



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-228-3220

TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, May 11, 2015, 4:00 p.m. – 5:30 p.m.

All meetings are held in the City Hall Annex 13th floor

Conference room at 25 West 4th Street in Saint Paul

1. Grand Round Process and Timeline Update– Kathleen Anglo, Parks, 10 minutes
2. Jackson Street Process and Timeline Update – Kevin Nelson, Public Works, 10 minutes
3. Snelling Avenue Construction Update – Curt Fakler, MnDOT, 15 minutes
4. Bike Facilities in 2015 Ramsey County Mill & Overlay Projects (Cleveland, Lexington, Front) – Luke Hanson, Public Works, 30 minutes

Upcoming Transportation Committee Meetings

- May 25 – Memorial Day No Meeting
- June 8

Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at bit.ly/StPaulTC or contact Hilary Holmes at hilary.holmes@ci.stpaul.mn.us or 651-266-6612.

Transportation Committee Staff Report

Committee date: May 11, 2015

Project Name	<i>Saint Paul Grand Round _ North Loop</i>
Geographic Scope	<i>The project starts at the intersection of Burns Avenue and Johnson Parkway. The route follows Johnson Parkway north to Phalen Regional Park , then along Wheelock Parkway to Como Regional Park. It then follows Como Avenue westward to Raymond Ave. then south on Raymond Avenue to Pelham. It follows Pelham to Mississippi River Boulevard where it joins with the south loop.</i>
Ward(s)	<i>4.5.6.7</i>
District Council(s)	<i>2,4,5,6,10,12,13</i>
Project Description	<i>Short description of the scope of the project</i>
Project Contact	<i>Kathleen Anglo, Project Manager</i>
Contact email/phone	<i>651.266.6368</i>
Lead Agency/Department	<i>Parks and Recreation</i>
Purpose of Project/Plan	<i>As part of the 8-80 Initiative, this project will increase activity and vitality on our streets and public spaces by continuing the vision set forth for the Saint Paul Grand Round over 125 years ago by completing a bicycle and pedestrian loop that encircles the city. A complete design will be done for the north loop, and construction documents and implementation will be done for Segment 1 (Johnson Parkway from Burns Avenue to Phalen Boulevard) , Segment 3 (Wheelock Parkway from Rice St. to Edgerton St.), and Segment 8 (Pelham Boulevard from University Ave. to Mississippi River Boulevard)</i>
Planning References	<i>2010 Saint Paul Parks and Recreation System Plan: Enhance the 27 mile Grand Round System throughout the City. 2015 City of Saint Paul Bike Plan: Expanding the Bicycle Network: Strategy 6.6: enhance the Grand Round. City of Saint Paul Comp Plan: Transportation Chapter: Policy T-3.6, Project b. "Designate all parkways as bike routes, where eligible, and complete the Saint Paul Grand Round that traverses many of the City's parkways and connects to the established Minneapolis Grand Rounds." Parks and Recreation Chapter: Strategy 6.7: Build the Grand Round Parkway as a complete route.</i>
Project stage	<i>Consultant selected, information gathering,</i>
General Timeline	<i>Schematic Design: Completed July 2015 Design Development: September 2015 Construction Documents for Segments 1, 3, and 8: January 2016 Construction of Segments 1, 3, and 8: Spring 2016-2017</i>
District Council position (if applicable)	<i>n/a</i>

Level of Committee Involvement	<i>Inform</i>
Previous Committee action	<i>If any, describe the action taken</i>
Level of Public Involvement	<i>Involve</i>
Public Hearing	<i>Not known at this time</i>
Public Hearing Location	<i>N/A</i>
Primary Funding Source(s)	<i>CIB, 8-80 Vitality Initiative</i>
Cost	<i>\$13.9M+</i>

Staff recommendation	<i>n/a</i>
Action item requested of the Committee	<i>n/a informational only</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

**SEGMENT 1 - JOHNSON PKWY
BURNS TO PHALEN BOULEVARD**

**SEGMENT 2 - PHALEN PARK
PHALEN BOULEVARD TO ARCADE**

**SEGMENT 3 - WHELOCK PKWY
RICE TO EDGERTON**

**SEGMENT 4 - WHELOCK PKWY
COMO TO RICE & EDGERTON TO ARCADE**

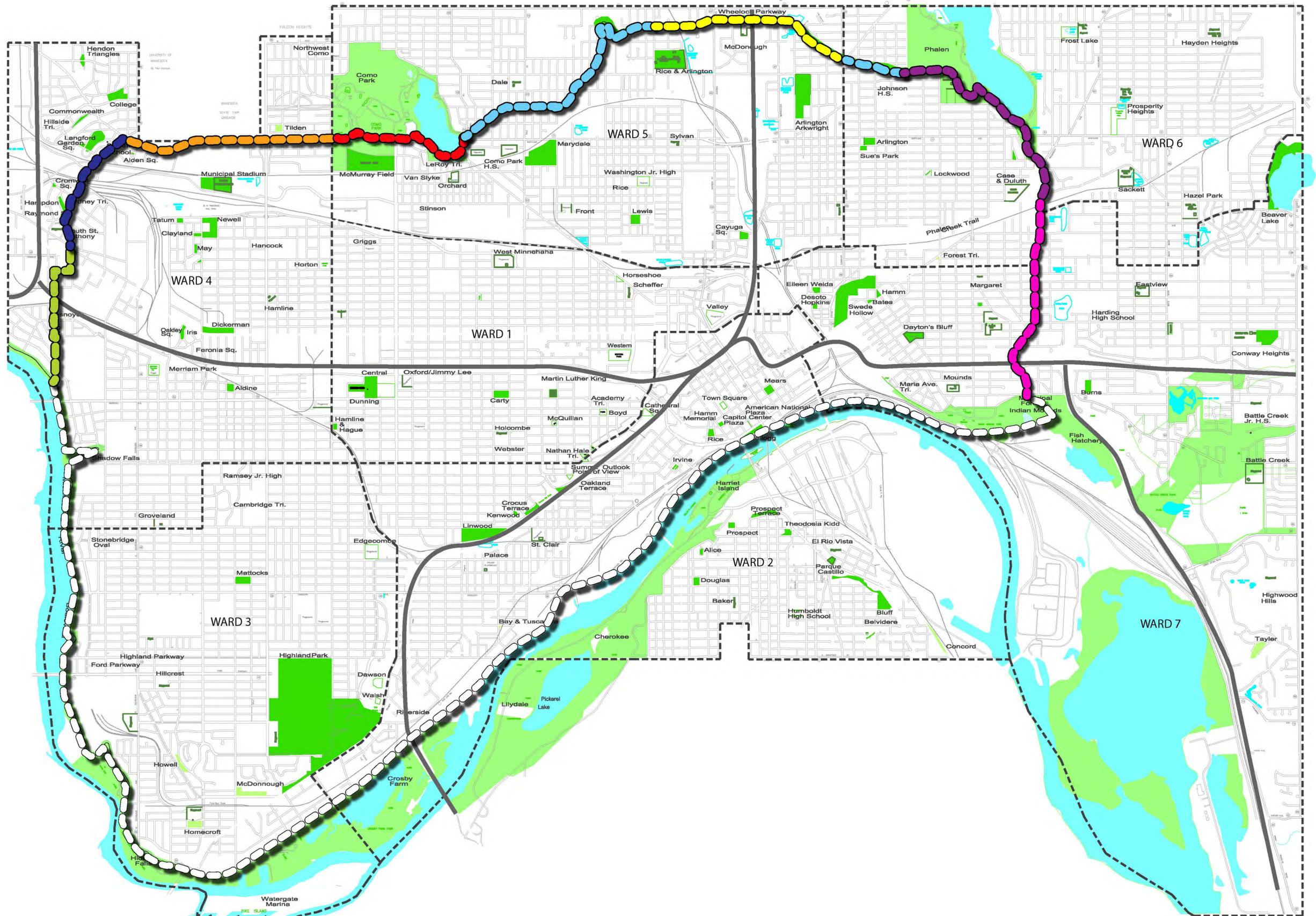
**SEGMENT 5 - COMO PARK
COMO AVE TO HAMLINE**

**SEGMENT 6 - COMO AVE
HAMLINE TO RAYMOND (COUNTY OWNED)**

**SEGMENT 7 - RAYMOND AVE
COMO TO UNIVERSITY (COUNTY OWNED)**

**SEGMENT 8 - PELHAM BOULEVARD
UNIVERSITY TO MISSISSIPPI RIVER BLVD
VIA MYRTLE TO PELHAM**

**SEGMENT 9 - PELHAM TO BURNS
VIA MISSISSIPPI RIVER BLVD TO SHEPARD
RD TO WARNER RD**



SAINT PAUL

GRAND ROUND

Transportation Committee Staff Report

Committee date: May 11, 2015

Project Name	<i>Downtown Bike Loop Design Development and Jackson St Reconstruction</i>
Geographic Scope	<i>Downtown St. Paul</i>
Ward(s)	<i>2</i>
District Council(s)	<i>17 Capital River Council</i>
Project Description	<i>Create a detailed Design Development Plan for the Downtown Bike Loop, and Prepare Construction Plans and Construct Jackson Street from Shepard Rd to 11th Street</i>
Project Contact	<i>Project Manager: Kevin Nelson</i>
Contact email/phone	<i>kevin.nelson@ci.stpaul.mn.us</i>
Lead Agency/Department	<i>Public Works, PED, Parks</i>
Purpose of Project/Plan	<i>First - Create a detailed Design Development Plan for the Downtown Bike Loop that defines the downtown bike routes and connections to downtown. The Plan would include a design guide for construction of the bikeways. Second – Prepare Construction Plans and Construct Jackson Street from Shepard Road to 11th Street. This would be the first downtown segment of the Bike Loop to be built. This leg of the downtown loop will eventually connect the Sam Morgan Trail and Gateway Trail.</i>
Planning References	<i>Comprehensive Plan Transportation Chapter St. Paul Bike Plan (Approved by Council and Mayor) St. Paul Street Design Manual (Draft)</i>
Project stage	<i>Prime Consultant – Toole Design Group is under contract and work has begun</i>
General Timeline	<i>Design Development Plan, completed December 31, 2015 Construction Plan for Jackson Street, completed Dec. 31, 2015 Construction of Jackson Street, begin spring 2016 and substantially completed Dec. 2016.</i>
District Council position (if applicable)	<i>N/A</i>
Level of Committee Involvement	<i>Inform</i>
Previous Committee action	<i>None</i>
Level of Public Involvement	<i>Public Workshops and Open House scheduled in May 18-21 and June 8-11. A Community Advisory Committee has been established by the Mayor. They meet for the first time on May 14.</i>
Public Hearing	<i>N/A</i>
Public Hearing Location	<i>N/A</i>
Primary Funding Source(s)	<i>8-80 Bonding</i>
Cost	<i>\$8.5 million</i>

PED Staff to fill in

Staff recommendation	N/A
Action item requested of the Committee	<i>Inform</i>
Committee recommendation	N/A
Committee vote	N/A

Level of Committee Involvement

<i>INFORM:</i> Informational briefings	<i>Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions</i>
<i>ADVISE AND CONSENT:</i> Informational briefings with policy discussion, general directives to staff for follow-through	<i>Project and program reviews primarily initiated by staff; or involvement with program development by others</i>
<i>INVOLVE:</i> Discussions to develop directions for projects & programs	<i>Policy involvement from inception through design, inc. policy development; environmental documentation,</i>
<i>DEVELOPMENT OF PROJECT/PROGRAM:</i> Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community	<i>Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council</i>

Transportation Committee Staff Report

Committee date: 03-30-15

Project Name	<i>Truck Hwy 51 (Snelling Ave.) Mill & Overlay</i>
Geographic Scope	<i>Snelling Ave. from Selby to Pierce Butler</i>
Ward(s)	<i>1 and 4</i>
District Council(s)	<i>Union Park (District 13) and Hamline Midway (District 11)</i>
Project Description	<i>Mill & Overlay of pavement, re-deck bridge over I-94, streetscape</i>
Project Contact	<i>Curt Fakler</i>
Contact email/phone	<i>Curt.fakler@state.mn.us 651-234-7361</i>
Lead Agency/Department	<i>MnDOT</i>
Purpose of Project/Plan	<i>Pavement preservation</i>
Planning References	<i>Snelling Avenue Multi Modal Transportation Plan</i>
Project stage	<i>Engineering</i>
General Timeline	<i>Letting March 2015, completion prior to State Fair</i>
District Council position (if applicable)	<i>N/A</i>
Level of Committee Involvement	<i>Inform</i>
Previous Committee action	<i>None (Last update at TC 6-6-14)</i>
Level of Public Involvement	<i>Inform and advise; input on priorities.</i>
Public Hearing	<i>None scheduled</i>
Public Hearing Location	<i>N/A</i>
Primary Funding Source(s)	<i>MnDOT Funds with City funds for streetscape</i>
Cost	

PED Staff to fill in

Staff recommendation	<i>N/A</i>
Action item requested of the Committee	<i>Inform and advise.</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

Hwy 51/Snelling Avenue

Hwy 51/Snelling Avenue between Selby Ave. and Pierce Butler Route

May 2015 through November 2015

- Snelling Avenue Bridge spanning I-94 closes (May 2015 through August 2015).
- I-94 will have weekend closures.
- Close lanes throughout the project area
- Snelling Avenue between Minnehaha Avenue and Pierce Butler Route closes over a weekend.
- Sidewalks close for short periods of time, pedestrians will be detoured.

