

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VI. C.

From: Mark K. Nolan, AICP, Transportation Planner

Action

Date: May 15, 2014

Discussion

Information

Subject: Olinger Boulevard Mill and Overlay Project

Action Requested:

Review and comment on the proposed bicycle facility design for Olinger Boulevard from Vernon Avenue to Tracy Avenue.

Information / Background:

Olinger Boulevard is scheduled for pavement rehabilitation (mill and overlay) from Vernon Avenue to Tracy Avenue in 2014. Olinger Boulevard is an Approved Primary Bike Route in the City's Comprehensive Plan; as such, staff has been considering opportunities to implement an improved bicycle facility on this road.

Olinger Boulevard is a Municipal State Aid (MSA) street and is approximately one mile in length, with a current average pavement width of 36 feet (face-to-face of curb). The pavement (approximately 20,000 square yards) is in poor condition. There is a 480-foot parking bay located at the east end of the project (adjacent to Countryside Park) and another (200-foot long) at the west end, which will remain. Other than these parking bays, "no parking" is posted for the length of Olinger Boulevard on the south/west side of the street. On the north/east side, "no parking" is posted west of Olinger Road, and parking is restricted for 500 feet east of Tracy Avenue (across from Countryside Park). In between these areas, parking is allowed on the north/east side of the street.

Olinger Boulevard is a connection between two primary bike routes: Vernon Avenue (existing dedicated bike lanes) and Tracy Avenue (proposed bike lanes to be constructed in 2016). Also, existing bike lanes are in place on Blake Road, which is the extension of Olinger Boulevard north of Vernon Avenue. Additionally, an off-street paved bike trail runs around Bredesen Park, along the south/west side of Olinger Boulevard west of Villa Lane. This trail is one-way, running west/north.

Because of its existing 36-foot width, parking would have to be eliminated to accommodate dedicated bike lanes on both sides of Olinger Boulevard (5' bike lane + 11' travel lane + 11' travel lane + 5' bike lane + 7' parking lane = 39 feet). With this information, on May 1 engineering staff held a public meeting that included residents on Olinger Boulevard and adjacent intersecting streets to share information and gather input. Written correspondence was also collected both before and after this meeting. In general, residents strongly

expressed the opinion to keep the on-street parking due to walking distances to side streets and lack of sidewalks. There was also general support for some type of bicycle facility on Olinger Boulevard.

Considering the Comprehensive Plan, resident input and physical restrictions, Staff is proposing the following design for a bicycle facility on Olinger Boulevard:

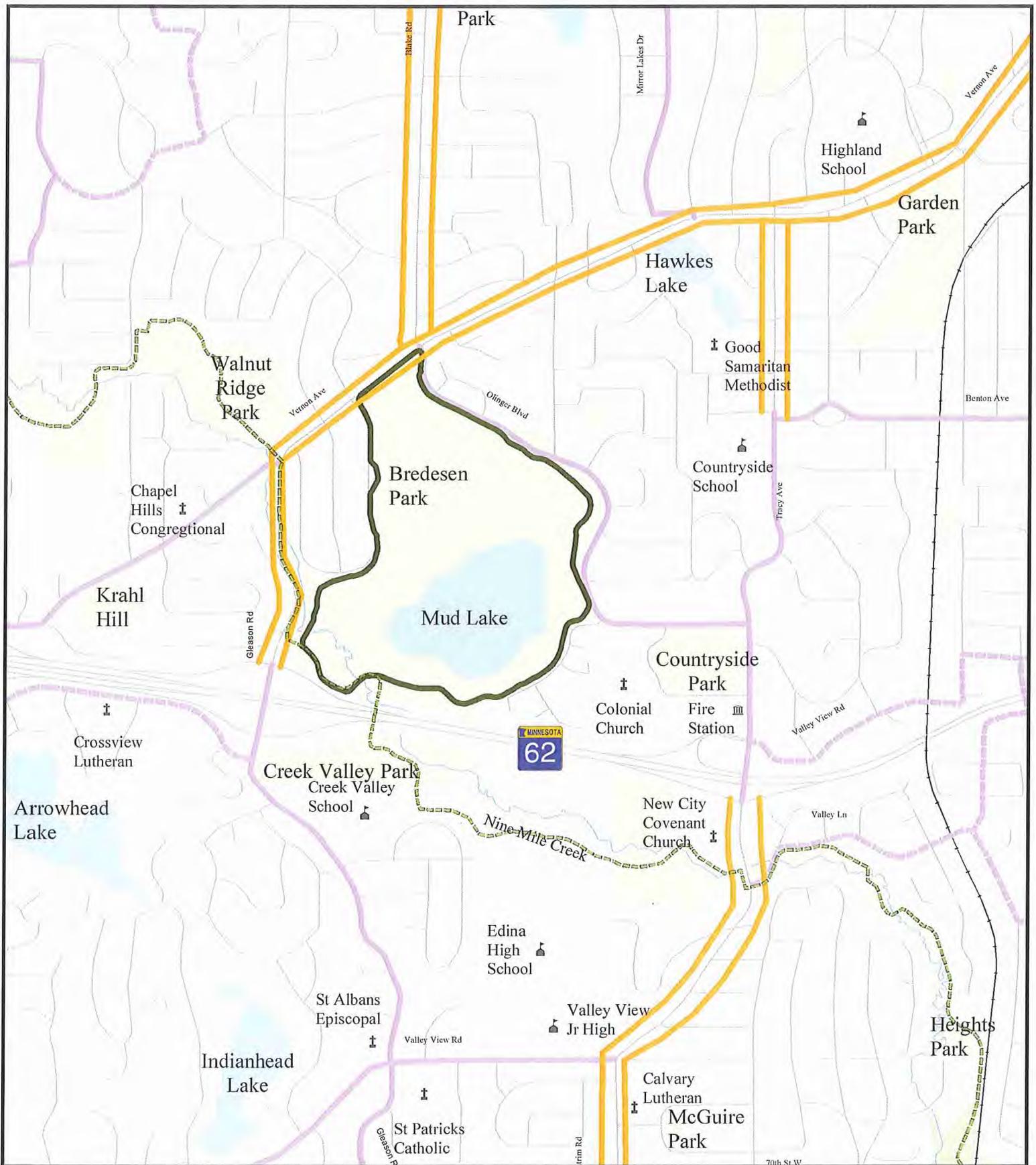
- Keep the existing parking/no parking conditions, and striping the parking lane (7-foot wide)
- Install a dedicated bike lane on the south/west side of Olinger Boulevard for the entire length of the project. This lane would be 5.5-foot wide west of Olinger Road and 5-foot wide east of Olinger Road.
- Install a dedicated bike lane on the north/east side of Olinger Boulevard west of Olinger Road (approximately 1/3-mile). This lane would be 5.5-foot wide.
- East of Olinger Road (approximately 2/3-mile), install shared-lane markings (“sharrows”) in a 13-foot wide travel lane (north/westbound lane). This would require a MSA variance for on-road bicycle facilities to allow a 13-foot “wide outside lane” in lieu of the required 14-foot wide outside lane.

Staff feels that the use of sharrows is appropriate in this case because it indicates that there are dedicated bicycle facilities on Olinger Boulevard; however, physical constraints restrict the installation of bike lanes for a portion of the route. This is similar to the way sharrows are currently used on West 70th Street, in the area of TH 100 (where dedicated bike lanes exist east and west of this constrained area). With any future reconstruction of this segment of Olinger Boulevard, staff would consider widening the street width to accommodate one dedicated bike lane in each direction and a sidewalk on at least one side of the street.

Staff expects to submit a resolution to Council at the May 20 City Council Meeting to allow staff to submit a variance request with MnDOT. The deadline is June 2 to submit variance materials for the quarterly variance committee meeting scheduled for June 19.

Attachments:

Olinger Boulevard Proposed Bike Facility Maps and Cross Sections
Detail of Bicycle Facilities Map



