

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** January 18, 2024

**Date:** January 11, 2024

## Action Transmittal: 2024-10

Scope Change Request MnDOT TH 65 Bumpout and Bikeway Project

**To:** TAC Funding & Programming Committee

**Prepared By:** Robbie King, Planner, 651-602-1380

### Requested Action

MnDOT requests a scope change to add protected bike lanes to TH 65 (3<sup>rd</sup> Ave S) between 2<sup>nd</sup> Street and Washington Avenue (SP# 2710-60).

### Recommended Motion

That the Funding & Programming Committee recommend approval of MnDOT's scope change request to add protected bike lanes to TH 65 (3<sup>rd</sup> Ave S) between 2<sup>nd</sup> Street and Washington Avenue.

### Background and Purpose

MnDOT Metro District was awarded \$1,350,000 in Highway Safety Improvement Program (HSIP) funds in the 2022 HSIP Solicitation, in the Reactive application category. The award was to fund bumpouts, protected intersections, and protected bikeways on TH65 (3<sup>rd</sup> Ave S) between 1<sup>st</sup> and 2<sup>nd</sup> Street. As a result of a mistake, one block between 1<sup>st</sup> Street and Washington Avenue on TH 65 (3<sup>rd</sup> Ave S) was not included in the original application materials.

In the original application materials, the following improvements were identified on TH 65 (3<sup>rd</sup> Ave S):

- Intersection Modifications at 1<sup>st</sup> Street
- Bike Lane between 1<sup>st</sup> and 2<sup>nd</sup> Street
- Intersection Modifications at 2<sup>nd</sup> Street
- Signal Modifications
- Drainage Modifications
- Lighting Modifications
- Curb Ramps
- APS Modifications

There is mention of the bike lane improvements to TH 65 (3<sup>rd</sup> Ave S) between 1<sup>st</sup> Street and Washington Avenue in the original application, though it was contained within a letter titled "HSIP TH 65 at 1<sup>st</sup> Street S and 2<sup>nd</sup> Street South pedestrian and bicycle improvements". MnDOT requests that the original intention of this project to include protected bike lanes from 2<sup>nd</sup> Street to Washington Avenue be recognized with this scope change. There is no change in funding requested with this scope change.

## Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes 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. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

## Staff Analysis

Approval/Denial of the Scope Change: Table 1 shows a scoring analysis. This was scored through MnDOT's HSIP Solicitation process. This project is going to be enhanced so any potential scoring impacts would potentially result in an increase in total points. The application's score of 370 points is 115 points above the highest scored unfunded project in the Reactive category. Given that the project may have some potential for an increase in scoring and the assertion that the entire project will be built, staff recommends approval of this request.

**Table 1: Scoring Analysis**

Measure	Max Score	Original Score	Scope Change	Notes
1. Benefit Cost Analysis	600	60	0	No change
2. Meets Intent of HSIP Program	200	176	0	No change
3. Correctable F and A Crashes	100	34	0	No change
4. Ped and Bike Safety Points	100	100	+	Potential for some change
<b>TOTAL</b>	<b>1,000</b>	<b>370</b>	<b>0/+</b>	<b>Likely minimal change</b>

\* 0 = no change

+ = small improvement, ++ = moderate improvement, +++ = large improvement

- = small diminishment, -- = moderate diminishment, --- = large diminishment

Funding: The addition of new elements to the original project scope does not result in a change in the original budget. The original application and current cost estimates are shown in Table 2 below. Therefore, there is no need to consider a reduction in federal funding.

**Table 2: Federal and Local Costs**

	Application Budget	Current Budget
Federal Funding Amount	\$1,350,000	
Local Contribution	\$150,000	
Total Cost	\$1,500,00	\$1,500,000

## Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	January 18, 2024
Technical Advisory Committee	Review & Recommend	February 7, 2024
Transportation Advisory Board	Review & Adopt	February 21, 2024



December 22, 2023

Mr. Michael Thompson  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

RE: HSIP Project on TH65 between 1<sup>st</sup> St and Washington Ave – Formal Scope Change Request

MnDOT Metro District is requesting a Formal Scope Change for the 2022 Regional HSIP project on TH65 (3<sup>rd</sup> Ave S). Application titled: *TH65 Bumpouts & Protected Intersection, Protected Bikeway Between 1st & 2nd St.*

Unfortunately, when putting together the application packet, an earlier draft of the project was used to develop the application materials. This earlier version only had one block of protected bike lane between 1<sup>st</sup> and 2<sup>nd</sup>. The intended project has two blocks of bike lane between 1<sup>st</sup> and Washington Ave and minor impacts to the intersection at Washington Ave. There is reference to the full project in the original HSIP application packet (see Attachment 2) but the front page and much of the other documentation incorrectly refers to the draft project.

The inclusion of the additional block of bike lane improves the project significantly as it provides connectivity to Washington Ave which is a major connection through the city of Minneapolis. The additional block of protected bike lane will provide significant safety benefits by providing a link between the recently updated 3rd Ave bridge (which included many upgrades to bike and pedestrian facilities) and Washington Ave. Limiting the bike lane to between 1<sup>st</sup> and 2<sup>nd</sup> St reduces the effectiveness of the project. The complete project also provides benefits in connecting bike riders to the transit options available on Washington Ave.

No additional funds are being requested with this request. Information about the cost breakdown for the work that was not included in the packet is included in Attachment 3. The cost of the additional block of protected bike lane and minor work at Washington Ave is approximately \$93,000 for a project that was awarded \$1,500,000 in HSIP funding.

