



Transportation Committee of the Planning Commission

Monday, June 14, 2021, 4:30 p.m. – 6:00 p.m.

Remote meeting

1. Bike lane implementation on Water Street, Fillmore Avenue, and St. Paul Avenue – Jimmy Shoemaker (Public Works), 30 minutes
2. Pelham Bikeway improvements – Reuben Collins (Public Works), 10 minutes

NOTE TO COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC: The chair of the Planning Commission has determined that it is not practical nor prudent for the Planning Commission and its Committees to meet in-person or pursuant to Minnesota Statutes, Section 13D.02. In light of the COVID-19 health pandemic, it is not feasible for any member of Transportation Committee to be present at the regular location, and all members of the Transportation Committee will attend this meeting by telephone or other electronic means. It is also not feasible for members of the public to attend the meeting at its regular location due to the health pandemic and emergency. Accordingly, no meeting will be held in the 13th Floor Conference Room in City Hall Annex at 25 W. 4th Street in the City of Saint Paul.

Members of the public may monitor this meeting remotely the following ways:

Join on your computer or mobile app (in Microsoft Teams)

[Click here to join the meeting](#)

Or call in (audio only)

(612) 315-7905, Phone Conference ID: 983 253 837#

Any presentation slides will be posted (as PDFs) to bit.ly/StPaulTC prior to the meeting.

Upcoming Transportation Committee Meetings

- June 28
- July 12

Meetings are open to the public. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings may 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 Bill Dermody at Bill.Dermody@ci.stpaul.mn.us or 651-266-6617.

Transportation Committee Staff Report for Projects

Committee date: June 14, 2021

Project Name: 2021 Water St, Fillmore Ave, and St Paul Ave bike lane implementation

Geographic Scope: Water St, Fillmore Ave, St Paul Ave

Project Contact: Jimmy Shoemaker, jimmy.shoemaker@ci.stpaul.mn.us, 651-266-6204

Project Webpage: www.stpaul.gov/waterfillmore; www.stpaul.gov/fillmoreave
www.stpaul.gov/stpaulave

Project Description: Public Works is planning three projects that will increase the mileage of the bicycle network in Saint Paul:

- restripe Water Street and Fillmore Avenue from Plato Boulevard to Livingston Avenue to include bike lanes
- resurface Fillmore Avenue from Robert Street to East Lafayette Frontage Road, add bike lanes
- resurface St. Paul Avenue from W 7th Street to Edgumbe Road, remove a vehicle travel lane in each direction and replace with bike lanes

Project Stage & General Timeline: Design and engineering; planned implementation late summer/fall 2021

Public Hearing Date & Location: June 16, 2021 at City Council (virtual)

Cost & Primary Funding Source(s): Negligible additional cost for bike lanes as part of the Fillmore Avenue and St. Paul Avenue resurfacing projects; estimated \$28,000 for restriping on Water Street and Fillmore Avenue from the General Fund for Bicycle Facility Improvements

Transportation Committee Role:

☐ Inform project scope & approach
implementation

☐ Inform design

☐ Inform

☒ Make recommendation

Explanation Requesting approval of bike lane implementation on:

- Water Street and Fillmore Avenue between Plato Boulevard and Livingston Avenue
- Fillmore Avenue between Robert Street and East Lafayette Frontage Road
- St. Paul Avenue between W 7th Street and Edgumbe Road

Attachments include:

- ☐ Complete Streets Checklist ☐ Scoping document ☐ CIB request
☒ Summary of Engineering Recommendations

Staff recommendation	<i>Approve recommendation of bike lane implementation on Water Street and Fillmore Avenue between Plato Boulevard and Livingston Avenue, Fillmore Avenue between Robert Street and East Lafayette Frontage Road, and St. Paul Avenue between W 7th Street and Edgcumbe Road</i>
Action item requested of the Committee	<i>Recommend approval of bike lanes on Water Street, Fillmore Avenue and St. Paul Avenue</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

Transportation Committee Staff Report for Projects

Committee date: 6/14/2021

Project Name: Pelham Bikeway Improvements

Geographic Scope: Pelham Blvd from Mississippi River Boulevard to I-94

Project Contact: Reuben Collins

Project Webpage: N/A

Project Description: Construct bicycle safety improvements at three intersections along Pelham Boulevard

Project Stage & General Timeline: Construction anticipated summer 2021

Public Hearing Date & Location: N/A

Cost & Primary Funding Source(s): \$300,000 8-80 vitality funds

Transportation Committee Role:

☐ Inform project scope & approach
implementation

☐ Inform design

☒ Inform

☐ Make recommendation

Explanation The scope of these improvements is fairly minor. Construction is planned summer 2021.

WATER STREET FILLMORE AVENUE RESTRIPING PROJECT SUMMARY OF ENGINEERING RECOMMENDATIONS

Water Street Fillmore Avenue Restriping Project

Report prepared: 5/26/2021

Public Hearing: 6/16/2021

PROJECT

Implementation of bicycle facilities on Water Street and Fillmore Avenue from Plato Boulevard to Livingston Avenue.

Improvements include the installation of dedicated bicycle lanes, pavement markings, signage, and other elements as described below.

PURPOSE

The purpose of this project is to provide an improved east-west facility on Water Street and Fillmore Avenue, and make purposeful connections to existing nearby bikeways, improving safety, comfort, and connectivity for people using bicycles for transportation.



Figure 1: Project Map

I. INITIATING ACTION

The City of Saint Paul has a desire to improve safety and comfort for all modes in the project area. The bicycle facilities proposed are consistent with the Saint Paul Bicycle Plan. The City has also received requests from the community to update parking restrictions in the project area.

II. EXISTING CONDITIONS

Water Street and Fillmore Avenue within the project limits are classified as Collector roadways. Average Annual Daily Traffic (AADT) data was collected along the corridor in 2017 and 2018 and provided counts between 1,500 and 2,000 vehicles per day. The posted speed limit is 25 miles per hour, and a 2017 speed study on Fillmore Avenue between Wabasha and Livingston found the 85th percentile speeds to be 31 miles per hour.

Sidewalks are absent on both sides of Water Street between Plato Boulevard and Wabasha Street, and absent on the south side of Fillmore Avenue between Harriet Island Boulevard and Livingston Avenue. Sidewalks are present on the north side of Fillmore Avenue between Wabasha Street and Livingston Avenue. Pedestrian curb ramps are present where there is sidewalk and are generally compliant.

There are no existing bike facilities installed within the project limits. The Saint Paul Bicycle Plan identifies “in-street separated (bicycle) lanes” on Water Street and Fillmore Avenue as the recommended bicycle facility type. In-street bicycle lanes exist on Fillmore Avenue between Livingston Avenue and Robert Street, and are proposed as part of a different project on Fillmore Avenue between Robert Street and East Lafayette Frontage Road. The newly installed Robert Pira Trail runs along Plato Boulevard to the south of the project area. A trail exists in Harriet Island Regional Park.

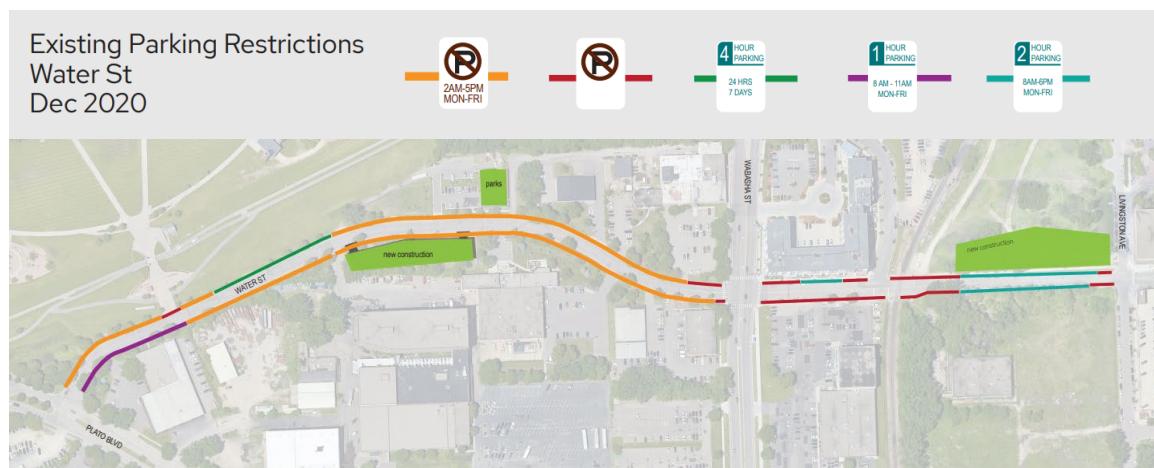


Figure 2. Existing parking regulations

III. PROPOSED IMPROVEMENTS

Water Street and Fillmore Avenue: Plato Boulevard to Livingston Avenue

- Restriping the roadway to add 6' EB and WB bicycle lanes
- Narrowing of existing vehicular travel lanes to 11'
- Installation of bike lane pavement markings and signage
- Removal of on-street parking described below

Changes to On-street Parking

To accommodate the installation of bicycle facilities, changes to on-street parking is proposed for the following locations:

Parking will be prohibited:

- South side of Water Street between Plato Boulevard and Wabasha Street
- South side of Fillmore Avenue between Harriet Island Boulevard and Livingston Avenue
- North side of Fillmore Avenue between Harriet Island Boulevard and Livingston Avenue

Parking will be allowed:

- North side of Water Street between Plato Boulevard and Harriet Island Boulevard. Parking will be limited to 4 HRS from 8AM-6PM.*

*Parking will be prohibited on the north side of Water Street between Plato Boulevard and Wabasha Street one night per week (2AM-7AM) for street cleaning.

