

T Transportation Committee
 Meeting date: March 22, 2010
 Council meeting: April 14, 2010

ADVISORY INFORMATION

Date: March 18, 2010
Subject: 2010-2013 TIP Amendment to revise State Project Number 141-090-26, construct 18th Ave. NE Trail Phase 2
District(s), Member(s): District 7 – Meeks, District 8 - Wittsack
Policy/Legal Reference: TAB Action
Staff Prepared/Presented: Arlene McCarthy, Director MTS 651-602-1754
 Amy Vennewitz, Deputy Director Finance & Planning MTS (651-602-1058)
 Carl Ohrn, Planning Analyst MTS (651-602-1719)
Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to approve a scope change for SP#141-090-26: 18th Avenue NE Trail Phase II allowing roughly half of the bikeway to be on road and reducing the federal funding to \$535,000 as well as approve an amendment to the 2010-2013 Transportation Improvement Program (TIP) reflecting the changed scope and cost.

Background

A scope change is needed for this project to change approximately half of it from an off-road to an on-road facility and reduce the federal funding by 50% to \$535,000.

Rationale

An accurate description of projects must be in the TIP.

Funding

The federal funding was reduced due to the change in facility type.

Known Support / Opposition

No opposition was presented at the TAC or TAB meetings.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Acting Chair

March 18, 2010

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Carver County

Paul Krause
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Blaine City Council

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Chanhassen City Council

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Julia Whalen
Champlin City Council

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Mayor of Edina

Becky Petryk
Hugo City Council

Robert Lillgren
Minneapolis City Council

Russ Stark
St. Paul City Council

William Hargis
Mayor of Woodbury

Citizen Members - Precinct

vacant - A

Bill Guidera - B

James Meyers - C

Chuck Haik - D

Bart Ward - E

Donn Wiski - F

Jill Smith - G

Ken Johnson - H

Agency Representatives

Peggy Leppik
Metropolitan Council

Scott McBride
Minnesota DOT

Sherry Stenerson
M.A.C.

David Thomson
M.P.C.A.

Modal Representatives

Richard Mussell
Transit

vacant
Transit

Ron Have
Freight

David Gepner
Non-motorized

Peter Bell, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

Mr. Bell,

On March 17, 2010, the Transportation Advisory Board voted to approve a change in project scope for SP# 141-090-26: 18th Avenue NE Trail Phase II in Minneapolis, and to amend the 2010-2013 Transportation Improvement Program to reflect the revised project scope and cost.

The TAB awarded federal Transportation Enhancement funds to Minneapolis for the 18th Avenue Trail project in the 2005 regional solicitation.

The TAB forwards the TIP amendment action to the Metropolitan Council along with additional information described in TAB action transmittal 2010-14.

Sincerely,



Bill Hargis, Acting Chair
Transportation Advisory Board

for

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2010-14

DATE: March 18, 2010
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: Scope Change and TIP Amendment for Minneapolis SP#141-090-26: 18th Avenue NE Trail Phase II

MOTION: The TAB approved a scope change for SP#141-090-26: 18th Avenue NE Trail Phase II allowing roughly half of the bikeway to be on road and reducing the federal funding to \$535,000 as well as approve an amendment to the 2010-2013 TIP reflecting the changed scope and cost.

BACKGROUND AND PURPOSE OF ACTION: The original project application was for a 1.1 mile trail alongside 18th Avenue NE. Coordination with the BNSF railroad during the preliminary design process was unsuccessful and the City has been unable to reach an agreement with the railroad on the placement of the trail. In addition, a senior townhome association strongly rejected the off-road trail crossing its driveway. An alternative plan was developed with a combination of off-street and on-street treatments. The on-street treatments will be on roughly 45% of the corridor and will consist of shared space pavement markings called sharrows (consisting of a chevron and bicycle symbol). State Aid reviewed the proposed on-road treatment and determined that it met all bikeway design guidelines for the portion of the roadway that will have it. State Aid recommended a reduction in the federal funds by 50% because the cost of the project will be reduced with less off-road trail construction.

