

# ***Bloomington Collector Streets Program***

- ***Policy Document***
- ***Practice Document***
- ***Appendix***
  - ***FAQ***
  - ***Lane configuration Layouts***



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# Policy for Pavement Marking Reconfiguration on Bloomington Collector Streets

## Objectives

Evaluate collector street striping configuration considering goals outlined in City Comprehensive Plan including minimizing levels of congestion within the City and on the surrounding system, providing transportation facilities that are safer for users and providing a comprehensive, convenient, and safer pedestrian and cycle transportation system to connect neighborhoods with recreation, commercial, employment and educational facilities. All of this with the goal of improving neighborhood quality of life.

## Application

City Collector Streets, without center medians, with four lanes or less, in residential areas. Implementation of Policy will be in accordance with the procedures set forth in the "Practice for Pavement Marking Reconfiguration on Bloomington Collector Streets" document.

## Street Categories

Two independent schedules and processes will be used dependent on the category of street segment. Street segments will be categorized as follows:

- Category I Collector Streets: 20 Year projected ADT less than 10,000 VPD.

Note: Category I projects are expected to be reviewed in conjunction with Pavement Management Program (PMP).

- Category II Collector Streets: 20 year projected ADT 10,000 VPD or greater or other streets designated by Council.

Note: Category II streets are expected to require more significant analysis, more outside agency coordination and longer timeframes for approval. As a result, the reviews are expected to be conducted independent of PMP. When approved, the conceptual designs will be available for incorporation into future PMP projects.

## Costs

All study, design and construction costs will be funded by the City. For Category I projects the scope of modifications will be similar to the planned Pavement Management Projects (i.e. restriping on seal coat projects, with no traffic signal reconstruction or street widening). For Category II projects, potential for larger construction scopes will be considered.



## Practice for Pavement Marking Reconfiguration on Bloomington Collector Streets

In accordance with the City of Bloomington "Policy for Pavement Marking Reconfiguration on Bloomington Collector Streets," the City will be evaluating street striping configuration on collector streets in the City.

This evaluation will be completed using the analysis process and schedule explained in this document.

This policy and practice flow from the goals defined in the Comprehensive Plan, the Alternative Transportation Plan (ATP) and the Pavement Management Program (PMP).

This practice is designed to assure fair and effective consideration of all approved collector street striping reconfiguration projects at a minimum of administration expense and at a cost effective construction cost to Bloomington.

The City may install or remove collector street striping reconfiguration in such instances meeting the criteria and procedures of this practice.

### Overall Practice Criteria/Evaluation

1. Implementation of pavement marking reconfiguration for Bloomington collector streets will be in accordance with the procedures set forth in this document, and in keeping with sound engineering practices and within the City of Bloomington's available financial and staff resources.
2. Priority will be given to those streets projected for reconstruction, overlay or seal coat in the upcoming construction seasons.
3. Collector street striping reconfiguration projects on Municipal State Aid (MSA) routes shall meet Minnesota Department of Transportation requirements and not result in the loss or repayment of any MSA funds. This may be accomplished through the State Aid variance process.
4. With each collector street striping reconfiguration project, a logical project boundary will be designated which will address the issue of displacement / diversion of traffic within the project area. The intent is to use the transportation system to the maximum of its capability.
5. Consideration will be given to each of the following to determine suitability of the striping:
  - Dual left lanes from side streets.
  - Offset "T" intersections or major driveways or major intersections with overlapping left turn queues.
  - Traffic signal systems with spacing to prevent queuing through adjacent traffic signals.
6. Any modifications to County or State roadways or intersections will require approval of the agency with jurisdiction.

7. The Collector Street Striping Reconfiguration Policy and Practice is not designed to mitigate traffic noise, redesign the overall street classification system, or affect the existing modes of travel. It may accommodate additional modes of travel.
8. Collector Street Striping Reconfiguration projects will be evaluated to see if intersection changes would be needed (i.e. affecting the signal system, curb and gutter and storm sewers). As appropriate, each location will be considered independently by the Council based on the estimated costs and the funding available.

## **Definition of Category I and Category II Streets**

Since some street segments will require a more complex study and possibly more funding, than others, a system to divide the Bloomington collector streets into two different categories has been defined.

