



## CITY OF MARSHALL AGENDA ITEM REPORT

<b>Meeting Date:</b>	Tuesday, August 23, 2022
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	On-Street Bike Lanes on State Aid Streets.
<b>Background Information:</b>	<p>Early this year the City completed Project Z88-State Aid Mill and Overlay. Upon project completion, MnDOT District 8 staff reviewed our project for final approval. District 8 staff noticed that our on-street bike lanes appeared to be out of compliance with State Aid rules and asked that we review. Most of our on-street bike lanes do not meet minimum standards for State Aid routes because each roadway use meets the minimum threshold for width. The parking lane, bike lanes, and driving lanes cannot <u>all</u> be at minimum width, and in our situation, we oftentimes are at all minimum widths.</p> <p>To resolve this issue, the City is presented with five options:</p> <ol style="list-style-type: none"> <li>1: Widen streets to allow more space.</li> <li>2: Keep bike lanes painted as they are today. Apply for a variance through State Aid.</li> <li>3: Remove parking from one side of the street and re-stripe the bike lanes.</li> <li>4: Remove the dedicated bike lanes and paint shared lane markings, otherwise known as “sharrows”.</li> <li>5: Remove bike lane striping altogether.</li> </ol> <p><u>Options 1, 3, and 5:</u> - would not be recommended by City staff. Option 1 would require extensive curb, gutter, driveway, utility and pavement cost and it is cost-prohibitive. Option 3 would require significant parking removal in fully-established residential neighborhoods. Option 5 is a step backward from our goal of achieving “complete streets” that create transportation corridors that are safe, functional, and aesthetically attractive for all users.</p> <p><u>Option 2: Keep bike lanes and seek variance</u> - The benefit of keeping the on-street bike lanes is that bike lanes are the most preferred option for protecting space for bicycle users because it identifies space that can only be used for bicyclists. A motor vehicle should not be driving in the bike lane unless the vehicle needs to cross for turning or parking movements. The negative of leaving this arrangement is that our vehicle driving lanes are quite narrow and they force vehicles to drive closely past bicyclists and opposing traffic. Keeping this arrangement would require a variance to be granted by a statewide board that is comprised of public officials and engineering staff. There is no guarantee that this board will agree to grant our variance. A typical layout is included in the packet.</p> <p><u>Option 4: Remove the dedicated bike lanes and paint shared lane markings</u> - The benefit of this option is that the streets can be re-striped in a manner that allows for more space in the driving lanes, and more space in the parking lanes in many situations. The idea in this situation would be to paint driving lanes that are 14-FT wide and parking lanes that are generally 8-FT wide. We then paint a bike symbol with two chevrons in the driving lane (11-FT from the curb) and ensure that streets are signed as “bike routes” and not “bike lanes”. This designation serves as a reminder to the traveling public that this is a bike route and that the road must be shared. In many instances in Marshall, these routes have limited parking and bicyclists will typically choose to travel closer to the curb. A typical layout is included in the packet.</p>

	<p>City staff would recommend to stripe in accordance with Option 4 with shared lane markings. This option will make the streets feel more comfortable to the vehicle drivers while also fully accommodating parking and calling attention to bicyclists on the streets. Staff believes this arrangement to be a good compromise to continue to meet our objectives in achieving “complete streets” while also meeting minimum State Aid standards for typical lane widths.</p> <p>This information was presented to the Public Improvement/Transportation Committee at their meeting on August 8, 2022. MOTION BY LOZINSKI, SECONDED BY LABAT to stripe in accordance with listed Option 4 to a shared-lane arrangement. ALL VOTED IN FAVOR. MOTION PASSED 3:0.</p>
<p><b>Fiscal Impact:</b></p>	<p>Cost to re-stripe is minimal when considered against typical annual costs to re-stripe existing bike lanes.</p>
<p><b>Alternative/ Variations:</b></p>	<p>No alternative actions recommended.</p>
<p><b>Recommendation:</b></p>	<p>that the Council approve and authorize striping in accordance with listed Option 4 to a shared lane arrangement, as per recommendation of the Public Improvement/Transportation Committee.</p>