

City of Minneapolis

2004 Lane Use Report

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SUMMARY

2004 Highlights

- In the Central Business District, 2004 was comparatively lower than previous years in the use of moving lanes, parking lanes and sidewalks. A decrease in moving traffic lane closures (-13%), parking lane closures (-11%), sidewalk closures (-8%), and bicycle lane 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 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%).
- Use of the "Lane Use Web Site" (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 during 2004, 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.

Lane Use 2004

The following charts compare closure information from 2004 to 2002. These numbers represent approximately 1400 permits that were written for closures on arterial routes and the Central Business District (CBD) of more than one day in length and not utility related construction. This chart breaks the closures down into Arterial routes and CBD. The CBD is represented by I-94 on the west and south, I-35W and the river on the east and 3rd Avenue on the north. Anything outside of the CBD categorized as MSA (Minnesota State Aide), CSA (County State Aide), or Trunk Highway are considered Arterial routes.

The data is broken down into block faces that were closed and the number of days of the closures. The charts show that moving lane closures in the CBD continue to decline every year where as parking lane, sidewalk and bike lane closures declined in 2004. Moving lane closures on arterial routes outside of the CBD have also been on a steady decline but the closure of parking lanes and sidewalks in the outlying areas of downtown went up in 2004.

The overall volume of moving lane closures of both CBD and Arterial routes were down 19% from 2003 whereas the overall volume of parking lane closures was up 4% from 2003. Sidewalk overall volume down 1% and bike lane overall closures were down 47% from 2003. The largest factor in the increase of parking lane closures was due to an increase in development in the outlying areas of the downtown. The decrease in lane closures was one of the leading factors in better traffic flow in the CBD but added congestion to the streets in the outlying areas in 2004. This also indicates that growth in the CBD had slowed in 2004 and that development of Minneapolis as a whole had shifted to areas outside of the Downtown.

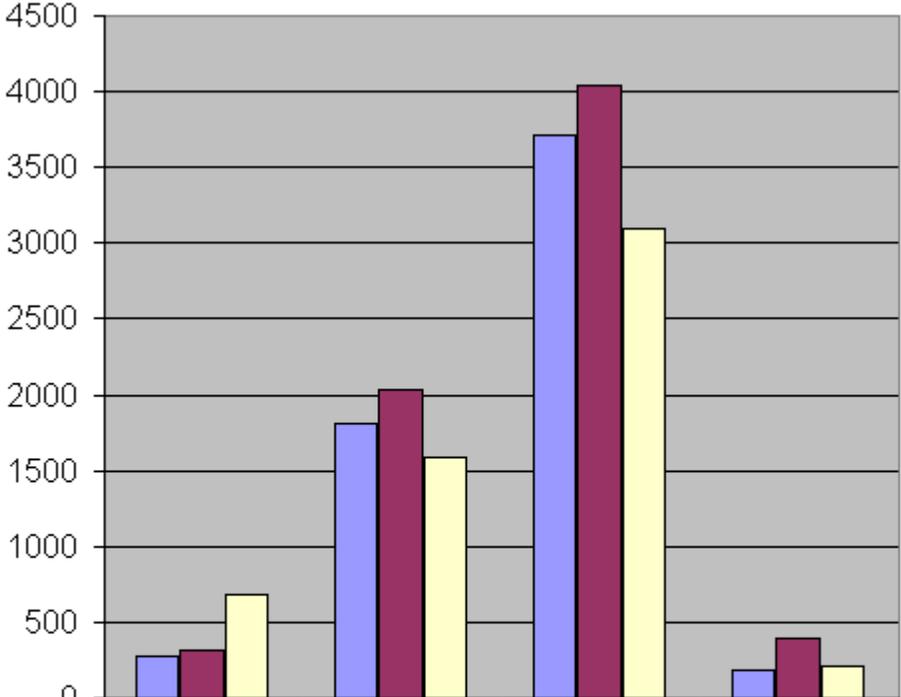
These numbers do not take into account projects that were initiated by the City of Minneapolis, Hennepin County or the State of Minnesota (MnDOT). Examples of these would be the Richfield Road, 15th Ave. SE, Cedar Lake Road Bridge, Chicago Avenue South (City of Minneapolis), Broadway Ave. (Hennepin County), Central Avenue Northeast (MnDOT) as well as water and sewer system upgrades. In addition the utility upgrades, not service connections, done by Xcel Energy, Centerpointe Energy and Qwest are not included.