Bicycle Facilities

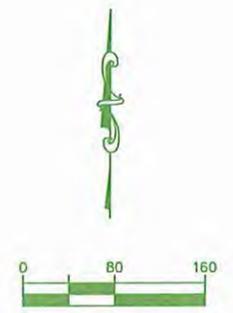
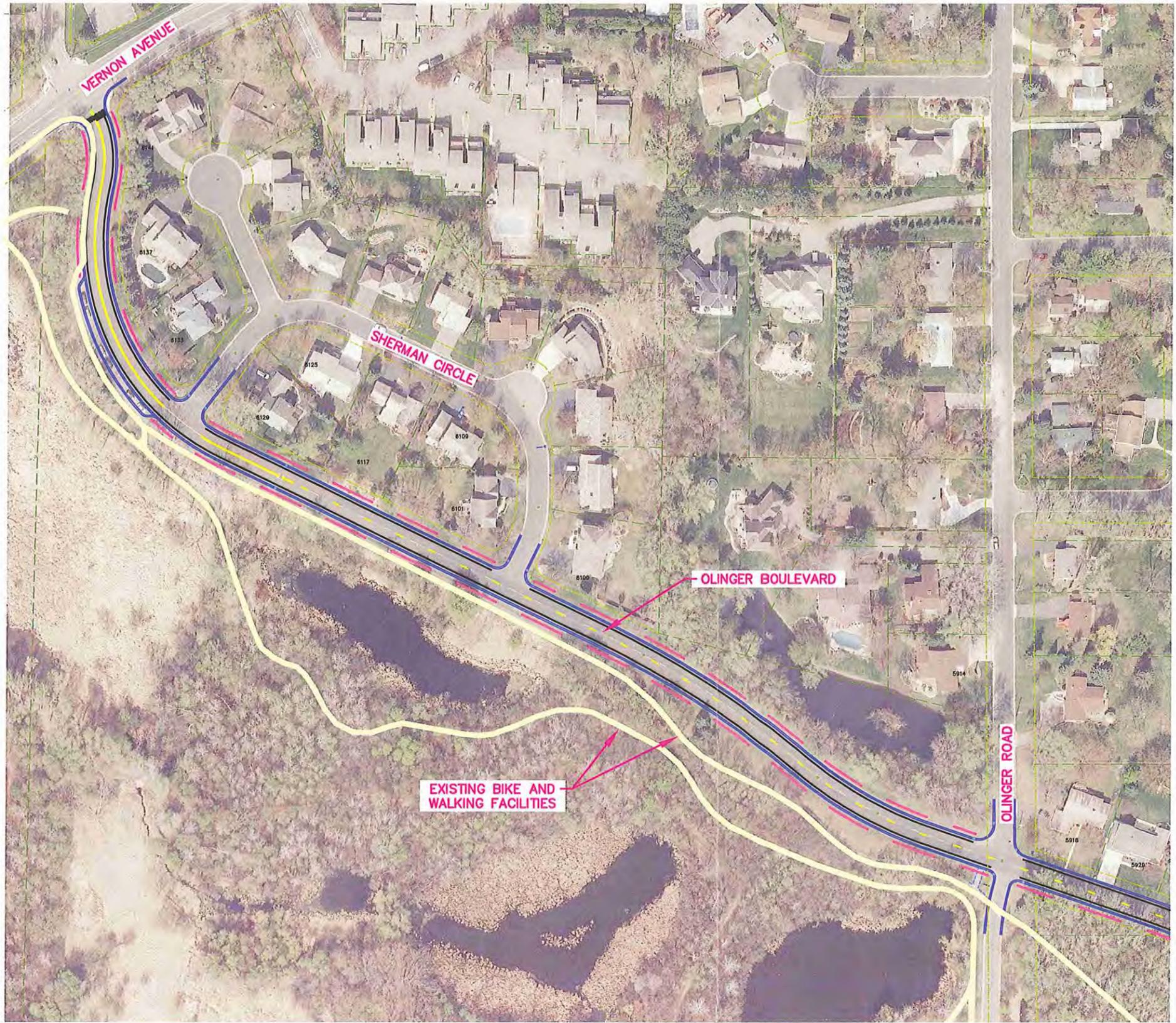
Bike Routes (signed and/or marked as)

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|--|--|
| <ul style="list-style-type: none"> — Advisory Bike Lanes - - Bike Boulevards — Bike Lanes - - Signed Bike Routes | <ul style="list-style-type: none"> — Bike or Shared Use Paths - - Green Shared Bike Lanes — Shared Lane Markings — Approved Primary Route - - Approved Secondary Route |
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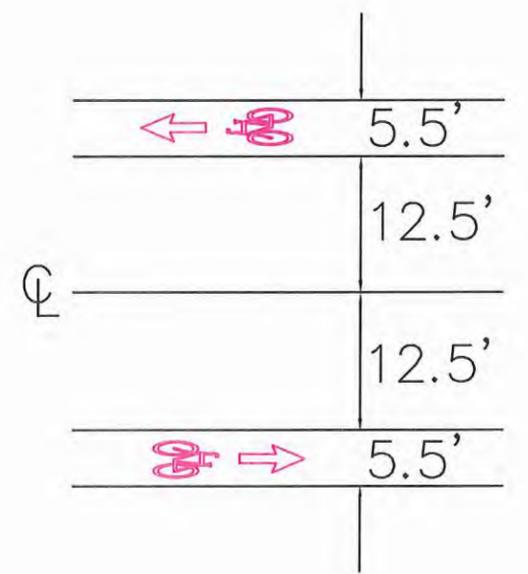


