



Transportation Committee of the Planning Commission

Monday, October 18, 2021, 4:30 p.m. – 6:00 p.m.

Remote meeting

1. Edgumbe Road Reconstruction – Barb Mundahl (Public Works), 25 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: 478 364 111#

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

Upcoming Transportation Committee Meetings

- November 1
- November 15

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: 10/25/2021

Project Name: Edgcumbe Road

Geographic Scope: Between Fairview and St. Paul Avenue

Project Contact: Barbara Mundahl

Project Webpage:

Project Description: Reconstruction of Edgcumbe Road between Fairview and St. Paul Avenue

Project Stage & General Timeline: Design winter 2021-2022, construction summer 2022

Public Hearing Date & Location: tbd

Cost & Primary Funding Source(s):

Transportation Committee Role:

Inform project scope & approach
implementation

Inform design

Inform

Make recommendation

Explanation

Attachments include:

Complete Streets Checklist

Scoping document

CIB request

Summary of Engineering Recommendations



Complete Streets Recommendations Edgumbe Road Reconstruction: St. Paul Ave. to Fairview Ave. City Project No.

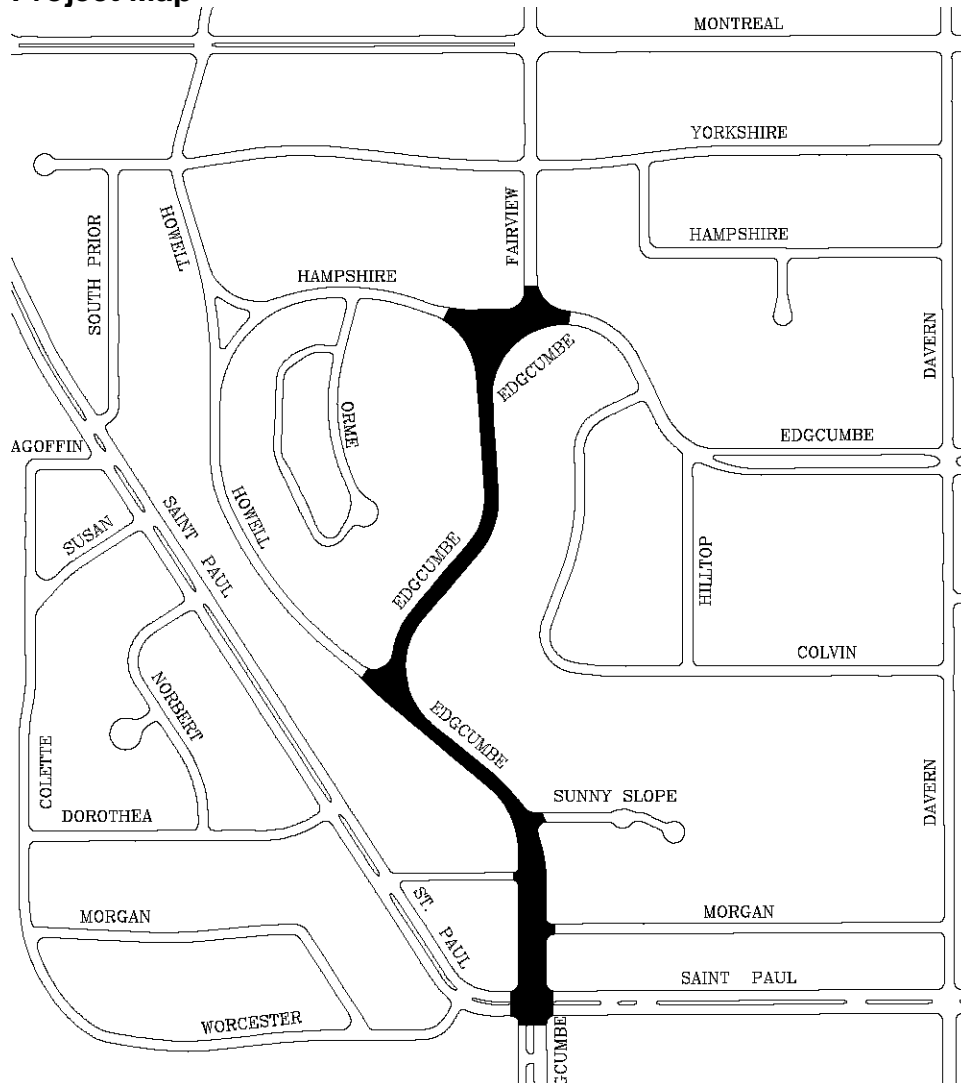
Project Scope This is a project to reconstruct Edgumbe Road between St. Paul Avenue and Fairview Avenue. This .5 mile segment is owned by the City of Saint Paul.