Early indications from late 2004 and the beginning of 2005 are showing that there is an increase in CBD activity again in 2005 with the proposals for a number of high rise buildings taking place in the CBD. In addition to the CBD work scheduled for 2005 there is the completion of Hennepin County's road work on Broadway Avenue and the start of the Lake Street East re-construction project. MnDOT will complete the Central Avenue NE road reconstruction project this summer as well. The City of Minneapolis will be doing a total road reconstruction of Como Avenue SE from 22nd Avenue SE to 33rd Avenue SE, Chicago Avenue South from 28th Street South to the Midtown Greenway, Fremont Avenue North mill and overlay from Plymouth Avenue North to Lowry Avenue North, as well as completing the 15th Avenue SE road reconstruction project. In addition upgrade work done by Xcel Energy, Centerpointe Energy and Qwest will take place throughout the City of Minneapolis.

Block Faces

CBD Roadways		2004	% Change	2003	% Change	2002
Moving Lanes	Block Faces	274	-13%	316	-53%	677
Parking Lanes	Block Faces	1,808	-11%	2,032	+22%	1,585
Sidewalk	Block Faces	3,719	-8%	4,046	+23%	3,096
Bike Lanes	Block Faces	181	-54%	397	+46%	216
Arterial Roadways		2004	% Change	2003	% Change	2002
Moving Lanes	Block Faces	130	-29%	184	-61%	467
Parking Lanes	Block Faces	1,413	+24%	1,072	+64%	388
Sidewalk	Block Faces	4,488	+6%	4,211	+66%	1,418
Bike Lanes	Block Faces	62	-5%	65	+97%	2
CBD/Arterial Totals		2004	% Change	2003	% Change	2002
Moving Lanes	Block Faces	404	-19%	500	-65%	1,144
Parking Lanes	Block Faces	3,221	+4%	3,104	+36%	1,973
Sidewalk	Block Faces	8,207	-1%	8,257	+45%	4,514
Bike Lanes	Block Faces	243	-47%	462	+53%	218

