

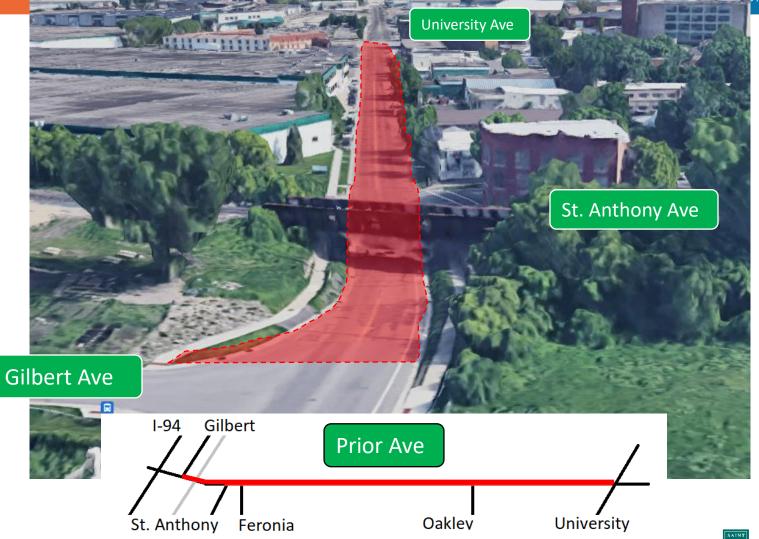


Prior Avenue Improvements 2022

Saint Paul Public Works

Project Limits







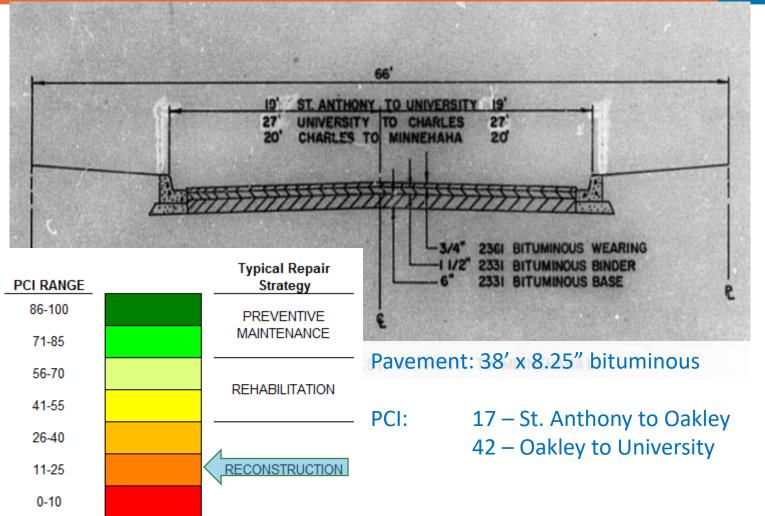


History: Sewer separation in 1986 **Purpose and Need**: Improve service and ride quality of outdated infrastructure



Existing Pavement







Project Data



0.28 mi Length: 1.3 acre (0.9 lane-mi) Area: \$4.5M of MSA Budget: 4,637 (2017) AADT: Route 87, 67, Green Transit: I-94 Gilbert University Oakley St. Anthony Feronia



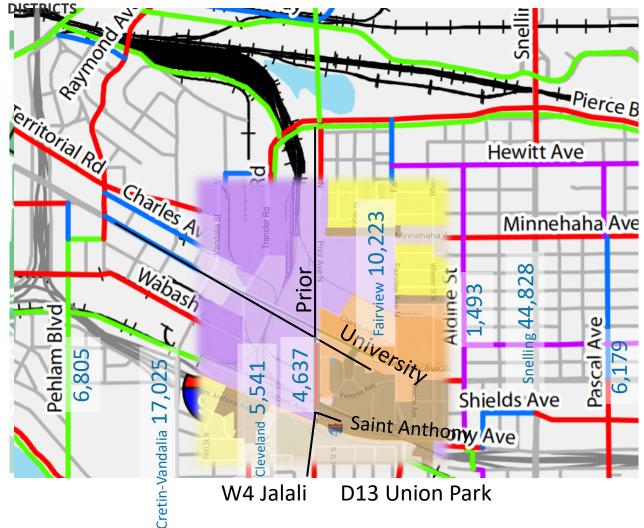
Planning



The Most Livable City

in America

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



Public Outreach



First Notice 8/16/21 Project Signs

DEPARTMENT OF PUBLIC WORKS SEAN KERSHAW, DIRECTOR 25 West 4th Street, 900 City Hall Annex Saint Paul, MN 55102 651-266-107

Date: August 16, 2021

RE: 2022 Prior Ave Project

Dear Property Owner,

The city of Saint Paul will be doing roadway construction on Prior Avenue in 2022. This construction project will improve the pavement condition for better service and ride quality. The city will also upgrade the existing pedestrian and bicycle facilities to meet current standards and guidance. Other improvements planned for this corridor also include water and sewer utilities and overall streetscaping for an improve user experience.

You are receiving this notice because you are an adjacent property owner on the project, and we would like to hear how you currently use the street and what visions you may have of the future.