OLINGER BOULEVARD PROPOSED MILL AND OVERLAY WITH BIKE FACILITY

— — — — — EXISTING NO PARKING

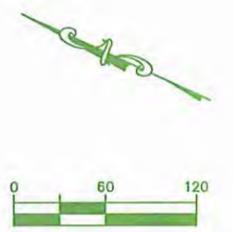
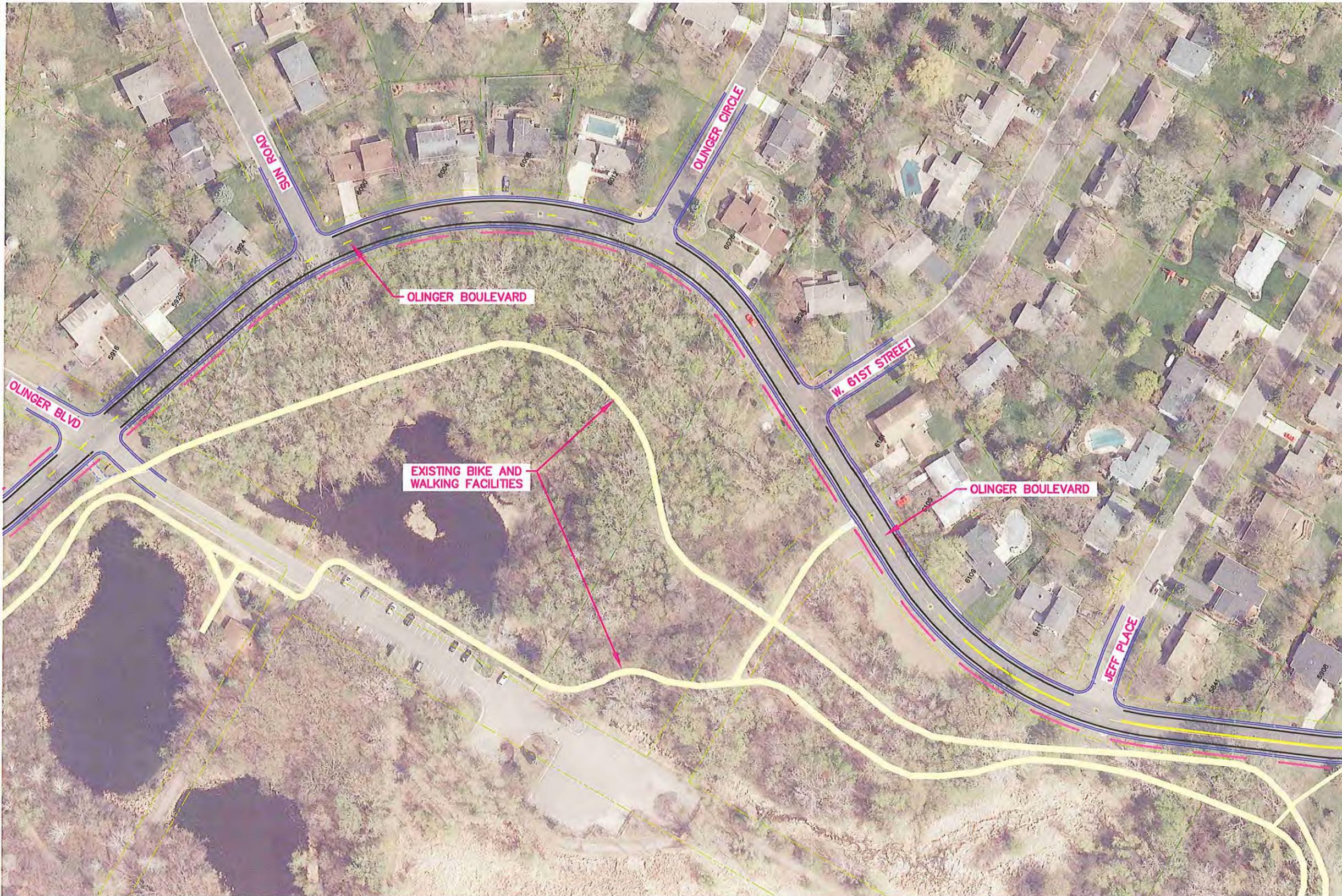


TYPICAL #1
LANE
WIDTHS



OLINGER BOULEVARD PROPOSED MILL AND OVERLAY WITH BIKE FACILITY

— — — — — EXISTING NO PARKING



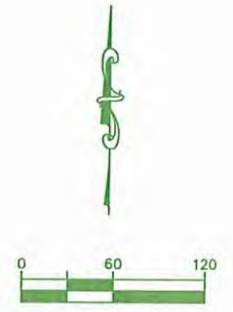
TYPICAL #2
LANE
WIDTHS

| | |
|--|--------|
| | 7' |
| | 13' ** |
| | 11' |
| | 5' |

** THIS WILL REQUIRE A VARIANCE FROM STATE AID

OLINGER BOULEVARD PROPOSED MILL AND OVERLAY WITH BIKE FACILITY

EXISTING NO PARKING



TYPICAL #2
LANE
WIDTHS

| | |
|--|--------|
| | 7' |
| | 13' ** |
| | 11' |
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