

# Bruce Vento Elementary Pedestrian & Bike Improvements

April 12, 2022

Bruce Vento Elementary

[stpaul.gov/BruceVentoSRTS](http://stpaul.gov/BruceVentoSRTS)



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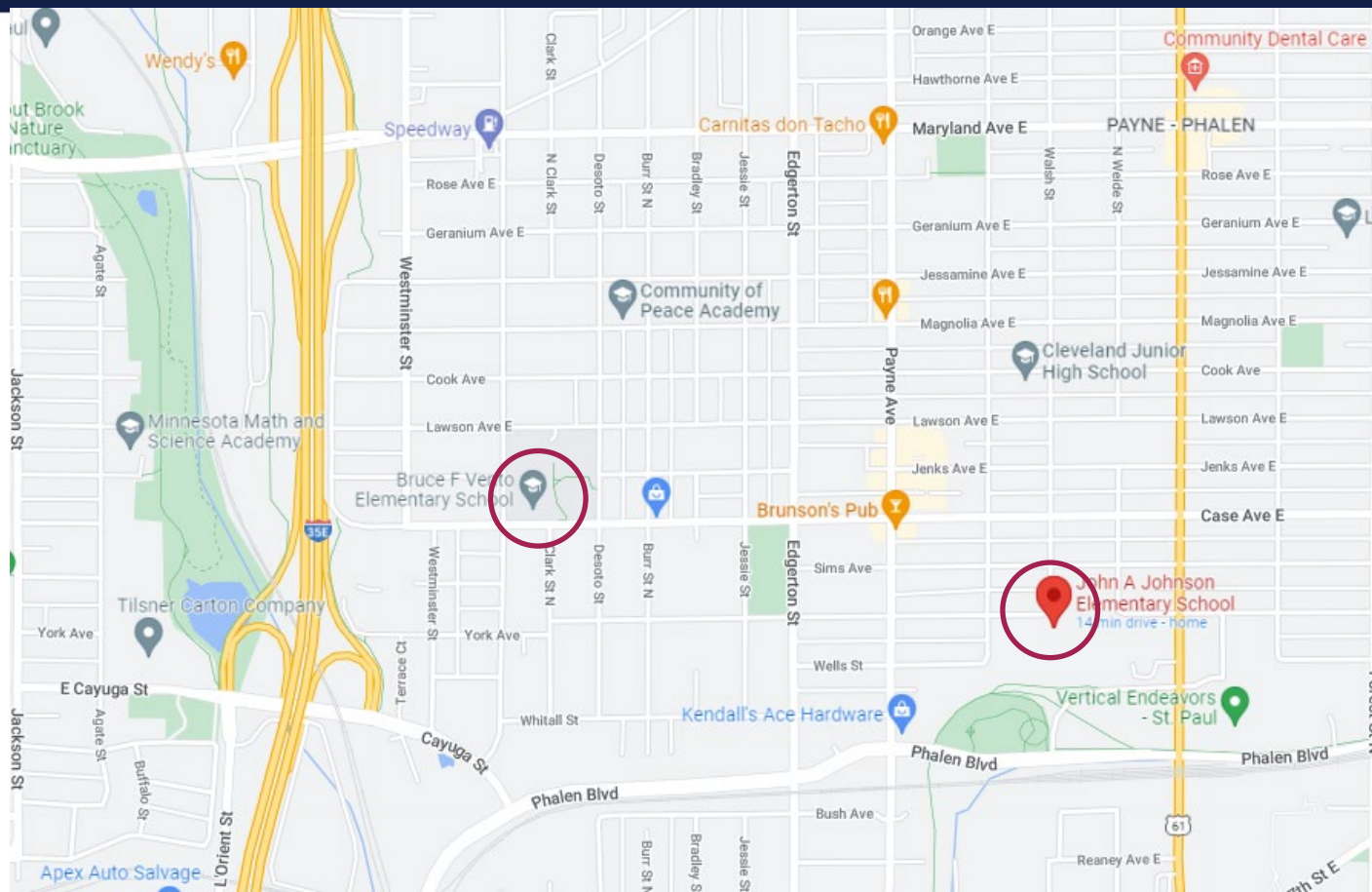
# Agenda

