



To: MAYOR AND COUNCIL

Agenda Item #: VIII. G.

From: Chad A. Millner, PE, Director of Engineering

Action

Discussion

Date: May 20, 2014

Information

Subject: Resolution No. 2014-54 Requesting Variance From Standards for State Aid Operation for W. Olinger Boulevard from Olinger Road to Tracy Avenue

Action Requested:

Review and approve the attached resolution authorizing staff to pursue a variance from the Municipal State Aid (MSA) Variance Committee for a variance on minimum lane widths in order to use bike sharrows pavement markings on W. Olinger Boulevard from Olinger Road 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 recommends approval of Resolution No. 2014-54 authorizing staff to pursue a variance from MSA rules.

Attachment:

- Resolution No. 2014-54
- Exhibits 1, 2, and 3



**RESOLUTION NO. 2014-54
REQUESTING VARIANCE FROM
STANDARDS FOR STATE AID OPERATIONS
OLINGER BOULEVARD WEST – OLINGER ROAD TO TRACY AVENUE**

WHEREAS, the City of Edina Engineer is hereby authorized to request a variance from the Minnesota Department of Transportation State Aid Operations, pursuant to Minnesota Rules for State Aid Operations 8820.3300 and 8820.9951, as they apply to the proposed sharrow bike lane pavement markings associated with the reconditioning of Olinger Boulevard West from Olinger Road to Tracy Avenue, State Aid Project 120-147-013, located in Edina, Minnesota and Hennepin County; and

WHEREAS, Minnesota Rules for State Aid Operation 8820.9951 require a minimum 14-foot Wide Outside Lane; and

WHEREAS, the City Council of Edina believes that the minimum design standards set forth by Minnesota Rules for State Aid Operation 8820.9951 as applicable to the proposed sharrow bike lane pavement markings associated with the reconditioning of Olinger Boulevard West from Olinger Road to Tracy Avenue, create an undue burden; and

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Edina, located in Hennepin County, Minnesota, hereby requests a variance from the Minnesota Department of Transportation State Aid Operations Rules Chapter 8820.9951, Minimum Design Standards: On-Road Bicycle Facility for Urban; Reconditioning Projects to allow a 13-foot Wide Outside Lane in lieu of a 14-foot Wide Outside Lane in order for the City to use sharrow bike lane pavement markings.

NOW THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Edina, Minnesota, hereby indemnifies, saves and holds harmless the State of Minnesota and its agents and employees of and from claims, demands, actions, or causes of action arising out of, or by reason the use of a 13-ft Wide Outside Lane with sharrow bike lane pavement markings along Olinger Boulevard West from Olinger Road to Tracy Avenue in accordance with Minnesota Rules 8820.9951. The Council further agrees to defend at its sole cost and expense, any action of proceeding commenced for the purpose of asserting any claim arising as a result of the granting of this variance.

Dated: May 20, 2014

Attest: _____
Debra A. Mangen, City Clerk

James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of May 20, 2014, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20____.