Summary of work

- Resurface existing pavement
- Replace bridge deck
- Update pedestrian crossings to meet modern accessibility standards
- Improve drainage
- Construct [Bus Rapid Transit \(BRT\)](#) sidewalk platforms at four locations between Dayton and Hewitt avenues for the [Metro Transit A Line](#) (links to Metropolitan Council's website)

The project will also include enhancements requested by the City of St. Paul:

- Construct additional sidewalk and boulevard
- Plant trees
- Landscape medians
- Add above standard decorative twin lantern street lighting

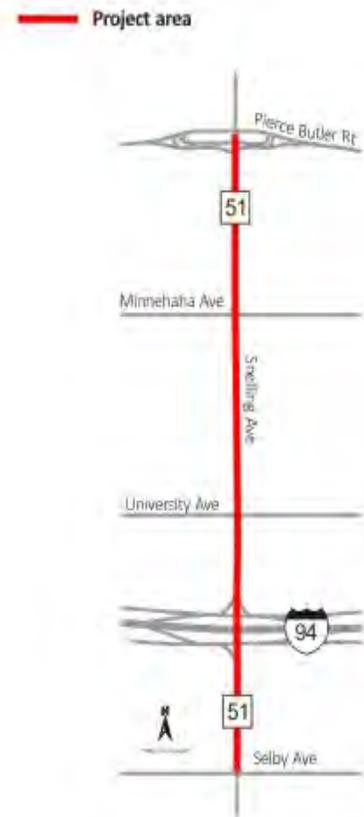
Benefits

- Smoother, safer, longer-lasting road
- Better pedestrian accessibility and walkability
- Wider sidewalks on I-94 Bridge
- Improved transit access and service
- Enhanced aesthetics

Cost \$9.5 million (Current estimate)

For More Information

Visit: mndot.gov/metro/projects/snellingfalconheights/ Or contact: Kirsten Klein, Public Affairs Coordinator, 651-234-7506, kirsten.klein@state.mn.us or Kevin Walker, Business Liaison 651-234-7509 Kevin.Walker@state.mn.us



Transportation Committee Staff Report

Committee date: May 11, 2015

Project Name	<i>Implementation of bicycle facilities with 2015 Ramsey County mill and overlay projects</i>
Geographic Scope	<i>Lexington Pkwy (between Randolph and W 7th St), Cleveland Ave (between Summit and Highland), Front Ave (between Lexington and Dale)</i>
Ward(s)	<i>1,3,4,5</i>
District Council(s)	<i>Como (10), Macalester-Groveland (14), Highland Park (15)</i>
Project Description	<i>Implementation of bicycle facilities as a component of scheduled Ramsey County mill and overlay projects on Lexington Pkwy, Cleveland Ave, and Front Ave. To facilitate improved connectivity, extending bicycle facilities beyond the limits of the County's mill and overlay on Lexington Pkwy and Cleveland Ave is proposed.</i>
Project Contact	<i>Luke Hanson</i>
Contact email/phone	<i>651-266-6146</i>
Lead Agency/Department	<i>Department of Public Works</i>
Purpose of Project/Plan	<i>To implement the recommendations of the Saint Paul Bicycle Plan as a component of scheduled 2015 Ramsey County mill and overlay projects. These projects will provide dedicated bicycle facilities on Lexington Pkwy, Cleveland Ave, and Front Ave, improving the bicycling environment as it relates to safety, accessibility, and connectivity. Narrowing vehicular travel lanes will encourage slower speeds, fostering safer and more accessible roadways for all users. Incorporating bike facilities into Ramsey County's mill and overlay projects will leverage low-cost, high-benefit improvements, and maximize cost effectiveness through efficiencies.</i>
Planning References	<i>Saint Paul Bicycle Plan, Comprehensive Plan</i>
Project stage	<i>Design</i>
General Timeline	<i>Implement in June, 2015</i>
District Council position (if applicable)	<i>Unknown</i>
Level of Committee Involvement	<i>Involve</i>
Previous Committee action	<i>None</i>
Level of Public Involvement	<i>Involve</i>
Public Hearing	<i>Yes, date TBD</i>
Public Hearing Location	<i>City Council</i>
Primary Funding Source(s)	<i>Ramsey County, 8 – 80 Vitality Fund</i>
Cost	<i>TBD</i>

Staff recommendation	<i>Recommend approval of incorporating bicycle facilities into scheduled</i>
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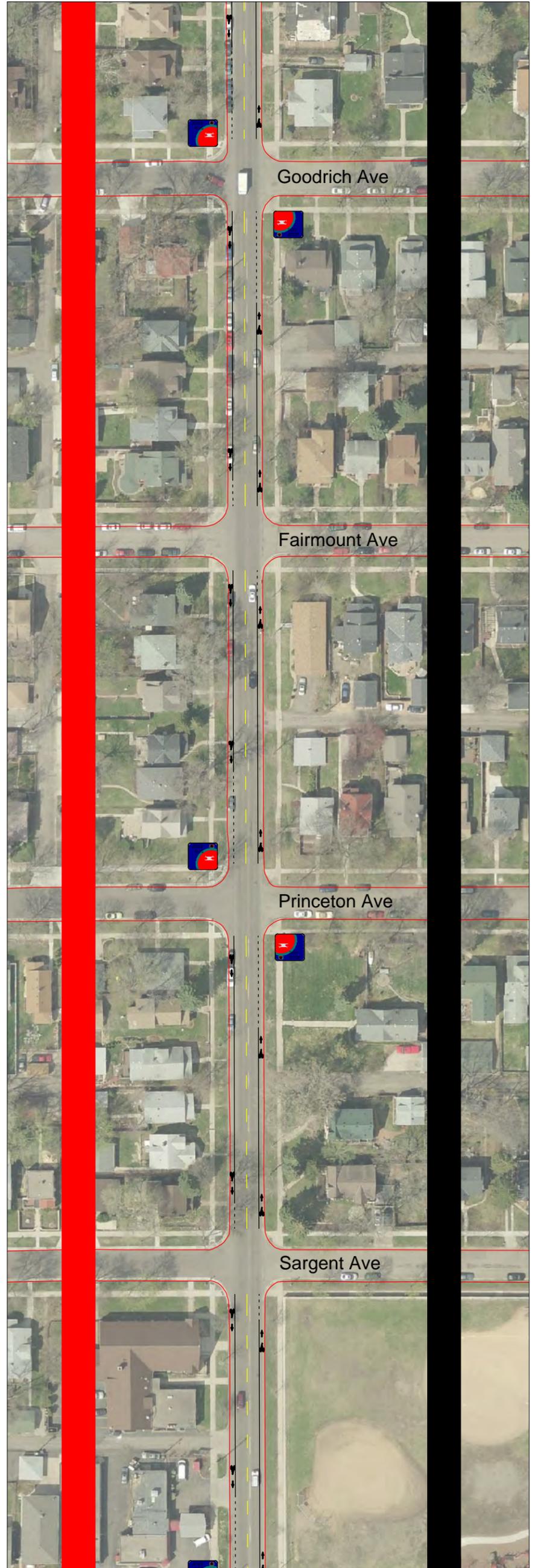
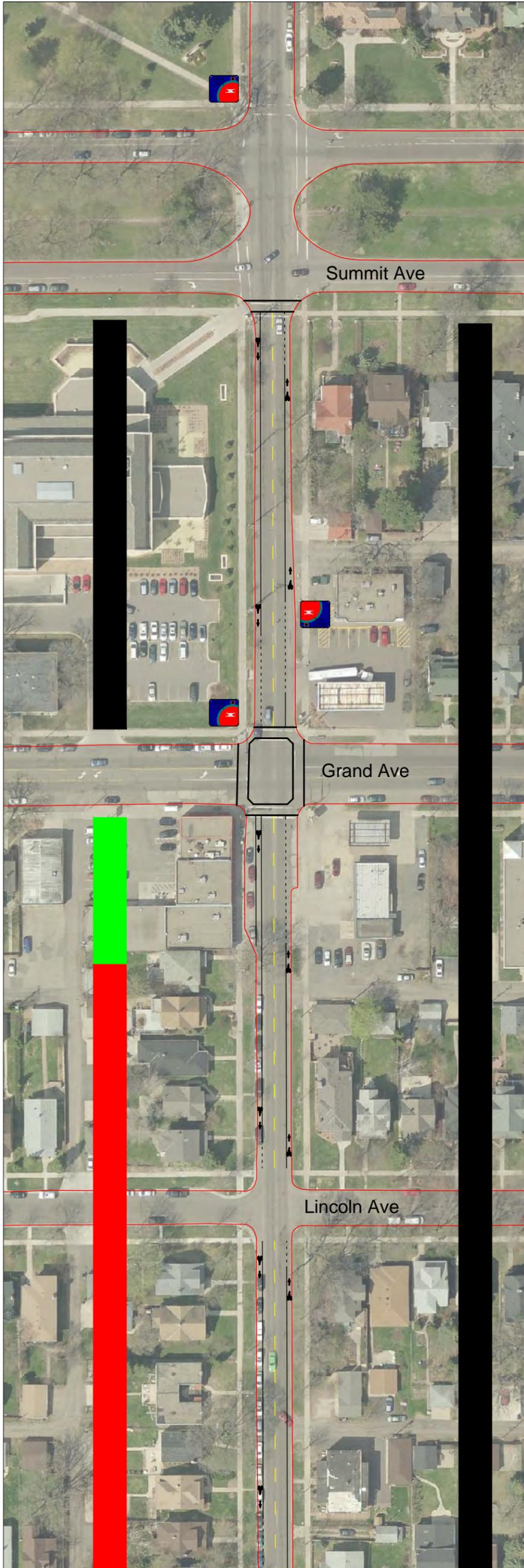
	<i>Ramsey County mill and overlay projects on Lexington Pkwy, Cleveland Ave, and Front Ave.</i>
Action item requested of the Committee	<i>Make a recommendation to the City Council to incorporate bicycle facilities into scheduled Ramsey County mill and overlay projects on Lexington Pkwy, Cleveland Ave, and Front Ave.</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

Cleveland Avenue Highland Parkway - Summit Avenue Striping Plan Page 1 of 3

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-  Parking is prohibited
-  Existing parking to be maintained
-  Parking to be removed