Project Purpose

The purpose of this project is to reconstruct the existing road to address pavement condition, while also improving bicycling and walking facilities along the corridor and addressing existing safety concerns.

Edgumbe presents unique safety challenges for all modes as a result of steep vertical curves (hills) and horizontal curves (bends) and especially wide intersection openings at Howell and Hampshire. Edgumbe Road is a designated parkway.

Project Map





I. Relevant Plans and Policies

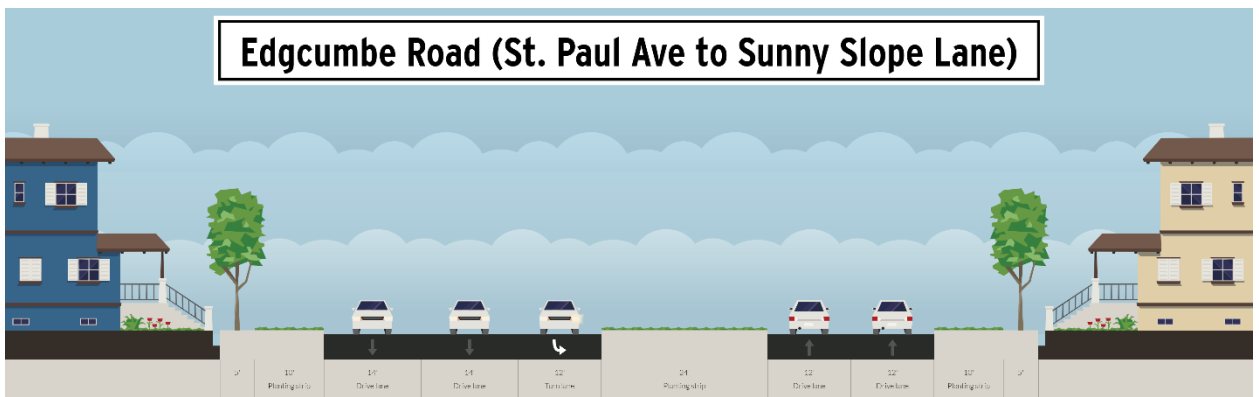
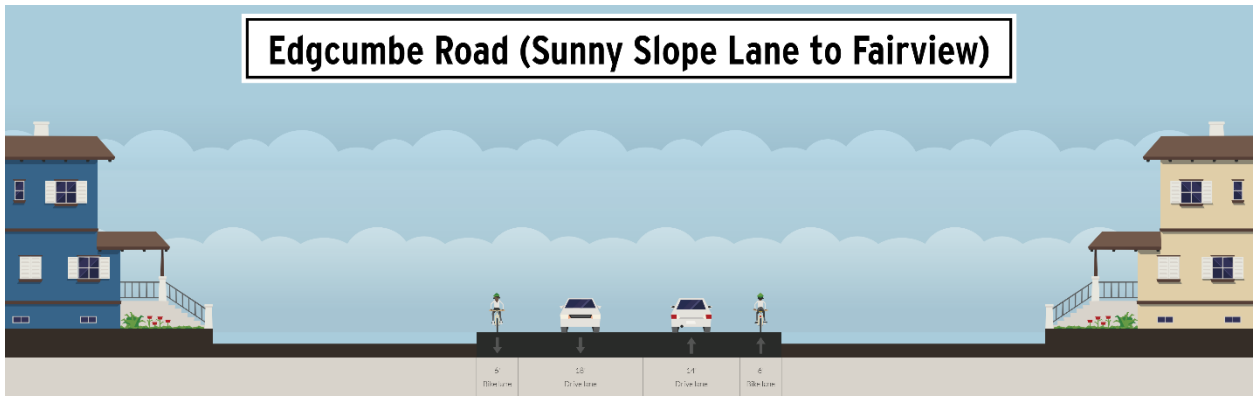
<p>a. Cite relevant goals and policies from the city’s Comprehensive Plan. Saint Paul for All, the city’s 2040 comprehensive plan includes the following policies: Policy T-3. Design rights-of-way per the following modal hierarchy: 1. Pedestrians, with a focus on safety 2. Bicyclists, with a focus on safety 3. Transit 4. Other vehicles</p> <p>Policy T-7. Implement intersection safety improvements such as traffic signal confirmation lights, pedestrian countdown timers, and leading pedestrian signal intervals. Reduce pedestrian roadway exposure via median refuge islands, curb extensions, narrowed travel lanes and other elements designed to lower motor vehicle speeds.</p> <p>Policy T-9. Design the rights-of-way for all users, including older people, children and those with mobility constraints, as guided by the Street Design Manual and Safe Routes to School Plans, and by thoughtfully addressing streetscape issues such as curb cut design, level sidewalks, lighting, accessibility to/from bus stops, and the presence of benches and buffers between sidewalks and streets. Policy T-10. Design sidewalks, trails and transit stops for personal safety (real and perceived), including by providing lighting and boulevards.</p> <p>Policy T-12. Minimize and consolidate driveway curb cuts as redevelopment opportunities arise for redevelopment sites that have sufficient existing access or can reasonably be accessed via side streets, alleys or shared driveways, especially in areas with anticipated high pedestrian activity or with adjacent planned bikeways.</p> <p>Policy T-23. Formulate responses to traffic issues identified through traffic studies based on desired, rather than current, mode share.</p> <p>Policy T-26. Provide sidewalks throughout the city, generally on both sides of the street, except potentially in portions of Highwood as directed via other officially-adopted City plans (See Figure T-1).</p>
<p>b. Is project location identified in a Safe Routes to School Plan? Yes / No If yes, describe: No</p>
<p>c. Is the project location on an existing or potential high-frequency transit route (pg 6.28)? Yes / No If yes, describe: No</p>
<p>d. Is project location referenced in an adopted St. Paul neighborhood plan or station area plan? Yes / No If yes, describe: Highland Park District Council Neighborhood Plan pending approval August 2019. Draft plan goals: 19) Use traffic calming design techniques—like those outlined in the City’s Transportation Plan—to increase pedestrian and driver safety; 27) Expand and encourage use of and access to transit options; 31) Ensure that all streets have a sidewalk on at least one side of the street and adequate lighting; and 57) Upgrade deteriorating sidewalks.</p> <p>The boundary for the Shepard Davern Area Plan includes a small portion of Edgcumbe Road, the segment between Saint Paul Avenue and Morgan Avenue. Page 3 of the plan describes the study area as having “a lack of a pedestrian-friendly street environment”. The vision on Page 4 states, “The street environment will support pedestrian and bicycle travel as well as transit and automotive</p>