- Introductions
- Background – what led to this project?
- Planned changes
- Funding the project
- Timeline
- Discussion/Q&A





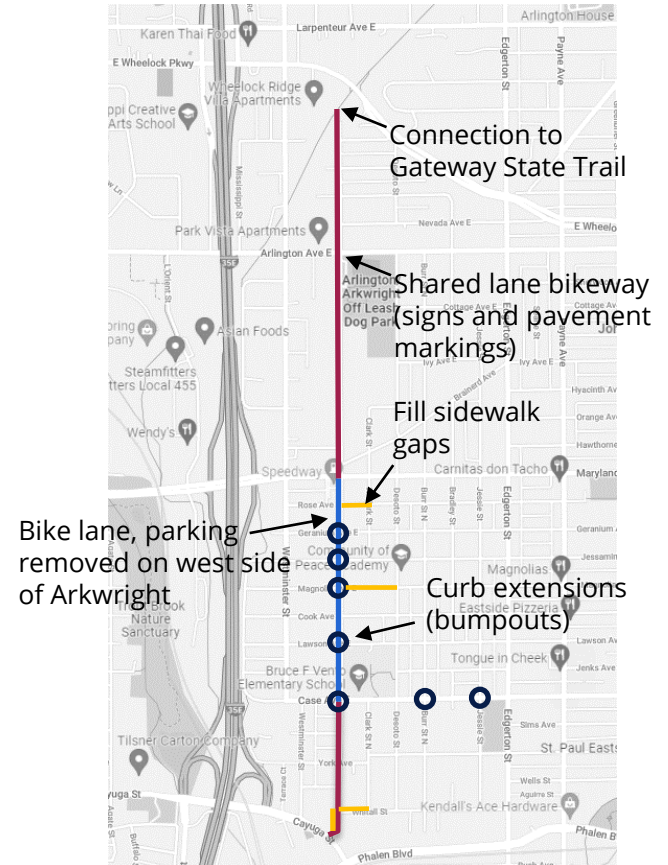
# Bruce Vento SRTS





# Project overview

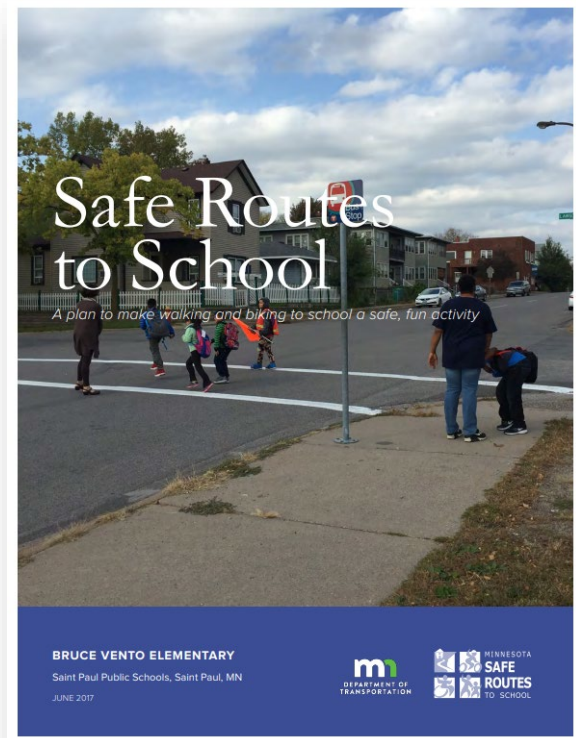
- Pedestrian and bicycle improvements near Bruce Vento Elementary
  - Bumpouts
  - Sidewalk infill
  - Bike improvements on Arkwright
  - Connection to Gateway Trail
- Funding
  - Federal SRTS award
  - Local funds
  - No assessments to property owners
- Timeline
  - Design this summer – fall
  - Construction summer 2023