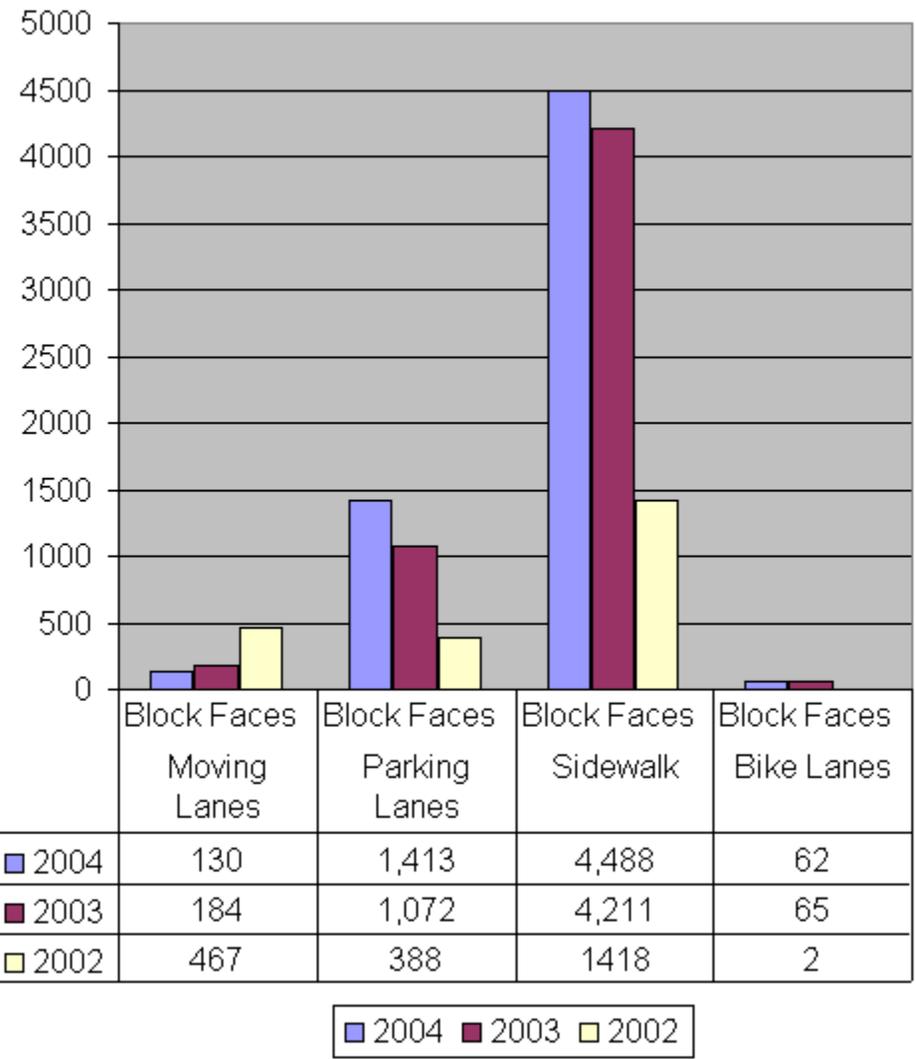
Central Business District Block Faces



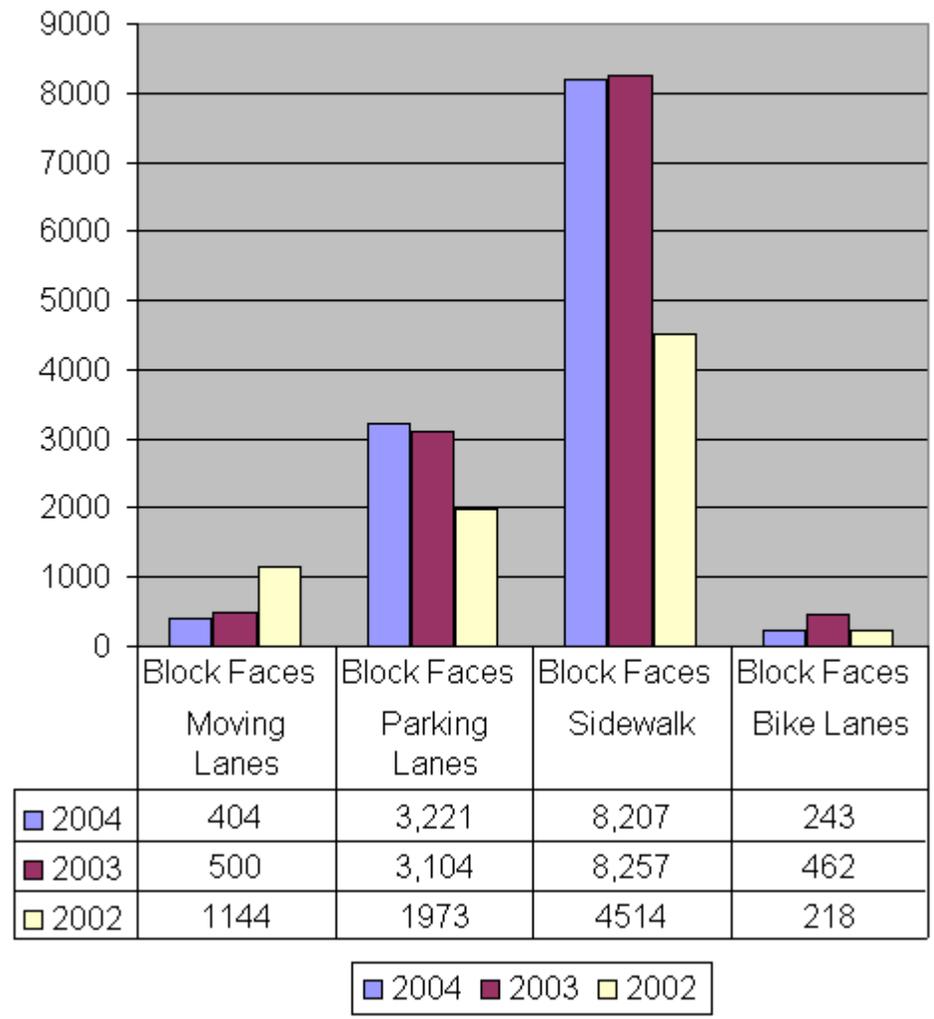
	Block Faces Moving Lanes	Block Faces Parking Lanes	Block Faces Sidewalk	Block Faces Bike Lanes
■ 2004	274	1,808	3,719	181
■ 2003	316	2,032	4,046	397
■ 2002	677	1,585	3,096	216