<p>travel. Objective T1 and strategy T1.3 on Page 8 state: T1. Improve all transportation modes, including the walkability, of the area to better accommodate the high density of residents in the area; and T1.3 Initiate specific pedestrian and walkability improvements, with particular attention paid to both pedestrian safety and streetscape amenities.</p>
<p>e. Is the project located in a local, state or national historic district? Contact PED. No</p>
<p>f. Does the project location form or connect to a route on the St. Paul Bicycle Plan (Figs 2-5), the Metropolitan Council's Regional Bicycle Transportation Network (Fig 6), or a planned regional or state bike trail (Fig 7)? Yes / No If yes, describe: Yes. The Saint Paul Bicycle Plan identifies this segment as an “in-street separated lane.” The bike lane is proposed along Edgcumbe/Fairview from the Sam Morgan Trail (Shepard Road) to Minnehaha Avenue. This segment is designated as a Tier 1 Alignment in the Met Council’s Regional Bicycle Transportation Network.</p> <p>The Saint Paul Bicycle Plan identifies Saint Paul Avenue both east and west of Edgcumbe Road as a planned “in-street separated lane”. Edgcumbe Road east of Fairview Ave is designated as a planned “enhanced shared lane” bikeway.</p>
<p>g. Is the project corridor identified in the Saint Paul Roadway Safety Plan or the Ramsey County Roadway Safety Plan? Yes / No If yes, describe: Yes. The Saint Paul Roadway Safety Plan includes Edgcumbe in a list of arterial streets “that represent the greatest opportunity for St. Paul to reduce the number of severe crashes through focused safety investment.”</p>
<p>h. Identify the preferred and minimum frontage zone, pedestrian zone, and boulevard/furnishing zones for this corridor type. See the Saint Paul Street Design Manual pg 25. Edgcumbe is a designated parkway. Preferred: Frontage zone varies; 6’ pedestrian zone; 10’ boulevard & furnishings zone Minimum: Frontage zone varies; 5’ pedestrian zone, 6’ boulevard & furnishings zone</p>
<p>i. Identify whether this segment falls into a high, medium or low priority area for walking investment in the Saint Paul Pedestrian Plan. The project area is within a census tract designated as High Priority for Walking Investment in the plan.</p>