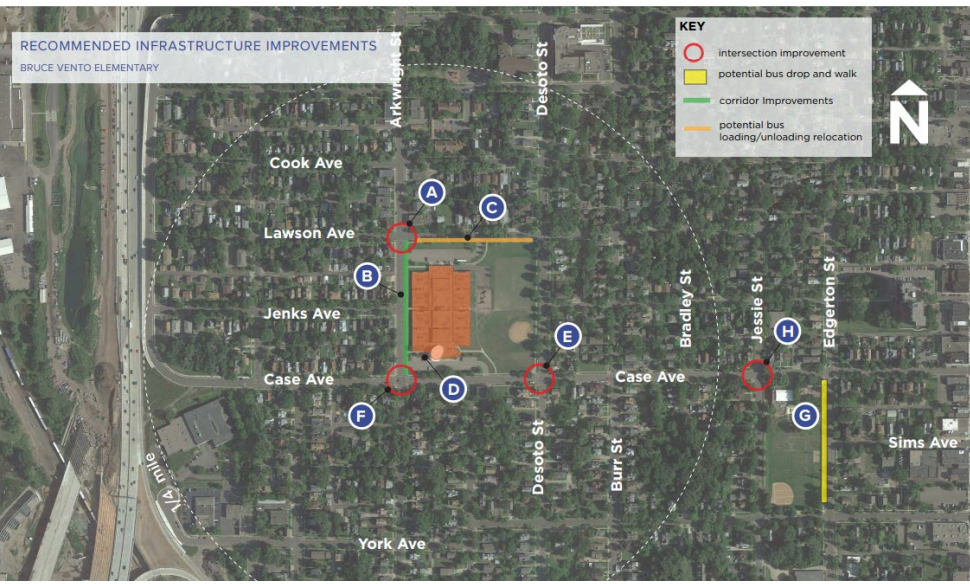


## Background – what led us to this project?

- 2017 Bruce Vento Safe Routes to School Plan
- Bruce Vento Elementary ranks highest in needs from a measures of need and equity:
  - students eligible for free and reduced lunch, students of Color or Native American, English Language Learners, zero car households
- Bumpouts installed at Case and Desoto in 2018
- Coordination with District Council, School District and school principal, Metro Transit