■ 2004 ■ 2003 ■ 2002

Arterial Roadways/Block Faces



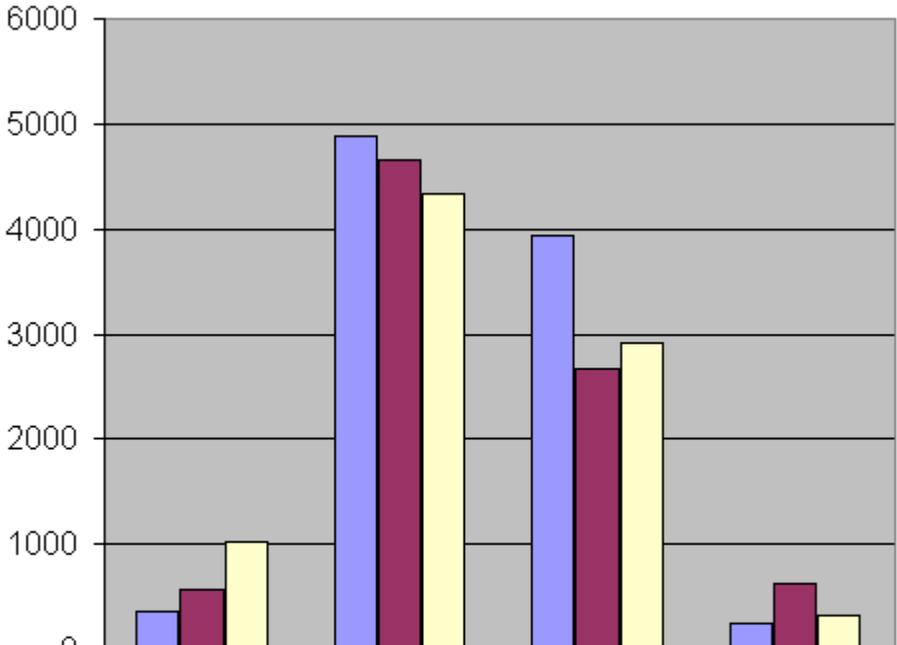
Combined CBD/Aerial Roadways/Block Faces



Days In Use

CBD Roadways		2004	% Change	2003	% Change	2002
Moving Lanes	Days in Use	361	-45%	569	-45%	1,031
Parking Lanes	Days in Use	4,884	+5%	4,660	+7%	4,338
Sidewalk	Days in Use	3,937	+32%	2,669	-8%	2,907
Bike Lanes	Days in Use	249	-60%	617	+48%	323
Arterial Roadways		2004	% Change	2003	% Change	2002
Moving Lanes	Days in Use	541	-34%	386	-34%	586
Parking Lanes	Days in Use	5,472	+30%	3,845	+36%	2,449
Sidewalk	Days in Use	6,438	+11%	5,778	+62%	2,216
Bike Lanes	Days in Use	111	-22%	143	+99%	2
CBD/Arterial Totals		2004	% Change	2003	% Change	2002
Moving Lanes	Days in Use	902	-6%	955	-41%	1,617
Parking Lanes	Days in Use	10,356	+18%	8,505	+20%	6,787
Sidewalk	Days in Use	10,375	+19%	8,447	+39%	5,123
Bike Lanes	Days in Use	360	-53%	760	+57%	325

