

City of Minneapolis Request for Committee Action

To: Transportation and Public Works
Date: 2/2/2016
From: Public Works Department
Prepared by: Simon Blenski, Transportation Planner
Presented by: Simon Blenski, Transportation Planner
File type: Resolution
Subcategory: Variance

Subject:

Blaisdell Avenue South Bikeway Project – Variance Request from Municipal State Aid (MSA) Standards

Description:

Adopting a resolution to direct the City Engineer to proceed with a formal request for a variance from MnDOT State Aid for number of lanes on Blaisdell Avenue S from 31st Street W to 40th Street W

Previous Actions:

None

Ward/Address:

Ward 8

Background/Analysis:

This proposed project will reconfigure Blaisdell Avenue from 31st Street W to 40th Street W to create a protected bike lane. The project is programmed for construction in 2016 and will consist of signing and striping.

The proposed roadway section will be modified to include a bike lane, buffer with vertical separation, one traffic lane, and one parking lane. At signalized intersections, left-turn lanes and right-turn/bicycle mixing areas will be provided. The daily traffic volumes on Blaisdell Avenue S range from 1,900 to 4,000 vehicles per day. Analysis of the traffic volumes and roadway capacity, as well as potential future growth in traffic, has shown that these volumes can be accommodated in a single through traffic lane.

Formal Request for Variance

MSA Rule 8820.9941 requires two through traffic lanes on one-way streets. The single vehicle lane proposed on Blaisdell Avenue S will accommodate the buffer with vertical separation between the bike lane and the vehicle lane, while maintaining on-street parking on Blaisdell Avenue S. In the proposed configuration, emergency vehicle access is not compromised with the single vehicle lane because the combination of the travel lane, parking lane, and bike lane buffer allow an emergency vehicle to pass other vehicles if needed. A similar example that also has a single vehicle lane on a one-way street with bicycle facilities includes 1st Avenue S between 33rd Street E and 40th Street E. This roadway has similar traffic volumes and adjacent land uses and has been operating in this configuration for more than five years.

To submit the formal request for variance to the Minnesota State Aid Operation Rules Chapter 8820, a resolution from the Council is required directing the City Engineer to proceed.

Next Steps

Variance

Upon resolution adoption, the City Engineer will proceed with a formal request for a variance from MnDOT State Aid for the number of lanes on Blaisdell Avenue S.

Layout

The current roadway has two through traffic lanes. The proposed roadway will include a protected bike lane, one through traffic lane, and one parking lane. Turn lanes will be provided at signalized intersections.

Following the submittal of the variance, Public Works will continue stakeholder involvement, develop the proposed layout, and return to your committee to request layout approval.

Financial Review:

No additional appropriation required; amount included in current budget.