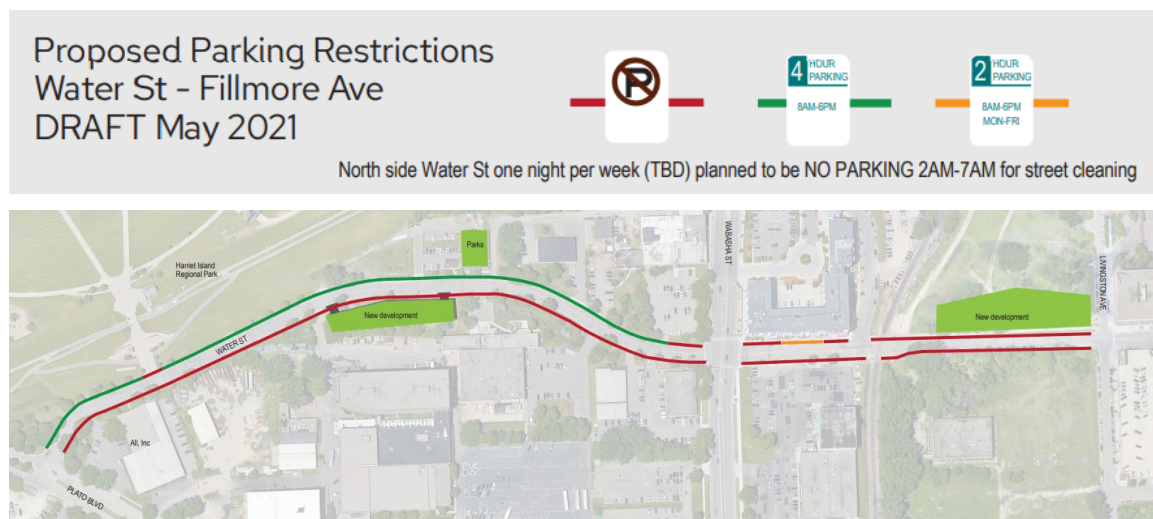


Figure 2. Proposed parking regulations

There are a total of 176 parking spaces on Water Street and Fillmore Avenue in the project area. This project will eliminate 99 spaces, or 56% of available on street parking spaces. To measure existing parking demand, Public Works conducted 13 parking occupancy counts at representative time periods along Water Street and Fillmore Avenue in March 2021. During this time, parking on the north side of Fillmore Avenue on the block west of Livingston Avenue was prohibited because of the construction of a new residential development. All parking counts were collected during the COVID-19 pandemic. **Appendix 1** provides data collected from these parking occupancy counts.

Across the 13 parking counts, staff observed total parking utilization ranging from nine to 86 vehicles parked in the project area (five to 49 percent occupied). Average occupancy was six percent, and median occupancy was seven percent. In all but one Saturday afternoon count where on street parking demand was high adjacent to Harriet Island Regional Park, parking demand was low or very low.

Parking Conclusions

Based on the data collected by Public Works, it is anticipated that remaining parking supply in the project area following the implementation of bicycle lanes will be sufficient to meet observed demand in most circumstances.

IV. ALTERNATIVES

Not pursuing bicycle facilities in 2021 would not improve safety or comfort for people bicycling on Water Street and Fillmore Avenue, and would be inconsistent with the Saint Paul Bicycle Plan.

Parking removal is proposed for the south side of Water Street and Fillmore Avenue between Plato Boulevard and Livingston Avenue, and on the north side of Fillmore Avenue on the block west of Livingston Avenue. Removing parking from the north side of Water Street was considered but is not recommended due to greater impact on Harriet Island Regional Park visitors. On the block of Fillmore Avenue west of Livingston Avenue where the road width is constrained, removal of parking on both sides of the street is necessary to accommodate bike lanes.

V. POSITIVE BENEFITS

This project will improve the safety of all users of the roadway. Providing dedicated bike lanes on Water Street and Fillmore Avenue will improve the safety and comfort for people bicycling on the street, encourage predictable riding behavior, and will provide connectivity to the existing Robert Pira Trail and Harriet Island Regional Park. Narrowing the travel lanes to accommodate bicycle facilities will minimize roadway exposure to motorized traffic for pedestrians.

VI. ADVERSE EFFECTS

Normal issues relative to implementing infrastructure improvement projects will be present. Those issues include, but may not be necessarily limited to, noise, dust, and general disruptions to vehicular traffic. Removal of some on-street parking will reduce overall parking capacity.

VII. TIME SCHEDULE

It is anticipated that the bicycle improvements as proposed will be installed in Fall of 2021.

VIII. COST ESTIMATE

Implementation of bicycle lanes will cost an estimated \$28,000.

I. ESTIMATED FINANCING

Signing and striping for bike lanes on Water Street and Fillmore Avenue will be funded through funds budgeted in the General Fund for Bicycle Facility Improvements.

II. SOURCE OF ADDITIONAL INFORMATION

For additional information, please contact:

Reuben Collins, Transportation Planning and Safety Division
Email: Reuben.Collins@ci.stpaul.mn.us
Phone: 651-266-6059

III. SUMMARY AND RECOMMENDATIONS

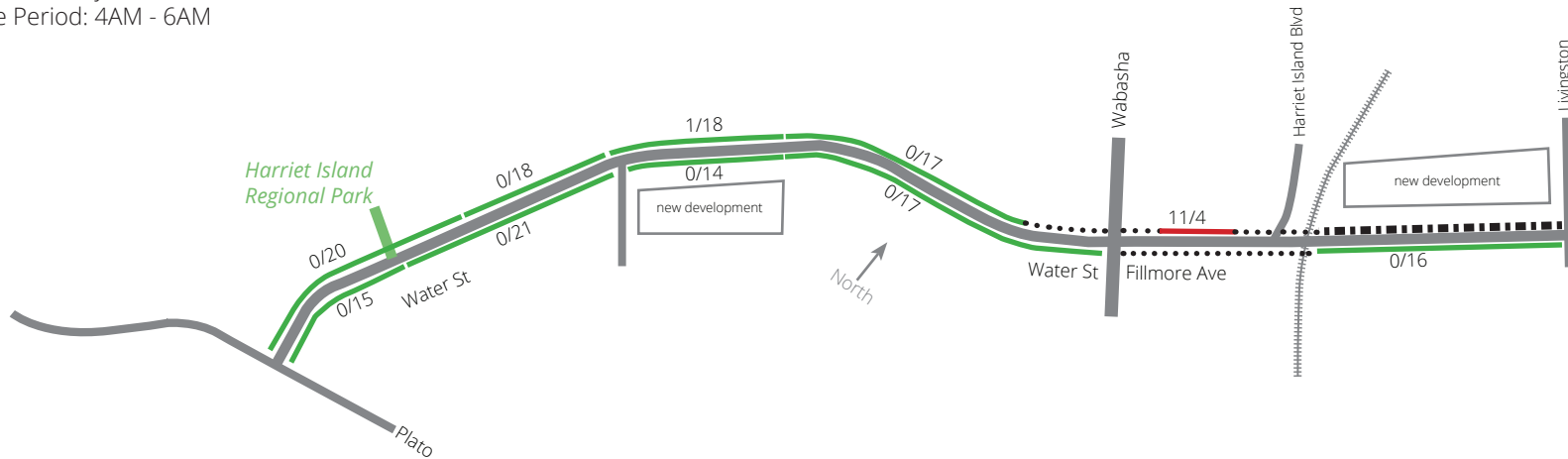
The Department of Public Works believes the project submitted herein to be necessary and feasible. The Department's Engineering Recommendation is for approval of the project as proposed.

