

T Transportation Committee

Meeting date: May 14, 2012

Metropolitan Council Meeting: May 23, 2012

ADVISORY INFORMATION

Date: May 4, 2012
Subject: Blue Line (Hiawatha Corridor) Vehicular Traffic Improvements
District(s), Member(s): District 8, Adam Duininck
Policy/Legal Reference: Minnesota Statute 473.375
Staff Prepared/Presented: Brian Lamb, General Manager, 612-349-7510
Ed Petrie, Director, Finance, 612-349-7624
Vince Pellegrin, Chief Operations Officer, 612-349-7511
Sheri Gingerich, Deputy Chief Operations Officer, Rail 612-341-5660
Division/Department: Metro Transit

Proposed Action

Authorize the Regional Administrator to negotiate and execute an agreement with the City of Minneapolis to pass through local Regional Transit Capital funds for project management/administration, engineering, materials and design activities associated with upgrading and improving the traffic management system in the Hiawatha corridor. This authorization will amend the funding included in Council Action Item 2011-207.

Background

In the spring of 2010, the Minneapolis Department of Public Works commenced a study to investigate improvements to the traffic signals in the Hiawatha corridor from 26th Street on the north to 50th Street on the south. The basic design of the Hiawatha Light Rail Transit (LRT) line is running at grade and is "side running" adjacent to Hiawatha Avenue with full pre-emption of the traffic lights in the corridor to allow trains full protection with gated crossings. As a result of this type of alignment, there is substantial impact to motorists and pedestrians who want to cross Hiawatha Avenue.

A number of improvements were made to the signal operation in the summer of 2004. Several of these changes made substantial positive impacts, but they have been incremental. It was viewed that additional improvements could still be made.

As a result of the study, several recommendations were made to improve the overall traffic flow in the corridor. Some of the improvements include signal phasing and timing, replacement of the vehicle detection loops, purchase of new traffic signal controllers, cabinets, and software. The LRT signal pre-emption timing would also be evaluated and modifications made to the system. There will be no detrimental effect to the light rail operations, but there should be noticeable improvement to traffic flow in the area.

The overall cost of the project is estimated to be \$1.1 million. The cost of the project is being shared with the City of Minneapolis, Minnesota Department of Transportation (MNDOT), and Metro Transit. Metro Transit's portion of this project is \$347,561. Metro Transit met with the City of Minneapolis and determined the Council Funding should not include any federal funds, as this entire project is being funded by local funding sources. This updated action item will remove the Council Federal Funding noted in Council Action Item 2011-207 and replace entirely with Regional Transit Capital local funds.

Rationale

Council approval is required to enter into inter-agency agreements.

Funding Metro Transit's portion of this project is \$347,561. Local funding of \$347,561 is available from Regional Transit Capital which will serve as the local match for this project.

Known Support / Opposition

There is no known opposition.