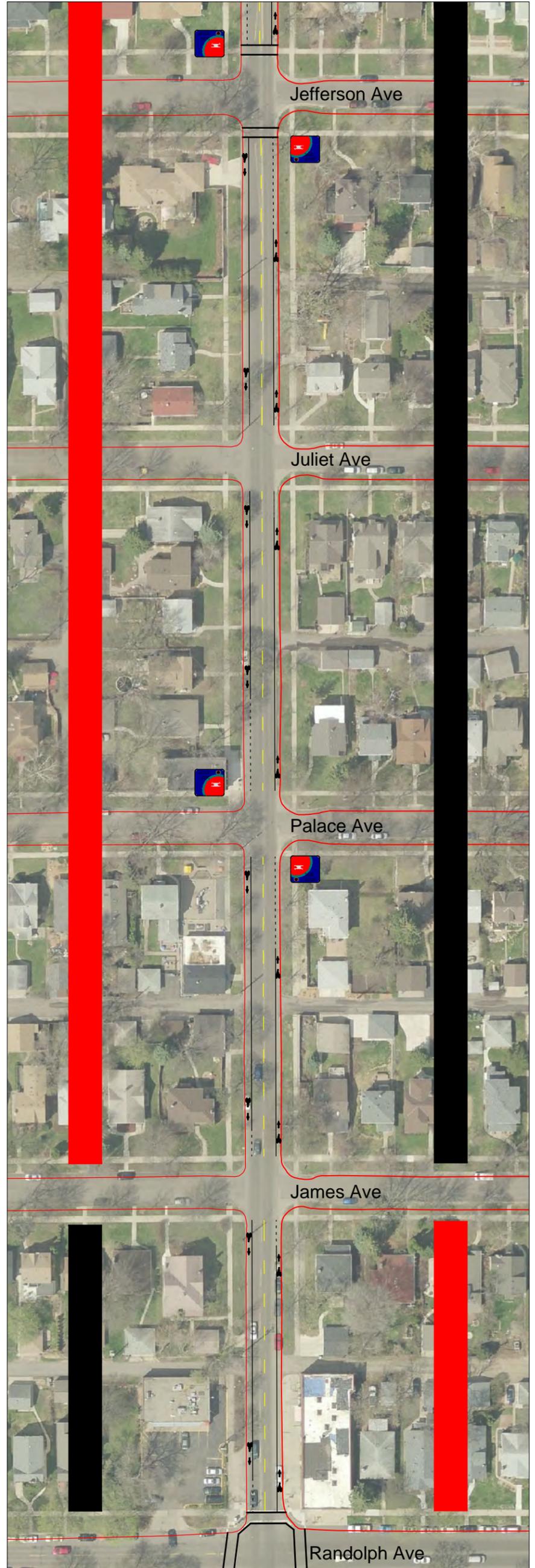
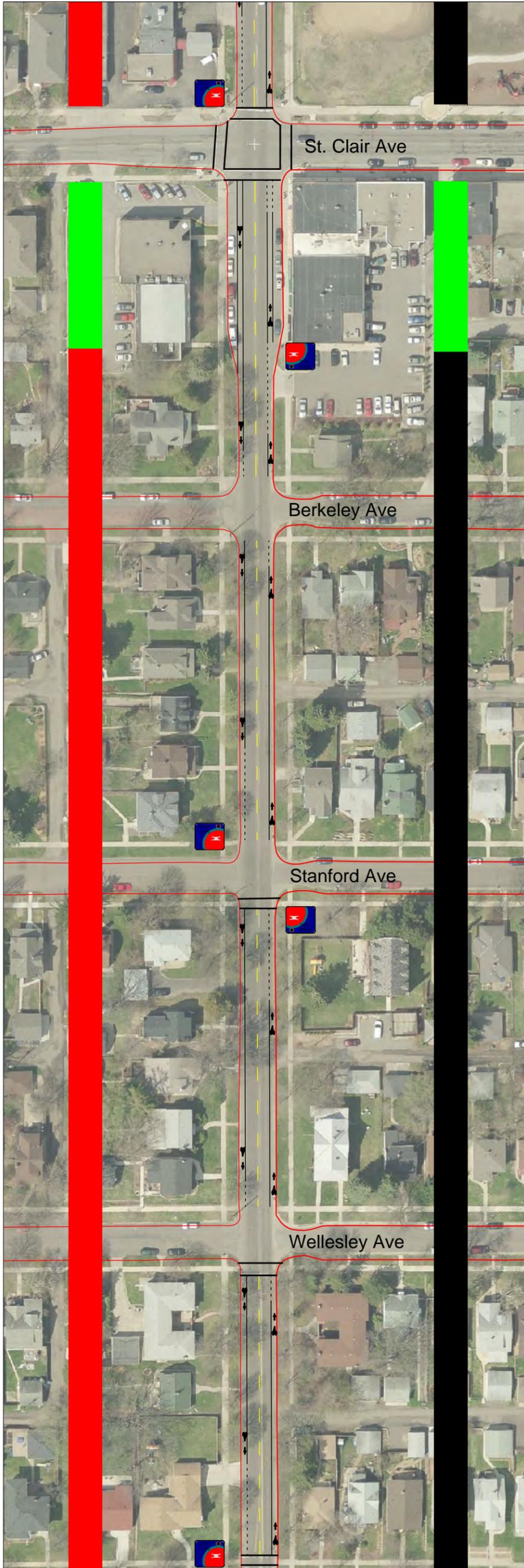


Cleveland Avenue Highland Parkway - Summit Avenue Striping Plan Page 2 of 3

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-  Parking is prohibited
-  Existing parking to be maintained
-  Parking to be removed

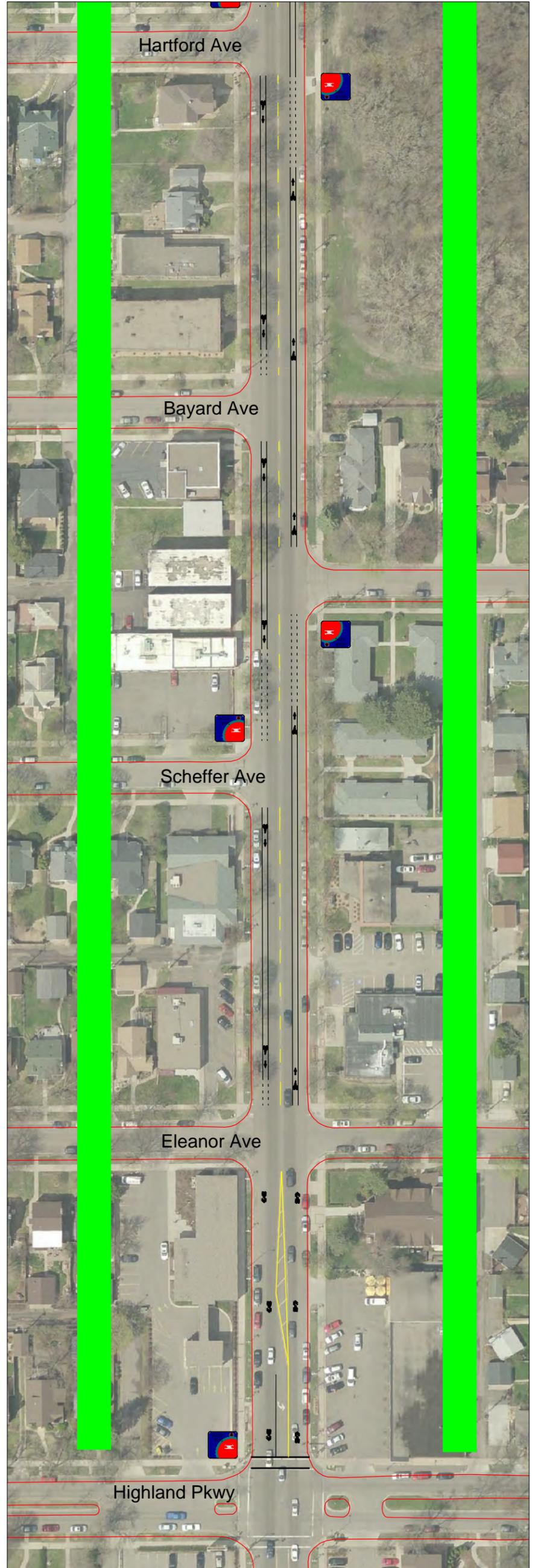


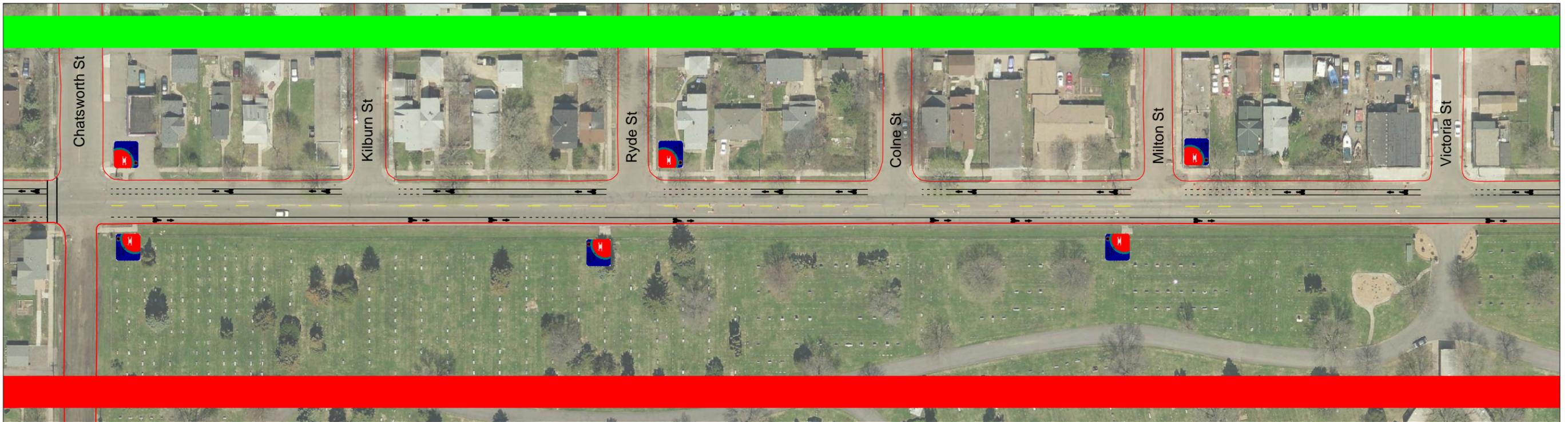
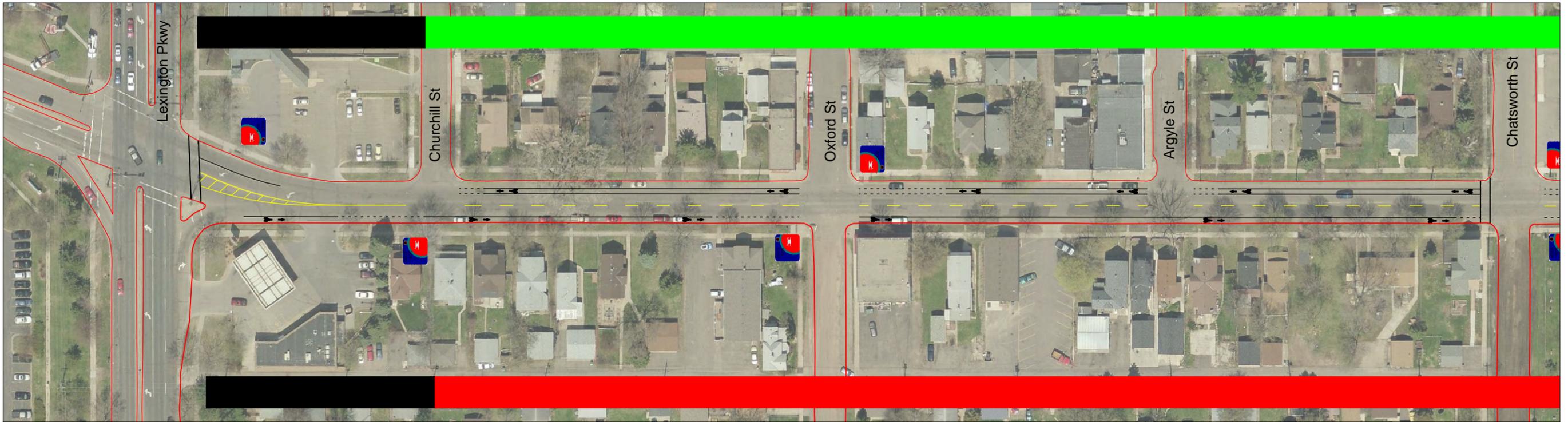
Cleveland Avenue Highland Parkway - Summit Avenue Striping Plan Page 3 of 3

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- Parking is prohibited
- Existing parking to be maintained
- Parking to be removed



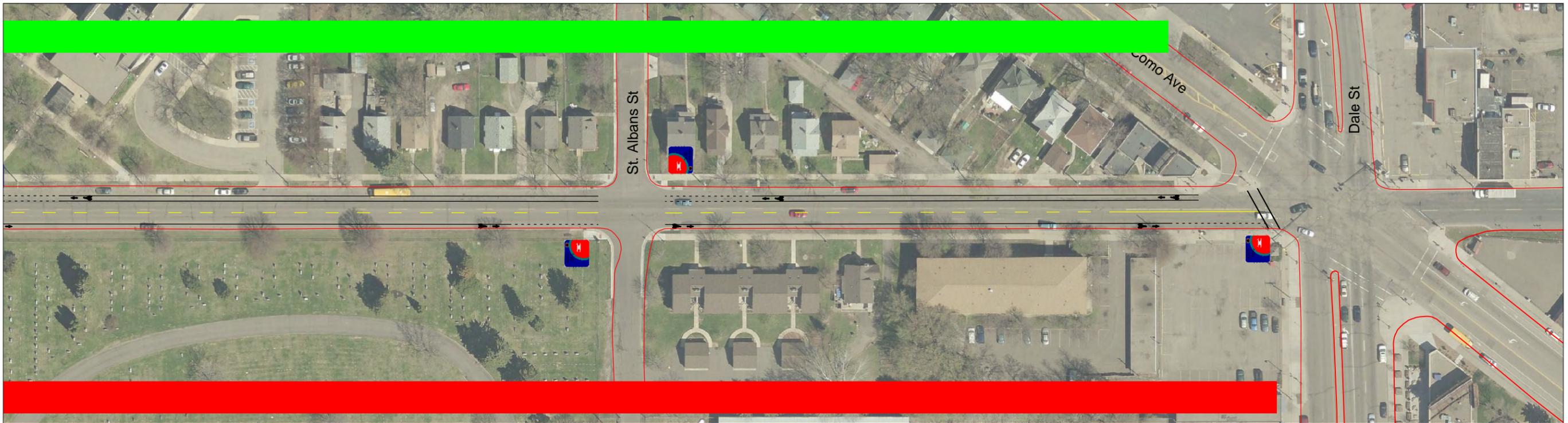
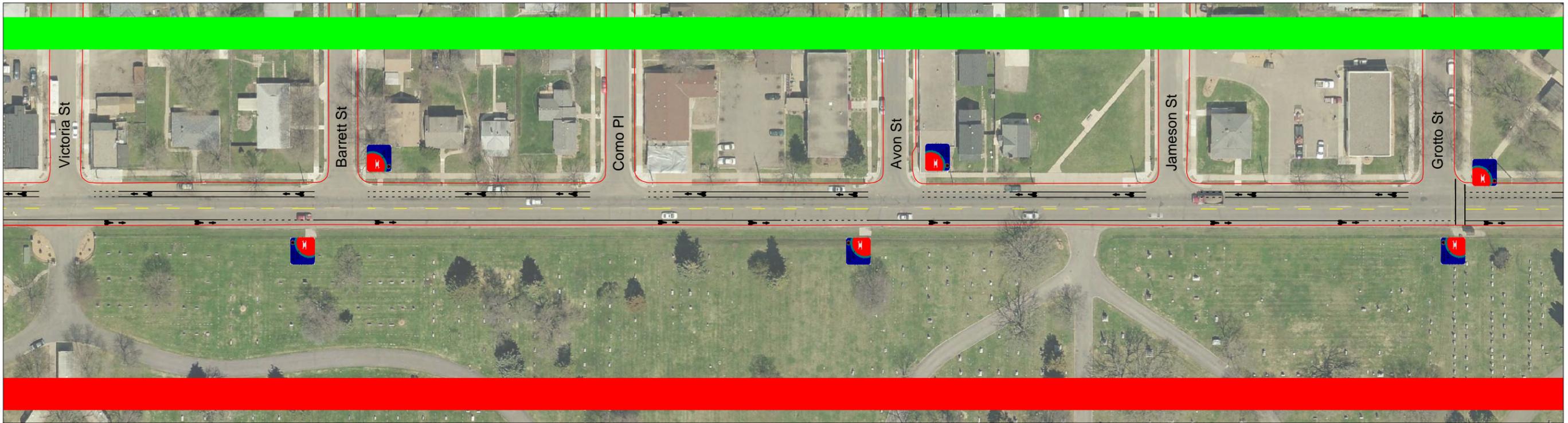