Appendix

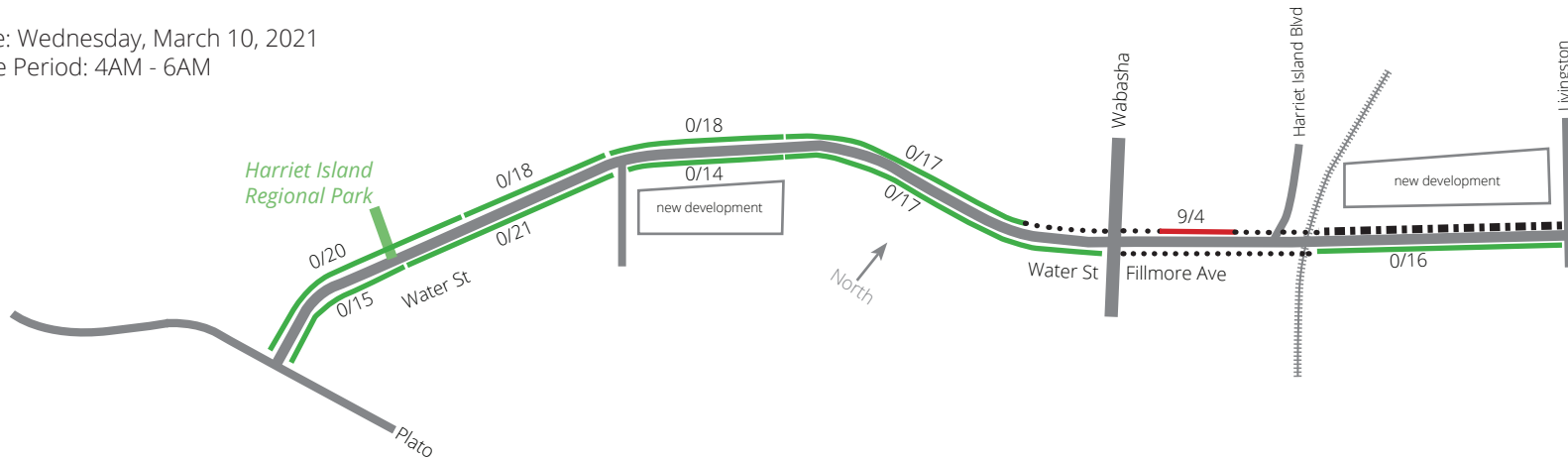
1. Water Street and Fillmore Avenue Parking Occupancy Study

Water St - Fillmore Ave Parking Counts Weekday Early Morning (4AM - 6AM)

Date: Tuesday, March 2, 2021
Time Period: 4AM - 6AM



Date: Wednesday, March 10, 2021
Time Period: 4AM - 6AM



Legend

- Parking currently prohibited
- Temporary NO PARKING due to construction
- 0 - 49%
- 50 - 74%
- 75 - 100+%

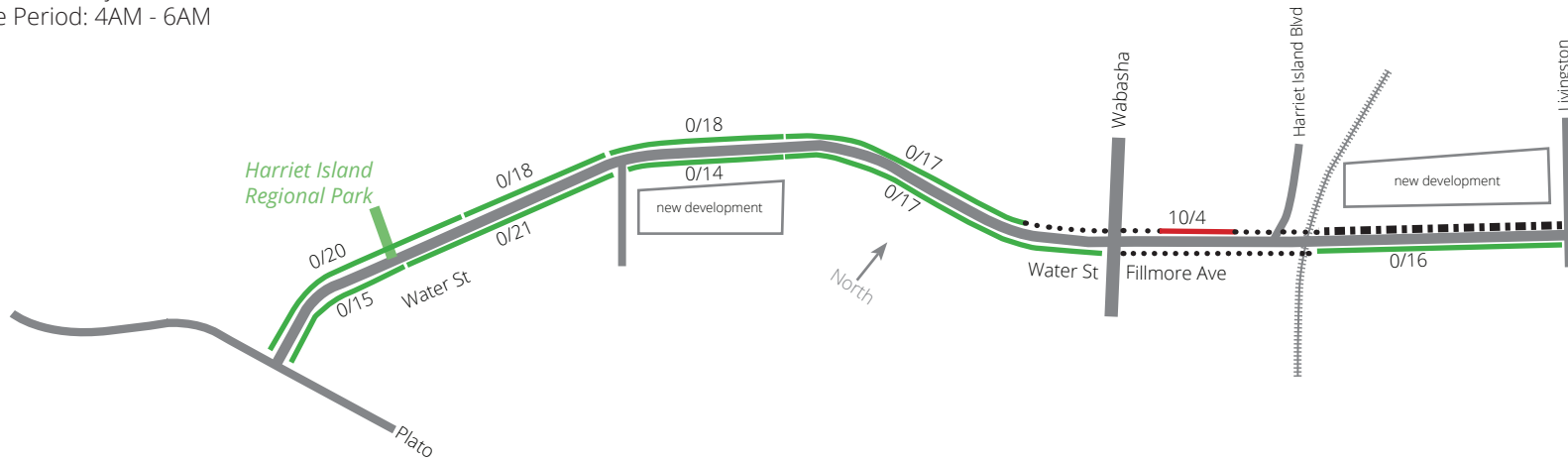
Example: 8/21 =
Observed parked cars/
Estimated legal parking capacity
(Observed parking utilization may exceed estimated legal capacity)



SAINT PAUL
PUBLIC WORKS

Water St - Fillmore Ave Parking Counts Weekday Early Morning (4AM - 6AM)

Date: Thursday, March 18, 2021
Time Period: 4AM - 6AM



Legend

- Parking currently prohibited
- Temporary NO PARKING due to construction
- 0 - 49%
- 50 - 74%
- 75 - 100+%

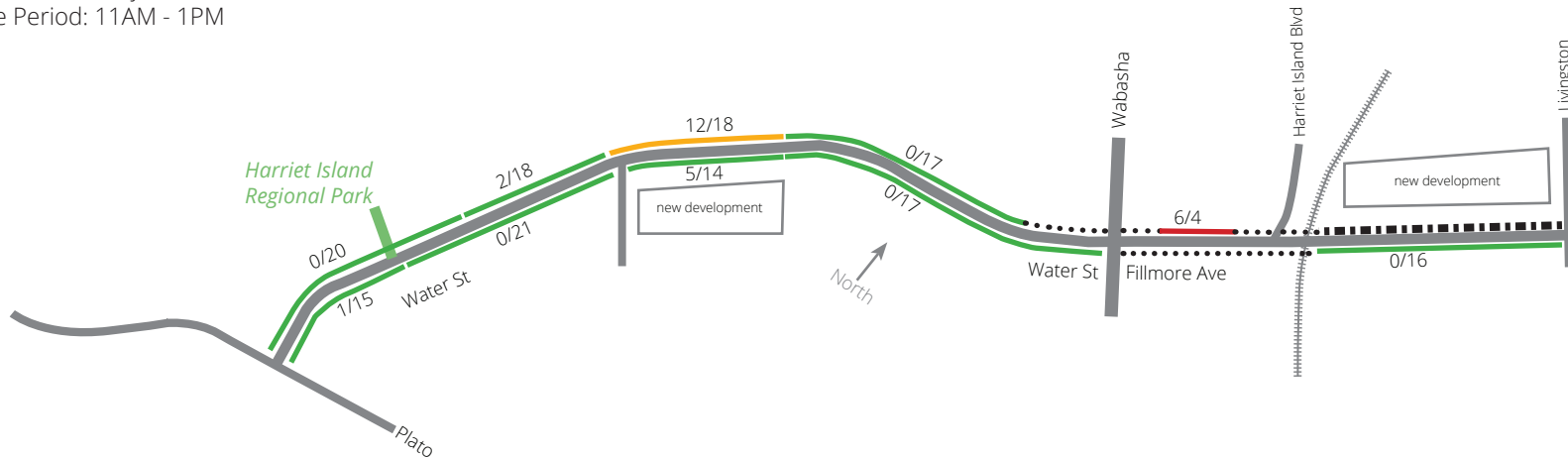
Example: 8/21 =
Observed parked cars/
Estimated legal parking capacity
(Observed parking utilization may
exceed estimated legal capacity)