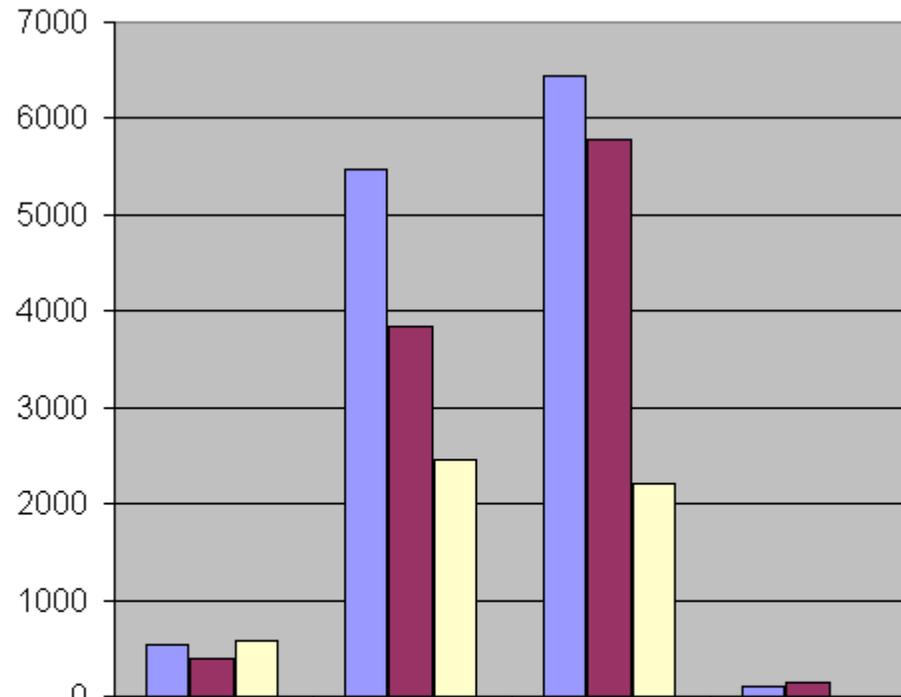
Central Business Districts/Days in Use



	Days in Use Moving Lanes	Days in Use Parking Lanes	Days in Use Sidewalk	Days in Use Bike Lanes
2004	361	4,884	3,937	249
2003	569	4,660	2,669	617
2002	1031	4338	2907	323

