

# WHY CHANGE THE STRIPING?

The City Council initiated the development of the Bloomington Collector Street Striping Reconfiguration Policy and Program. The program was developed in response to requests by the residents of Bloomington to address the speeding issues on Bloomington streets. The policy's goal is to increase safety and attempt to decrease speeds without negatively affecting the level of the roadway's service. They also anticipate that the changes may create a friendlier environment for the pedestrians, bicyclists and neighboring residents of Bloomington.

The Council believes that many Bloomington collector streets were designed at the time of construction for volumes much higher than are currently using them and that a wider driving area encourages faster speeds. By reducing the drivable area with new striping, the goal is to give drivers more of a sense that they are traveling in a residential area and should maintain an appropriate speed. Also, since vehicles can only travel as fast as the vehicle in front of them, reducing the number of lanes of a multi-lane roadway will eliminate lane changes and likely reduce overall speeds on the roadway.

Changing the striping of the roadways is believed to be a cost effective method of address speeding issues.

The City Council approved the Collector Street Striping Reconfiguration Policy on April 25, 2005. The 2016 program includes these street segments:

- W 98<sup>th</sup> Street – Normandale Boulevard to Nesbitt Avenue
- Lyndale Avenue – W 106<sup>th</sup> Street to W 99<sup>th</sup> Street

Data will be collected along these street segments to evaluate the effectiveness of the modified striping. This data will be used as a guide to direct future striping changes.



# FAQ'S

## **1. Will the new striping reduce traffic speeds on the roadway?**

Since the drivers' speeds on three-lane streets are limited by the speed of the lead vehicle, the typical effect of the lane reduction is a reduction in the overall travel speed when traffic is heavy.

## **2. Will the new striping reduce traffic volume on the roadway?**

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

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

No. In accordance with the City's new Collector Street Striping Reconfiguration Policy, the striping changes will be made during the PMP **overlay** or seal coat on the street and will occur with no assessment 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 to 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 will be a striped shoulder that can be used for bikers if they so choose.

## **5. Has the City done any lane conversions in the past or is this a new program?**

The Bloomington Collector Street Striping Reconfiguration Policy and Program was approved by the Council on April 25, 2005. Examples of streets included and changed are Nine Mile Creek Parkway between Stanley Avenue and W 90<sup>th</sup> Street, Overlook Drive between Thomas and W 108<sup>th</sup> Street, Nesbitt Avenue between 98<sup>th</sup> Street and 94<sup>th</sup> Street, 102<sup>nd</sup> Street between Penn Avenue and Normandale Blvd, W 110<sup>th</sup> Street between Overlook Drive and Normandale Boulevard, 102<sup>nd</sup> Street between Nicollet Avenue and Portland Avenue.

We will be collecting before and after speed and volume data for the roadways as part of the projects. This data will be used to evaluate the effectiveness of the striping reconfigurations. It will also be used to as a reference for future striping reconfiguration projects.