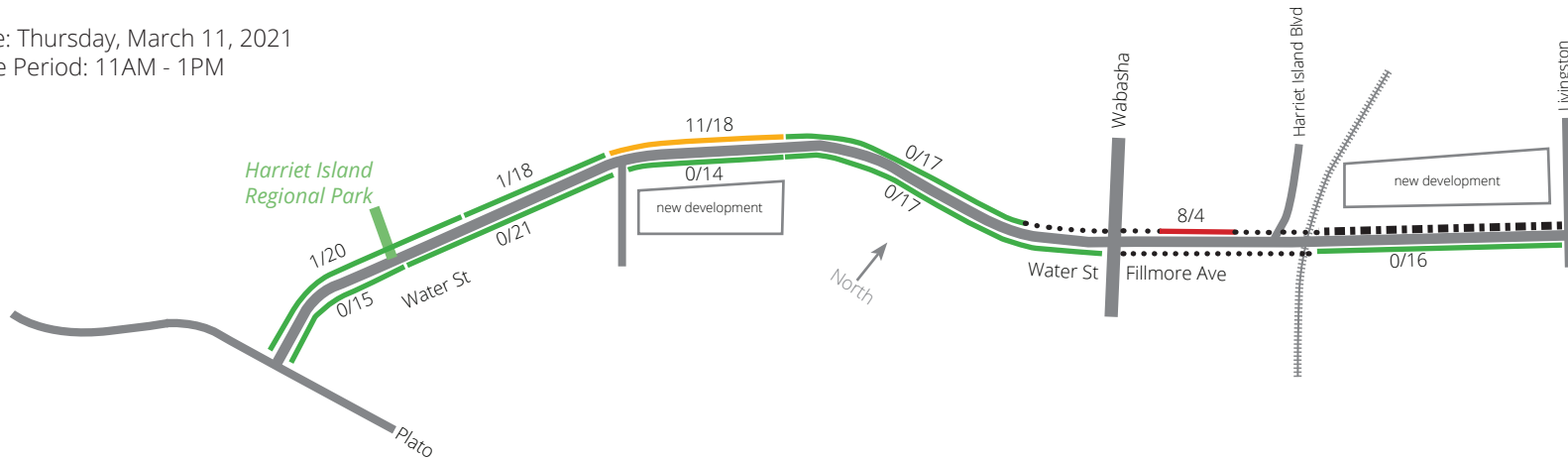
SAINT PAUL
PUBLIC WORKS

Water St - Fillmore Ave Parking Counts Weekday Midday (11AM - 1PM)

Date: Wednesday, March 3, 2021
Time Period: 11AM - 1PM



Date: Thursday, March 11, 2021
Time Period: 11AM - 1PM



Legend

- Parking currently prohibited
- Temporary NO PARKING due to construction
- 0 - 49%
- 50 - 74%
- 75 - 100+%

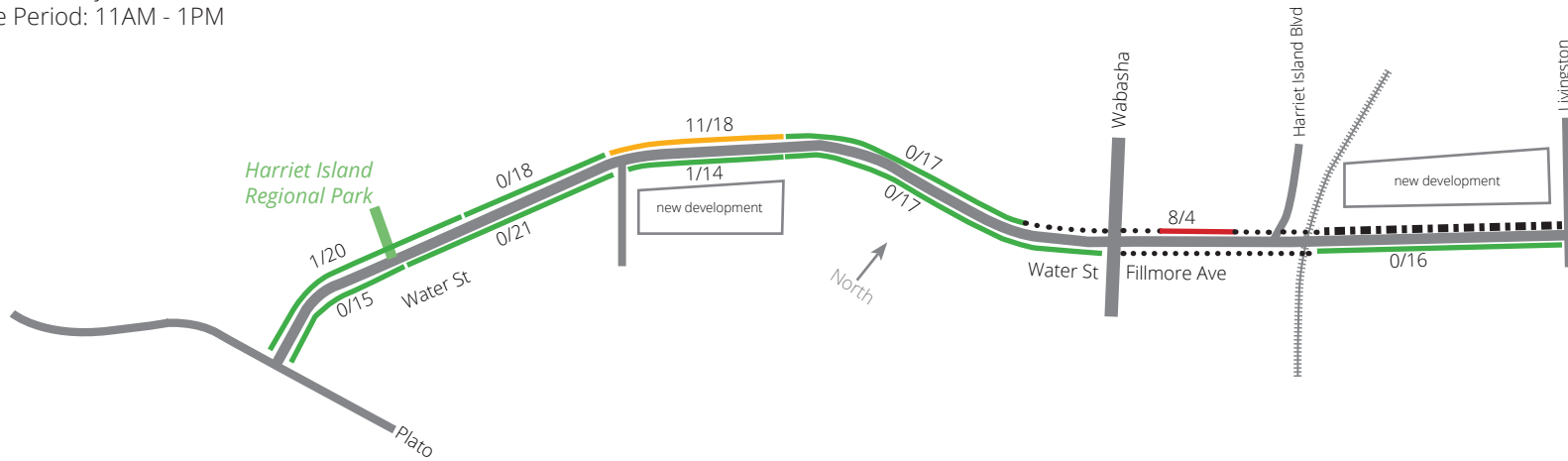
Example: 8/21 =
Observed parked cars/
Estimated legal parking capacity
(Observed parking utilization may exceed estimated legal capacity)



SAINT PAUL
PUBLIC WORKS

Water St - Fillmore Ave Parking Counts Weekday Midday (11AM - 1PM)

Date: Tuesday, March 16, 2021
Time Period: 11AM - 1PM



Legend

- Parking currently prohibited
- Temporary NO PARKING due to construction
- 0 - 49%
- 50 - 74%
- 75 - 100+%

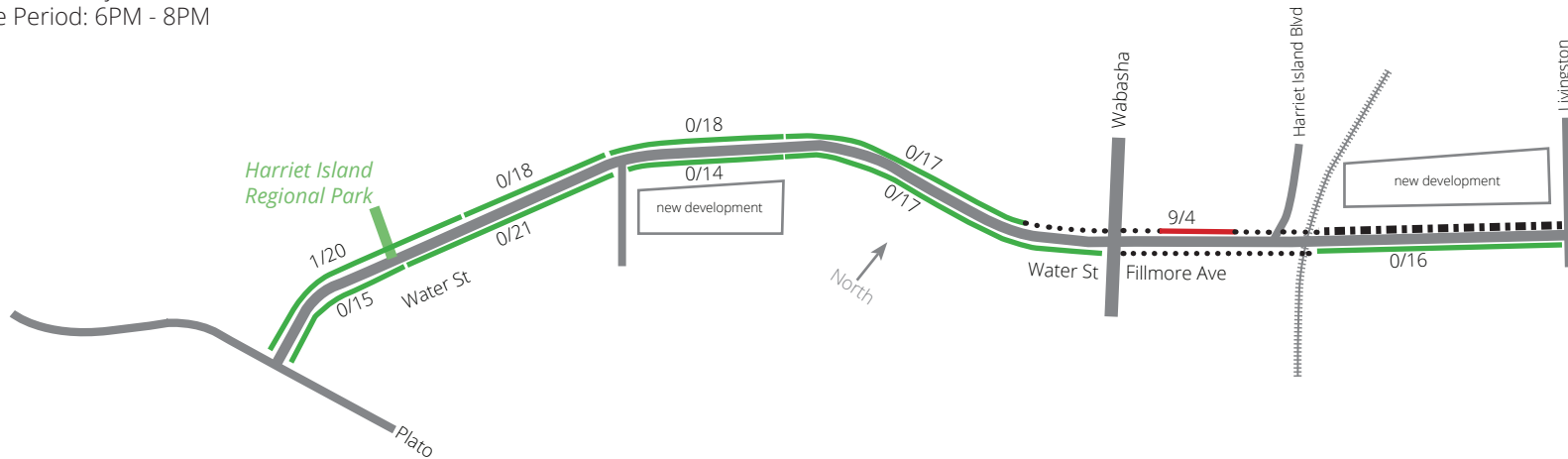
Example: 8/21 =
Observed parked cars/
Estimated legal parking capacity
(Observed parking utilization may exceed estimated legal capacity)



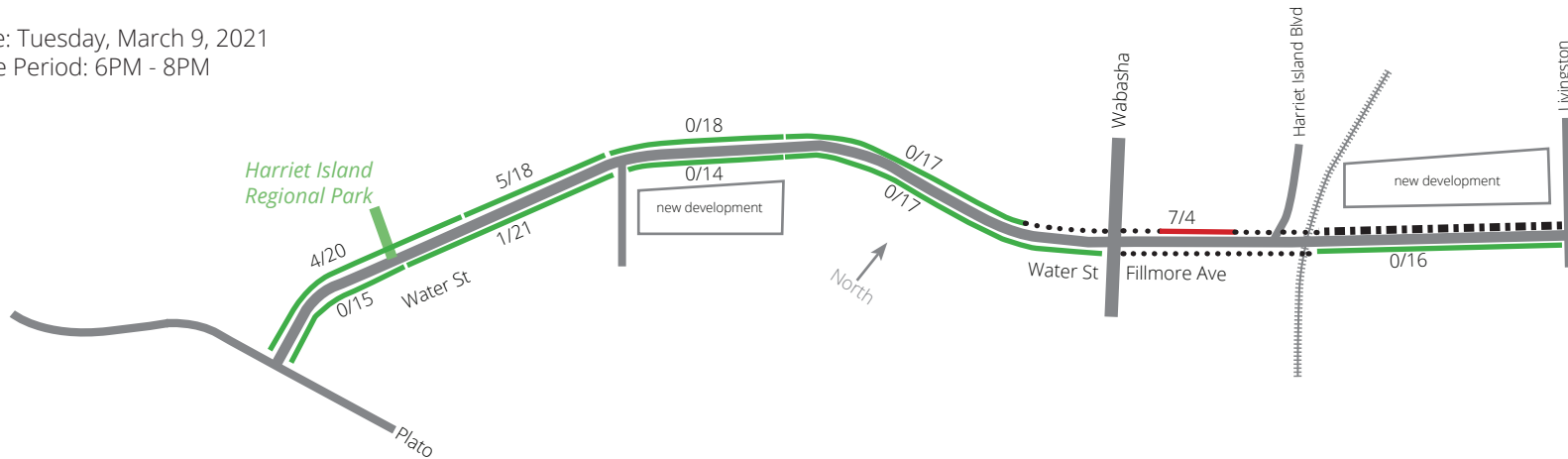
SAINT PAUL
PUBLIC WORKS

Water St - Fillmore Ave Parking Counts Weekday Evening (6PM - 8PM)