■ 2004
 ■ 2003
 ■ 2002

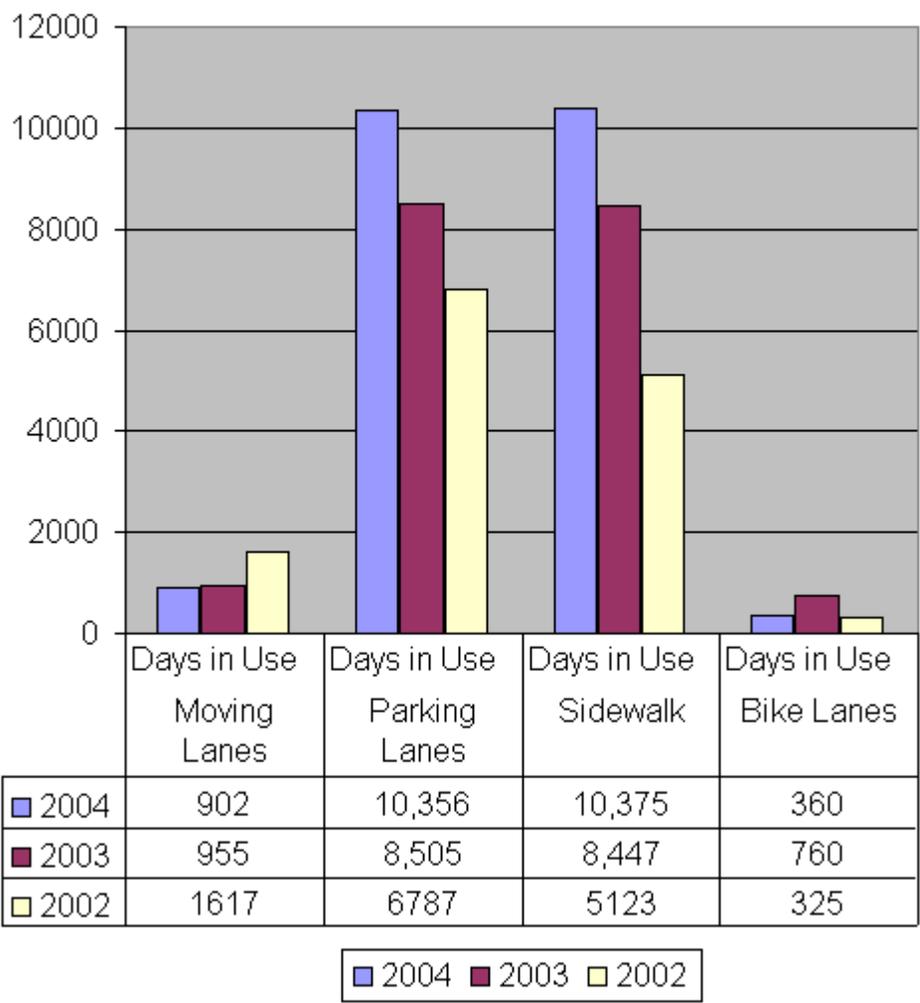
Arterial Roadways/Days in Use



	Days in Use Moving Lanes	Days in Use Parking Lanes	Days in Use Sidewalk	Days in Use Bike Lanes
2004	541	5,472	6,438	111
2003	386	3,845	5,778	143
2002	586	2449	2216	2

2004 2003 2002

Combined CBD/Arterial Roadways/Days in Use



Daily Costs for Obstructions

	Cost per Lineal Foot	Distance	Days in Use	\$\$ Billed	Cost per Day
Moving Lane					
Arterial	0.50	78,118	541	\$36,544.50	\$67.55
Central Business District	\$1.00	96,811	361	\$85,644.25	\$237.24
Parking Lane					
Arterial	0.15	848,037	5,472	\$128,289.55	\$23.44
Central Business District	0.25	650,918	4,884	\$160,483.90	\$32.86
Sidewalk					
Arterial	0.10	2,693,083	6,438	\$270,569.80	\$42.03
Central Business District	0.25	1,338,928	3,937	\$304,045.75	\$77.22
Bike Lane					
Arterial	0.15	37,500	111	\$5,557.00	\$50.06
Central Business District	0.25	65,350	249	\$16,900.00	\$67.88

Delay Analysis for Moving Lane Closures

The calculated impact of closing a moving lane on a typical downtown street measured in overall delay at an intersection is an increase of 12 vehicle hours per hour. Assuming that each lane closure occurrence impacts 4 rush hour periods (8 hours).