Additional information is attached.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	February 18, 2010
Technical Advisory Committee	Review & Recommend	March 3, 2010
TAB Programming Committee	Review & Recommend	March 11, 2010
Transportation Advisory Board	Review & Adopt	March 17, 2010
Metropolitan Council	Review & Concur	



Minnesota Department of Transportation

Metro District
 1500 west County Road B-2
 Roseville, MN 55113

Office Telephone: (651) 234-7761
 Fax: (651) 234-7786

March 3, 2010

Timothy Mayasich, Chair
 TAC Committee
 Metropolitan Council
 230 East Fifth St.
 Mears Park Centre
 St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2009-2012 Transportation Improvement Program (TIP)
 State Project Number: 141-090-26 Construct 18th Ave. NE Trail Phase 2

Dear Mr. Mayasich:

Please amend the 2010 – 2013 Transportation Improvement Program (TIP) to include this project in 2010. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	ATP	DIS T	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2010	M	M	Ped/Bike	141-090-26	Minneapolis	Marshall St. NE to Monroe St. – Construct 18 th Ave NE Trail Phase 2 –Lighting, retaining walls, fencing, signage, etc.	1.2

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA Target	HPP \$	Earmark \$	FHWA Target AC \$	HPP AC \$	TH \$	OTHER \$
EN	Ped/Bike Improvement	TEA	2,545,000	535,000	0	0	0	0	0	2,010,000 (City of Mpls)

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in STIP).

The 18th Ave. NE Trail is a City of Minneapolis initiative that fills a gap in the existing bikeway system within NE Minneapolis. This segment of the project is located along 18th Ave. NE from Marshall Street NE to Monroe Street NE. This arterial trail connects planned and funded bikeway/walkways throughout the corridor and provides additional non-motorized transportation options for those who choose not to drive.

The project was originally selected by the TAB in the 2005 TAB solicitation with funding in SFY 2009. The original project indicated that a large portion of the trail would be constructed off-street. However, after unsuccessful negotiations with the BNSF railroad and a determination there was not the amount of public right of way needed for off street construction, a scope change was requested by the City to revise the project.

At the February 18, 2010 TAC Funding and Programming meeting the scope change was presented and discussed. The recommendation from the Committee was to revise the project, as presented, to provide on-street segments of the trail between Marshall St. NE to California Street NE. and between 6th Street NE to Monroe Street NE. Also, due to the decreased amount of trail being constructed off -street, the federal funds originally applied to the project (\$1,070,000) are being reduced by 50% to \$535,000.

This amendment is needed to identify the project scope change and reduction of federal funds being applied to the project.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money _____
 - Anticipated Advance Construction _____
 - ATP or MPO or Mn/DOT Adjustment by deferral of other projects _____
 - Earmark or HPP not affecting fiscal constraint* _____
 - Other** _____ X _____

** Fiscal constraint is maintained due to the cost revision being a decrease in the original federal funds applied to the project.

Timothy Mayasich
March 3, 2010
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AIR QUALITY CONFORMITY:

- Subject to conformity determination _____
- Exempt from regional level analysis* Yes
- Exempt from project level analysis** Yes
- Exempt by virtue of interagency consultation _____
- N/A (not in a nonattainment or maintenance area) _____

*Exemption codes identified on attached chart: AQ-2 Bicycle and pedestrian facilities pursuant to titles 23 and 49 U.S.C. federal-aid systems revisions.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact Dan Erickson at 651.234.7763.

Sincerely,

Greg Coughlin
Metro District State Aid Engineer

cc: Don Elwood, City of Minneapolis

February 5, 2010

Karl Keel
Chairman TAC Funding & Programming Committee
1700 W 98th St
Bloomington MN 55431-2501

Re: 18th Avenue NE Trail Phase II
State Project No. 141-090-26
Minnesota Project TEAX 2710 (096)

Dear Mr. Keel:

Please consider this formal request from the City of Minneapolis for the change in scope of the 18th Avenue Trail Phase II project. (see Figure 1 and 2, Project Area Map in Attachment A). The original funding application was submitted in 2005 and was approved for fiscal year 2009. (see Federal Funding Application in Attachment B).