Date: Thursday, March 4, 2021
Time Period: 6PM - 8PM



Date: Tuesday, March 9, 2021
Time Period: 6PM - 8PM



Legend

- Parking currently prohibited
- Temporary NO PARKING due to construction
- 0 - 49%
- 50 - 74%
- 75 - 100+%

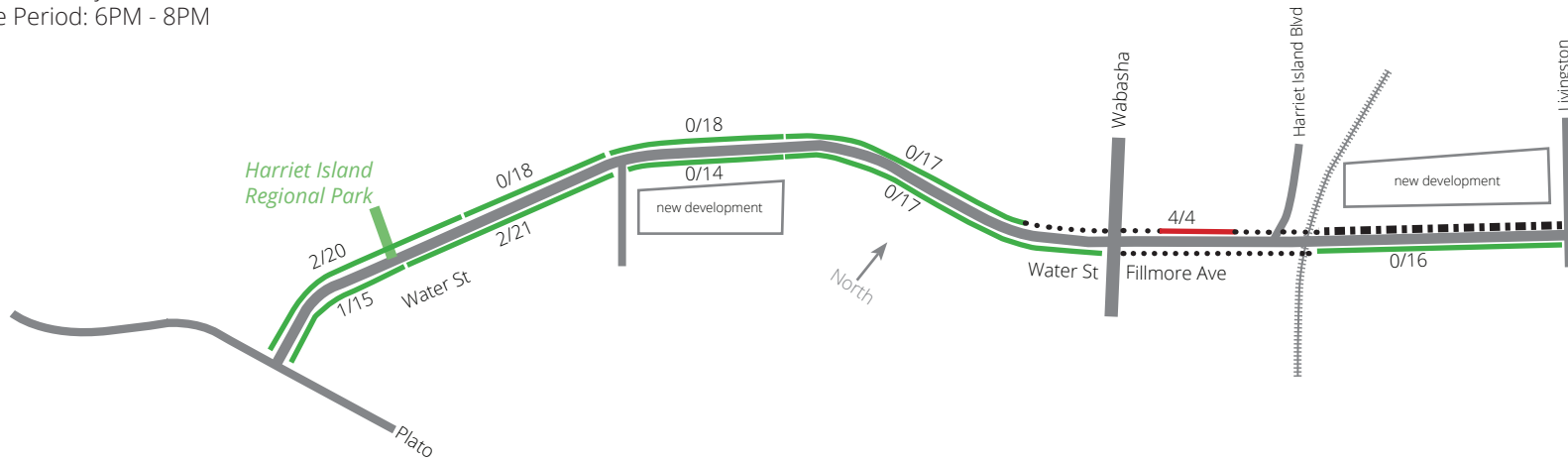
Example: 8/21 =
Observed parked cars/
Estimated legal parking capacity
(Observed parking utilization may exceed estimated legal capacity)



SAINT PAUL
PUBLIC WORKS

Water St - Fillmore Ave Parking Counts Weekday Evening (6PM - 8PM)

Date: Tuesday, March 17, 2021
Time Period: 6PM - 8PM



Legend

..... Parking currently prohibited

..... Temporary NO PARKING due to construction

..... 0 - 49%

..... 50 - 74%

..... 75 - 100+%

Example: 8/21 =

Observed parked cars/
Estimated legal parking capacity

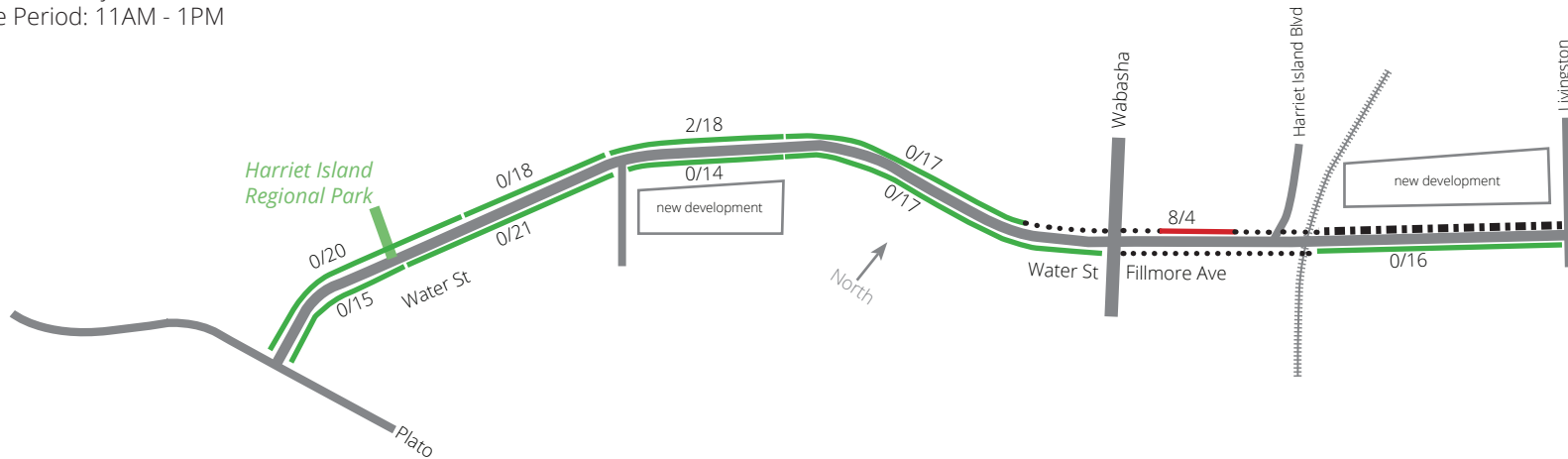
(Observed parking utilization may exceed estimated legal capacity)



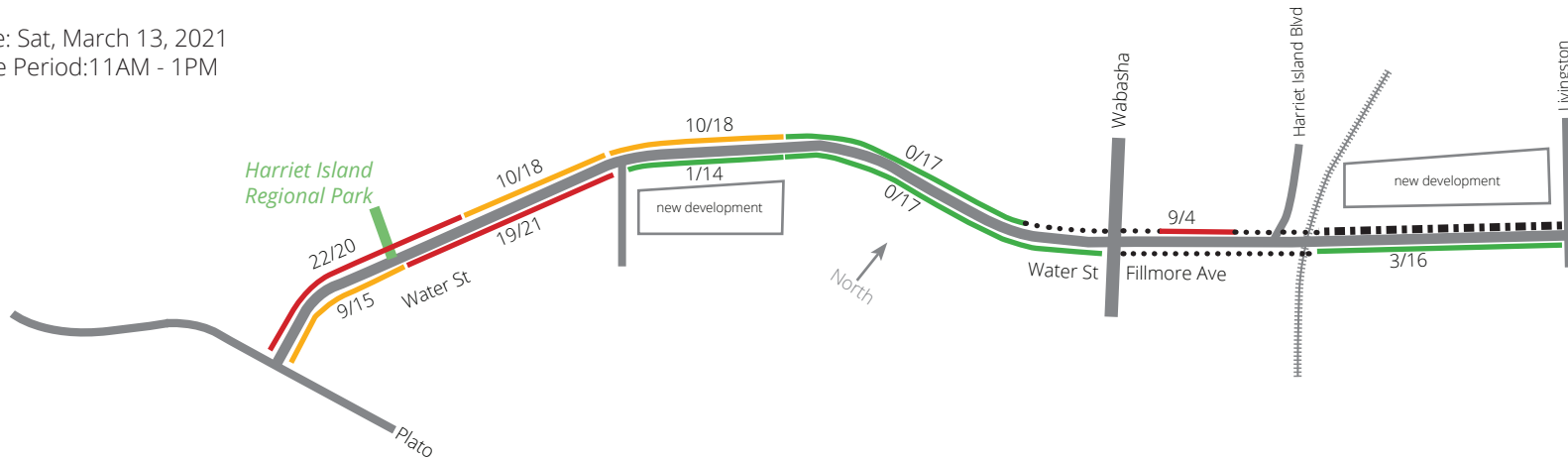
SAINT PAUL
PUBLIC WORKS

Water St - Fillmore Ave Parking Counts Weekend Midday (11AM - 1PM)