## Wide streets encourage faster driving



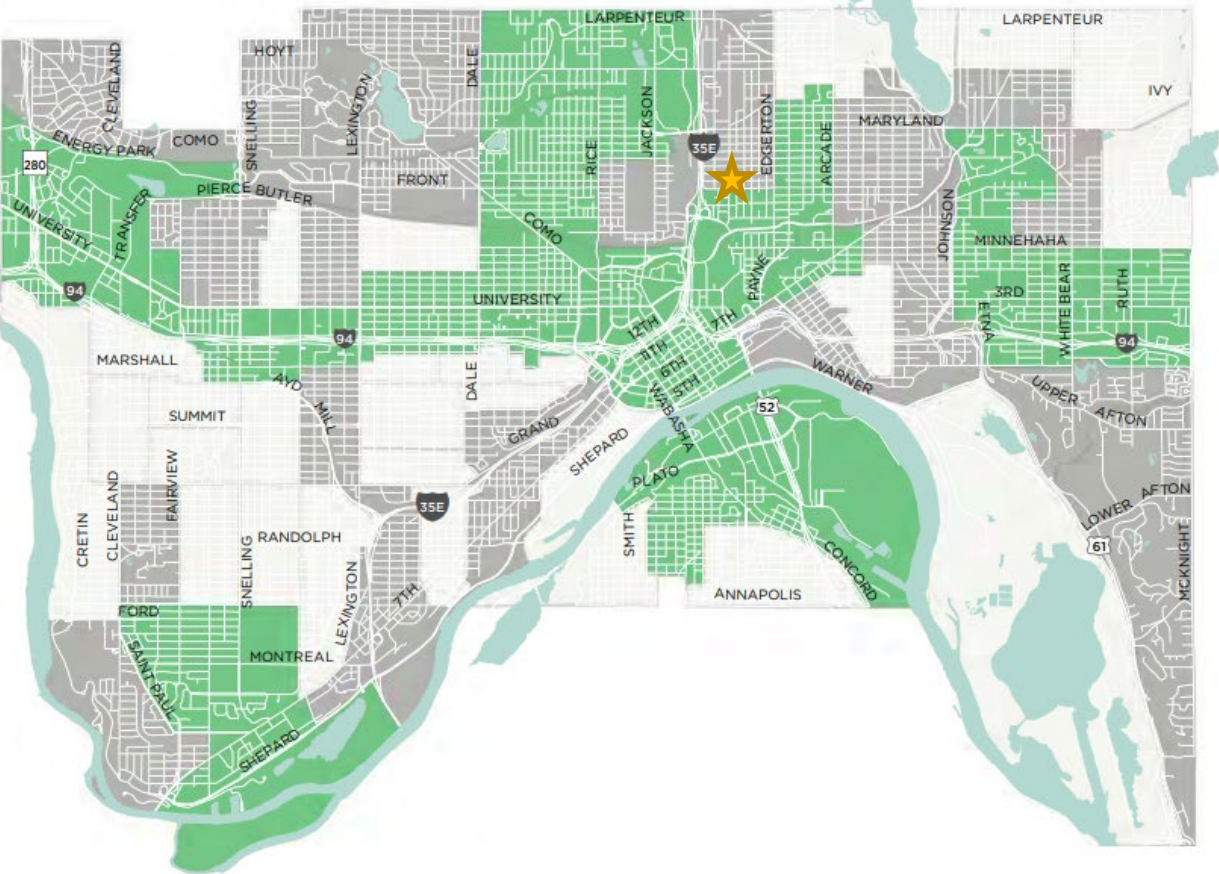




# Priority Areas for Walking Investments

Priority Level

Low	Medium	High
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Updated: 7/19/2017



## Legend

### Facility Type

- Off-Street Path
- In-Street Separated Lane
- Bicycle Boulevard
- Enhanced Shared Lane
- Corridor for Additional Study
- Corridor for Additional Study of Enhanced Shared Lanes
- Area for Additional Study
- Transit Station Connectors
- Freight Railroad

- 1 Ford Site** - Bicycle facilities are to be planned in conjunction with other site planning related to anticipated redevelopment.