II. EXISTING CONDITIONS

- a. **Existing Typical Section.** Provide multiple cross sections as needed if the cross section varies significantly throughout the project. *(Prepare graphic on streetmix.net or other graphic program. Include widths for all functions in the ROW.)*
- Existing ROW is 120’ and the road is approximately 44’ wide.
 The street has striped shoulders (shown as bike lanes in the below graphic).



b. Corridor Land Use Context

Describe existing land use context, including any major trip generators along the project.
 Multi-family housing lines St. Paul Avenue and fronts the southernmost parcels along Edgcumbe in the project area. Single-family homes line Edgcumbe moving north, with the exception of the Adax Israel Orthodox Synagogue at Edgcumbe and Hampstead.

Identify Future Land Use planned within ¼ mile of the project corridor.
 Saint Paul for All guides Edgcumbe Rd. as “Major Parks and Open Spaces.” Surrounding properties are guided “Urban Neighborhood.”

List any development anticipated along the project corridor.
 None anticipated.

c. Pedestrian Facilities

- Sources:
 Sidewalk verification- Compass
 Sidewalk condition- field review
 Intersection count and crosswalk enhancements- aerial imagery
 Pedestrian counts- Transportation Planning and Safety Division

Does sidewalk exist the entire length of the project area on both sides of the street? Yes / No
 If no, identify gaps in the sidewalk network:
 No. Sidewalk exists along the west side of Edgcumbe between St. Paul Avenue and Howell Street. The west side of Edgcumbe from Howell St. to Fairview is a sidewalk gap. Sidewalk does exist on



<p>both sides of Edgumbe north of Fairview. The east side of Edgumbe is a sidewalk gap from St. Paul Ave to Fairview.</p>
<p>Describe the general condition of the sidewalk surface (e.g. asphalt patches, cracks, tree heaves, ponding, slopes, pavement condition). Existing sidewalk appeared to be in fair-moderate condition. The intersection of St. Paul Avenue and Edgumbe has pedestrian push buttons. Other pedestrian ramps are not ADA compliant.</p>
<p>Describe uses and widths within each sidewalk zone (frontage zone, pedestrian zone, boulevard and furnishings zone). Characterize materials in the boulevard zone (e.g. grass, pavement, boulevard trees, etc.). Describe how snow storage is achieved. Refer to the Saint Paul Street Design Manual (pg 24) for descriptions of sidewalk zones.</p> <p>Where sidewalk exists, the boulevard width varies from approximately 10'- 18'. Boulevard space is planted with grass and mature trees.</p>
<p>List and describe existing crosswalk enhancements at any intersections or midblock crossings in the project area, e.g. bumpouts, pedestrian refuge islands, RRFBs, HAWKS, marked crosswalks, enhanced marked crosswalks:</p> <p>Saint Paul Avenue is a signalized intersection with marked crosswalks.</p>
<p>List available pedestrian counts collected on the corridor. Include location, peak hour counts, and dates of collection.</p> <p>None available.</p>



d. Bicycling facilities

Sources:

Bicycle facility and type verification- Compass

Bicycle counts- Transportation Planning and Safety Division

Existing bicycling facility along or across the project corridor? Y
If along corridor, identify bicycling facility type, its dimensions, and the extent of the bicycle facility. Describe how snow storage is achieved. Include existing pavement condition in the bicycling facility. A striped shoulder currently exists along Edgcumbe/Fairview from St. Paul Ave to Grand Ave, which includes the entirety of the project segment. Snow storage is achieved in the planted boulevard. Overall pavement condition is poor.
If across corridor, identify bicycling facility type, its dimensions, and the extent of the bicycle facility.
List available bicycle counts collected on the corridor. Include location, peak hour counts, and dates of collection. None available.

e. Transit

Sources:

Bus Routes and Stops: <https://www.metrotransit.org/imap/map.aspx?route=>

Boarding/Alighting Counts: <https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-stop-boardings-alightings>

Planned Improvements: Metro Transit Manager of Facility Planning and Urban Design, Anna Flintoft, anna.flintoft@metrotransit.org, 612.349.7377

Bus Routes Served: None
Number of improved bus stops on the corridor (bus pad, bench, and/or shelter): None
Number of unimproved bus stops on the corridor (signs only): None
Number of bus stops on corridor adjacent to controlled crossing of corridor: None
Boarding/alighting counts: Identify stop locations and most recent year counts. None
Identify any planned improvements to transit service and/or bus stops in the project area. None

f. Motorized Traffic Conditions

Source: Compass

Roadway Functional Classification: A Minor Arterial
Is this a State-Aid route? : Yes
Average Daily Traffic: 9,500 (August 2018)
Posted Speed Limit: 30 mph
List the dates and locations of any relevant speed studies, as well as 85% speeds: SB Edgcumbe North of Howell St; July 2010; 35 mph
Truck route along or across project area? Describe any major sources of heavy truck traffic nearby. No. Truck traffic above 10,000lb is prohibited on parkways.



