



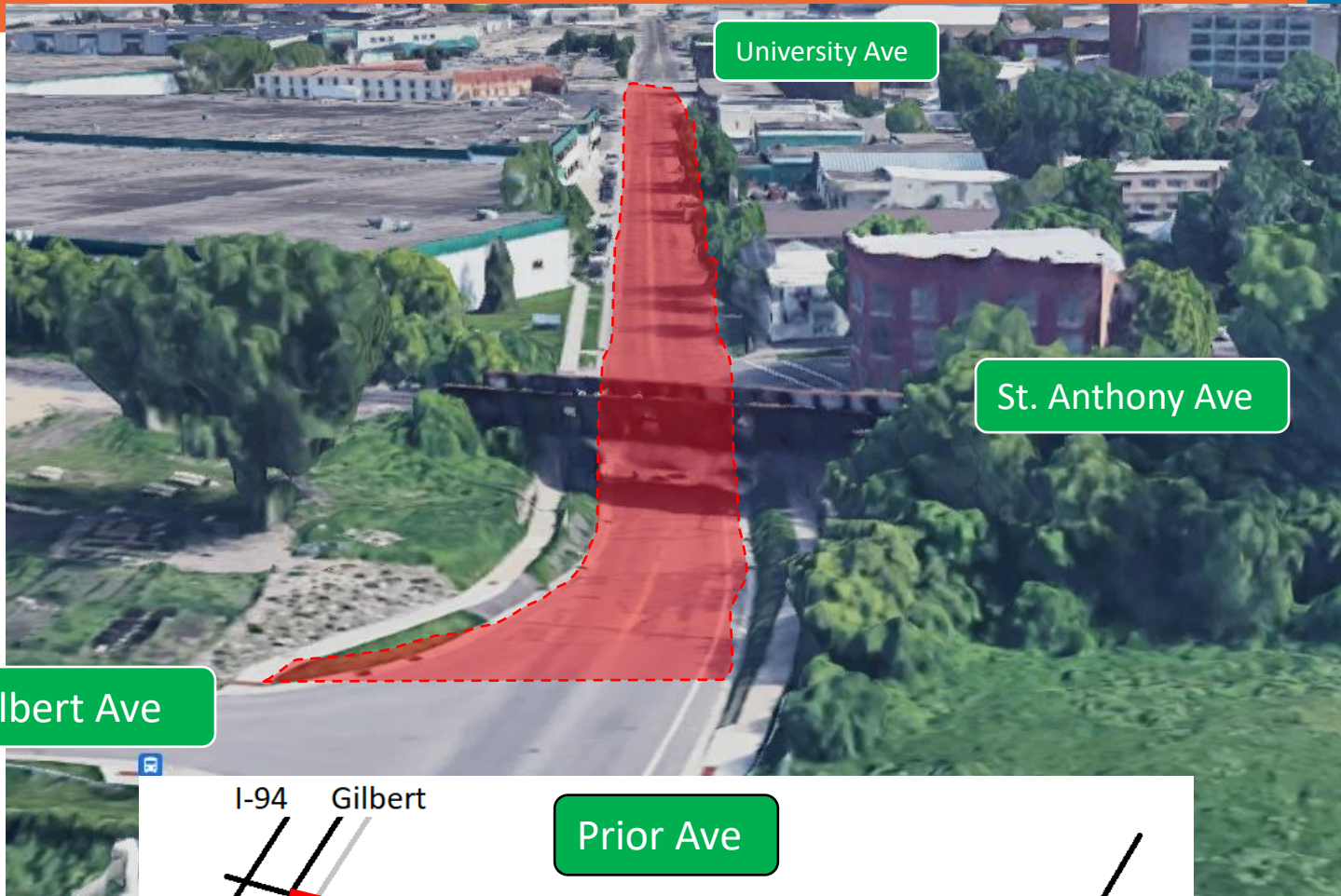
The Most Livable City in America



Prior Avenue Improvements 2022

Saint Paul Public Works

Project Limits

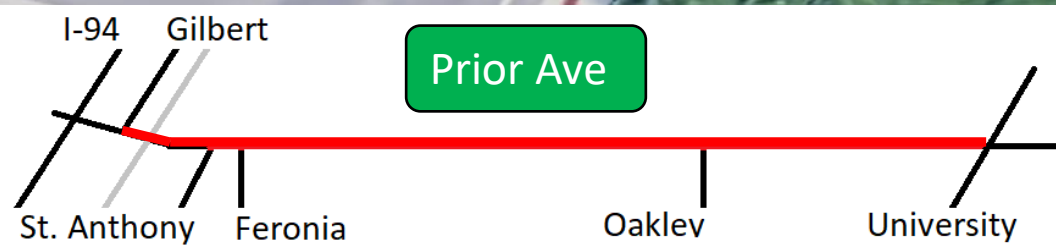


University Ave

St. Anthony Ave

Gilbert Ave

Prior Ave





2011



2012

History: Sewer separation in 1986
Purpose and Need: Improve service and ride quality of outdated infrastructure