Sincerely,  
Kaare Festvog  
Metro Traffic Engineering  
651-440-2855  
[Kaare.festvog@state.mn.us](mailto:Kaare.festvog@state.mn.us)

cc: Colleen Brown

**ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST**

**Original Application:**

Regional Solicitation Year	2022
Application Funding Category	Regional HSIP
HSIP Solicitation?	Yes No
Application Total Project Cost	\$1,500,000
Federal Award	\$1,350,000
Application Federal Percentage of Total Project Cost	90%

**Project Elements Being Removed:**

	Original Application Cost
N/A	

**New Project Elements:**

	Cost (Based on Year of Costs in Original Application)
Bike Lane Between 2nd St and Washington Ave	\$52,745
Intersection Modifications at Washington Ave	\$40,000

## Recommendations Report SP 2710-60 TH 65

<b>Intersection Modifications at 1st</b>					
	<b>SUBTOTAL</b>				<b>\$90,000.00</b>
<b>Bike Lane between 1st and 2nd</b>					
	<b>SUBTOTAL</b>				<b>\$52,745.25</b>
<b>Intersection Modifications at 2nd</b>					
	<b>SUBTOTAL</b>				<b>\$120,000.00</b>
<b>Bike Lane between 2nd and Washington</b>					
	6" AGGREGATE BASE	CU YD	54	\$30.00	\$1,620.00
2521.518/00130	3" BITUMINOUS TRAIL PAVEMENT	TONS	109	\$80.00	\$8,720.00
2104.504/00120	REMOVE BITUMINOUS PAVEMENT SF	SQ FT	5800	\$1.96	\$11,368.00
2104.503/00315	REMOVE CURB AND GUTTER	LF	725	\$4.78	\$3,465.50
2531.603/24070	CONCRETE CURB AND GUTTER LF	LF	725	\$38.03	\$27,571.75
	<b>SUBTOTAL</b>				<b>\$52,745.25</b>
<b>Intersection Modifications at Washington Ave</b>					
	RELOCATE CATCH BASIN	EACH	4	\$5,000.00	\$20,000.00
	CURB EXTENSION	EACH	2	\$10,000.00	\$20,000.00
2531.603/24070	CONCRETE CURB AND GUTTER LF	LF	0	\$38.03	\$0.00
2104.503/00315	REMOVE CURB AND GUTTER	LF	0	\$4.78	\$0.00
2104.518/00220	REMOVE CONCRETE MEDIAN	SF	0	\$4.22	\$0.00
	<b>SUBTOTAL</b>				<b>\$40,000.00</b>
<b>Signal Modifications</b>					
	<b>SUBTOTAL</b>				<b>\$600,000.00</b>
<b>Drainage Modifications</b>					
	<b>SUBTOTAL</b>				<b>\$100,000.00</b>
<b>Lighting Modifications</b>					
	<b>SUBTOTAL</b>				<b>\$146,000.00</b>
<b>Curb Ramps</b>					
	<b>SUBTOTAL</b>				<b>\$32,240.00</b>

<b>APS Modifications</b>					
	<b>SUBTOTAL</b>				<b>\$23,540.00</b>
<b>Risk</b>					
	<b>SUBTOTAL</b>				<b>\$30,000.00</b>
					<b>\$1,287,270.50</b>
<b>Non-HSIP Sidewalk Repairs</b>					
	<b>SUBTOTAL</b>				<b>\$162,000.00</b>

Date: May 27, 2022

Subject: HSIP TH 65 at 1<sup>st</sup> Street S and 2<sup>nd</sup> Street South pedestrian and bicycle improvements

Meets the Intent of the HSIP Program:

This project meets the intent of the HSIP program as it seeks to improve safety by enhancing crossings for people walking and biking. These intersections are located in downtown Minneapolis on a busy multimodal corridor. This section of TH 65 serves as a key connection to the 3<sup>rd</sup> Avenue Bridge over the Mississippi River, linking downtown Minneapolis with Northeast and Southeast Minneapolis. The project would include curb extensions, also known as bump outs, which reduce pedestrian crossing distances, and improve sight distance and sight lines for both pedestrians and motorists. By reducing pedestrian crossing distances at crosswalks, curb extensions reduce exposure and increase safety. The proposal also includes a protected intersection design for bicycles, which maintains the physical separation through the intersection, thereby eliminating the merging and weaving movements inherent in conventional bike lane and share lane designs. This reduces the conflicts to a single location where turning vehicle traffic crosses the bike lanes. **The proposal would provide separated bikeway between 1<sup>st</sup> Street and Washington Avenue on TH 65.**

Daily counts for this section of TH 65 show 15,900 vehicles, 2,000 pedestrians, and 1,200 bicycles. There have been 15 documented crashes at these two locations involving people walking and biking since 2012, including a fatal crash involving a pedestrian in 2015, a serious injury crashes involving a bicycle in 2019, and a serious injury crash involving a pedestrian in 2020. MnDOT's *Best Practices for Pedestrian and Bicycle Safety* indicates that both curb extensions and protected intersections are proven strategies to improve safety. Studies show a reduction in crashes up to 45% after installing curb extensions. Receiving HSIP funding would help move the project forward and have significant impacts on safety for all users.

This section of TH 65 serves people walking, biking, and using micromobility devices such as scooters. TH 65 is designated as part of the Regional Bicycle Transportation Network (RBTN) by the Metropolitan Council and within MnDOT's District Bicycle Plan. The City of Minneapolis has identified this section of TH 65 as a High Injury Street in its Vision Zero Action Plan, meaning there is a disproportionately high number of crashes. The City has also identified this section on their pedestrian and bicycle networks.

There are many destinations within walking and biking destinations of the proposed project location in downtown Minneapolis, including Central Mississippi Riverfront Regional Park, numerous professional sports stadiums, the University of Minnesota, museums and performing centers, and the major employment center of downtown Minneapolis. The area is well served by transit, with multiple bus lines and is within 1/3 mile of a light rail station.