



## Legislation Details (With Text)

**File #:** RES 15-1915 **Version:** 1  
**Type:** Resolution **Status:** Passed  
**In control:** City Council  
**Final action:** 11/12/2015

**Title:** Authorizing the Department of Public Works to request variance for Jackson Street from Shepard Road to University Avenue from State of Minnesota Department of Transportation Municipal State Aid and indemnifying the State of Minnesota for claims, demands, actions, or causes of action arising out of or by reason of the variance.

**Sponsors:** Dave Thune

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
11/14/2015	1	Mayor's Office	Signed	
11/12/2015	1	City Council	Adopted	Pass

Authorizing the Department of Public Works to request variance for Jackson Street from Shepard Road to University Avenue from State of Minnesota Department of Transportation Municipal State Aid and indemnifying the State of Minnesota for claims, demands, actions, or causes of action arising out of or by reason of the variance.

WHEREAS, the City of Saint Paul plans to reconstruct JACKSON STREET from Shepard Road to University Ave using City funds and possibly Municipal State Aid funds; and

WHEREAS, the City of Saint Paul plans to partially reconstruct Sibley Street from Shepard Road to Kellogg Blvd and Kellogg Blvd from Sibley to Jackson Street using City funds and possibly Municipal State Aid funds; and

WHEREAS, the City of Saint Paul's bike plan recommends creating a protected bikeway facility along the above defined corridor that connects the Sam Morgan Regional Trail and The State DNR Gateway Trail, and

WHEREAS, the State Aid Rule 8820.9936 Minimum Design Standards: Roadway curb reaction to a traffic thru lane or traffic turn lane is 2 feet for one way or four lane streets with ADT over 10000 vehicles per day; and

WHEREAS, the State Aid Rule 8820.9936 Minimum Design Standards: Roadway parking lane width is 10 feet for with ADT over 10000 vehicles per day; and

WHEREAS, current road research and recommendations from recognized professional organizations state there are no reduction in safety for narrowing of roadways from current standards when certain other criteria are met, and

WHEREAS, the City wishes to maximize pedestrian and bicycle safety by providing narrower street crossings and also providing reaction and buffer space for separating pedestrian, bicycle and vehicle traffic facilities.

NOW THEREFORE BE IT RESOVED, The City is requesting the following variances from State Aid Standards through the State variance process:

- 1) Curb reaction be reduced from 2 feet to one foot on the defined corridor.
- 2) Parking Lanes shall be 8 feet minimum throughout regardless of ADT.

**BE IT FURTHER RESOLVED**, that the Saint Paul City Council hereby indemnifies, saves and holds harmless the State of Minnesota and its agents and employees of and from claims, demands, actions, or causes of action arising out of or by reason of the granting of the variance. The City further agrees to defend at its sole cost and expense any action or proceeding commenced for the purpose of asserting any claim arising as a result of the granting this variance.