Front Avenue
 Lexington Parkway to Dale Street
 Proposed Striping Plan



Parking is prohibited
 Existing parking to be maintained
 Parking to be removed





Front Avenue
 Lexington Parkway to Dale Street
 Proposed Striping Plan



Parking is prohibited
 Existing parking to be maintained
 Parking to be removed

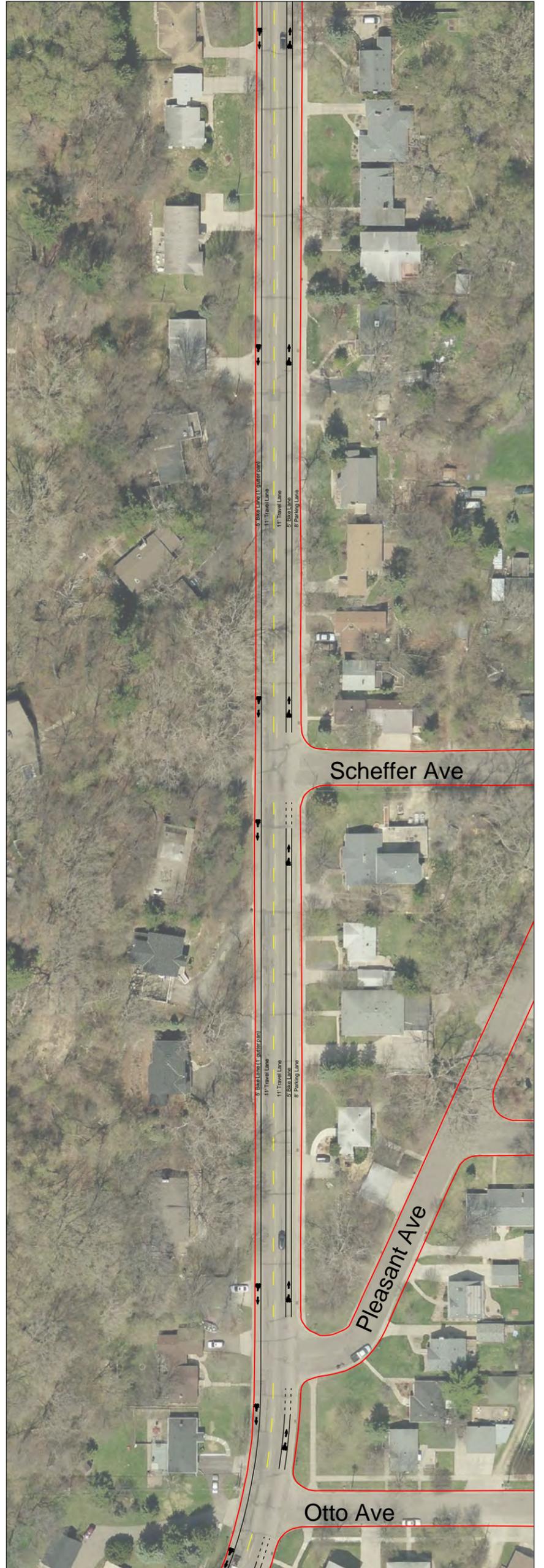
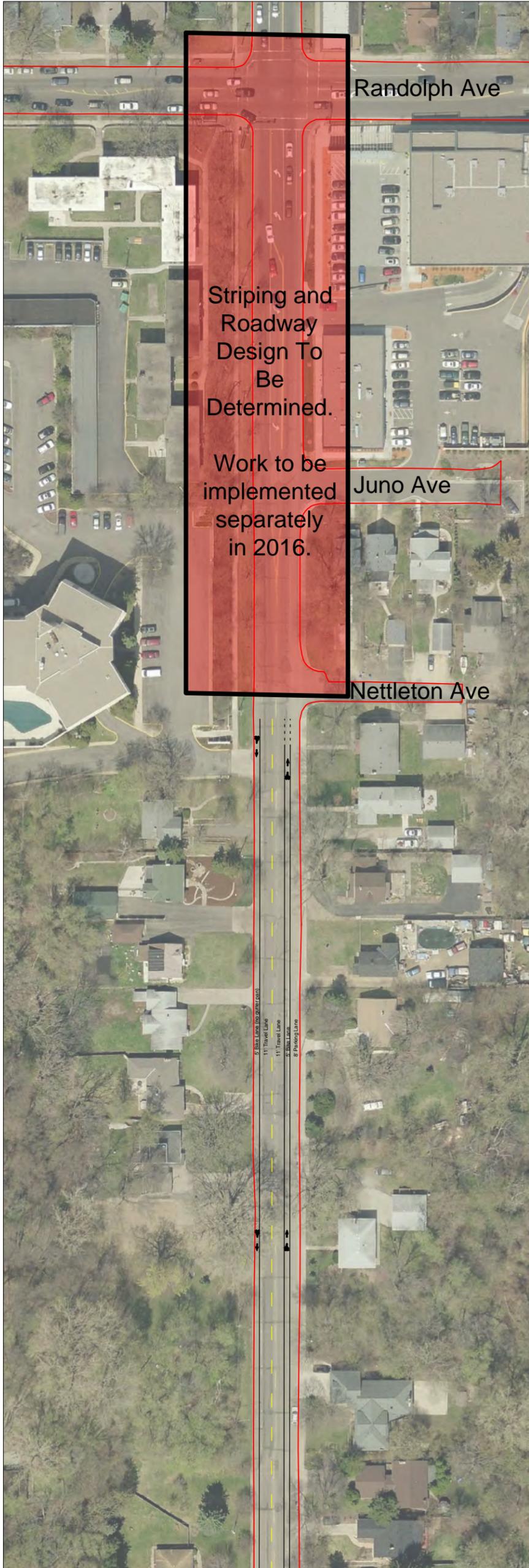




The Most Livable City in America

Lexington Parkway W 7th Street to Randolph Avenue Striping Plan Page 1 of 2

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The Most Livable City in America

Lexington Parkway W 7th Street to Randolph Avenue Striping Plan Page 2 of 2

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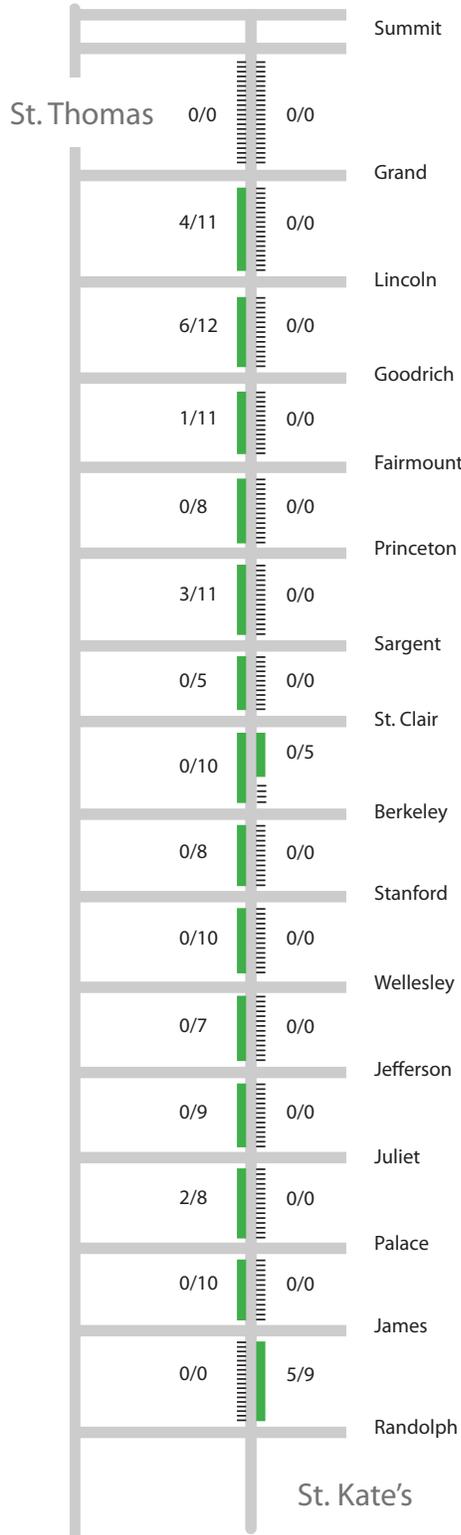
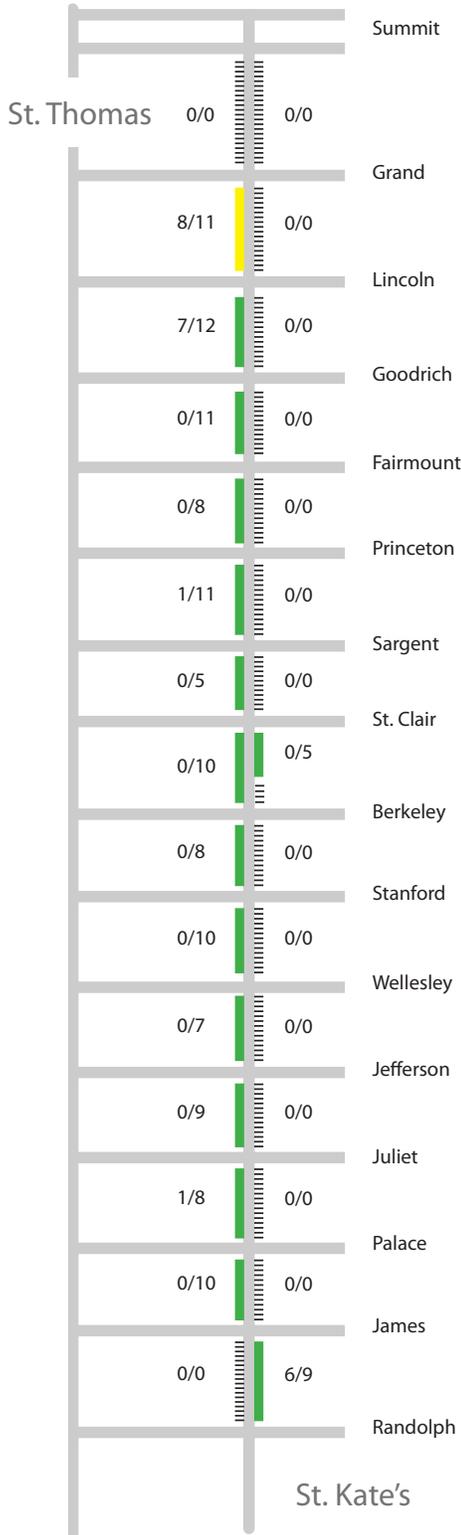


Cleveland Ave Parking Counts

Weekday early morning (4 AM - 6 AM)

Date: Tuesday, March 24th
Time Period: 4AM - 6 AM

Date: Thursday, March 26th
Time Period: 4AM - 6 AM



Legend

Observed Parking Utilization

- Signed "No Parking"
- 0 - 69%
- 70 - 84%
- 85 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

