

SENATE
STATE OF MINNESOTA
EIGHTY-NINTH SESSION

S.F. No. 898

(SENATE AUTHORS: SCHMIT, Dibble, Senjem, Pederson, J. and Jensen)

DATE	D-PG	OFFICIAL STATUS
02/16/2015	313	Introduction and first reading Referred to Transportation and Public Safety
03/12/2015		Comm report: To pass as amended Second reading

A bill for an act

1.1
1.2 relating to highways; providing for use of certain national standards in design
1.3 and construction of state-aid streets; amending Minnesota Statutes 2014, sections
1.4 162.02, by adding a subdivision; 162.09, by adding a subdivision; 174.75,
1.5 subdivision 5.

1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.7 Section 1. Minnesota Statutes 2014, section 162.02, is amended by adding a
1.8 subdivision to read:

1.9 Subd. 1a. Use of national design standards for county state-aid highways. (a)

1.10 A local road authority may, in its construction and reconstruction of county state-aid
1.11 highways, utilize design standards that are included in:

1.12 (1) rules adopted by the commissioner as minimum state-aid standards;

1.13 (2) the 2011 edition of A Policy on Geometric Design of Highways and Streets,

1.14 from the American Association of State Highway and Transportation Officials, as may be
1.15 superseded by a later edition adopted by the Federal Highway Administration; or

1.16 (3) for projects in urban areas, the (i) most recent edition of Designing Walkable

1.17 Urban Thoroughfares: A Context Sensitive Approach, from the Institute of Transportation

1.18 Engineers; or (ii) Urban Street Design Guide, from the National Association of City

1.19 Transportation Officials.

1.20 (b) Use by a local road authority of standards referenced in this subdivision does not

1.21 require a variance and must not affect the apportionment of state aid to counties.

1.22 Sec. 2. Minnesota Statutes 2014, section 162.09, is amended by adding a subdivision
1.23 to read:

2.1 Subd. 1a. Use of national design standards for municipal state-aid streets. (a)

2.2 A local road authority may, in its construction and reconstruction of municipal state-aid
2.3 streets, utilize design standards that are included in:

2.4 (1) rules adopted by the commissioner as minimum state-aid standards;

2.5 (2) the 2011 edition of A Policy on Geometric Design of Highways and Streets,
2.6 from the American Association of State Highway and Transportation Officials, as may be
2.7 superseded by a later edition adopted by the Federal Highway Administration; or

2.8 (3) for projects in urban areas, the (i) most recent edition of Designing Walkable
2.9 Urban Thoroughfares: A Context Sensitive Approach, from the Institute of Transportation
2.10 Engineers; or (ii) Urban Street Design Guide, from the National Association of City
2.11 Transportation Officials.

2.12 (b) Use by a local road authority of standards referenced in this subdivision does not
2.13 require a variance and must not affect the apportionment of state aid to cities.

2.14 Sec. 3. Minnesota Statutes 2014, section 174.75, subdivision 5, is amended to read:

2.15 Subd. 5. Variances from engineering standards. (a) When evaluating a request
2.16 for a variance from the engineering standards for state-aid projects under chapter 162 in
2.17 which the variance request is related to complete streets, the commissioner shall consider
2.18 the latest edition of:

2.19 (1) A Policy on Geometric Design of Highways and Streets, from the American
2.20 Association of State Highway and Transportation Officials; and

2.21 (2) for projects in urban areas, the Context Sensitive Solutions in Designing Major
2.22 Urban Thoroughfares for Walkable Communities, from the Institute of Transportation
2.23 Engineers.

2.24 (b) If the commissioner denies a variance request related to complete streets, the
2.25 commissioner shall provide written reasons for the denial to the political subdivision
2.26 that submitted the request.