



Request for City Council Committee Action From the Department of Public Works

Date: November 27, 2007
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral to: Honorable Paul Ostrow, Chair Ways & Means/Budget Committee
Subject: Accessible Pedestrian Signals

Recommendation:

- a. Receive and File the Accessible Pedestrian Signal (APS) Guidelines
- b. Accept the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) New Freedom Funds to begin implementation of APS devices
- c. Proper City Officials be directed to execute an Agreement with Metropolitan Council for the amount of \$125,000 for the acceptance of the New Freedom Funds for the installation and evaluation of Accessible Pedestrian Signals.
- d. Decrease the appropriation for the PW-Transportation Capital Agency in the Permanent Improvement Fund (4100/943/9440 TR009040) by \$31,250.
- e. Increase the appropriation for the PW-Transportation Capital Agency in the Permanent Improvement Fund (4100/943/9440) by \$156,250, to be reimbursed from the decrease in appropriation as noted in recommendation d. and \$125,000 to be reimbursed by Metropolitan Council (revenue source 3225).

Previous Directives:

To apply for the SAFETEA-LU New Freedom Funds and return back to the Committee for acceptance of the Funds and to give a more detailed explanation of the project which will utilize these funds.

Prepared by: Nickolas VanGunst, P.E., PTOE, Professional Engineer, 673-2172
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Approved by:

Steven A. Kotke, P.E., City Engineer, Director of Public Works

Presenters: Don Sobania, P.E., Traffic and Parking Services 673-2743

Permanent Review Committee (PRC) Approval _____ Not applicable X

Policy review Group (PRG) Approval _____ Not applicable X

Financial Impact (Check those that apply)

- No financial impact - or - Action is within current department budget (If checked, go directly to Background/Supporting Information)
- Action requires an appropriation increase to the Capital Budget
- Action requires an appropriation increase to the Operating Budget
- Action provides increased revenue for appropriation increase
- Action requires use of contingency or reserves
- Business Plan: Action is within the plan. Action requires a change to plan.
- Other financial impact (Explain): Future funding for operation and maintenance will be required
- Request provided to department's Finance Dept. contact when provided to the Committee Coordinator

Community Impact

Neighborhood Notification: Not Applicable

City Goals: Maintain the physical infrastructure to ensure a healthy, vital and safe city

Comprehensive Plan: Not Applicable

Zoning Code: Not Applicable

Background/Supporting InformationAccessible Pedestrian Signal Guidelines

The Department of Public Works and the Minnesota Department of Transportation have been working on developing a set of guidelines for the installation of Accessible Pedestrian Signals (APS). These guidelines will be used to determine the need of an Accessible Pedestrian Signal at new and existing traffic signals. Key elements of the guidelines include:

- The guidelines will be used to determine the need of APS at new, modified, and existing traffic signals.
- The guidelines will utilize the Prioritization Tool from the National Cooperative Highway Research Program. The Prioritization Tool evaluates both the intersection and each individual crosswalk and assigns point values based on configuration, signal phasing and pedestrian signal control, location of the intersection in reference to facilities for visually impaired and major pedestrian attractions, distance to alternative APS crosswalks, and requests for APS at the intersection. The points are summed up for each crosswalk and measured against a set threshold. There are different levels of thresholds depending on new construction, modifications, or existing signals.
 - For new traffic signal construction, APS will be installed if the evaluation of a crosswalk results in a score of 30 points or above. If the score is less than 30 points, than the signal will be designed to accommodate APS in the future.
 - For major traffic signal modifications or signal phasing change, APS will be installed if the evaluation of a crosswalk results in a score of 40 points or above. If the evaluation scores between 30 to 40 points, the modification design will include infrastructure for future APS installations.
 - For existing signals, APS will be installed if the evaluation of a crosswalk results in a score of 40 points or above.
- The City will evaluate all crosswalks at existing signalized intersections on a 10 year cycle. Evaluations that result in a score of 40 points or above will be programmed for addition of APS within a 5 year time period unless any subsequent evaluation results in a score below 30 points. The evaluations will be completed by city resources.
- We will annually evaluate and adjust the thresholds, criteria and points as needed.

New Freedom Funds

The City has requested federal funding through the SAFETEA-LU New Freedom Program to establish an Accessible Pedestrian Signal pilot project. During the August 7, 2007 T&PW committee meeting, Public Works presented an application for the SAFETEA-LU New Freedom funds. The committee requested Public Works to return and ask for permission to accept the funds, if awarded. The New Freedom Funds is \$125,000 and the local match will be \$31,250. The City source of local match will be transferred from the Minneapolis Stop Sign Plan Completion Project. The Stop Sign Plan Completion Project currently has \$54,581 and will be reduce by \$31,250.

Public Works is requesting that proper City Officials be directed to execute an Agreement with the Metropolitan Council for the amount of \$125,000 for the acceptance of the New Freedom Funds for the installation and evaluation of Accessible Pedestrian Signals.

Cc: Don Elwood, Public Works
Grants and Special Projects

Attachments:

Guidelines
New Freedom Funds Letter

By **Council Members Colvin Roy and Johnson**

“Passage of a resolution to amend the 2007 general appropriation resolution to decrease the appropriation for Public Works in the Capital Improvements Fund in the Transportation Capital Agency for expenses related to capital projects by \$31,250 (4100/943/9440 TR009040).

“Passage of a resolution to amend the 2007 general appropriation resolution to increase appropriation for Public Works in the Capital Improvements Fund in the Transportation Capital Agency for expenses related to capital projects by \$156,250 (4100/943/9440) funded by the decrease in appropriation of \$31,250 (4100/943/9440 TR009040) and an increase to revenues in the amount of \$125,000 (4100/943/9440); amend the allocation of resources as follows: increase the revenue source 3225 (4100/943/9440) by \$125,000.

T&PW

Your Committee recommends that the proper City Officials be directed to execute an Agreement with Metropolitan Council for the amount of \$125,000 for the acceptance of the New Freedom Funds for the installation and evaluation of Accessible Pedestrian Signals