The project description and objective, as described in the original application, is as follows:

This approximately 1.1 mile long bikeway/walkway is located along 18th Avenue NE in NE Minneapolis from Marshall Street NE to Monroe Street NE. This arterial trail connects to numerous planned and funded bikeway/walkways throughout the corridor. This project consists of a 10-14 foot wide bituminous trail. Project includes clearing/grubbing, lighting, grading, aggregate base, seeding/sodding/vegetation, retaining walls, fencing, signage, striping, bituminous surface, concrete work, curb/gutter work, ped ramps, crosswalk improvements, erosion control, ITS applications, signal work, right-of-way acquisition, and utility relocation.

The purpose of this project is to provide additional non-motorized transportation options for those who choose not to drive. This facility is located in part of the city that currently has no dedicated bikeways and the area is also in need of pedestrian improvements. The goal of this project is to improve bicycling and walking mode shares in a part of the city that lacks good trail facilities. In other parts of Minneapolis bicycling and walking mode shares have increased dramatically once trail facilities have been installed.

This regional east/west bicycle/pedestrian facility will connect the NE Diagonal Trail to planned Mississippi River Trails and will provide NE Minneapolis with a much needed transportation alternative to connect residents to Quarry Shopping Mall, to the Mississippi River, to the Central Avenue Business District, and to perpendicular trails that go to Downtown Minneapolis, to Roseville, and to University of Minnesota. This project is one of several planned projects that will be completed by Minneapolis Public Works and the Minneapolis Park and Recreation Board that will help complete the trail element of the Minneapolis Grand Rounds system.

The proposed 18th Avenue NE Trail phase II project between Marshall Street NE and Monroe Street NE was originally submitted with Segment A, option 1 and option 2; Segment B; Segment C, option 1 and option 2. (see Exhibit B – Original Submittal).

Segment A (Marshall Street NE to California Street NE): Off-street trail with two alignment options. The preferred option 1 is a 10-14 foot wide off-street trail along the southerly side of the BNSF spur line with a future connection to the BNSF bridge over the Mississippi River. If option 1 is not permitted by the railroad, option 2 includes a 10 foot wide off-street trail along 18th Avenue as shown in Exhibits B & N with an at-grade rail crossing just west of 2nd Street NE.

Segment B (Washington Street NE to Monroe Street NE): Off-street trail along the abandoned 18th Avenue rail corridor. The trail will be 10-14 feet wide with bicycle priority ITS or signage treatments at major intersections to minimize the number of stops per mile for the trail users.

Segment C (Washington Street to Monroe Street NE): Off-street trail with two alignment options. Both options 1 and 2 include 10-14 foot wide off-street trail along either side of 18th Avenue NE between Washington Street NE and Jefferson Street NE. Option 1 is a 10-14 foot wide off-street trail through the WR Grace site to the BNSF main-line corridor. Option 1 would utilize the western portion of the BNSF right-of-way to cross Monroe Street NE. A ramp would take trail users to the south side of 18th Avenue NE. Option 2 is a 10 foot wide off-street multi-use trail that will follow Jefferson Street NE to 19th Avenue NE to Monroe Street NE back to 18th Avenue NE. Option 2 is the most realistic option since the alignment is completely within public right-of-way.

After being selected for funding, the project underwent the preliminary design process. During the preliminary design process, detailed coordination efforts with private landowners and BNSF was conducted. As a result of this process, a number of significant issues were identified that made the construction of the off-street trail difficult as submitted in the application.

Segment A (Marshall Street NE to California Street NE) Option 1 is rejected by BNSF requiring the distance between the edges of the trail to the center of the tracks to be 25 feet; this requirement could not be achieved without encroaching to an existing alley and private residential properties. Option 2 at grade rail crossing is also rejected by BNSF due to safety consideration.

Segment C option 1 utilizing western portion of the BNSF right-of-way is also rejected by BNSF. The reason given is that the tracks are used heavily by the railroad.

Segment C, option 2, the alignment between 6th Street NE and Washington Street NE conflicts with the only driveway accessible to a senior home building on Washington Street; there is no public-right- of-way and proposed alignment was strongly rejected by the senior home owners.