Date: Saturday, Feb 27, 2021
Time Period: 11AM - 1PM



Date: Sat, March 13, 2021
Time Period: 11AM - 1PM



Legend

- Parking currently prohibited
- Temporary NO PARKING due to construction
- 0 - 49%
- 50 - 74%
- 75 - 100+%

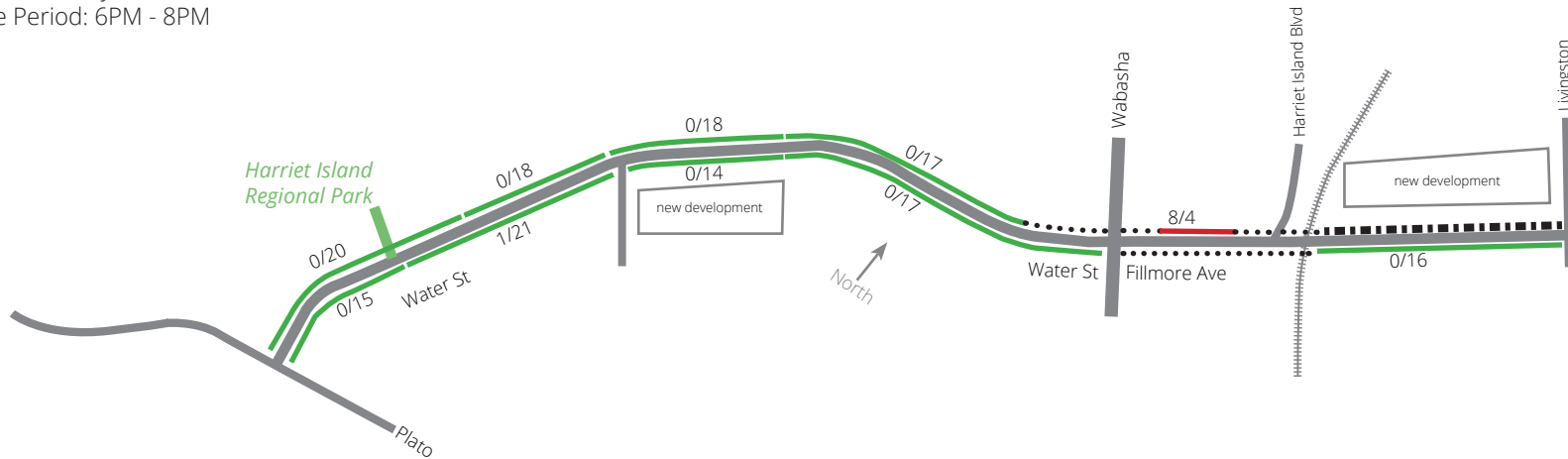
Example: 8/21 =
Observed parked cars/
Estimated legal parking capacity
(Observed parking utilization may exceed estimated legal capacity)



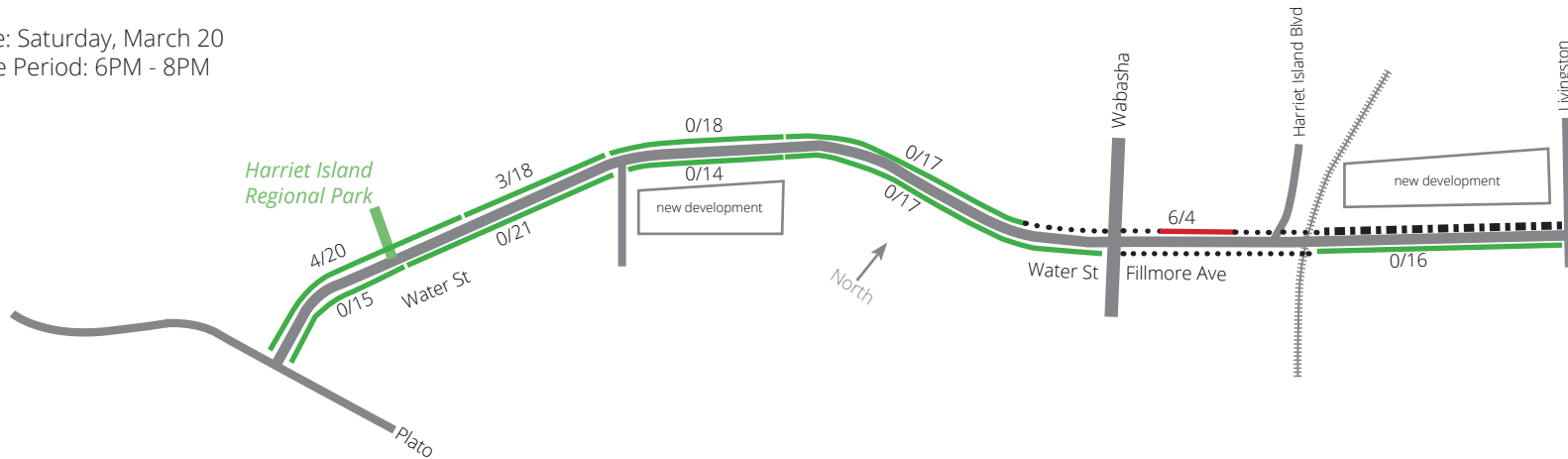
SAINT PAUL
PUBLIC WORKS

Water St - Fillmore Ave Parking Counts Weekend Evening (6PM - 8PM)

Date: Saturday, March 6, 2021
Time Period: 6PM - 8PM



Date: Saturday, March 20
Time Period: 6PM - 8PM



Legend

- Parking currently prohibited
- Temporary NO PARKING due to construction
- 0 - 49%
- 50 - 74%
- 75 - 100+%

Example: 8/21 =
Observed parked cars/
Estimated legal parking capacity
(Observed parking utilization may exceed estimated legal capacity)



SAINT PAUL
PUBLIC WORKS

FILLMORE AVENUE RESURFACING PROJECT SUMMARY OF ENGINEERING RECOMMENDATIONS

Fillmore Avenue Resurfacing Project

Report prepared: 5/26/2021

Public Hearing: 6/16/2021

PROJECT

Implementation of bicycle facilities on Fillmore Avenue from Robert Street to East Lafayette Frontage Road.

Improvements include the installation of dedicated bicycle lanes, pavement markings, signage, and other elements as described below.

PURPOSE

The purpose of this project is to provide an improved east-west bicycle facility on Fillmore Avenue, and make purposeful connections to existing nearby bikeways, improving safety, comfort, and connectivity for people using bicycles for transportation.

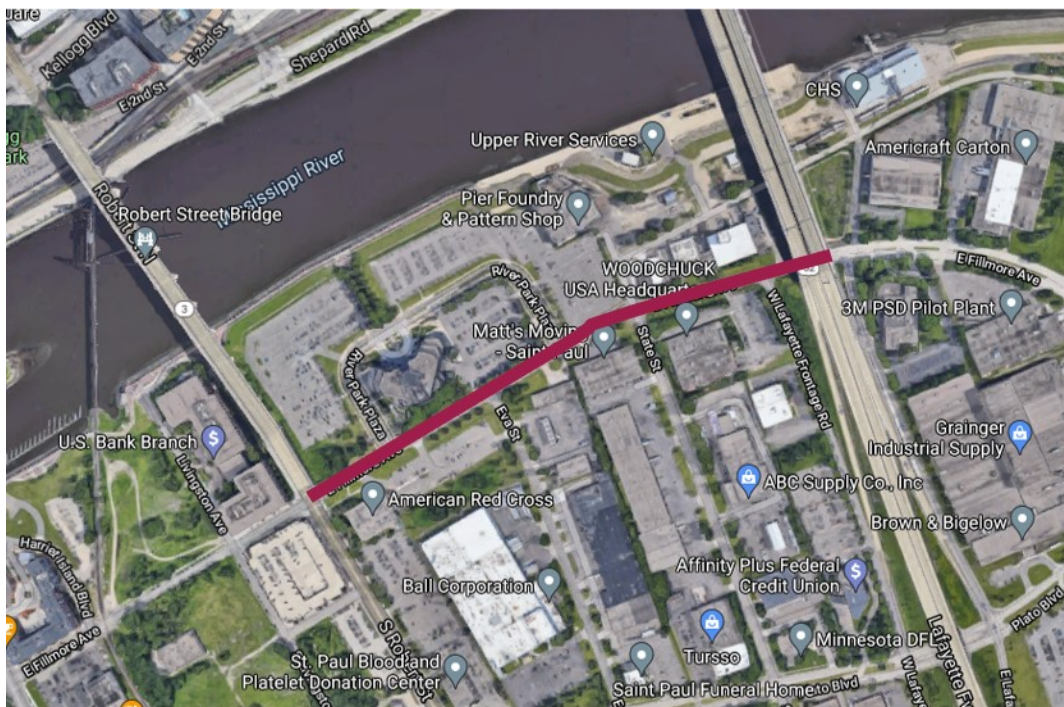


Figure 1: Project Map

I. INITIATING ACTION

The City of Saint Paul Department of Public Works is planning a mill and overlay of Fillmore Avenue from Robert Street to East Lafayette Frontage Road in the fall of 2021. To take advantage of the efficiencies associated with implementing bicycle

facilities with planned maintenance projects, Public Works is proposing to implement bicycle lanes on Fillmore Avenue within the mill and overlay boundaries. The bicycle facilities proposed are consistent with the Saint Paul Bicycle Plan.