What is existing pavement condition? PCI ranges from 0-40

g. On-Street Parking

Sources: Project Manager

Describe on-street parking elements: parking lane width, locations, metering, time restrictions, nearby permit parking. Parking is prohibited along Edgumbe the entire length of the project corridor.
Describe how snow storage is achieved.
Parking utilization counts (if available):
Describe additional parking on or near corridor (e.g. significant off-street parking facilities, available side street parking):
Delivery/loading zones: N/A

h. Describe current street lighting (e.g. twin lantern, wood pole, single globe lantern, etc.):

Wood pole lights



PROPOSED IMPROVEMENTS

a. Proposed Typical Section

Prepare graphic on streetmix.net or other graphic program, include widths for all functions in the ROW.

b. Does your project involve minimum widths for travel lanes, bicycle lanes, or parking lanes, as defined by Minnesota State Aid? If so, explain your design decision. No, proposal is for 11' vehicle lanes, 7' bicycle lanes, 6' sidewalks

c. Summary of Non-Motorized Transportation Improvements

i. Pedestrian Facilities

Will sidewalk be installed as part of this project (or existing sidewalk remain in place) running the entire length of the corridor on both sides of the street? No, on west side only for a portion of the roadway
If no, identify remaining gaps in sidewalk network and explain why they could not be addressed: east side between Fairview and Sunnyslope has very steep, vegetated slopes that would require expensive retaining walls. The properties on the east are 30' above the roadway and do not face Edgcombe.
Describe any proposed improvements to the general condition of the sidewalk surface and the pedestrian zone. Propose to add a 6' wide sidewalk to the west side of the road between Fairview and Sunnyslope. And to replace existing 5' sidewalk with new 6' wide sidewalk.
Describe any changes or improvements to the frontage zone or boulevard/furnishings zone. Include a description of snow storage capacity. Propose a 10' boulevard between new curb and new sidewalk.
Describe how the project will address ADA compliance of curb ramps, alleys and driveways. Sidewalks will be ADA compliant and have truncated domes at the quadrants.
List and describe proposed changes to crosswalk enhancements at any intersections in the project area, e.g. bumpouts, pedestrian refuge islands, RRFBs, HAWKS, marked crosswalks, enhanced marked crosswalks. <i>Refer to the Saint Paul Street Design Manual (pg 142) to describe recommendations for removing, replacing, or adding crosswalk enhancements in the project corridor.</i> Propose to reduce crossing distances at intersections of Hampshire, Howell and St. Paul Avenue. The existing traffic signal at St. Paul Avenue will be replaced.
Describe alternative pedestrian crossing enhancements that were considered and why the proposed facilities were selected.

ii. Bicycling facilities

Does the proposed design add or maintain a bicycling route along corridor? Yes
If along corridor, identify bicycling facility type, its dimensions, and the extent of the bicycle facility. 7' wide in-street bicycle lanes.
Describe gutter pan (if applicable) and storm grate type and widths in relationship to overall width of the bicycling facility: 2' gutter pan and 5' pavement make up the proposed 7' bicycle lane.
How will snow storage impact the bicycling facility? Snow to be stored on boulevard.
Bicycling improvements at intersections? E.g. bike boxes, bicycle signals, additional striping, etc.
Describe alternative bicycling accommodations that were considered and why the proposed facility was selected. In-street bike lanes are proposed according to current approved bike plan



d. Summary of Motorized Transportation Improvements

Describe impacts to motorized street elements. List impacts of the proposed design compared to the existing condition and identify the reason the proposed design was selected.

Mode	Describe change from existing condition	Describe rationale for change
Transit	No transit on this corridor	
Freight	N/A	
On-Street Parking	N/A	
Travel Lanes	Reduction of vehicle travel lane widths and removal of shoulders	Reduction of travel lane widths create a narrower roadway which provides flat area to install a 6' wide sidewalk on one side. Removal of shoulders provides room for bicycle lanes

e. Street lighting

Describe proposed street lighting and how scale and orientation of lighting system supports non-motorized users (e.g. twin lantern, wood pole, single globe lantern, etc.):

LED lanterns