In response to these issues, an alternative plan was developed with a combination of an off-street and on street trail system. (see Figure 2 in Attachment A). The proposed modifications to the initial concept described in the application are as follows:

- On-street segment of the trail between Marshall Street NE to California Street NE.
- On-street segment of the trail between 6th Street NE to Monroe Street NE.

All other off-street segment of the trail and safety enhancements detailed in the original funding application will be implemented in the alternative plan.

The project with the scope change described above still meets the project objective by implementing a portion of dedicated bicycle/pedestrian facility and a portion of on street bicycle connection in NE Minneapolis and it will enhance the safety, operational, and capacity characteristics of the trail system. Thank you for taking the time to consider this scope change. If you have any questions or concerns, please give me call at (612) 673-3622

Sincerely,



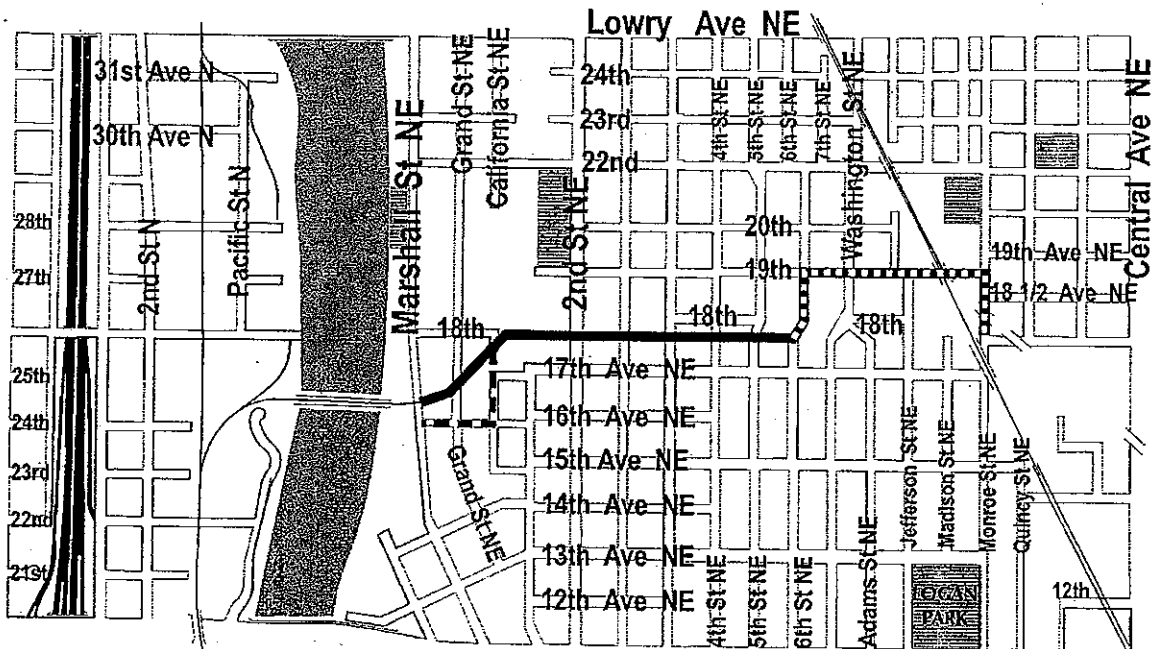
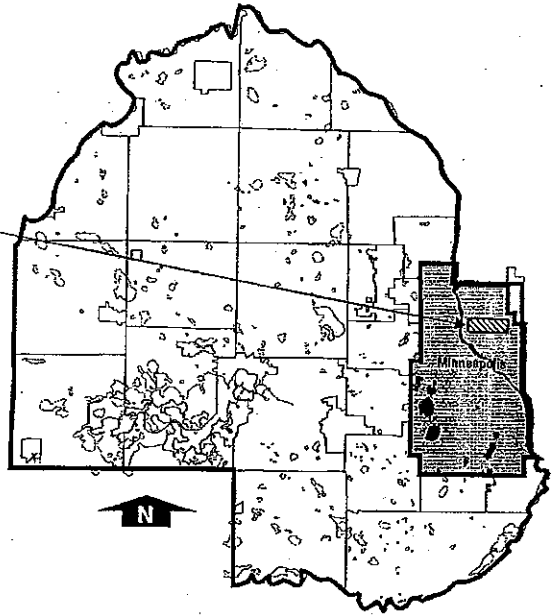
Don Elwood
Director, Transportation Planning & Engineering