II. EXISTING CONDITIONS

Fillmore Avenue within the project limits is classified as a Collector roadway with an Average Annual Daily Traffic (AADT) of 2,700 vehicles per day. The posted speed limit is 25 mph. Speed study data is unavailable for the project area.

Sidewalks are continuous on the north side of Fillmore Avenue between Robert Street and State Street but are missing between State Street and E Lafayette Frontage Road, and entirely absent on the south side of Fillmore Avenue. ADA compliant pedestrian curb ramps are missing throughout the project area.

There are no existing bike facilities installed within the project limits. The Saint Paul Bicycle Plan identifies “in-street separated (bicycle) lanes” on Fillmore Avenue as the recommended bicycle facility type. In-street bicycle lanes are installed on Fillmore Avenue one block west of Robert Street, and a separate 2021 project plans to install in street bicycle lanes further west, on Water Street and Fillmore Avenue between Plato Boulevard and Livingston Avenue. The newly installed Robert Pira Trail runs along Plato Boulevard to the south of the project area.

III. PROPOSED IMPROVEMENTS

Fillmore Avenue: Robert Street to East Lafayette Frontage Road

- Restriping the roadway to add 6' WB and 7' EB bicycle lanes
- Narrowing of existing vehicular travel lanes to 11'
- Installation of bike lane pavement markings and signage
- Removal of on-street parking on the south side of Fillmore Avenue
- Addition of NO PARKING - BUSES EXEMPT parking to the north side of Fillmore Avenue between State Street and W Lafayette Frontage Road

Changes to On-street Parking

To accommodate the installation of bicycle facilities, changes to on-street parking is proposed for the following locations:

Parking will be prohibited:

- south side of Fillmore Avenue between River Park Plaza and Eva Street.
- south side of Fillmore Avenue between State Street and West Lafayette Frontage Road

NO PARKING - BUSES EXEMPT will be added:

- north side of Fillmore Avenue between State Street and West Lafayette Frontage Road

Currently, parking on Fillmore Avenue in the project area is limited only to bus staging. Buses (school buses and coach) are permitted to “layover” on this section of Fillmore Avenue after dropping off passengers at event locations – often downtown. Figure 2 below shows the existing parking regulations. Additional NO PARKING – BUSES

EXEMPT zones exist on State Street, south of Fillmore Avenue and West Lafayette Frontage Road, south of Fillmore Avenue.

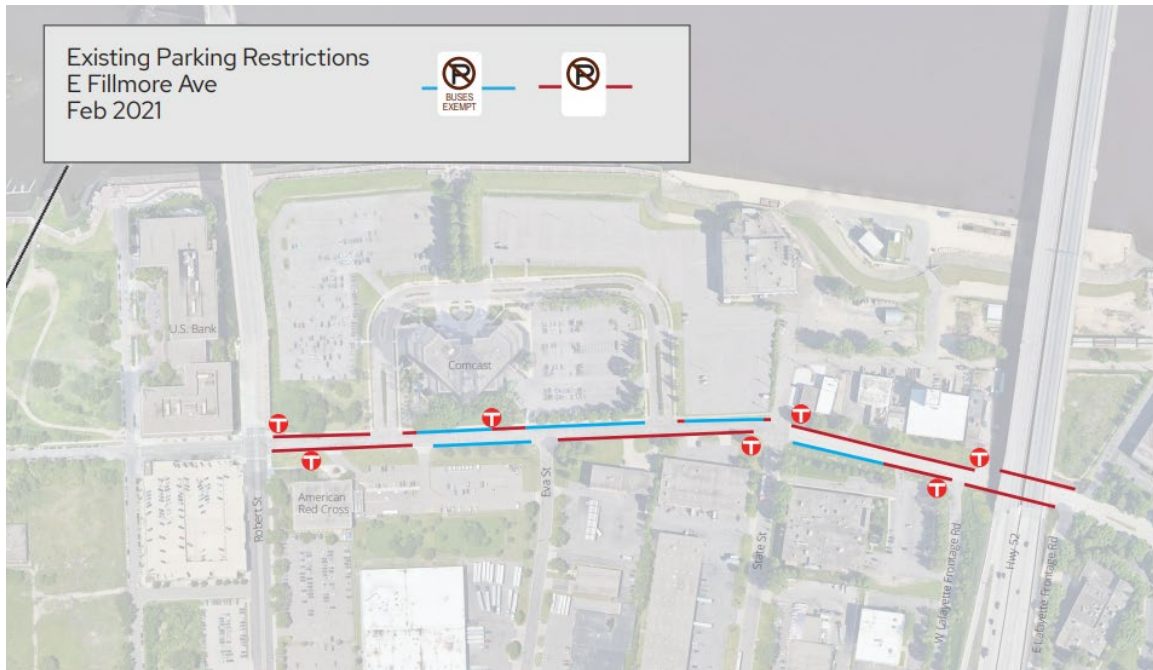


Figure 2. Existing parking regulations and transit stops

The areas in blue (NO PARKING - BUSES EXEMPT) provide space for roughly 25 40-foot school buses to stage/layover. This project will eliminate ten of those spaces on the south side of Fillmore Avenue, but add roughly seven new spaces on the north side east of State Street, for a net loss of approximately three bus parking spaces in the project area.

Thirteen parking utilization observations were taken in the project area in March 2021. There were zero buses (or vehicles of any kind) parked in the project area during any of the 13 parking utilization observations. All parking counts were collected during the COVID-19 pandemic. Figure 3 shows the proposed parking changes that will be implemented as part of this project.

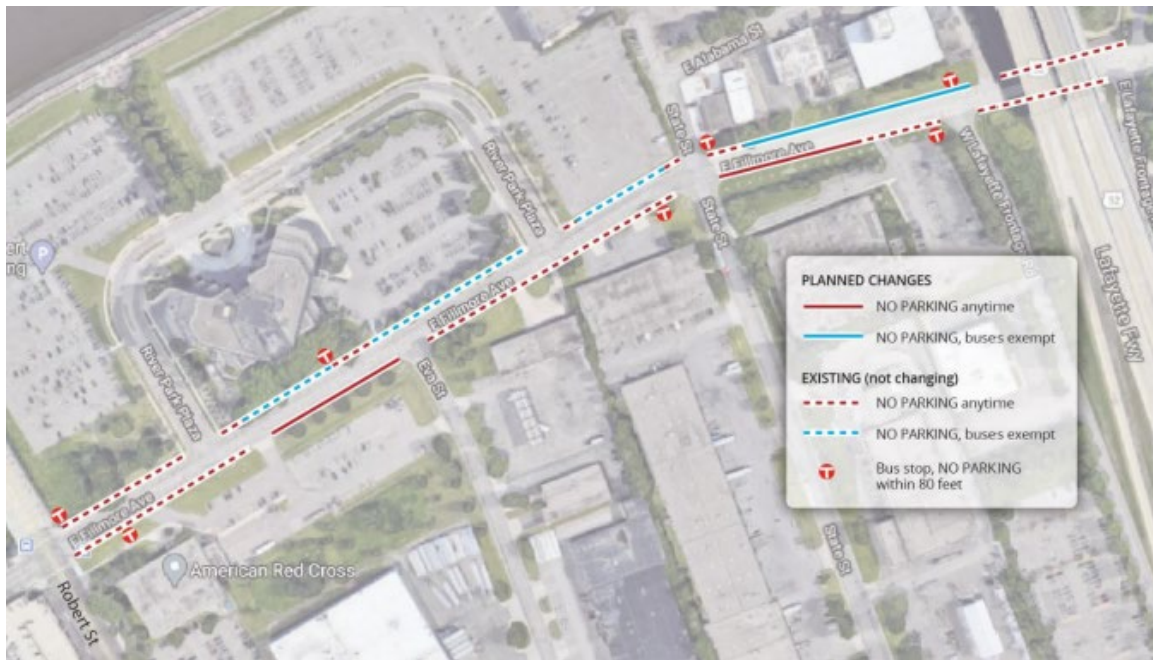


Figure 3. Proposed parking regulations

Parking Conclusions

The implementation of bike lanes on Fillmore Avenue between Robert Street and East Lafayette Frontage Road is unlikely to have significant impact on the supply of bus staging/layover space.

IV. ALTERNATIVES

Not pursuing bicycle facilities with the 2021 mill and overlay would not improve safety or comfort for people bicycling on Fillmore Avenue, and would be inconsistent with the Saint Paul Bicycle Plan.