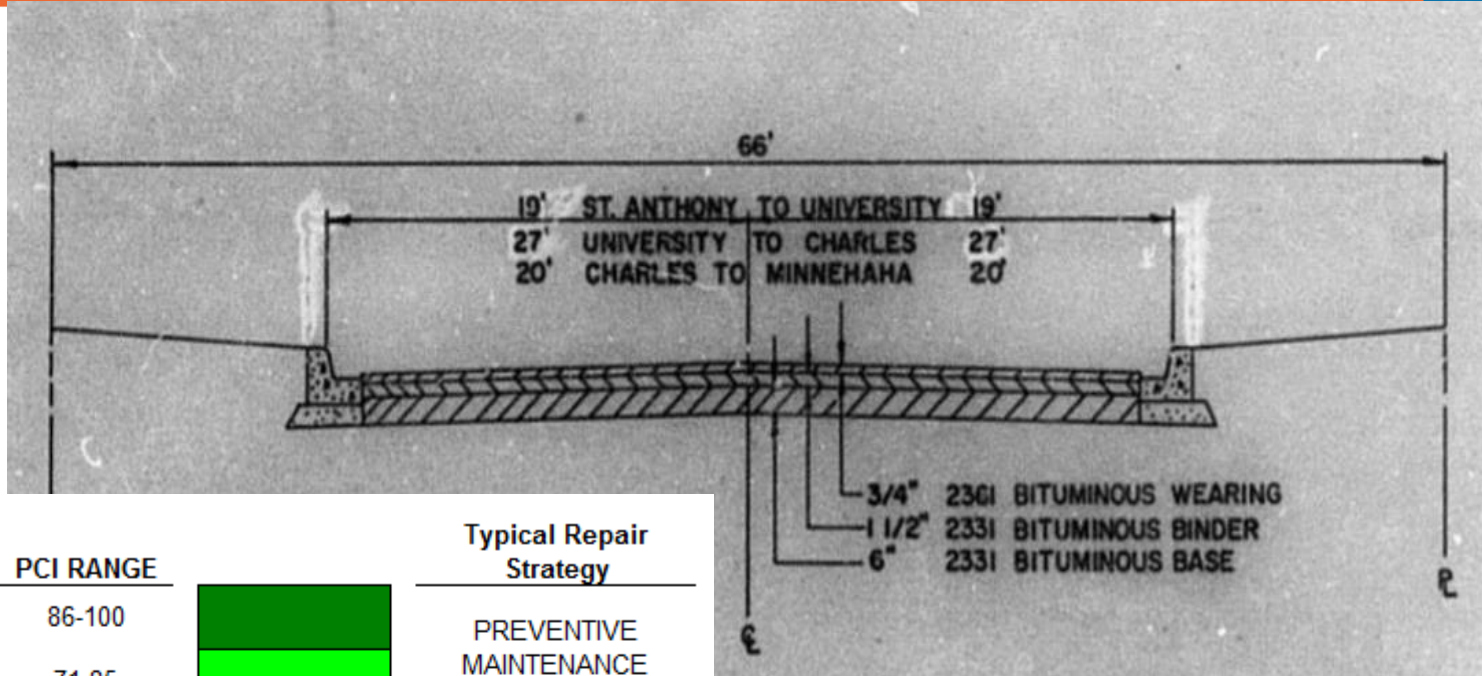


2013



2019

Existing Pavement



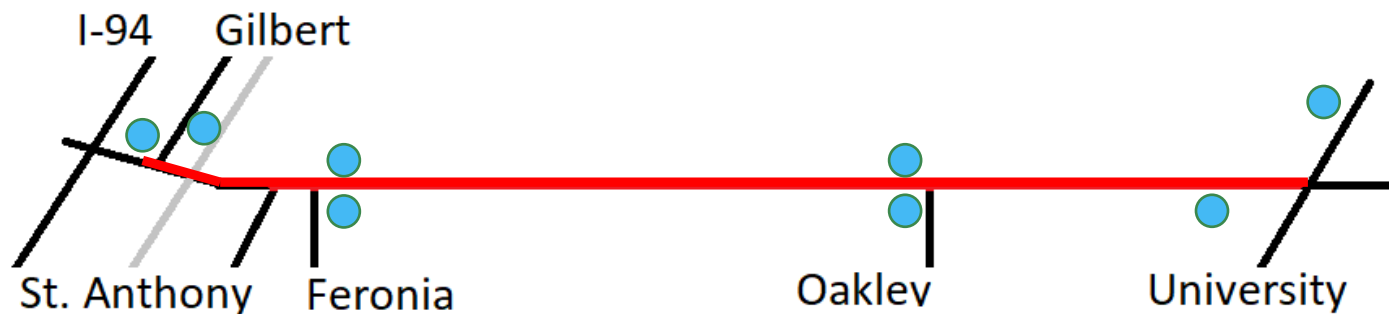
PCI RANGE		Typical Repair Strategy
86-100		PREVENTIVE MAINTENANCE
71-85		
56-70		REHABILITATION
41-55		
26-40		
11-25		← RECONSTRUCTION
0-10		