Assumptions:

- Assumed total ADT entering intersection: 13,500
- Assume typical intersection: one way crossing one way
- Assume: 3 lanes on each leg
- Assume: 50-50 split
- Assume: 20% turns
- Assume: Peak hour is 10% of ADT
- Calculated total delay vehicle hour/hour = 12.46 (no lane closure)
- Calculated total delay vehicle hour/hour with 1 lane closure=24.01
- Approximate delay impact for closing one lane (24.01 – 12.46) use 12 vehicle hour/hour = 11.65

2002-2004 Experience

- 2002 affected block faces =677
- 2003 affected block faces =316
 - 361 decrease in number of occurrences from 2002
- 2003 affected block faces = 316
- 2004 affected block faces = 274
 - 42 decrease in number of occurrences from 2003
- Assume each occurrence lasted 2 days = 8 hours of peak traffic (4 rush hours)
- Total delay reduction in 2003 over 2002 during peak hours = 361 fewer occurrences
 - x 8 hours/occurrence x 12 vehicle hour/hour = 34,656 vehicles.
- Total delay reduction in 2004 over 2003 during peak hours = 42 fewer occurrences
 - x 8 hours/occurrence x 12 vehicle hour/hour = 4032 vehicles.

Obstruction Permits

The volume of obstruction permits issued in 2004 was up 211 permits from 2003. There was a total of 35 parade permits issued in 2004 compared to 45 parade permits issued in 2003 and race permits issued in 2004 numbered 21 down 2 from 2003. The number of Central Business District block parties issued in 2004 increased by 27 permits and the residential block party permits issued increased by 45 permits compared to 2003 permits issued. Block party permits issued for National Night Out was down 196 permits from 2003 numbers.

Permits Issued	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>
Company	2329	2118			
Individuals	137	128			
Various Location	147	156			
Total Permits	2613	2402	1794	1972	1066

Company is in most parts a business requesting a permit to close off a sidewalk, bike lane, parking lane or moving traffic lane.

Individual is a citizen who normally is looking for a permit to park a vehicle in a no parking zone for the purpose of moving or an individual who needs to leave an un-attended trailer on the street. These permits in most part are in residential areas.

Various Locations is issued to in most parts utility companies or vendors who work in numerous locations daily.

Total permits are the total number of permits issued for the year of 2003.

Parade/Race Permits

Parade Permits

	2004	2003
Downtown	9	16
Residential	26	29

Race Permits

	2004	2003
Downtown	8	12
Residential	13	11

Block Parties

	2004	2003
Central Business District	63	36
Residential	192	147
National Night Out	446	642

2004 saw the Aquatennial Block Party move from Hennepin Avenue to Washington Avenue South between 3rd Avenue South and Hennepin Avenue South. The new location made exiting downtown Minneapolis during the evening rush hour a much easier transition than in the years past.