Parking removal is proposed for the south side of Fillmore Avenue between Robert Street and East Lafayette Frontage Road. Removing parking from the north side of Fillmore Avenue instead of the south side was considered but is not recommended because it would result in a larger overall impact to on-street parking. Preserving bus loading areas on the north side of Fillmore Avenue results in the maximum number of bus loading spaces preserved.

V. POSITIVE BENEFITS

This project will improve the safety of all users of the roadway. Providing dedicated bike lanes on Fillmore Avenue will improve the safety and comfort for people bicycling on the street, encourage predictable riding behavior, and will provide connectivity to exiting bike facilities on Water Street and Fillmore Avenue west of Livingston Avenue. Narrowing the travel lanes to accommodate bicycle facilities will minimize roadway exposure to motorized traffic for pedestrians.

VI. ADVERSE EFFECTS

Normal issues relative to implementing infrastructure improvement projects will be present. Those issues include, but may not be necessarily limited to, noise, dust, and general disruptions to vehicular traffic. Removal of three bus staging/layover spaces will reduce overall parking capacity.

VII. TIME SCHEDULE

It is anticipated that the bicycle improvements as proposed will be installed concurrent with the planned mill and overlay on Fillmore Avenue, scheduled for Fall of 2021.

VIII. COST ESTIMATE

Implementation of bicycle lanes and lane reconfiguration within the limits of the mill and overlay will incur little additional cost beyond the amount already budgeted for resurfacing.

I. ESTIMATED FINANCING

Signing and striping for bike lanes on Fillmore Avenue will be funded through funds budgeted for the Citywide Mill and Overlay program.

II. SOURCE OF ADDITIONAL INFORMATION

For additional information, please contact:

Reuben Collins, Transportation Planning and Safety Division
Email: Reuben.Collins@ci.stpaul.mn.us
Phone: 651-266-6059

III. SUMMARY AND RECOMMENDATIONS

The Department of Public Works believes the project submitted herein to be necessary and feasible. The Department's Engineering Recommendation is for approval of the project as proposed.

ST PAUL AVENUE RESURFACING PROJECT SUMMARY OF ENGINEERING RECOMMENDATIONS

St. Paul Avenue Resurfacing Project

Report prepared: 5/26/2021

Public Hearing: 6/16/2021

PROJECT

Implementation of bicycle facilities on St. Paul Avenue from W 7th Street to Edgumbe Road.

Improvements include the installation of dedicated bicycle lanes, pavement markings, signage, and other elements as described below.

PURPOSE

The purpose of this project is to provide an improved east-west bicycle facility on St. Paul Avenue, and make purposeful connections to existing nearby bikeways, improving safety, comfort, and connectivity for people using bicycles for transportation.

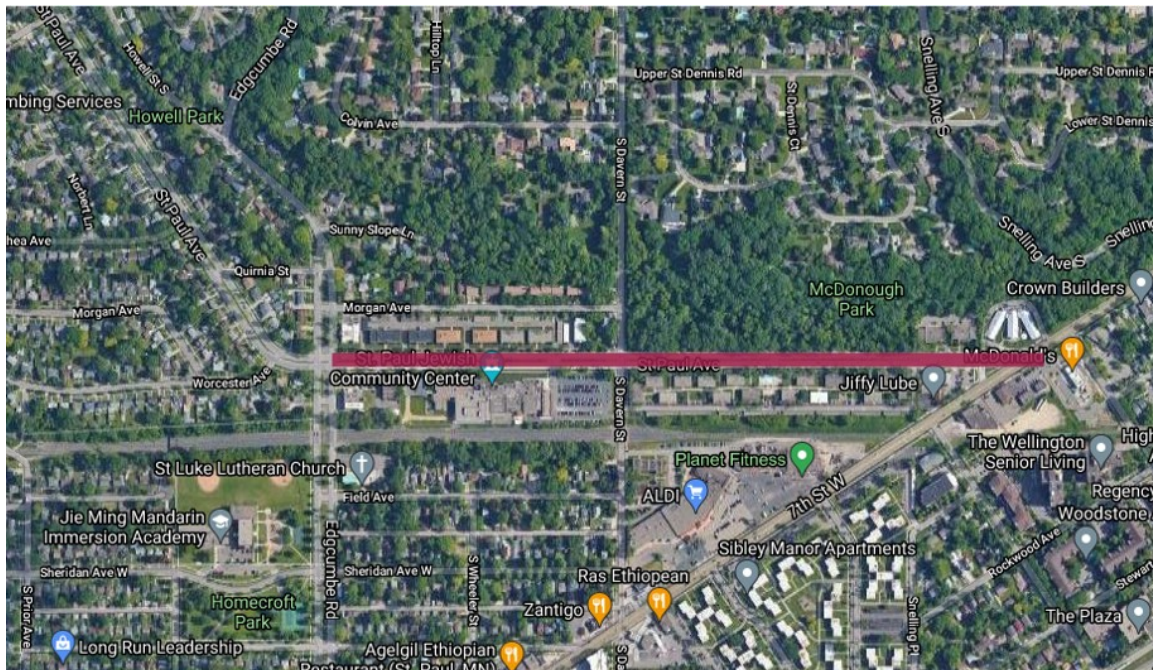


Figure 1: Project Map

I. INITIATING ACTION

The City of Saint Paul Department of Public Works is planning a mill and overlay of St. Paul Avenue from W 7th Street to Edgumbe Road in the Fall of 2021. To take advantage of the efficiencies associated with implementing bicycle facilities with existing maintenance projects, Public Works is proposing to implement bicycle lanes on St. Paul

Avenue within the mill and overlay boundaries. The bicycle facilities proposed are consistent with the Saint Paul Bicycle Plan.

II. EXISTING CONDITIONS

St. Paul Avenue within the project limits is classified as a Collector roadway. In 2018, a traffic count observed an Average Annual Daily Traffic (AADT) of 3,600 vehicles per day. A speed study conducted in 2012 between W 7th Street and Davern Street identified 85 percent of drivers traveling 37 miles per hour or less. The posted speed limit is 25 mph.

There are no existing bike facilities installed within the project limits. The Saint Paul Bicycle Plan identifies “in-street separated (bicycle) lanes” on St. Paul Avenue as the recommended bicycle facility type. In-street bicycle lanes are installed on Montreal Avenue north of the project area, and the Sam Morgan Regional Trail runs along Shepard Road south of the project area. Longer term proposed improvements include extending the bike lanes on St. Paul Avenue to the north of the project area, as well as installing bike lanes to the north and south of St. Paul Avenue on Edgumbe Road, as well as bike facilities on Davern Street.

III. PROPOSED IMPROVEMENTS

St. Paul Avenue: W 7th Street to Edgumbe Road

- Restriping the roadway to replace one EB and one WB vehicle travel lane with 13' EB and WB bicycle lane (bike lane plus buffered space)
- Narrowing of existing vehicular travel lanes to 11'
- Installation of bike lane pavement markings and signage

Changes to On-street Parking

There will be no changes to on street parking in the project area as part of the bike lane implementation.

IV. ALTERNATIVES

Not pursuing bicycle facilities with the 2021 mill and overlay would not improve safety or comfort for people bicycling on St. Paul Avenue, and would be inconsistent with the Saint Paul Bicycle Plan.

V. POSITIVE BENEFITS

This project will improve the safety of all users of the roadway. Providing dedicated bike lanes on St. Paul Avenue will improve the safety and comfort for people bicycling on the street, encourage predictable riding behavior, and will provide connectivity to future bike facilities in the area. Narrowing the travel lanes to accommodate bicycle facilities will minimize roadway exposure to motorized traffic for pedestrians.

VI. ADVERSE EFFECTS

Normal issues relative to implementing infrastructure improvement projects will be present. Those issues include, but may not be necessarily limited to, noise, dust, and general disruptions to vehicular traffic.

VII. TIME SCHEDULE

It is anticipated that the bicycle improvements as proposed will be installed concurrent with the planned mill and overlay on St. Paul Avenue, scheduled for Fall of 2021.

VIII. COST ESTIMATE

Implementation of bicycle lanes and lane reconfiguration within the limits of the mill and overlay will incur little additional cost beyond the amount already budgeted for resurfacing.

I. ESTIMATED FINANCING

Signing and striping for bike lanes on St. Paul Avenue will be funded through funds budgeted for the Citywide Mill and Overlay program.

II. SOURCE OF ADDITIONAL INFORMATION

For additional information, please contact:

Jimmy Shoemaker, Transportation Planning and Safety Division
Email: jimmy.shoemaker@ci.stpaul.mn.us
Phone: 651-266-6204

III. SUMMARY AND RECOMMENDATIONS

The Department of Public Works believes the project submitted herein to be necessary and feasible. The Department's Engineering Recommendation is for approval of the project as proposed.