



## Request for City Council Committee Action from the Department of Public Works

**Date:** December 9, 2014

**To:** Honorable Kevin Reich, Chair Transportation & Public Works Committee

**Referral to:** Honorable John Quincy, Chair Ways & Means/Budget Committee

**Subject:** **City of Minneapolis Submission for 2014 Federal Highway Safety Improvement Program (HSIP)**

### Recommendation:

- A. Authorize proper city officers to submit a series of applications for federal Highway Safety Improvement Program (HSIP) funds passed through the state;
- B. Authorize proper city officers to commit local funds per federal requirement to support the approved HSIP projects.

### Previous Directives:

- None

### Department Information

Prepared by: Allan Klugman P.E., Sr Prof Engineer, Traffic & Parking Services, 673-2743

Approved by: \_\_\_\_\_  
Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Allan Klugman, P.E., Sr Prof Engineer, Traffic & Parking Services

### Reviews

- Permanent Review Committee (PRC): N/A
- Civil Rights Approval N/A
- Policy Review Group (PRG): N/A

### Financial Impact

- Other financial impact: Funding for construction is required for City's 10% match and will be accommodated in the Capital plan in future years.

### Community Impact

Living Well: Minneapolis is safe and livable and has an active and connected way of life.  
Great Places: Natural and built spaces work together and our environment is protected.  
A City that Works: City government runs well and connects to the community it serves.

## Supporting Information

Through this solicitation, the region is expected to program approximately \$25 million in Highway Safety Improvement Program (HSIP) funds in the Federal Fiscal Years 2017, 2018, and 2019. The objective of the program is to identify, implement, and evaluate cost effective construction safety projects with a primary goal of reducing fatal and serious injury crashes on all public roads. The federal funding covers 90% of the project construction costs with the remaining 10% coming from local match funding.

Past Minneapolis HSIP projects focused on reducing right angle crashes by installing overhead traffic signals which increase signal visibility. These projects have shown a significant reduction in right angle crashes along with reduction in all other crash types. The corridors included in this submission have high right angle crash histories.

The City is also striving to reduce bicycle crashes. A common crash scenario is a turning motorist failing to yield when crossing bike lanes. To increase motorist yielding, the City has added green pavement markings at key intersections. The intersections included in this submission have high bicycle crash histories and high levels of bicycle traffic.

A third area of focus is to improve pedestrian safety. The quantity of pedestrian crashes is fewer but often results in injuries. The City's approach to reduce the risk of crashes is to shorten the conflict zone and improve visibility. The signal overhead addition projects will include this in their scope. This submission also includes a project for citywide pedestrian improvements.

Project Name	Program	Requested Amount	Minimum Local Match Required	Total
6th Street Overhead Signal Addition Safety Project	HSIP	\$ 1,575,000	\$ 175,000	\$ 1,750,000
7th Street Overhead Signal Addition Safety Project	HSIP	\$ 1,800,000	\$ 200,000	\$ 2,000,000
8th Street / 11th Avenue Overhead Signal Addition Safety Project	HSIP	\$ 1,035,000	\$ 115,000	\$ 1,150,000
Green Pavement Markings Project	HSIP	\$ 162,000	\$ 18,000	\$ 180,000
Pedestrian Safety Project	HSIP	\$ 747,000	\$ 83,000	\$ 830,000
Totals		\$ 5,319,000	\$ 591,000	\$ 5,910,000

## Project Descriptions

6<sup>th</sup> Street Overhead Signal Addition Safety Project (\$1,750,000) – This project adds overhead traffic signals at five intersections along 6<sup>th</sup> St S in downtown Minneapolis. The scope will also include installing pedestrian countdown timers, Accessible Pedestrian Signals (APS), converting 8" diameter signal lenses to 12" lenses and upgrading to ADA compliant curb ramps with curb extensions.

7<sup>th</sup> Street Overhead Signal Addition Safety Project (\$2,000,000) – This project adds overhead traffic signals at six intersections along 7<sup>th</sup> St S in downtown Minneapolis. The scope will also include installing pedestrian countdown timers, Accessible Pedestrian Signals (APS), converting 8" diameter signal lenses to 12" lenses and upgrading to ADA compliant curb ramps with curb extensions.

8<sup>th</sup> Street/11<sup>th</sup> Avenue Overhead Signal Addition Safety Project (\$1,150,000) – This project adds overhead traffic signals for improved signal visibility at three intersections in

downtown Minneapolis (8<sup>th</sup> St at 9<sup>th</sup> Av, 8<sup>th</sup> St at 11<sup>th</sup> Av, and 14<sup>th</sup> St at 11<sup>th</sup> Av). These intersections were selected to proactively improve signal visibility and to maintain a consistent signal design throughout their respective corridors. Several intersections along the corridors are already planned to be upgraded in the future so this project will upgrade the remaining signals. The scope will also include installing pedestrian countdown timers, Accessible Pedestrian Signals (APS), converting 8" diameter signal lenses to 12" lenses and upgrading to ADA compliant curb ramps with curb extensions.

Green Pavement Marking Project (\$180,000) – This project adds green pavement markings to increase bicycle safety at 24 intersections along four corridors throughout Minneapolis. Some of the corridors being considered are: 15<sup>th</sup> St E/16<sup>th</sup> St E, 24<sup>th</sup> St E, Chicago Ave S, and Como Ave S. Locations will be finalized with the input of the Bicycle and Pedestrian Advisory committees.

Pedestrian Safety Project (\$830,000) – This project adds curb extensions at approximately 8 intersections throughout Minneapolis.

Attachment: Map of projects