Pavement: 38' x 8.25" bituminous

PCI: 17 – St. Anthony to Oakley
42 – Oakley to University

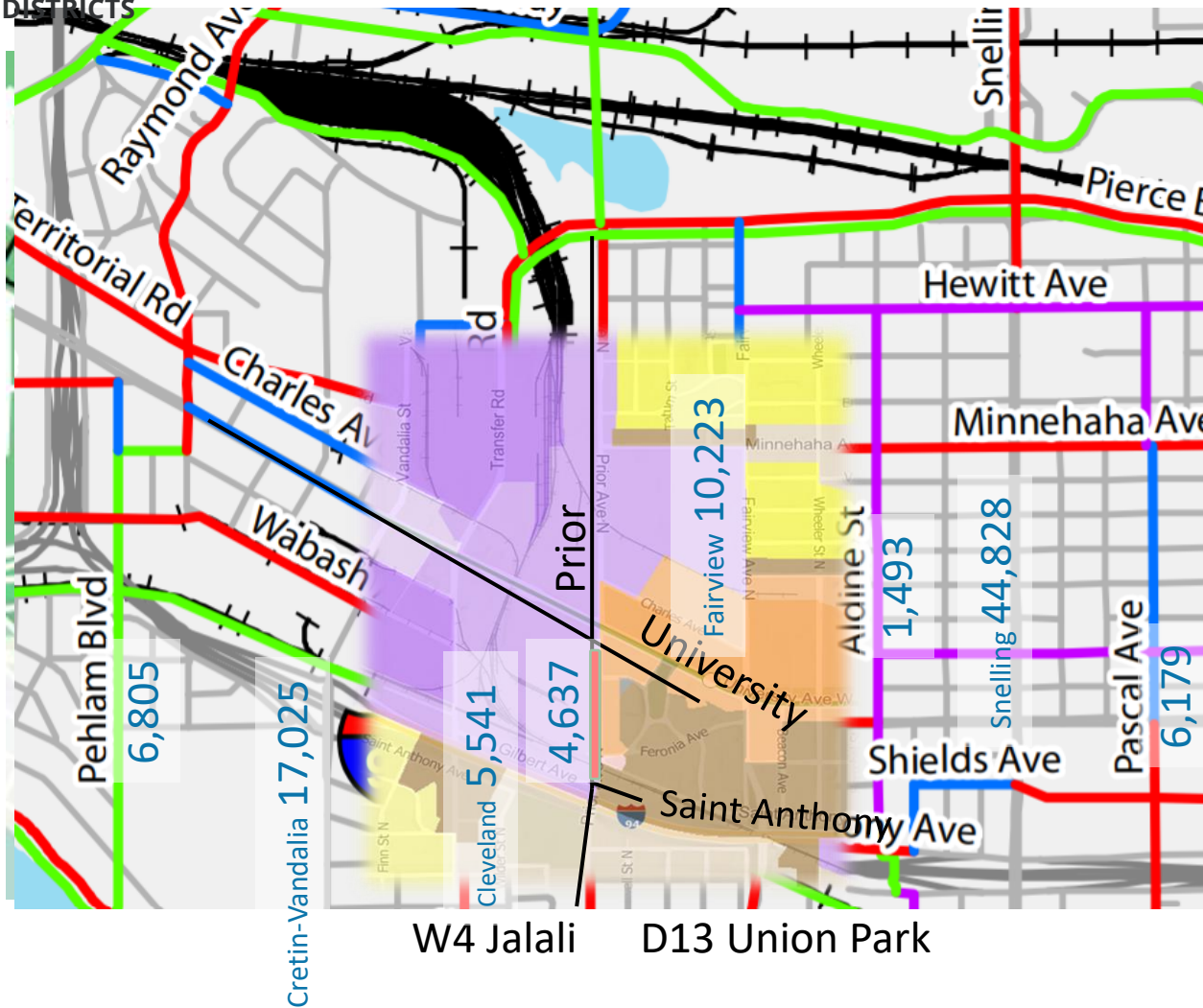
Project Data

Length: 0.28 mi
Area: 1.3 acre (0.9 lane-mi)
Budget: \$4.5M of MSA
AADT: 4,637 (2017)
Transit: Route 87, 67, Green



Planning

"traditional neighborhood districts are intended to foster the development and growth of compact, pedestrian-oriented urban villages" - **ARTICLE III. - 66.300. TRADITIONAL NEIGHBORHOOD DISTRICTS**



First Notice 8/16/21 Project Signs



Survey Results

35 Responses

- 45% live on or near Prior

- 78% Drive, 72% Bike, 42% Walk, 21% Transit

	NOT IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	VERY IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Trees and/or green space	3.03% 1	15.15% 5	18.18% 6	48.48% 16	15.15% 5	33	3.58
Bike lanes	3.03% 1	0.00% 0	6.06% 2	36.36% 12	54.55% 18	33	4.39
Sidewalks	0.00% 0	9.09% 3	3.03% 1	51.52% 17	36.36% 12	33	4.15
Parking	69.70% 23	6.06% 2	12.12% 4	0.00% 0	12.12% 4	33	1.79

Safe, quiet, low volume, low speed, love the trees!

