

**T Transportation Committee  
Meeting date: August 8, 2011**

**Metropolitan Council Meeting: August 24, 2011**

**ADVISORY INFORMATION**

**Date:** July 26, 2011  
**Subject:** Hiawatha Corridor Vehicular Traffic Improvements  
**District(s), Member(s):** District 8, Adam Duinick, 612-724-9052  
**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  
Mary Gustafson, Manager, Grants, 612-349-7603  
**Division/Department:** Metro Transit/Hiawatha Light Rail

**Proposed Action**

Authorize the Regional Administrator to negotiate and execute a subrecipient grant agreement (SGA) with the City of Minneapolis to pass through funds from the Hiawatha Full Funding Grant Agreement (FFGA) and local match for project management/administration, engineering, materials and design activities associated with upgrading and improving the traffic management system in the Hiawatha corridor.

**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 26<sup>th</sup> Street on the north to 50<sup>th</sup> 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.

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. But 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. Metro Transit's portion of this project is \$347, 561. The cost is being shared with the City of Minneapolis, Hennepin County, Minnesota Department of Transportation (MNDOT), and Metro Transit. The cost breakdown for each participant was determined by the number of entering legs in each intersection of the affected corridor that are under the jurisdiction of the City of Minneapolis, MNDOT, Hennepin County, and Metro Transit's light rail line.

## **Rationale**

- Federal Transit Administration (FTA) requires sub recipient agreements be established to flow through FTA regulations and funding to external partners.
- Council approval is required to enter into inter-agency agreements, which includes sub recipient agreements.

## **Funding**

Metro Transit's portion of this project is \$347,561. Federal Funding of \$239,817 is available from the Hiawatha FFGA Project 65895 FTA Grant MN-03-0066. Local funding of \$107,744 will be available from Regional Transit Capital which will serve as the local match and will be included in the Council Business Item "2011 Unified Capital Program Amendment" in September 2011.

## **Known Support / Opposition**

There is no known opposition.