



## Request for City Council Committee Action From the Department of Public Works

**Date:** May 17, 2005  
**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee  
**Referral to:** None

**Subject:** **2004 Lane Use Report and amendment of Right of Way Obstruction Permit Fee Structure**

**Recommendation:**

- a) Receive and File 2004 Lane Use Report
- b) Approve the three revisions to Right of Way Obstruction Permit Fee Structure

**Previous Directives:**

- Petn No. 266994/Resolution 2001R-231
- Obstruction Permit Fee Structure by adopted resolution April 17, 1997
- Right of Way Ordinance 96-OR-125 & 126 April 11, 1997

**Prepared by:** Doug Maday, Traffic and Parking Services

**Approved by:**

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Klara A. Fabry, P.E., City Engineer, Director of Public Works

**Presenters:** Doug Maday, Traffic and Parking Services

**Financial Impact** (Check those that apply)

No financial impact - or - Action is within current department budget.  
(If checked, go directly to Background/Supporting Information)

Action requires an appropriation increase to the Capital Budget

Action requires an appropriation increase to the Operating Budget

Action provides increased revenue for appropriation increase

Action requires use of contingency or reserves

Other financial impact (Explain):

Request provided to the Budget Office when provided to the Committee Coordinator

### Background/Supporting Information

#### 2004 Lane Use Report

The 2004 highlights and 2005 challenges for lane use are listed below. The full report is attached.

## 2004 Highlights

- In the Central Business District, the year 2004 was comparatively lower than previous years in the use of moving lanes, parking lanes, bike lanes and sidewalks. A decrease in moving traffic lane closures (-13%), parking lane closures (-11%), sidewalk closures (-8%), and bicycle lanes closures (-54%) were the end result. Contributing factors to the decline include Public Works Lane Use Management as well as a slight reduction in construction projects. Travel time savings of 4032 vehicle-hours of less downtown delay during rush hours in 2004 versus 2003.
- An overall decline took place in the neighborhoods, as well, where a decrease in arterial moving lanes (-29%) and a decrease in bicycle lane closures (-5%) were seen but an increase in parking lane closures (+6%) and an increase in sidewalk closures (+24%) was noticed. This increase was due to the increase in development in the neighborhoods adjacent to arterial roadways such as Franklin Ave., Lake Street, Lyndale Ave. etc.
- At all times a sidewalk is maintained on one side of the street.
- Continued emphasis on keeping at least two lanes open at all times to increase traffic flow.
- Maintained and enforced the policy of keeping maximum amount of moving lanes open during rush hour periods.
- Traffic Control Agents provided special event traffic control and enforced illegally stopping or parking violators to enhance the traffic flow.
- Event Crowd Management by Metro Transit Police in and around Light Rail Stations.
- There was a 28% increase in the number of subscribers to the City's email "Traffic Alerts: (1619 current subscribers)
- The number of Obstruction Permits issued increased approximately 9% (2613 vs. 2402) from 2003.
- A decline in events took place as well in Minneapolis with a decline in Parades (-22%), Races (-9%) and Block Parties (-15%).
- The use of "The Lane Use Web Site" ([www.laneuse.ci.minneapolis.mn.us](http://www.laneuse.ci.minneapolis.mn.us)) has been very successful and the use of it by the Lane Use group and the public has been more beneficial than expected. There were 11,700 visits to the TMO/City's web site, averaging 975 visits per month which is down 10% from 2003. However, there were increased visits to the web site during the 2004 transit strike.

## 2005 Challenges

- Continue to maintain and enforce the Lane Use policy by reducing congestion and improving rush hour travel times.
- Continue the downward trend in moving lane closures in the Central Business District as well as the outlying arterial roadways.
- Address the increase in sidewalk closures through a review of fees charged, duration and needs.

- Address the increase in parking lane closures outside of the downtown area.
- Meet the challenge of proposed increase in construction scheduled for the downtown area in 2005 and reduce congestion caused by these projects.
- Make revisions to the Lane Use Policy to include alleys and other clarifying items.

### Revisions to Right-of-Way Obstruction Permit Fee Structure

Modifications in the ordinance and policy language are needed to provide an improved understanding of lane use. Public Works proposes three changes to the “**Right of Way Obstruction Permit Fee Structure Minneapolis Department of Public Works**” document dated May 10, 2001 as follows:

1. Page 4 -- Public Works proposes to add the following wording to clarify the Disruptive Cost definition in more detail as it pertains to sidewalks and reflect the current practice. When closure of a sidewalk is such that travel routes are altered, the fee associated with the closure is from crosswalk to crosswalk on the block obstructed unless a handicap accessible temporary walkway (4 foot wide or more) can be established or a covered walkway is provided. If this is possible there would be no fee associated with the sidewalk closure; however, the appropriate parking, travel or bicycle lane fee would be charged.
2. Page 4 -- At the time the Lane Use Policy was adopted, it was agreed to not charge a fee to close any alley in the City of Minneapolis. Since August 1, 2001 the closure of alleys has been requested with adverse impacts and delays to users to the point that a Lane Use Policy Fee should be assessed for closing alleys.

Public Works proposes to add to the Proposed Fee Basis of Obstruction Permits in the “**Right of Way Obstruction Permit Fee Structure Minneapolis Department of Public Works**” document dated May 10, 2001 to read:

Alley:

- \$0.10 per lineal foot per day on any alley outside of the Downtown Business District
  - \$0.25 per lineal foot per day in the Downtown Business District
  - The fee associated with any alley closure would be the full length of the block affected by the alley closure.
3. Page 5 -- “Downtown Area: Defined as the Mississippi River to Interstate 35W to Interstate 94 to 3<sup>rd</sup> Avenue North or the end of Interstate 394.” This should be amended to reflect the wording in **City of Minneapolis Ordinance Chapter 429 Right-of-Way Administration, Section 429.20 Definitions**; Downtown Business District means that portion of the City of Minneapolis lying within and bounded by the following: On the east by the Mississippi River and Interstate 35W; on the south and west by Interstate 94 and on the north by Plymouth Avenue.”

Attachments:

2004 Lane Use Report

Revised Right of Way Obstruction Permit Fee Structure Document