Reconstruction for enhanced ped- bike experience

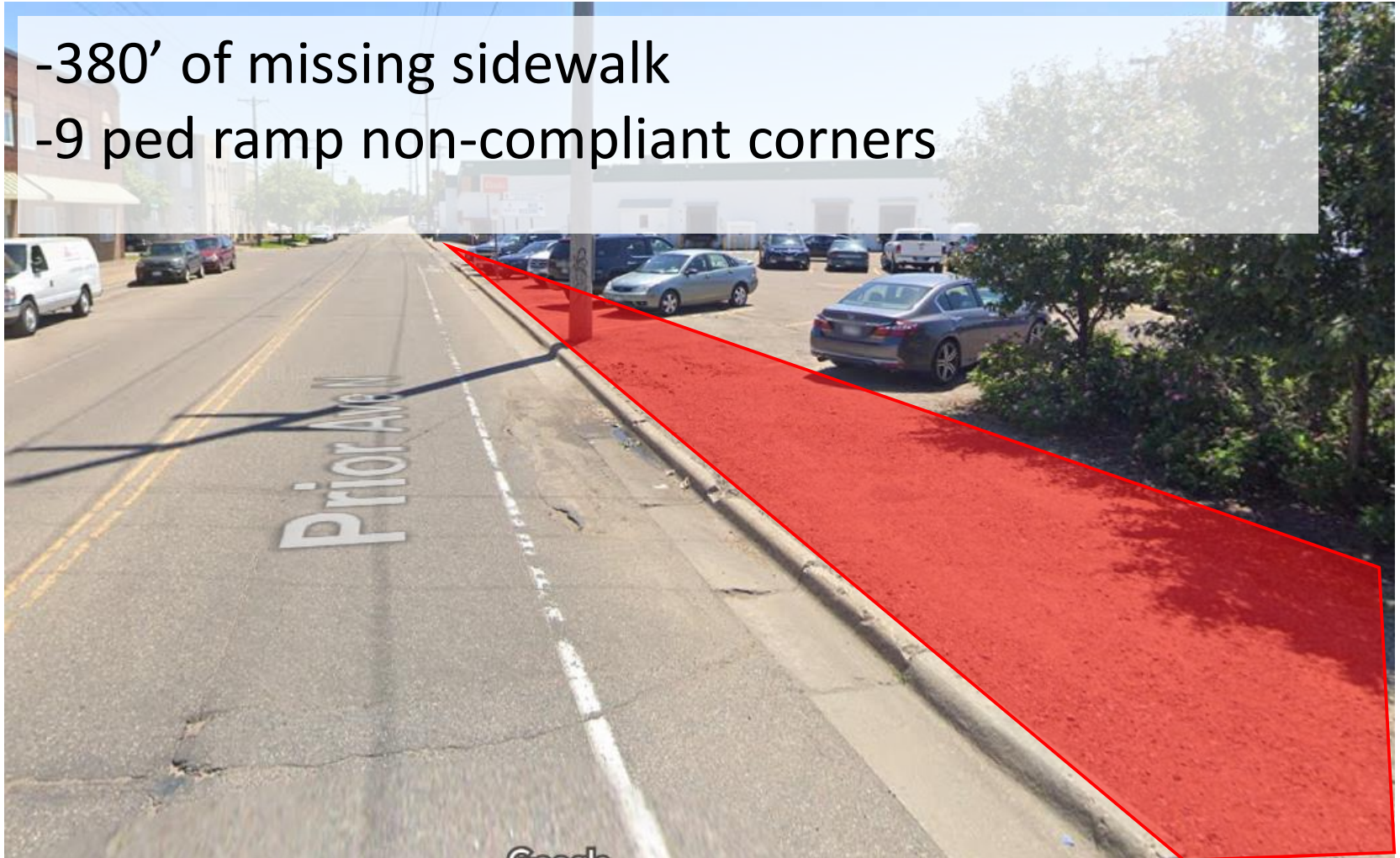
- 1) Off-street Bike Trail
- 2) Improved Bike Lanes

Condition:

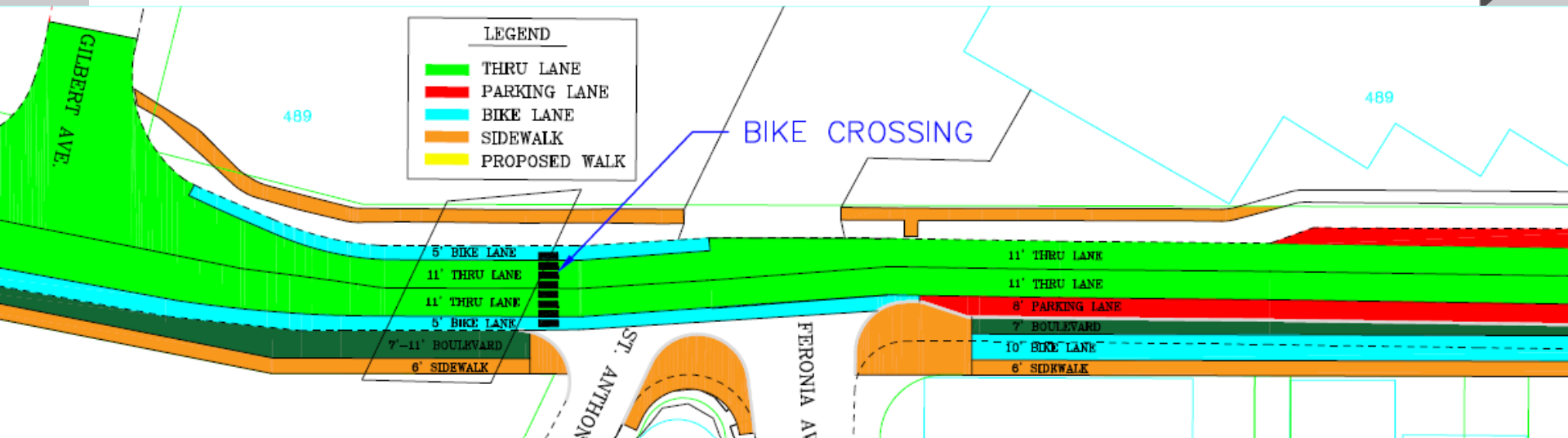
SB gutter to remain in same location

Pedestrian Improvements

- 380' of missing sidewalk
- 9 ped ramp non-compliant corners



Bike Trail

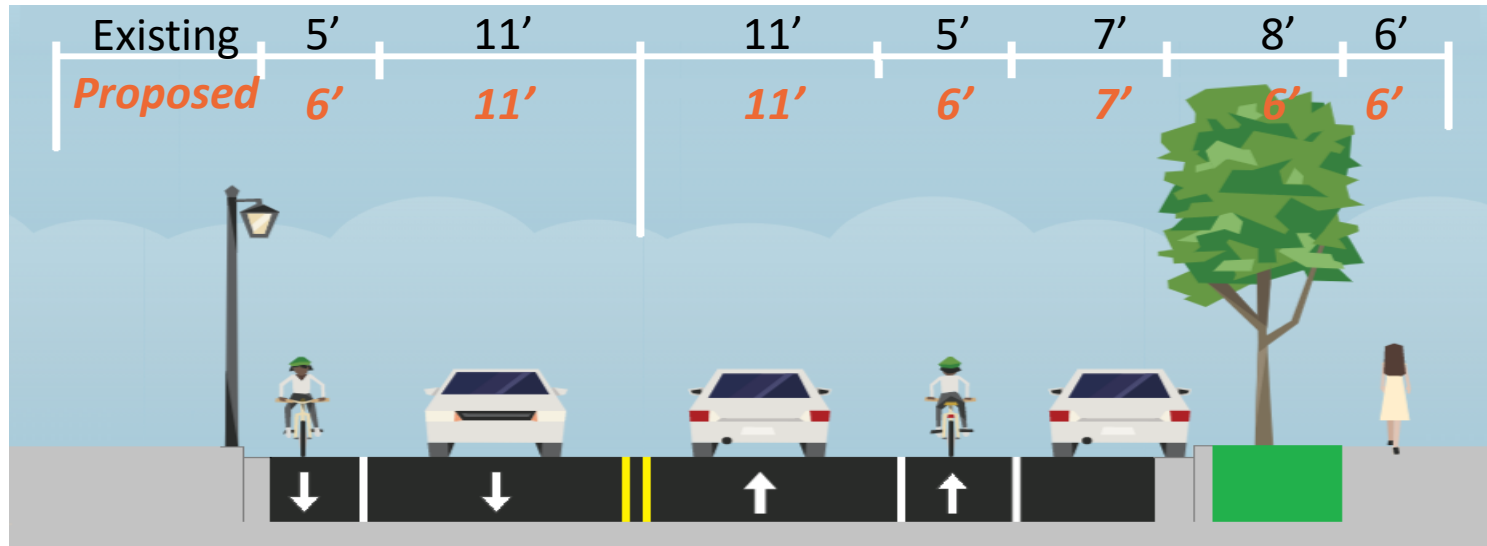


Reduce street by 9' on NB side

Pros: protected facility, more attractive

Cons: requires lowering of centerline, challenge with terminus, relocation of utilities, maintenance, cost

Bike Lanes



Widen street on NB side by 2'