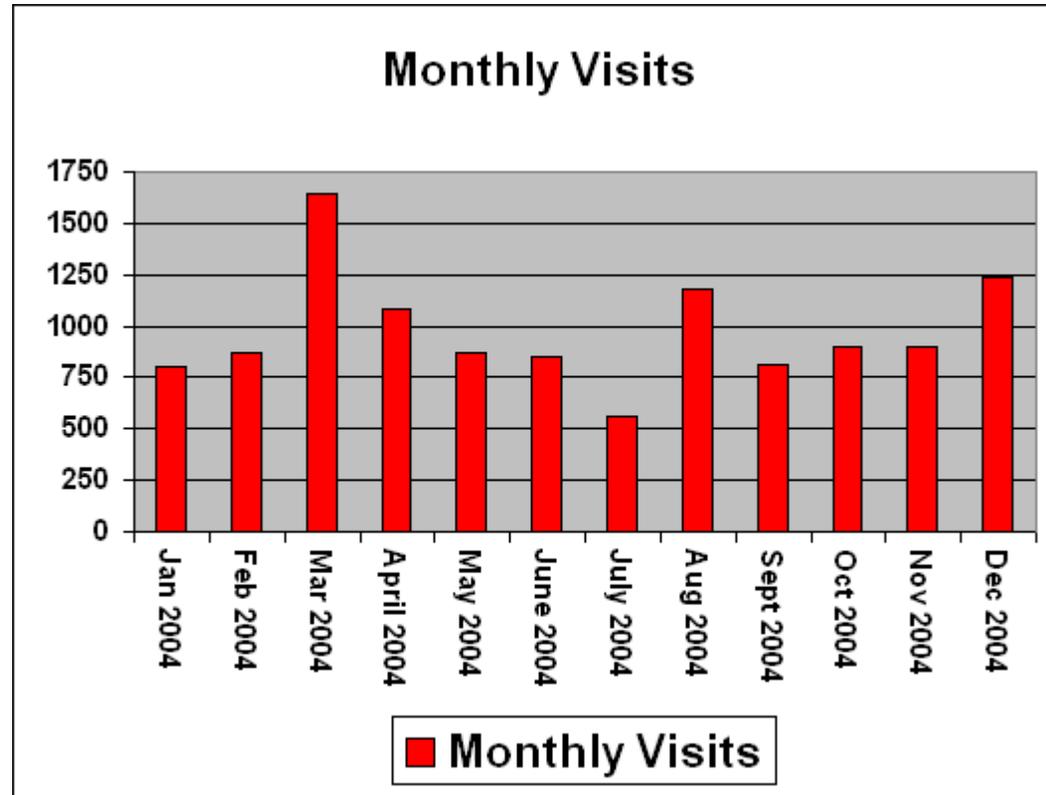
Financial Report

2004 Lane Use-12 Month Total					2003 Lane Use -12 Month Total				
	Outstanding	Paid	Total	% Paid		Outstanding	Paid	Total	% Paid
January	\$0.00	\$59,961.90	\$59,961.90	100%	January	\$0.00	\$55,886.50	\$55,886.50	100%
February	\$0.00	\$51,441.80	\$51,441.80	100%	February	\$0.00	\$60,844.75	\$60,844.75	100%
March	\$0.00	\$63,828.00	\$63,828.00	100%	March	\$0.00	\$97,397.75	\$97,397.75	100%
April	\$577.00	\$69,229.50	\$69,806.50	99%	April	\$345.00	\$91,106.40	\$91,451.40	99%
May	\$722.20	\$69,986.30	\$70,708.50	99%	May	\$200.00	\$102,805.30	\$103,005.30	99%
June	\$1,650.00	\$92,246.00	\$93,896.00	98%	June	\$300.00	\$104,037.00	\$104,337.00	99%
July	\$848.00	\$89,600.45	\$90,448.45	99%	July	\$1,615.00	\$105,697.10	\$107,312.10	98%
August	\$2,813.00	\$96,768.70	\$99,581.70	97%	August	\$450.00	\$100,806.80	\$101,256.80	99%
September	\$7,117.50	\$105,502.90	\$106,620.40	93%	September	\$198.00	\$100,898.40	\$101,096.40	99%
October	\$8,412.50	\$97,477.10	\$98,772.10	91%	October	\$204.00	\$109,809.70	\$110,013.70	99%
November	\$9,179.50	\$95,738.50	\$104,918.10	91%	November	\$0.00	\$102,547.60	\$102,547.60	100%
December	\$11,715.50	\$80,913.75	\$92,629.25	88%	December	\$0.00	\$72,784.05	\$72,784.05	100%
Totals	\$43,035.00	\$972,694.90	\$1,002,612.70	97%		\$3,312.00	\$1,104,621.35	\$1,107,933.35	99.7%

As of this report all outstanding funds prior to November 1, 2004 have been sent to the collection agency for collection.

<http://laneuse.ci.minneapolis.mn.us>

Month	Monthly Visits
Jan 2004	806
Feb 2004	870
Mar 2004	1643
April 2004	1080
May 2004	868
June 2004	850
July 2004	558
Aug 2004	1178
Sept 2004	810
Oct 2004	899
Nov 2004	900
Dec 2004	1240



Month	Average Daily Visits
Jan 2004	26
Feb 2004	30
Mar 2004	53
Apr 2004	36
May 2004	28
June 2004	27
July 2004	18
Aug 2004	38
Sept 2004	27
Oct 2004	29
Nov 2004	30
Dec 2004	40