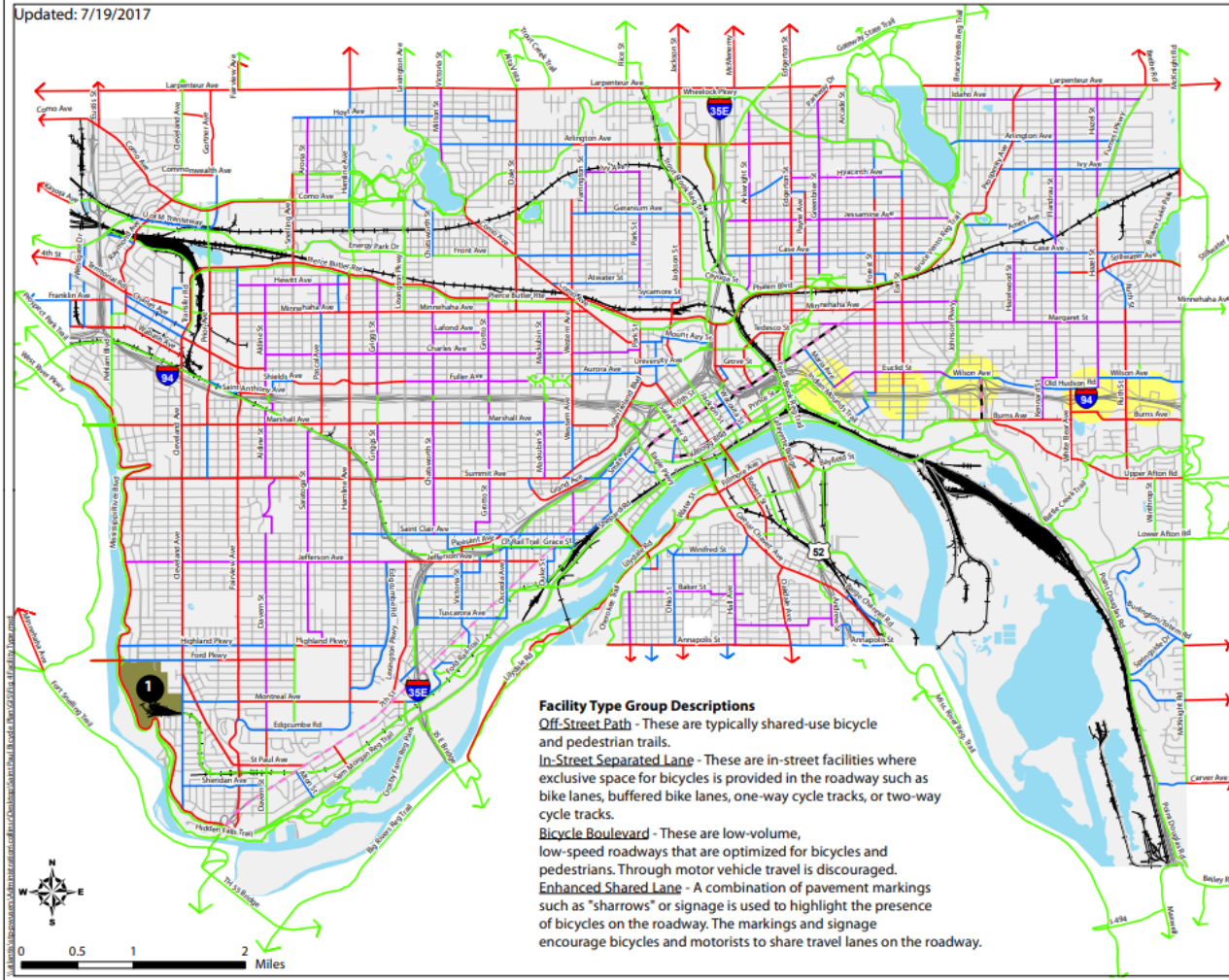
### Facility Type Group Descriptions

**Off-Street Path** - These are typically shared-use bicycle and pedestrian trails.

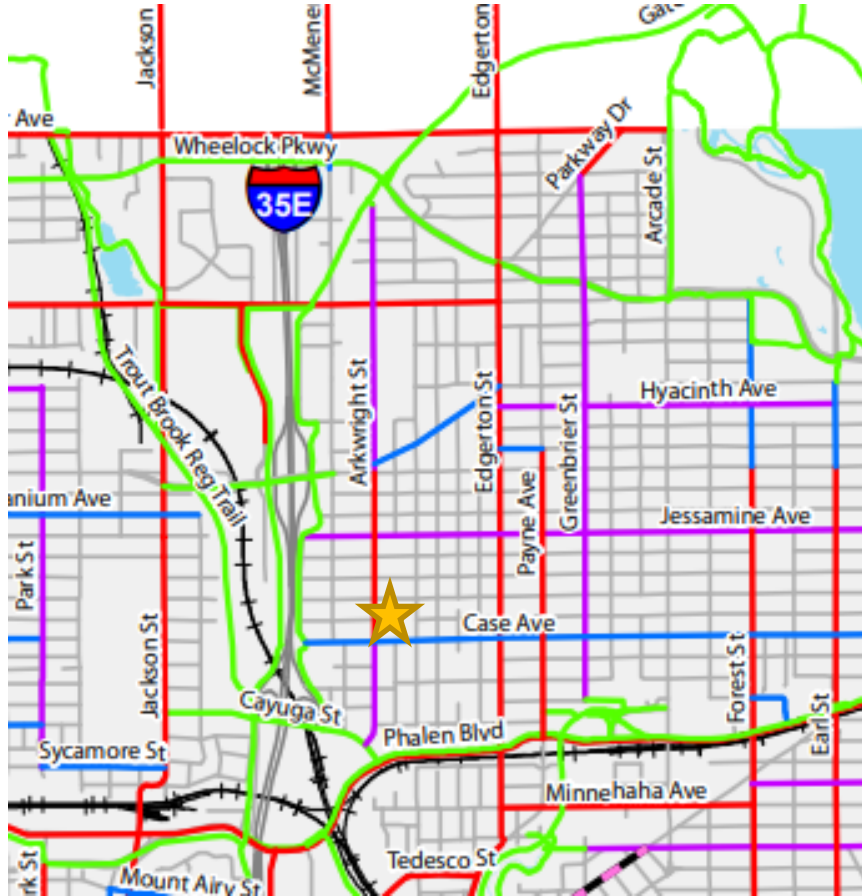
**In-Street Separated Lane** - These are in-street facilities where exclusive space for bicycles is provided in the roadway such as bike lanes, buffered bike lanes, one-way cycle tracks, or two-way cycle tracks.