Category I Streets will be those which meet the following criteria:

- Projected average daily traffic less than 10,000 vehicles per day
- Street segment identified for PMP work in upcoming construction season
- MSA standard lane widths (for all modes) proposed – no Variances
- No modifications to signals or street geometry
- No outside jurisdictions

A street will be moved into Category II if any of the following conditions are met:

- Projected average daily traffic greater than 10,000 vehicles per day
- Street corridors (corridor study)
- Sub-standard lane widths proposed (for any mode) – Variance required
- Modification to the signals are proposed
- Modifications to street geometry are proposed
- Coordination with outside jurisdictions needed

Category II streets are expected to require more significant analysis, more outside agency coordination and longer timeframes for approval.

## **Data Collection**

The data collected and considered as part of the striping analysis of each eligible collector street shall include, but not be limited to the following:

- Average daily traffic (ADT)
- Peak hour counts
- Speed data
- Crash data
- Existing geometry – roadway width & sight distances
- Existing traffic control devices

- Alternative Transportation Plan
- Master ROW Plan
- Existing & future parking demand
- Mailbox locations
- Future City, County, or MnDOT plans in area and their affect
- Manhole cover locations
- Resident input

## Agency Input

The following entities will be contacted for input regarding the striping analysis:

- City of Bloomington Fire Department
- City of Bloomington Police Department
- City of Bloomington Public Works – Maintenance Division
- Bloomington Park & Recreation Division
- School District (Transportation Director)
- Metro Transit, Southwest Metro Transit, Minnesota Valley Transit Authority (if located on transit route)
- MnDOT/Hennepin County (If impacting county or state jurisdiction roadways or intersections)

## Toolbox

A collection of sample striping layout options is included in the Appendix. This sample includes multiple options for each roadway width, including 3-lane configurations, 2-lane configurations, parking lanes (one side or both), bike lanes and/or striped shoulders.

The existing conditions of the roadway will be the first thing considered when evaluating an appropriate striping layout. The constraints often encountered when working with an existing roadway include, but are not limited to, the following:

- Width and varying width along the alignment
- Parking regulations and parking demand
- Intersections and driveways
- Intersection traffic control (stop signs/signals)
- Volume

The options illustrated in the toolbox are based on the design guidelines in Minnesota for bike lanes, paved shoulders, wide outside lanes (shared use lanes), drive lanes, center turn lanes, and parking lanes.

The recommended design/layout for each roadway will be based on the existing conditions of the roadway and the desired goals and travel modes. The routes identified in the most current version of

the Alternative Transportation Plan will be used to determine priority of on-road bicycle facilities.

Since one of the program goals is to maintain continuity along alignments throughout the City, layouts other than those illustrated in the toolbox (substandard to the design guidelines in Minnesota) could be pursued for a segment when needed to maintain continuity on an alignment. Any substandard design layouts would require a Municipal State Aid Variance, which would move the segment into the Category II Schedule and Process.

## **Education**

Neighborhood involvement and education about the Policy and Practice is a priority. There are many aspects of the practice implementation that focus on community contact. The first contact is the informational mailing that will be distributed to the property owners adjacent to the street segments being studied, as well the property owners in the affected area (the properties serviced by the collector street, half way to the next collector). The informational mailing will notify the residents about the upcoming study, possible striping changes, the informational open house, how to find more information about the study and contact information for questions via phone, email and front counter visits.

The open house(s) will be advertised with means including, but not limited to, City website main page, cable channel notification, and press release to Sun Current. There will also be an "Upcoming Road Changes" sign posted in the Right-of-way of the street that is being studied, similar to the Zoning Changes or Construction Info signs.

The open house will provide information to the residents about the Policy and Practice, street selection, and striping options being considered. Conceptual design plans for each option being considered will be displayed at the open house. Staff will be available to answer questions and gather comments from the residents.

The webpage will contain all of the information about the Policy and Practice. After the neighborhood open house, the information presented will be posted on the website for a "Virtual Open House."

As part of the E-Subscribe program, residents will be able to sign-up to receive emailed updates about the projects, meeting reminders and notification of webpage updates.

In an effort to provide information to the residents that are interested in the background and studies behind the proposed striping changes, links to research will be included on the webpage.

## **Project Costs/Funding**

A large portion of the program staffing comes from the funding of the Traffic Calming Coordinator position in the City's annual budget. Based on other workload, this staff position can typically study between two and six, Category I Streets, in a program year.

Category II Streets are expected to require more significant analysis, more outside agency coordination and longer timeframes for approval, than the Category I Streets. Based on this, it is anticipated that some short segments of Category II Streets can be studied by Staff. However, additional funding will likely be required to study corridors. Each spring, Staff will provide a prioritized list of corridor studies (based on the ATP and projected PMP schedules), and estimated study costs, to the Council for consideration.