Enclosure

Attachment A

Project Area Map Figure 1 and 2

18th Ave NE Trail - Phase II
S.P. 141-090-26



-  On-street
-  On-street alternative
-  Off-street

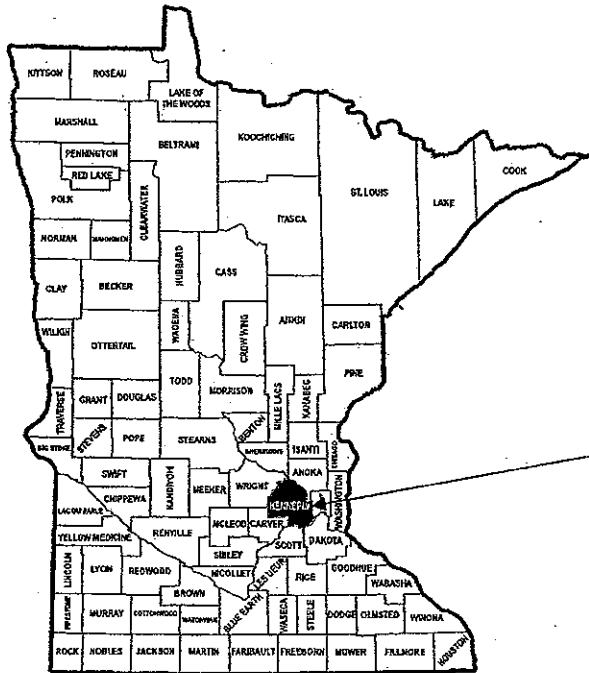


18th Avenue NE Trail - Phase II



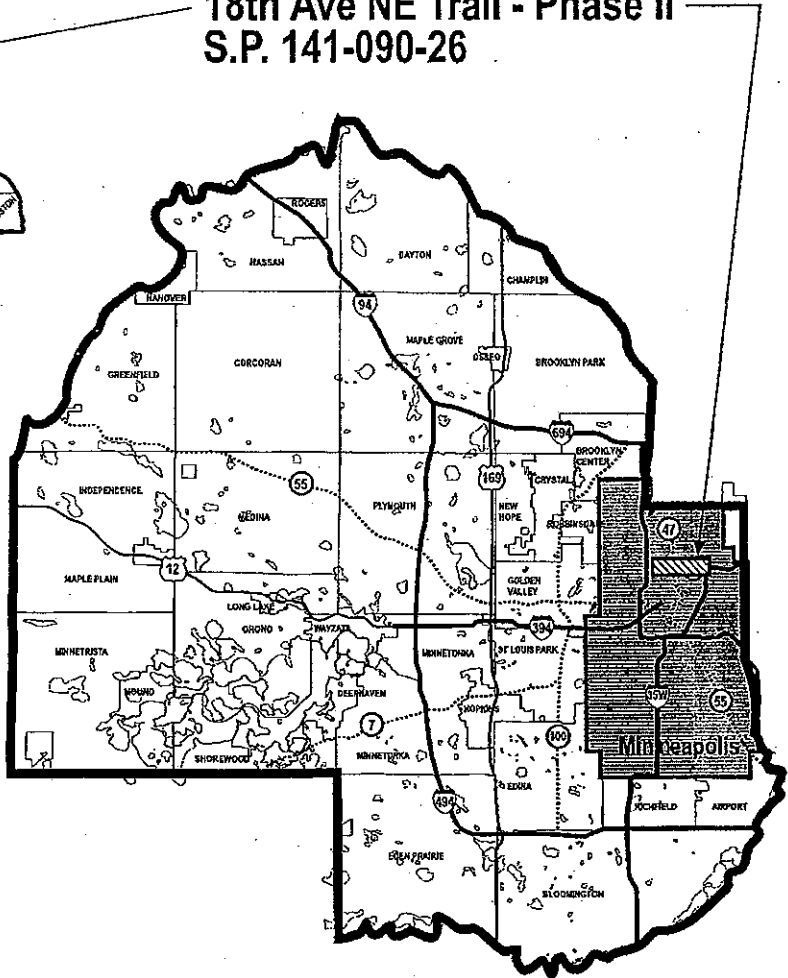
S.P. 141-090-26

Figure 2
 Project Limits



Minnesota

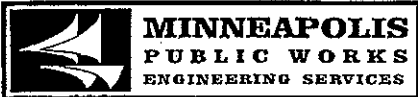
18th Ave NE Trail - Phase II
S.P. 141-090-26