**Bicycle Boulevard** - These are low-volume, low-speed roadways that are optimized for bicycles and pedestrians. Through motor vehicle travel is discouraged.

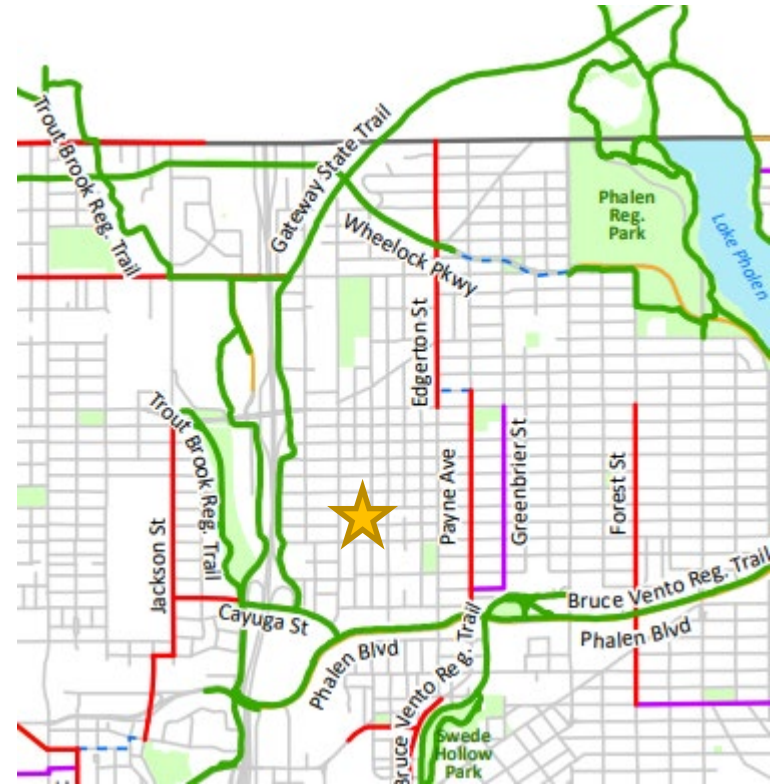
**Enhanced Shared Lane** - A combination of pavement markings such as "sharrows" or signage is used to highlight the presence of bicycles on the roadway. The markings and signage encourage bicycles and motorists to share travel lanes on the roadway.



**Figure 4**  
**Planned Bicycle Network**  
**Facility Type Group**



Saint Paul Bicycle Plan - Planned Bike Network

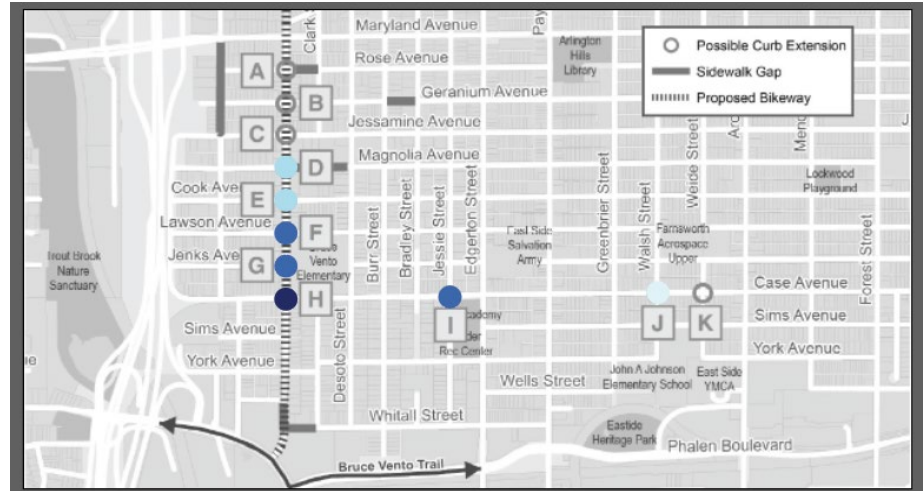


Existing Bike Network 2021



## Engagement

- 2020 Survey
  - 40 responses from neighborhood
  - Where should bumpouts go?
  - Where should sidewalks go?
- Ongoing coordination with school, school district, Metro Transit, Wilder Rec Center, Council President Brendmoen, Payne Phalen Community Council







