

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:

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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.