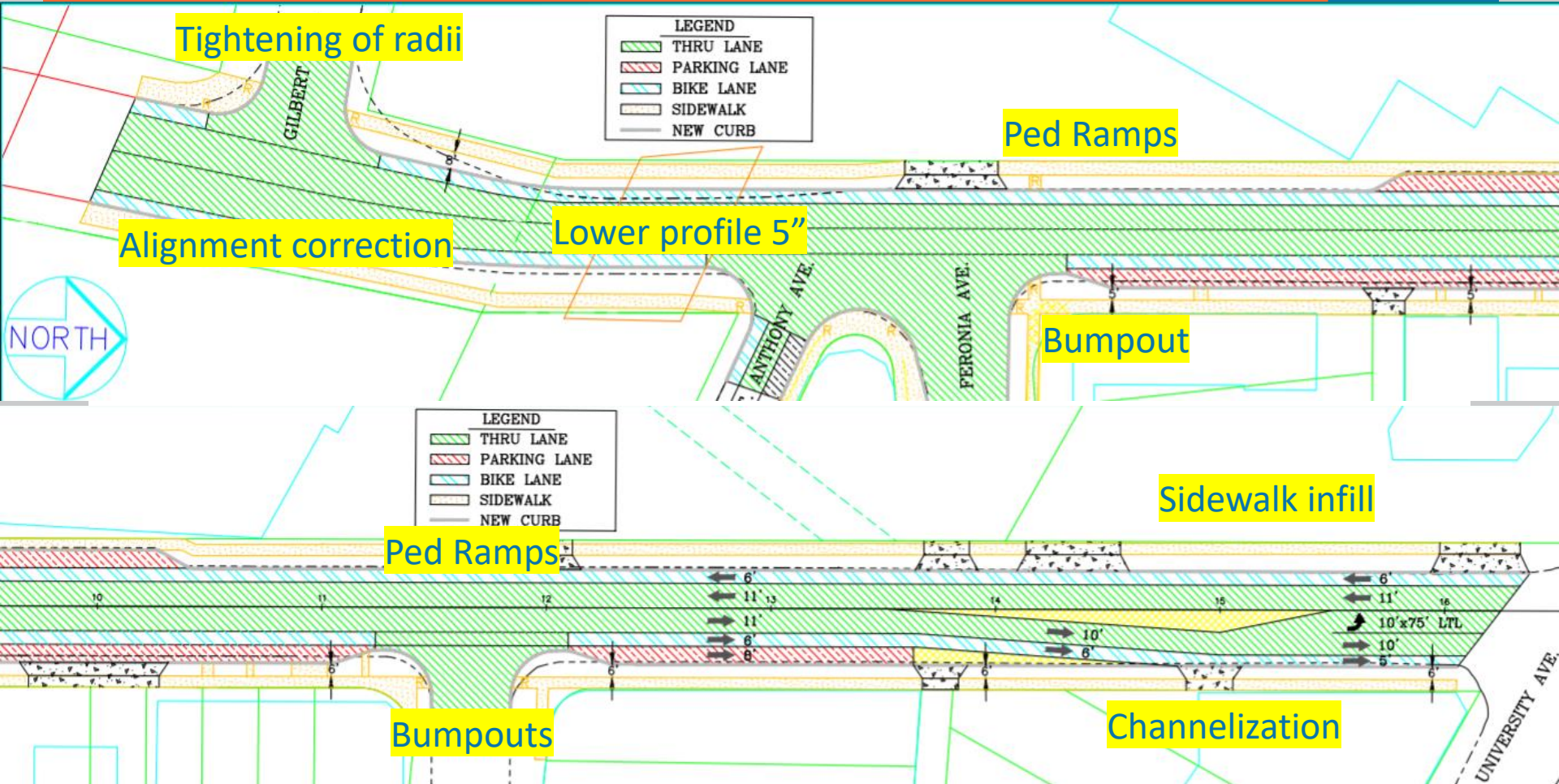
Pros: ties in with adjacent facility, does not require profile change, less expensive

Cons: perpetuates existing facility (meets MN 8820.9941 guidance)

Bike Lanes It Is!

30% Design In Progress

VIBRANT
PLACES
AND
SPACES



Design Takeaway

- Full recon with 2' widening
- SPRWS replacement at St. Anthony
- Private sewer laterals
- Potential to save all 11 trees
- Currently 30 NB and 17 SB parking spaces. Proposed reduction up to 10 spaces on NB.

What's Next

- 1) Pre-recorded presentation
- 2) Meet with businesses
- 3) Continue plan, spec, estimate

Completion Date 3/4/22

Questions?

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