Prior Avenue currently consists of two traffic lanes, bike lanes, a parking lane on the east side, parking bays on the west side and sidewalks on both sides. Known improvements at this time is a continuation of missing sidewalk on north end of the western sidewalk. The city will also be installing corner bump outs into Prior at various intersections to improve pedestrian safety by reducing street exposure and increasing visibility. All other facilities will be retained to cater to the needs of a multimodal infrastructure.

Your input and experiences with Prior Avenue are essential in helping shape this project. Please visit <u>stpaul.gov/priorave</u> and take the survey to help us better understand how you currently use Prior Avenue and how you would prioritize future improvements. We also encourage you to sign up to our emailing list to receive the latest project update and information.

Thank you, Jany Ja

Jary Lee, P.E. Project Engineer St. Paul Public Works Street Engineering

> CITY OF SAINT PAUL MELVIN CARTER, MAYOR

Need this translated? Call us at 651-266-6100. "Mensita esta traducción? Comuniquesa con nosotros al 651-266-6100. Ma u bazhan tahay tarjamadaan Nago soo wac 651-266-6100. Xav tau qhor no bihais las? Ha rau pab ritawn 651-266-6100.



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%	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%	12.12% 4	33	1.79

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







Reconstruction for enhanced pedbike 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 ./IRRAN LEGEND GILBERT AVE THRU LANE PARKING LANE 489 BIKE LANE BIKE CROSSING SIDEWALK PROPOSED WALK 5' BIKE LAN 11' THRU LANE 11' THRU LANE 11' THRU LANE 11' THRU LANE 8' PARKING LAN 5' BIKE LANE/ FERONIA A ST. 11' BOULEVARD TO" BIKE LANE ANTHON 6' SIDRWALE 1

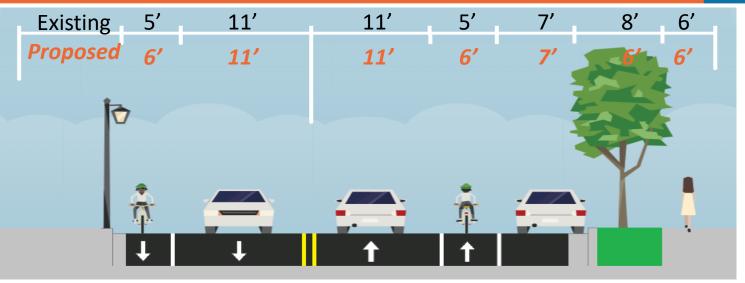
Reduce street by 9' on NB side

Pros: protected facility, more attractive Cons: requires lowering of centerline, challenge with terminus, relocation of utilities, maintenance, cost



Bike Lanes

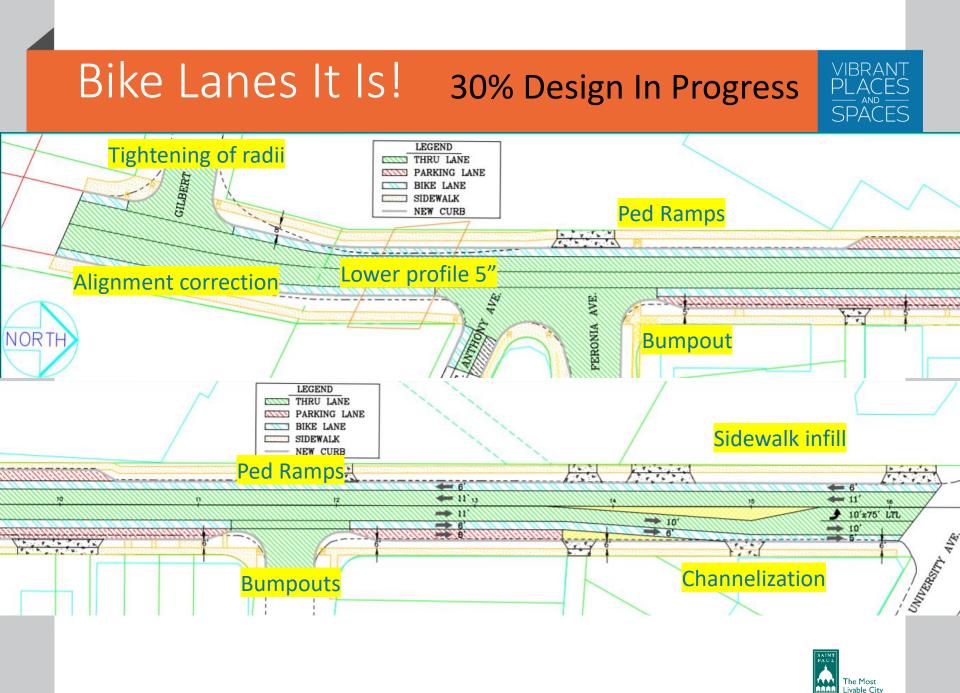




Widen street on NB side by 2'

Pros: ties in with adjacent facility, does not require profile change, less expensive
Cons: perpetuates existing facility (meets MN 8820.9941 guidance)





in America

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



 Pre-recorded presentation
 Meet with businesses
 Continue plan, spec, estimate Completion Date 3/4/22

Questions? Jary Lee 651-266-1107