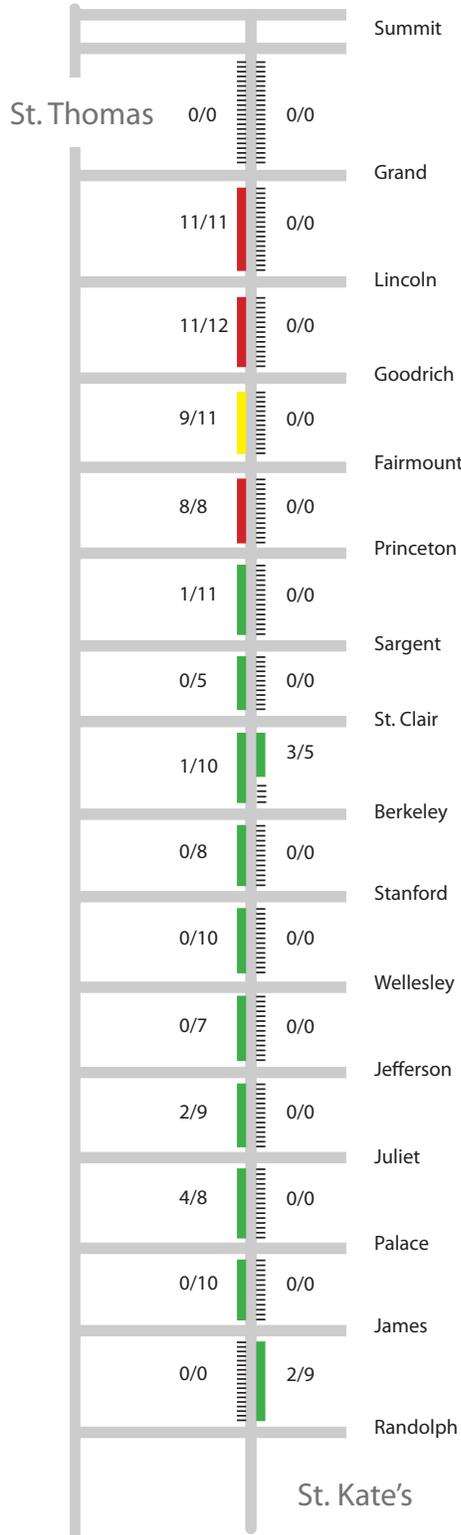
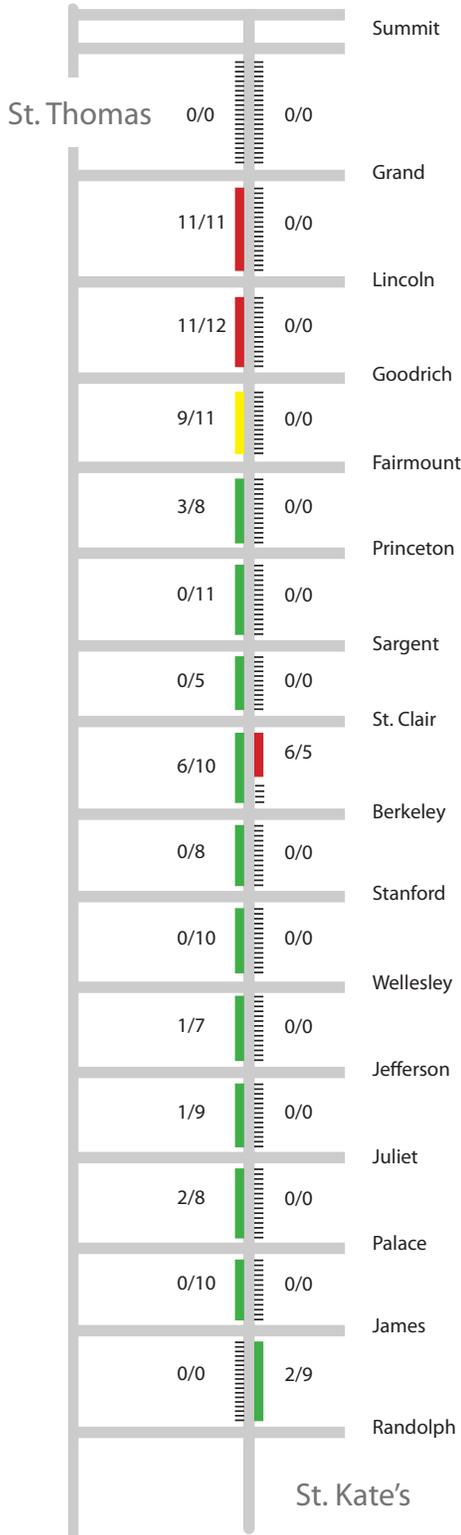
(Observed parking utilization may
exceed estimated legal capacity)

Cleveland Ave Parking Counts

Weekday Midday (11 AM - 1 PM)

Date: Thursday, March 19th
Time Period: 11 AM - 1 PM

Date: Tuesday, April 7th
Time Period: 11 AM - 1 PM



Legend

Observed Parking Utilization

- Signed "No Parking"
- 0 - 69%
- 70 - 84%
- 85 - 100%+

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

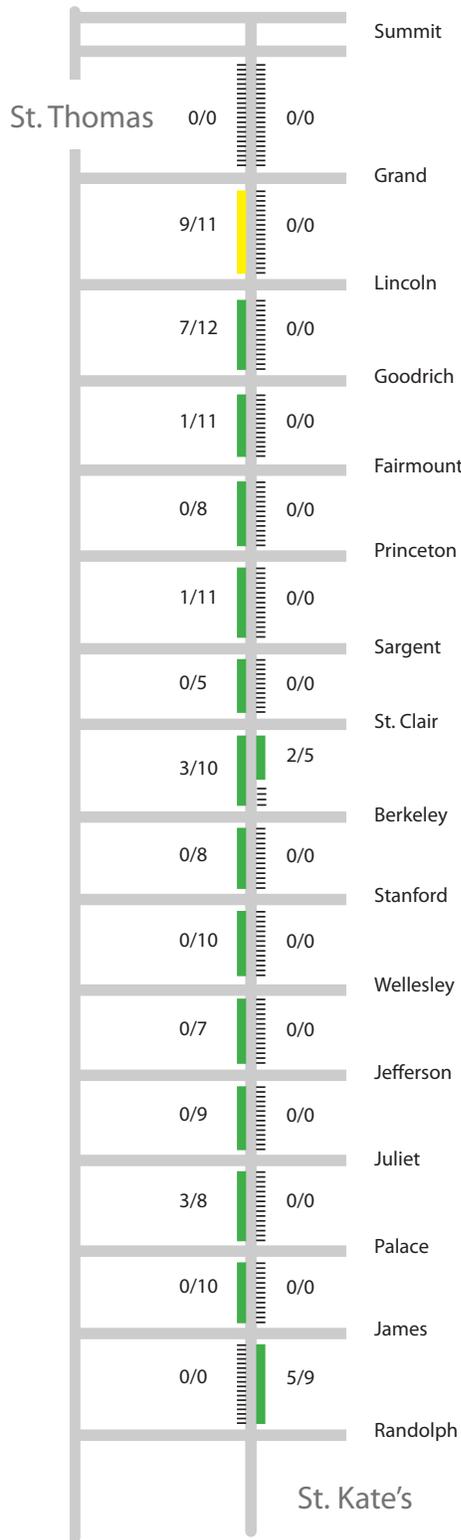
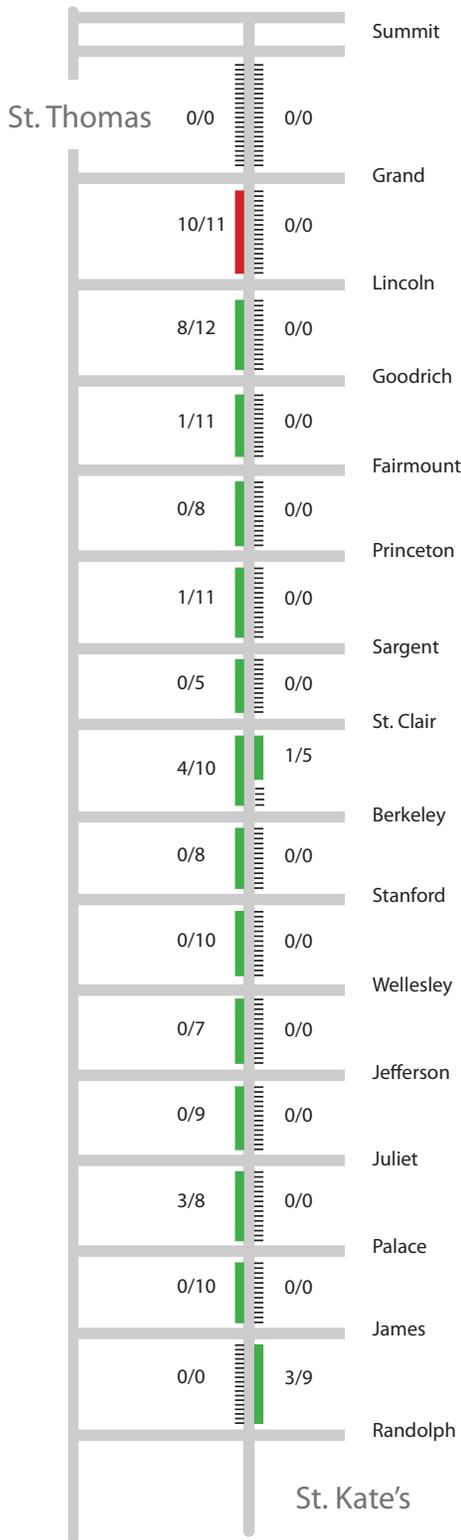
(Observed parking utilization may exceed estimated legal capacity)

Cleveland Ave Parking Counts

Weekday Evening (6 PM - 8 PM)

Date: Tuesday, March 24th
Time Period: 6 PM - 8 PM

Date: Thursday, March 26th
Time Period: 6 PM - 8 PM



Legend

Observed Parking Utilization

- ▬ Signed "No Parking"
- ▬ 0 - 69%
- ▬ 70 - 84%
- ▬ 85 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

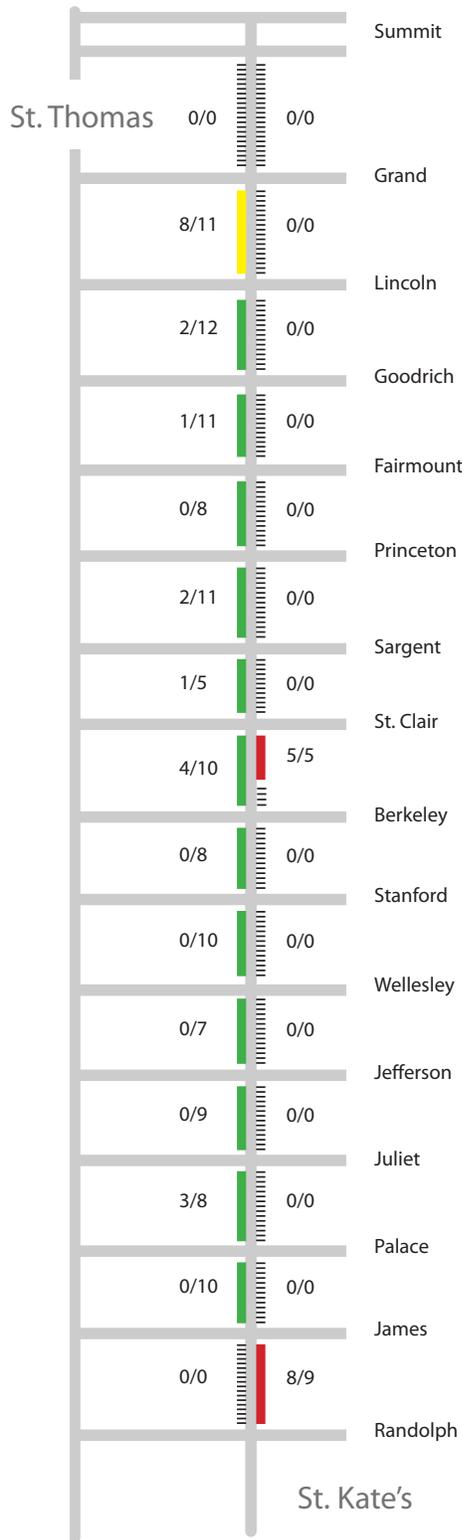
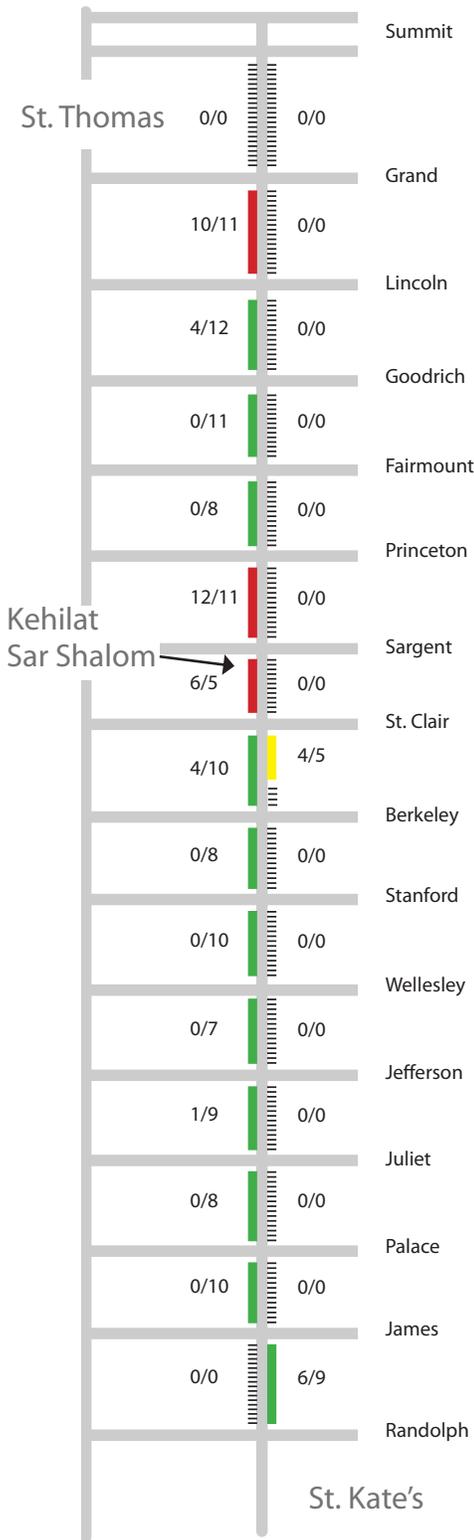
(Observed parking utilization may exceed estimated legal capacity)

