

# 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.

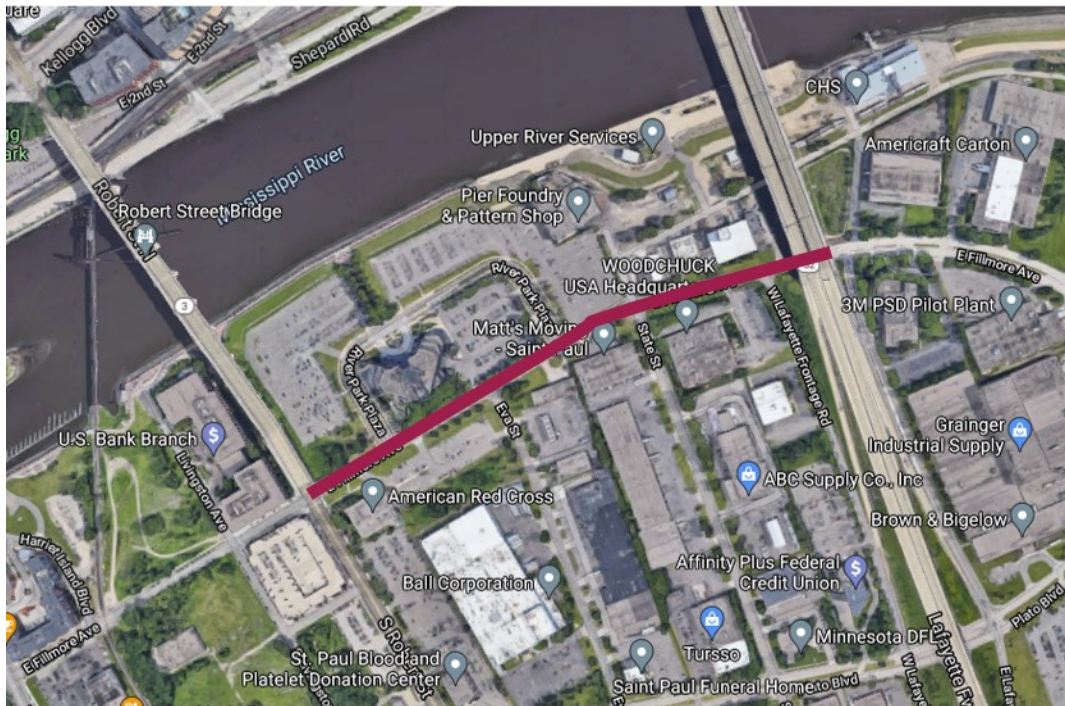


Figure 1: Project Map

## 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.

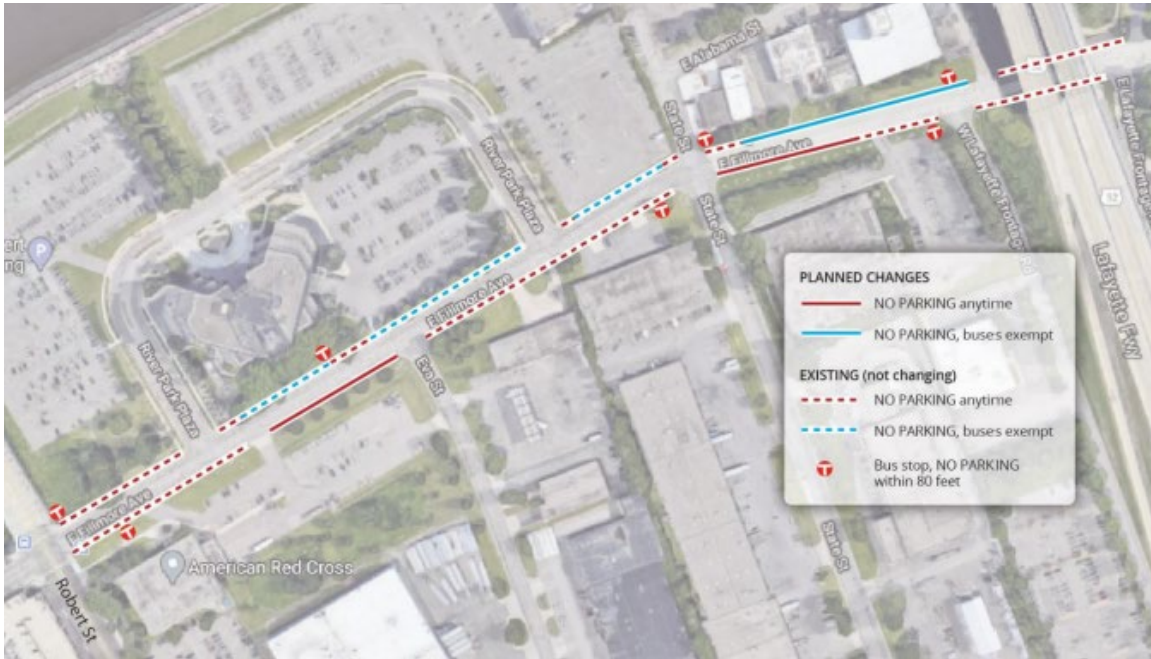


Figure 3. Proposed parking regulations

### 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:

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### **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.