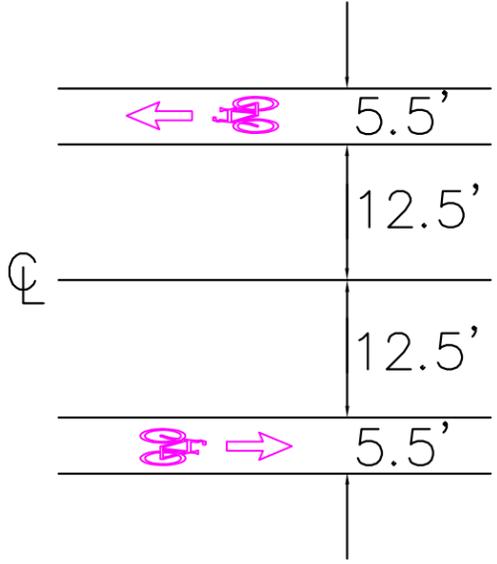
City Clerk

OLINGER BOULEVARD PROPOSED MILL AND OVERLAY WITH BIKE FACILITY

EXISTING NO PARKING

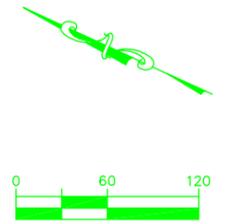


TYPICAL #1
LANE
WIDTHS

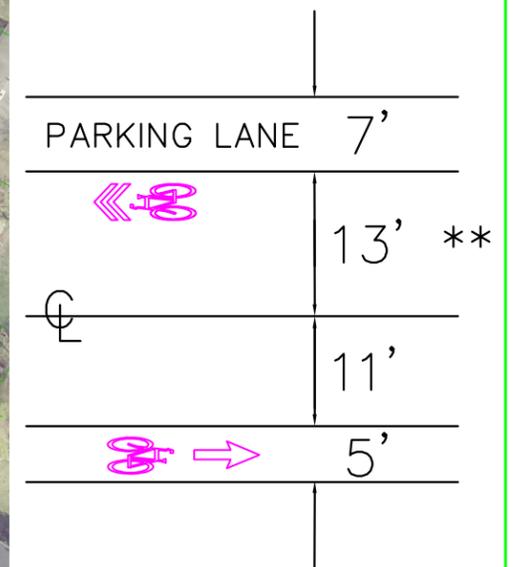


OLINGER BOULEVARD PROPOSED MILL AND OVERLAY WITH BIKE FACILITY

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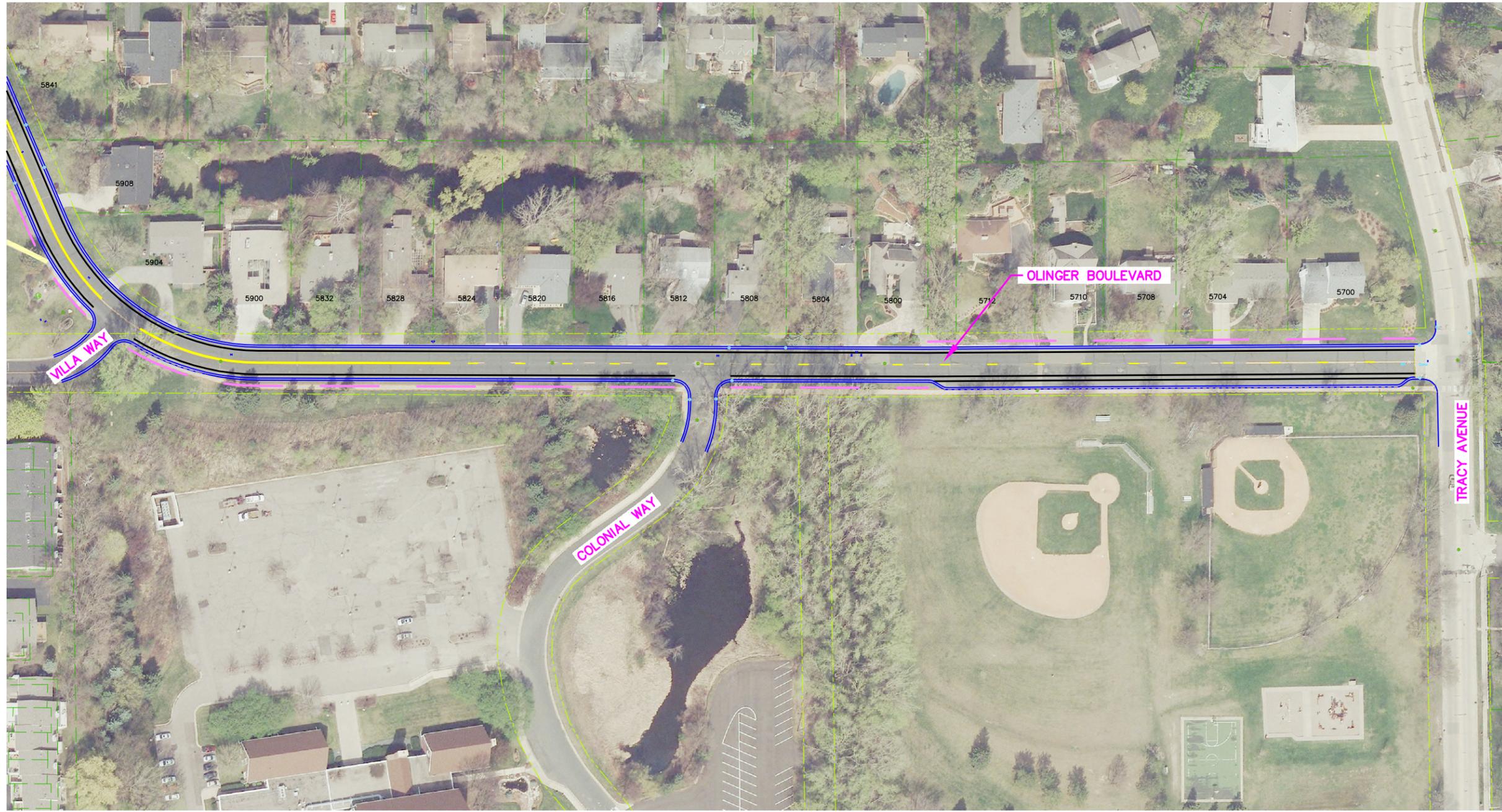
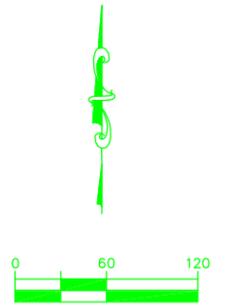
TYPICAL #2
LANE
WIDTHS



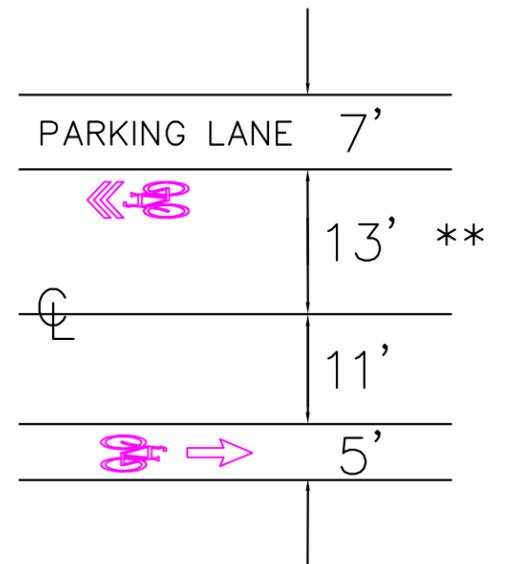
** THIS WILL REQUIRE A VARIANCE FROM STATE AID

OLINGER BOULEVARD PROPOSED MILL AND OVERLAY WITH BIKE FACILITY

EXISTING NO PARKING



TYPICAL #2
LANE
WIDTHS



** THIS WILL REQUIRE A VARIANCE FROM STATE AID