Hennepin County



18th Avenue NE Trail - Phase II



S.P. 141-090-26

Figure 1
 Project Location in Region

Attachment B

Federal Funding Application

Federal Transportation Enhancement Fund Application

INSTRUCTIONS: Complete and return to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, Mears Park Centre, 230 E. Fifth Street, St. Paul, Minnesota 55101. (651) 602-1728. Applications must be received by 5:00 PM or postmarked on July 29, 2005. *Be sure to complete and attach the Project Information form.	Office Use Only
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I. GENERAL INFORMATION

1. APPLICANT: City of Minneapolis			
2. JURISDICTIONAL AGENCY (IF DIFFERENT)			
3. MAILING ADDRESS: 350 South 5 th Street – Room 233			
CITY: Minneapolis	STATE: MN	ZIP CODE: 55415	4. COUNTY: Hennepin
5. CONTACT PERSON: Jon Wertjes	TITLE: Director of Traffic and Parking Services	PHONE NO. (612) 673-2614	
CONTACT E-MAIL ADDRESS: jon.wertjes@ci.minneapolis.mn.us			

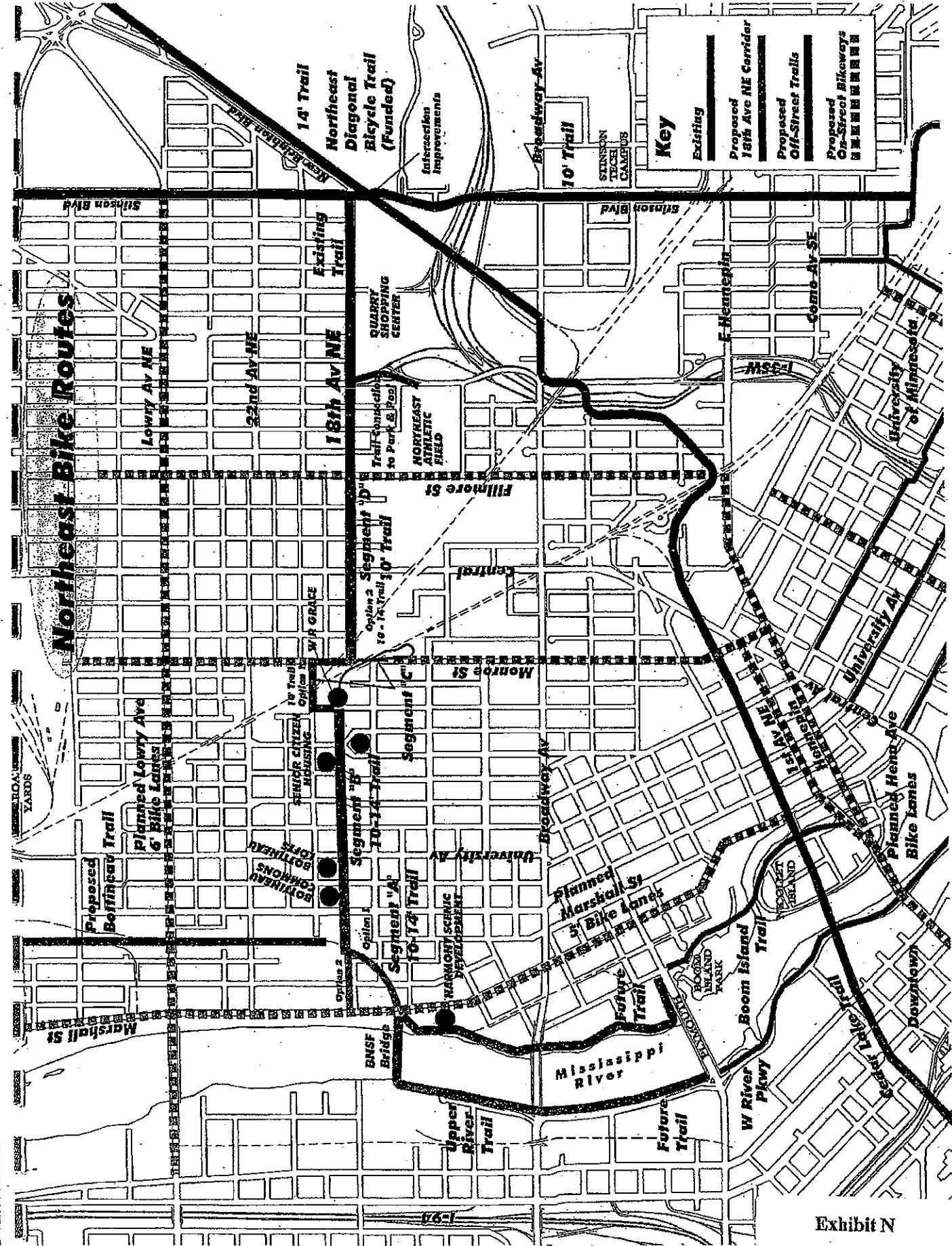
II. PROJECT INFORMATION

6. PROJECT NAME 18 TH AVENUE NE TRAIL PHASE 2
7. BRIEF PROJECT DESCRIPTION (Include location, facility name, type of improvement, etc... A more complete description must be submitted separately as described in Specific Requirement #3 on p. 5) THIS APPROXIMATELY 1.1 MILE LONG BIKEWAY/WALKWAY IS LOCATED ALONG 18 TH AVE NE IN NE MINNEAPOLIS FROM MARSHALL STREET NE TO MONROE STREET NE. THIS ARTERIAL TRAIL CONNECTS TO NUMEROUS PLANNED AND FUNDED BIKEWAYS/WALKWAYS THROUGHOUT THE CORRIDOR. THIS PROJECT CONSISTS OF A 