## Schedule and Process for Category I Collector Street Reviews

Note: Category I projects are expected to be reviewed in conjunction with PMP. PMP collector streets typically rotate on an approximate 7-year maintenance cycle.

July-August:	PMP list of streets for upcoming year determined
July-August:	Council review and approval of proposed study list
July-August:	Collect before data in proposed neighborhoods
August-September:	Analysis of streets and conceptual layout preparation
Mid September:	TTAC and Council review of conceptual layouts
Late September:	Notice of Open House
Mid October	Public Open House <ul style="list-style-type: none"><li>• Handout with information about the policy, website link for additional information and contact information</li><li>• Conceptual designs for each street</li></ul>
Late October	Virtual Open House – Information available at public open house will be available on the website following open house
Late October:	Notice of any needed public hearing (for example: Parking Ordinance changes) will be mailed to the property owners based on City records
November:	TTAC recommendation of design to Council
December:	Hold any needed public hearings and Council selection of final design
December-May:	Approved final design incorporated into PMP design process
June-September:	Projects constructed

## Schedule and Process for Category II Street Reviews

Note: Category II streets are expected to require more significant analysis, more outside agency coordination and longer timeframes for approval. As a result, the reviews are expected to be conducted independent of PMP. When approved, the conceptual designs will be available for incorporation into future PMP projects.

April:	Study corridor selection
June-July:	Data collection
July:	Consultant selection
August-October:	Analysis
Mid October:	TTAC and Council review of conceptual layouts
Late October:	Notice of Open House
November:	Public Open House <ul style="list-style-type: none"><li>• Handout with information about the policy, website link for additional information and contact information</li><li>• Conceptual designs for each street</li><li>• Summary of capacity analysis</li></ul>
December:	TTAC recommendation to Council
January:	Council selection of preferred design
January:	Public Hearing for ordinance changes for preferred designs (i.e. parking) – Council may decide to move this until after the other agency review – <u>May be held after other agency review.</u>
February-April	Review/decision by other agencies (Hennepin County, MnDOT, MSA Variance Committee, etc.)
Final design complete and implemented with future PMP project(s).	

## **APPENDIX**

1. Lane Configuration Layouts
2. Frequently Asked Questions



## Two-Way Dual Left Turn Lane Frequently Asked Questions

### **1. What are the benefits to converting the street from a 4-lane road to a 3-lane road with two-way dual left turn lane?**

Since the drivers' speeds on two-lane streets are limited by the speed of the lead vehicle, the typical effect of the lane reduction is a slight reduction in the overall travel speed when traffic is heavy, and a larger reduction in the incidence of drivers traveling well over the speed limit.

There is also the potential for a reduction in crashes since the cars making left turns are out of the thru lane and more protected from rear-end collisions.

Many residents that live along roadways that have been converted to a 3-lane report feeling more comfortable (snow removal, mail collection, etc) with having the cars shifted away from the curb.

### **2. If you remove a through traffic lane, won't you cause congestion on the roadway? On the other hand, will the traffic volumes reduce with the changes?**

Both research and local experience has shown that in most cases the traffic flow is not significantly affected with the lane reduction as long as you have average daily traffic volumes of about 15,000 vehicles per day, or less. By removing the left turners from the travel lane, the flow is more smooth and uninterrupted.

Typically there is no reduction in the traffic volume due to the striping change.

### **3. Will the adjacent residents have to pay for the new striping?**

In accordance with the City's Collector Street Striping Reconfiguration Policy, the striping changes will be made during the PMP reconstruct, overlay or seal coat on the street and will occur with *no* assessment for striping changes to the adjacent residents.

### **4. Can a bike lane be added to the striping layout?**

Most of the collector streets in Bloomington are Municipal State Aid (MSA) streets and must conform with MSA rules to receive annual maintenance funding. There are MSA rules about minimum lane widths required to sign a lane as a bike lane. We may design for a bike lane where there is adequate width available along the entire route. When there is not adequate width, there may be a striped shoulder that can be used by bikers.

### **5. Has the City done any lane conversions in the past?**

Bloomington has completed three street segments to incorporate the 3-lane striping configuration. These segments are Nine Mile Creek Parkway, W 90th Street between Normandale and France and W 102nd Street between Penn and France. Before and after speed and volume data for these roadways is continually examined to evaluate the effectiveness of the striping reconfigurations.