Cleveland Ave Parking Counts

Saturday Midday (11 AM - 1 PM) & Evening (6 PM - 8 PM)

Date: Saturday, March 28th
Time Period: 11 AM - 1 PM

Date: Saturday, March 28th
Time Period: 6 PM - 8 PM



Legend

Observed Parking Utilization

- Signed "No Parking"
- 0 - 69%
- 70 - 84%
- 85 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

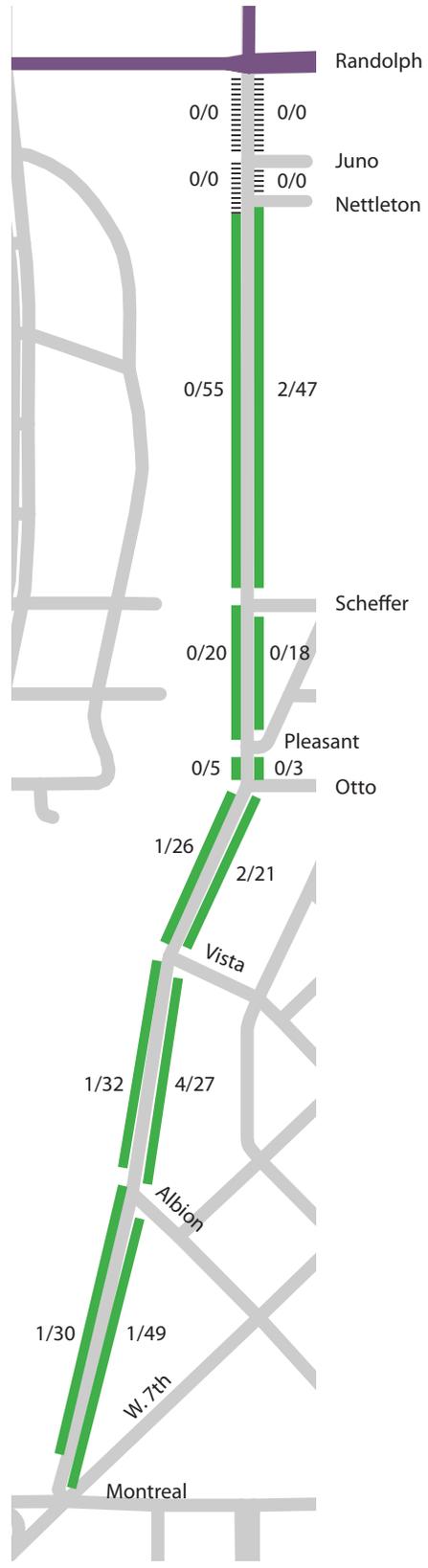
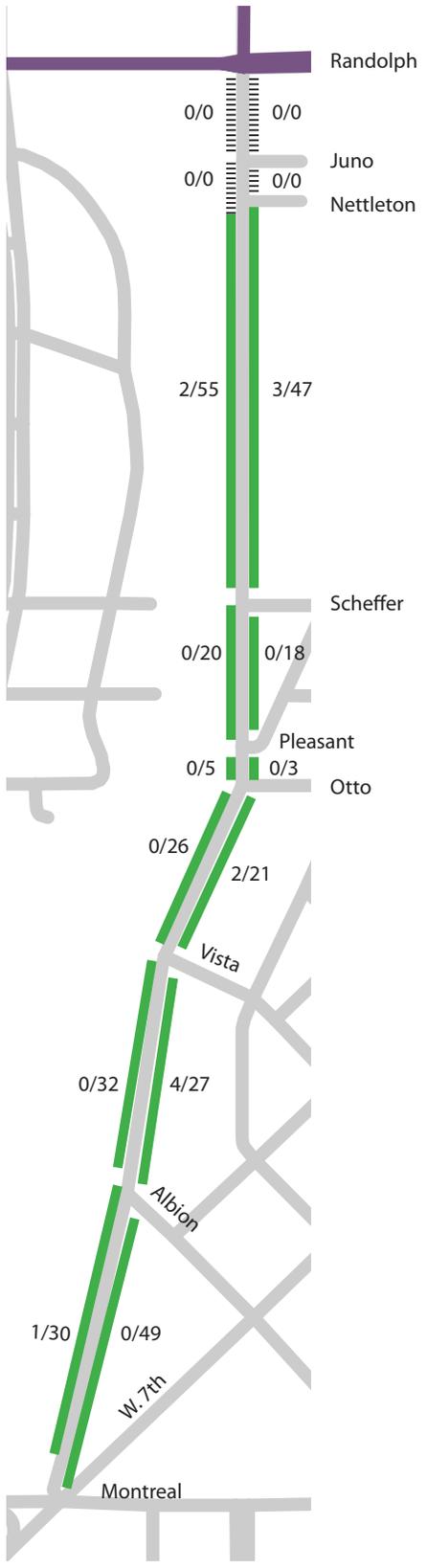
(Observed parking utilization may exceed estimated legal capacity)

Lexington Parkway Parking Counts

Weekday early morning (4 AM - 6 AM)

Date: Tuesday, March 24th
Time Period: 4AM - 6 AM

Date: Tuesday, March 31st
Time Period: 4AM - 6 AM



Legend

- Observed Parking Utilization
- Signed "No Parking"
 - 0 - 69%
 - 70 - 84%
 - 85 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

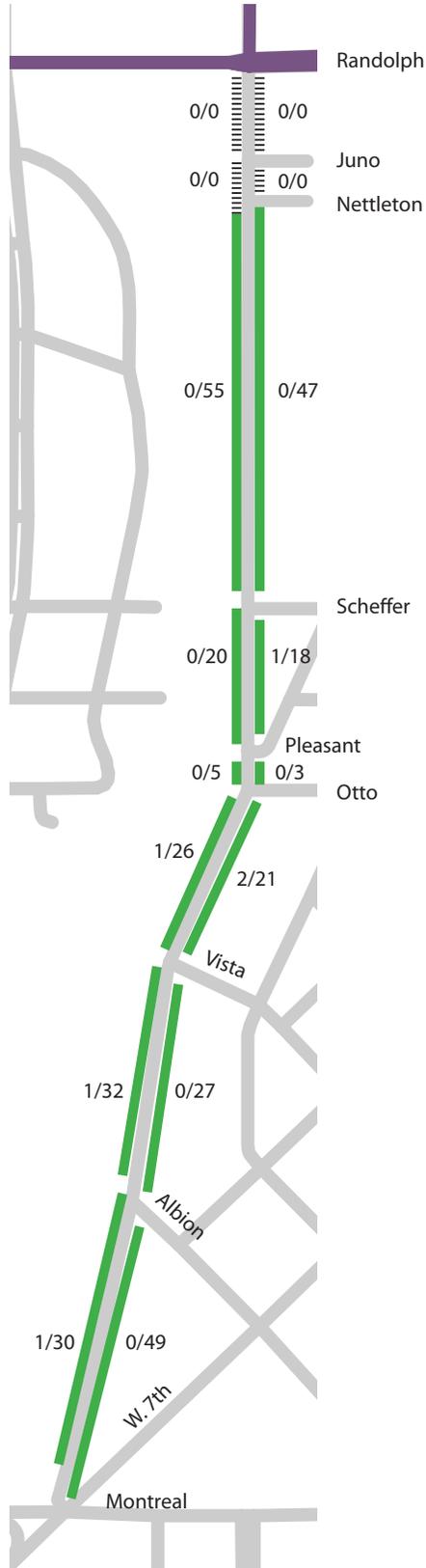
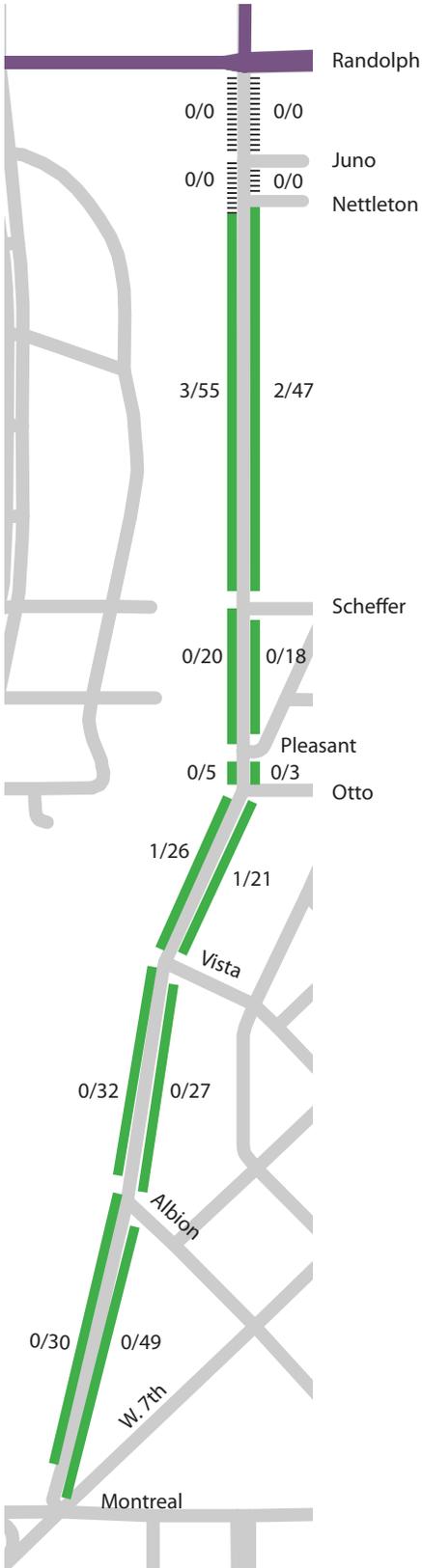
(Observed parking utilization may exceed estimated legal capacity)

Lexington Parkway Parking Counts

Weekday Middy (11 AM - 1 PM)