10-14 FOOT WIDE BITUMINOUS TRAIL. PROJECT INCLUDES CLEARING/GRUBBING, LIGHTING, GRADING, AGGREGATE BASE, SEEDING/SODDING/VEGETATION, RETAINING WALLS, FENCING, SIGNAGE, STRIPING, BITUMINOUS SURFACE, CONCRETE WORK, CURB/GUTTER WORK, PED RAMPS, CROSSWALK IMPROVEMENTS, EROSION CONTROL, ITS APPLICATIONS, SIGNAL WORK, RIGHT-OF-WAY ACQUISITION, AND UTILITY RELOCATION.
8. THE PROJECT CATEGORY - Check only one project grouping in which you wish your project to be considered (see p. 85). <input type="checkbox"/> Scenic/Environmental <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Historic/Archaeological
9. TRANSPORTATION INVESTMENT PLANNED ECONOMIC DEVELOPMENT DISTRICTS (TIPEDD) <input type="checkbox"/> Check here if project is being submitted as part of a TIPED District. If it is, the applicant must also submit the TIPEDD application form (found on p. 10) and list this project on that form.

III. PROJECT FUNDING

10. Are you applying or have you applied for funds from another source(s) to implement this project? Yes <u>X</u> No ___ If yes, please identify the source(s): MINNEAPOLIS CIP, MINNEAPOLIS NRP	
11. FEDERAL AMOUNT \$1,000,000	14. SOURCE OF MATCH FUNDS MINNEAPOLIS CIP, MINNEAPOLIS NRP FUNDS
12. MATCH AMOUNT \$250,000	15. MATCH % OF PROJECT TOTAL 20%
13. PROJECT TOTAL \$1,250,000	16. REQUESTED PROGRAM YR (CIRCLE ONE) <u>2009</u> 2010
17. SIGNATURE <i>John Hout</i>	18. TITLE City Coordinator

Northeast Bike Routes



Key

- Existing
- Proposed 18th Ave NE Corridor
- Proposed Off-Street Trails
- Proposed On-Street Bikeways

Exhibit N