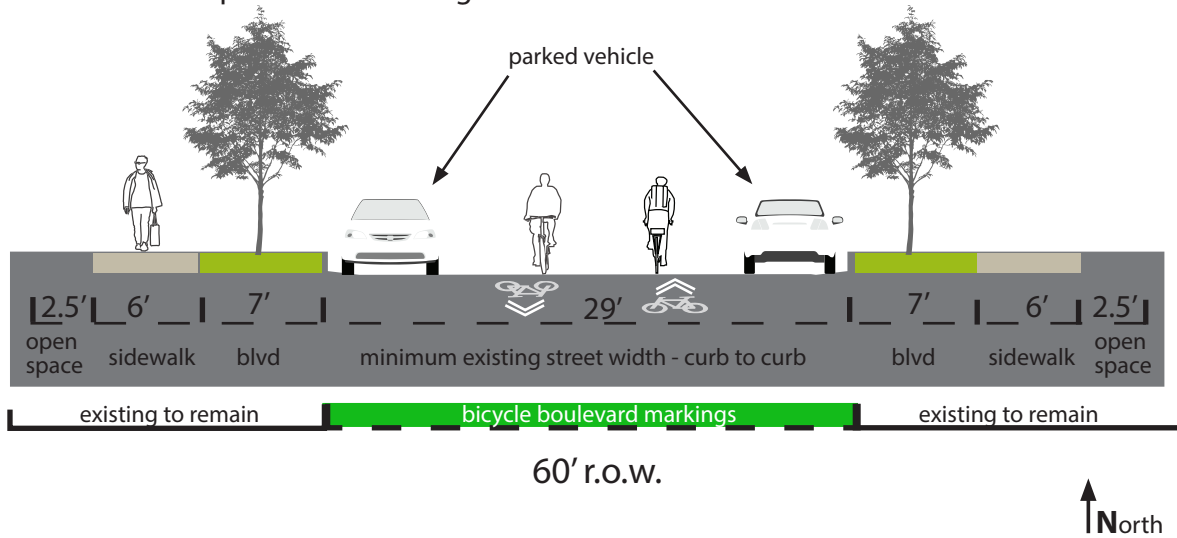
- A 10th Ave S & 26th St E** – Change the location of proposed curb extension and ramps; Install durable crosswalks at the original location
- B 11th Ave S & 12th Ave S** – Change bikeway facility from a protected bikeway to a bicycle boulevard
- C 10th Ave S at hospital entry drive** – Change overhead stop installation to install durable crosswalks only



Aerial photo: Google

Section: 11th Ave S (28th St E - 29th St E)

- Dimensions unchanged from existing
- Bike boulevard segment designated on local residential street
- Vehicle volumes approx. 750 ADT (2016)
- 85th percentile vehicle speeds approx. 26 mph (2016)
- Shared lane pavement markings



Section: 12th Ave S (26th St E - 28th St E)

- Dimensions unchanged from existing
- Bike boulevard segment designated on local residential street
- Vehicle volumes approx. 1200 ADT (2016)
- 85th percentile vehicle speeds approx. 22 mph (2016)
- Shared lane pavement markings