Date: Tuesday, March 24th
Time Period: 11 AM - 1 PM

Date: Tuesday, March 31st
Time Period: 11 AM - 1 PM



Legend

Observed Parking Utilization

- |||||| Signed "No Parking"
- █ 0 - 69%
- █ 70 - 84%
- █ 85 - 100+%

Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

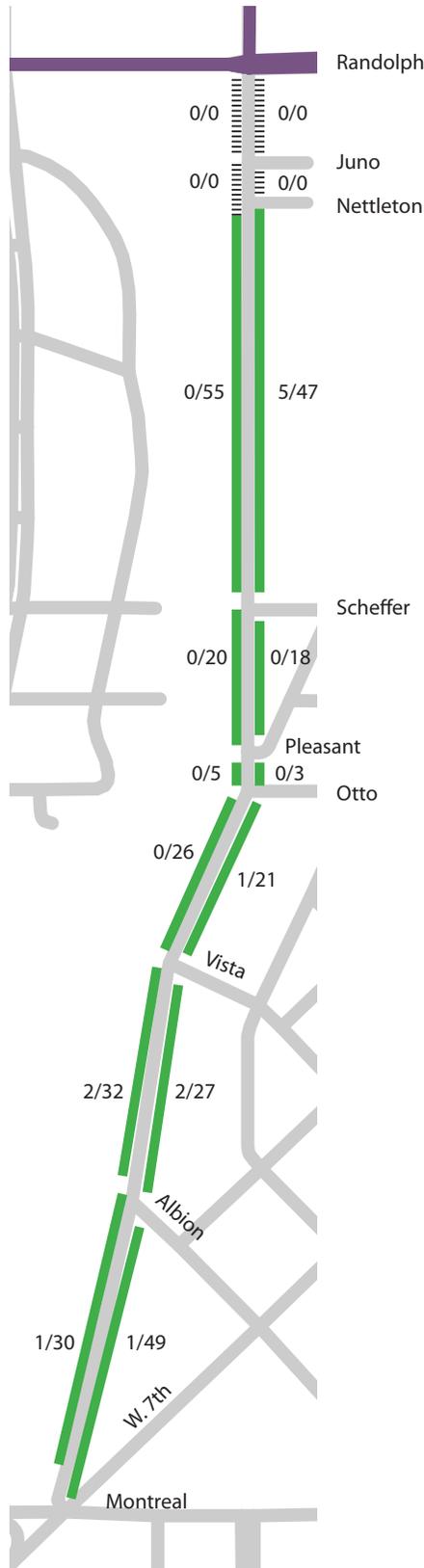
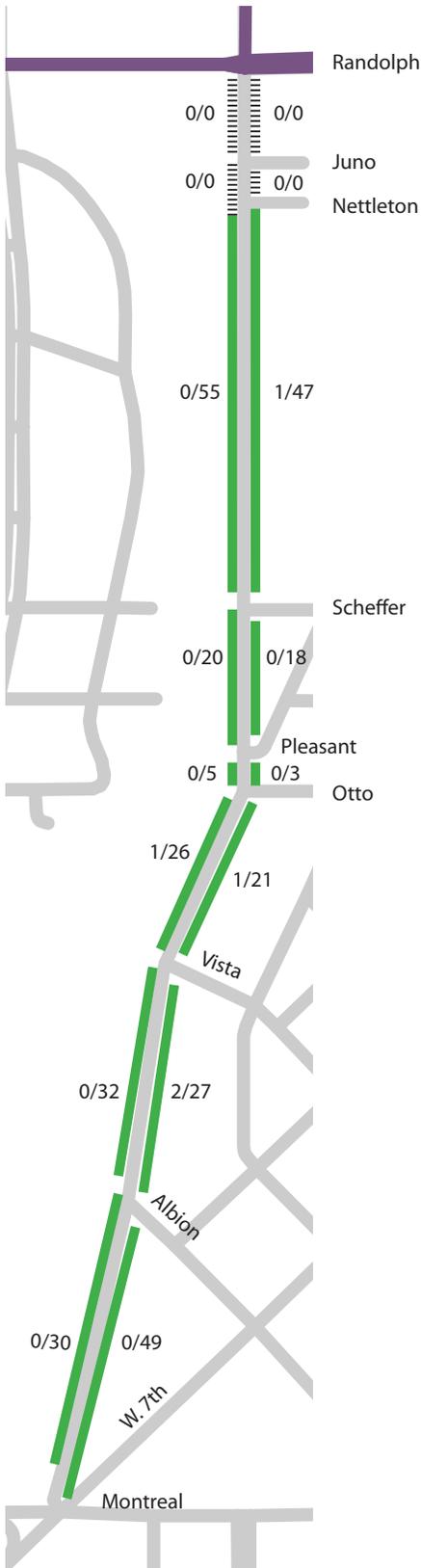
(Observed parking utilization may exceed estimated legal capacity)

Lexington Parkway Parking Counts

Weekday Evening (6 PM - 8 PM)

Date: Tuesday, March 24th
Time Period: 6 PM - 8 PM

Date: Wednesday, April 1st
Time Period: 6 PM - 8 PM



Legend

Observed Parking Utilization

-  Signed "No Parking"
-  0 - 69%
-  70 - 84%
-  85 - 100+%

Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

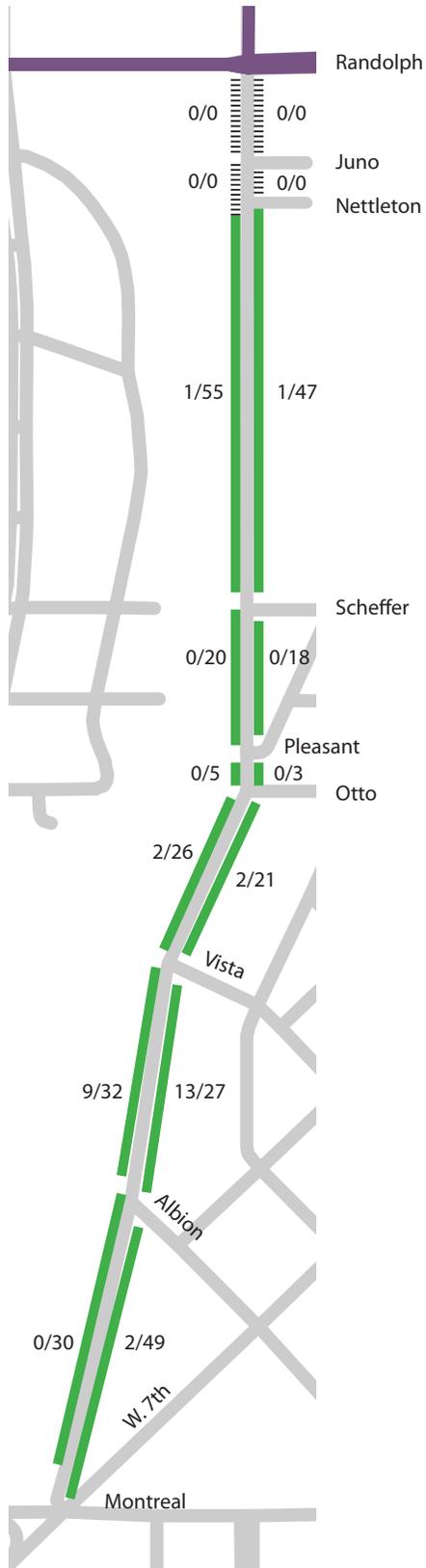
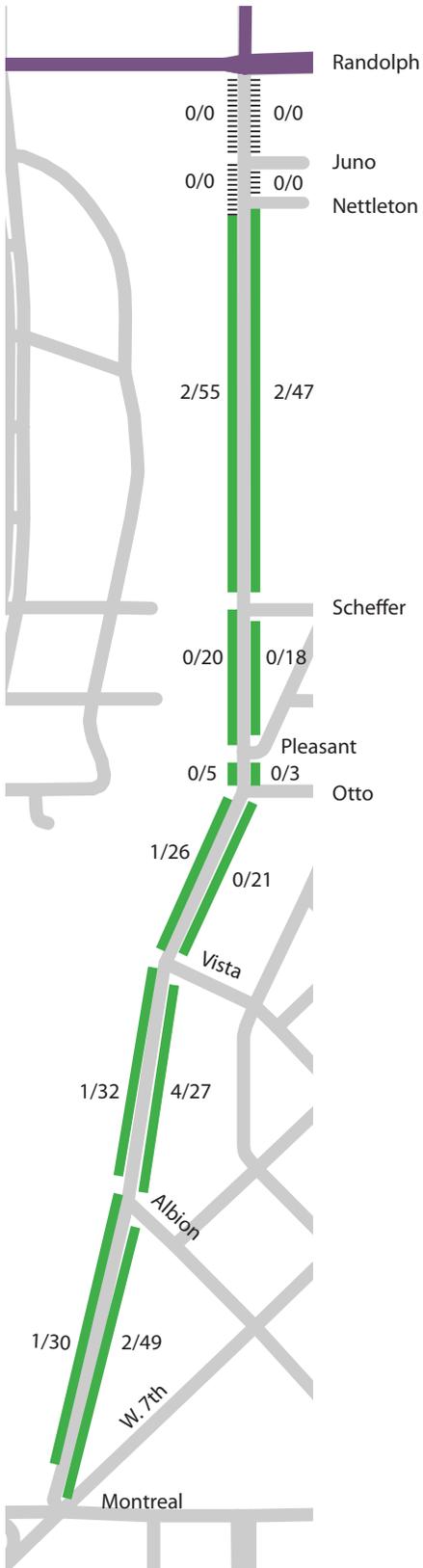
(Observed parking utilization may exceed estimated legal capacity)

Lexington Parkway Parking Counts

Saturday Midday (11 AM - 1 PM) & Evening (6 PM - 8 PM)

Date: Saturday, March 21st
Time Period: 11 AM - 1 PM

Date: Saturday, March 21st
Time Period: 6 PM - 8 PM



Legend

Observed Parking Utilization

- Signed "No Parking"
- 0 - 69%
- 70 - 84%
- 85 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

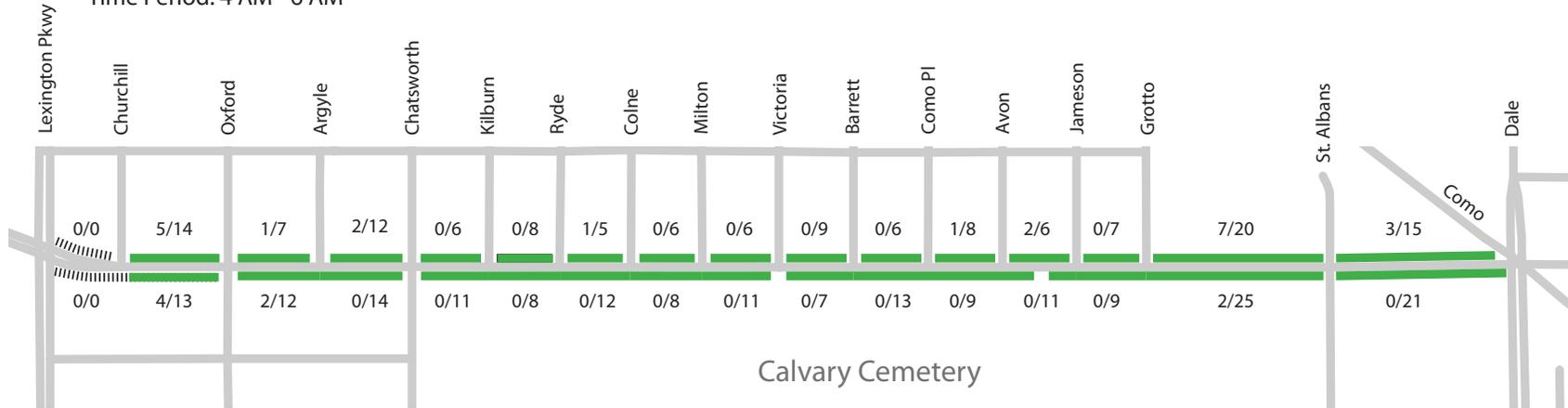
(Observed parking utilization may exceed estimated legal capacity)

Front Ave Parking Counts Weekday Early Morning (4 AM - 6 AM)

Date: Thursday, March 26th
Time Period: 4 AM - 6 AM



Date: Tuesday, March 31st
Time Period: 4 AM - 6 AM



Legend

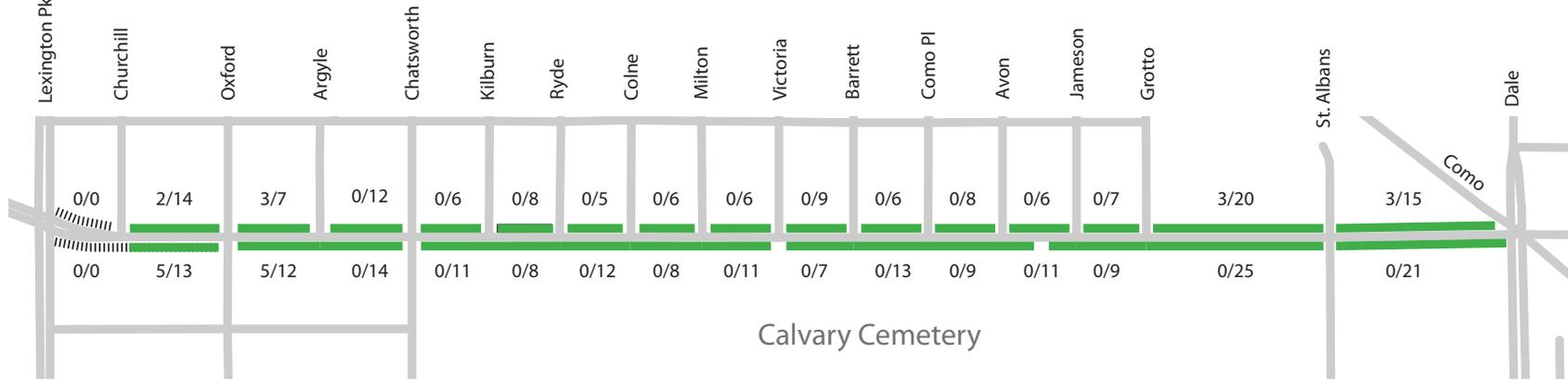
Observed Parking Utilization

-  Signed "No Parking"
 -  0 - 69%
 -  70 - 84%
 -  85 - 100+%
- Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

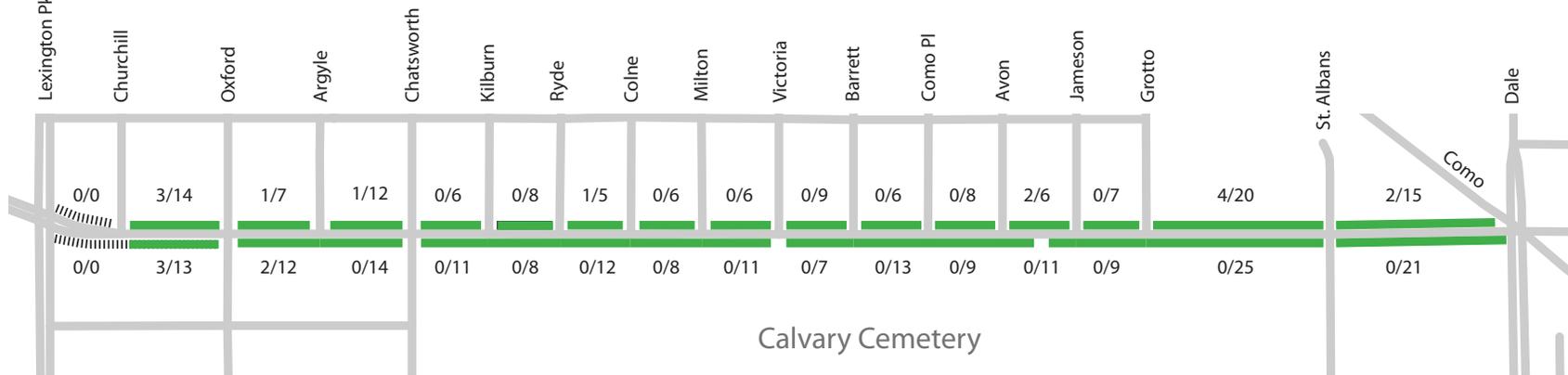
(Observed parking utilization may
exceed estimated legal capacity)

Front Ave Parking Counts Weekday Midday (11 AM - 1 PM)

Date: Wednesday, March 25th
Time Period: 11 AM - 1 PM



Date: Tuesday, March 31st
Time Period: 11 AM - 1 PM



Legend

Observed Parking Utilization



Signed "No Parking"



0 - 69%



70 - 84%



85 - 100+%

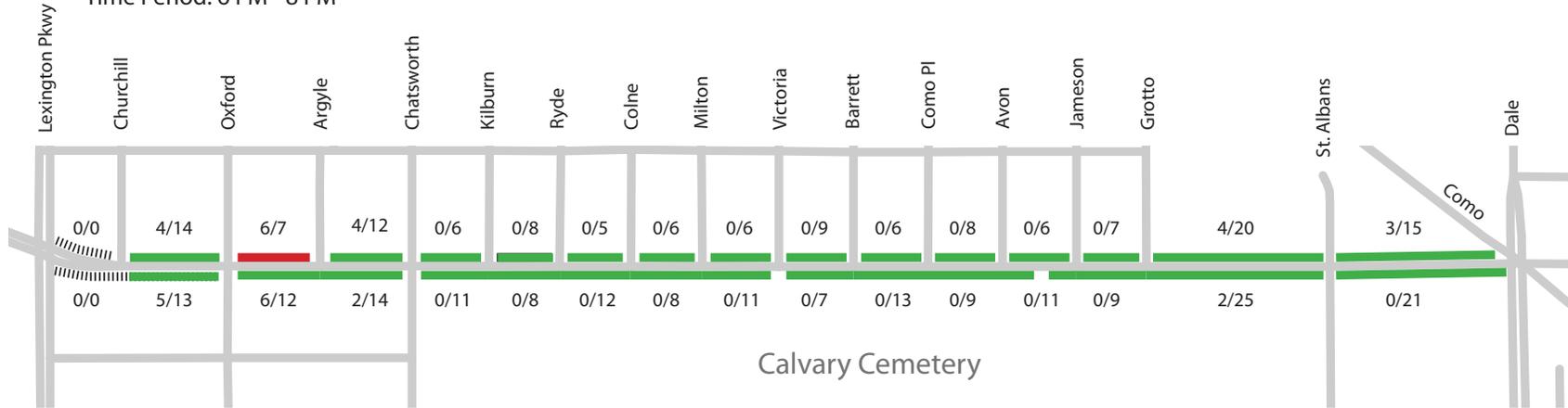
Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

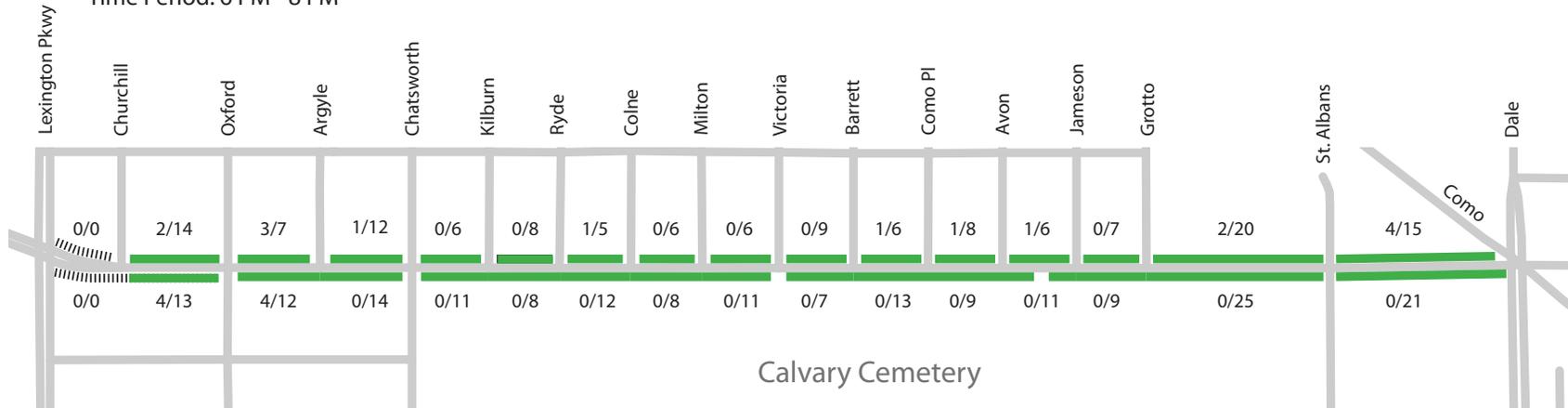
(Observed parking utilization may
exceed estimated legal capacity)

Front Ave Parking Counts Weekday Evening (6 PM - 8 PM)

Date: Wednesday, March 25th
Time Period: 6 PM - 8 PM



Date: Thursday, March 26th
Time Period: 6 PM - 8 PM



Legend

Observed Parking Utilization

- Signed "No Parking"
- 0 - 69%
- 70 - 84%
- 85 - 100%+

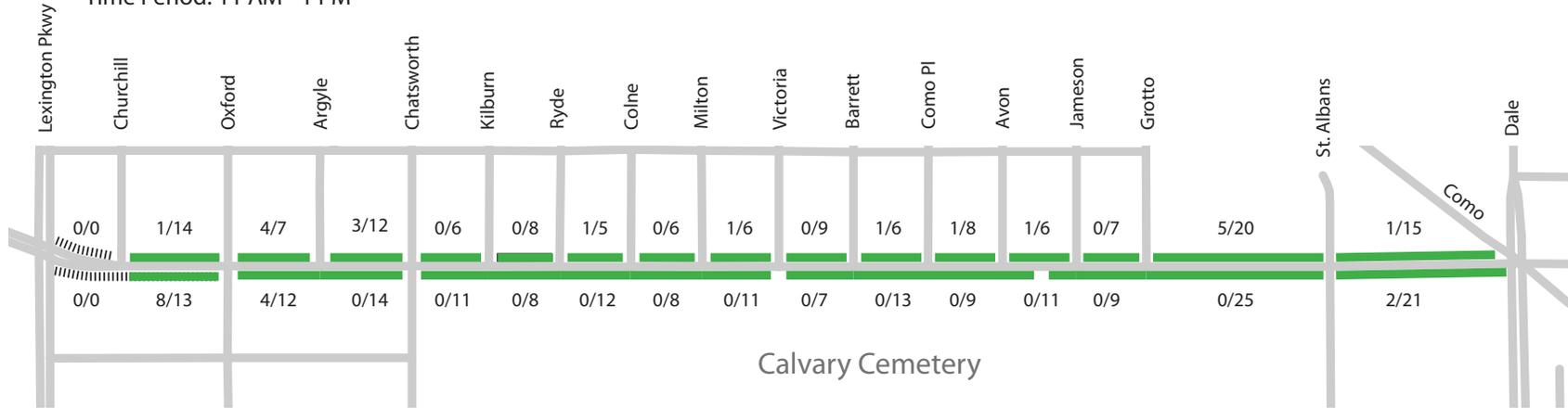
Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may
exceed estimated legal capacity)

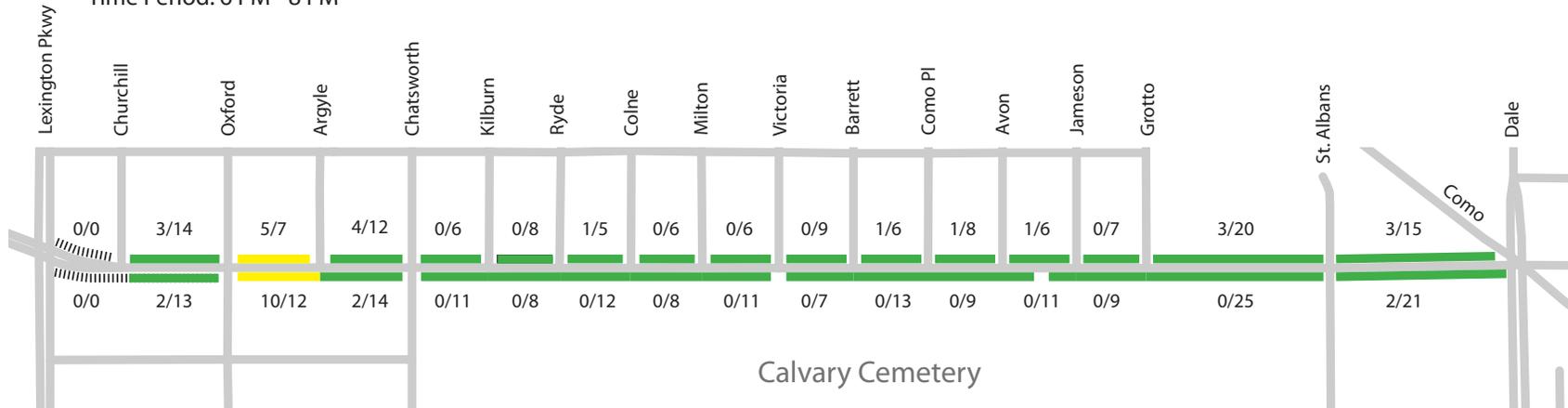
Front Ave Parking Counts

Saturday Midday (11 AM - 1 PM) & Evening (6 PM - 8 PM)

Date: Saturday, April 4th
Time Period: 11 AM - 1 PM



Date: Saturday, April 4th
Time Period: 6 PM - 8 PM



Legend

Observed Parking Utilization

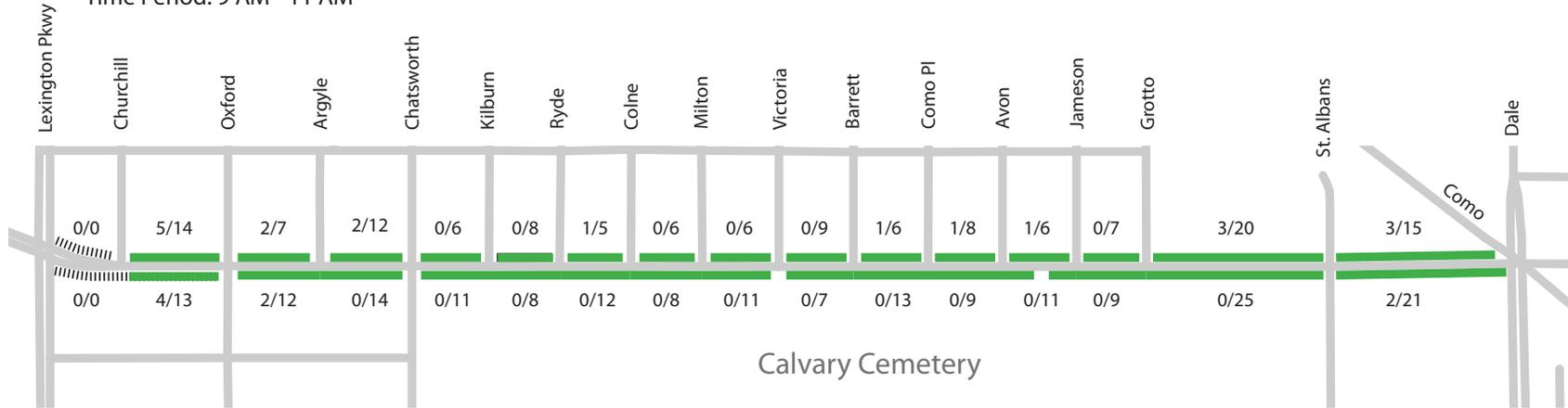
- Signed "No Parking"
- 0 - 69%
- 70 - 84%
- 85 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may
exceed estimated legal capacity)

Front Ave Parking Counts Sunday Morning (9 AM - 11 AM)

Date: Sunday, April 5th
Time Period: 9 AM - 11 AM



Legend

Observed Parking Utilization



Signed "No Parking"



0 - 69%



70 - 84%



85 - 100+%

Example: 8/11 =

Observed Pkcd Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may
exceed estimated legal capacity)