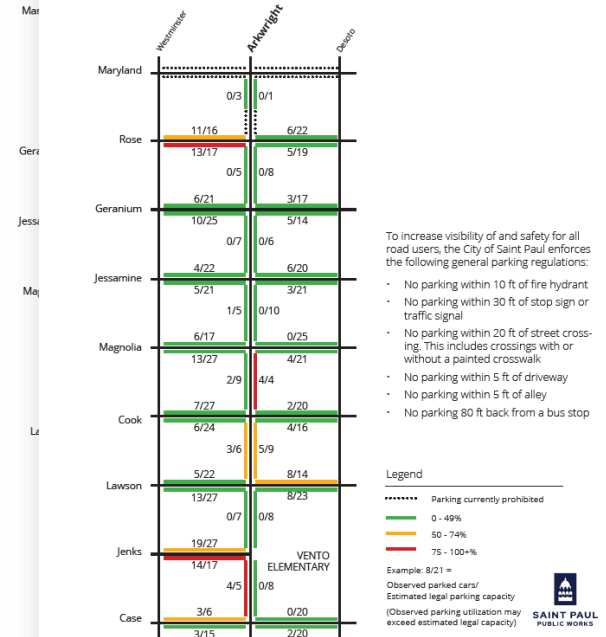
## Parking Counts

- 13 separate parking counts
  - Arkwright and neighboring side streets
  - Overnight, mid day, evening, weekends
  - Nov 2021 – Jan 2022

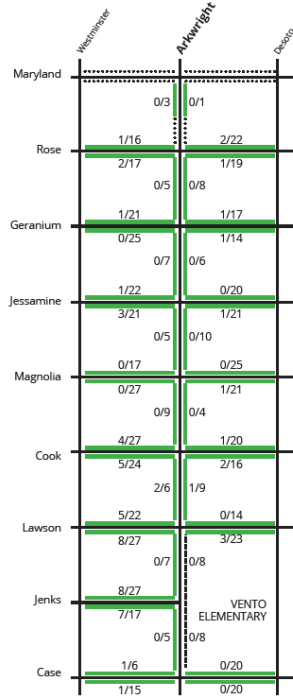
Arkwright St Parking Counts

Arkwright St Parking Counts  
Tuesday, December 7, 2021 | Time Period: 4AM - 6AM

Arkwright St Parking Counts  
Thursday, Jan 13, 2022 | Time Period: 4AM - 6AM



Arkwright St Parking Counts  
Minimum demand during all counts



This page shows the fewest number of cars parked during any of the 13 counts.

To increase visibility of and safety for all road users, the City of Saint Paul enforces the following general parking regulations:

- No parking within 10 ft of fire hydrant
- No parking within 30 ft of stop sign or traffic signal
- No parking within 20 ft of street crossing. This includes crossings with or without a painted crosswalk
- No parking within 5 ft of driveway
- No parking within 5 ft of alley
- No parking 80 ft back from a bus stop

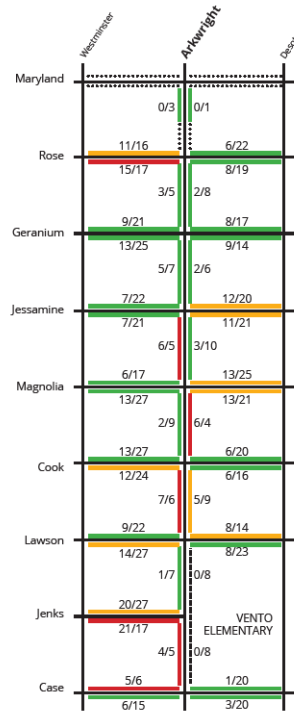
#### Legend

- Parking currently prohibited
- 0 - 49%
- 50 - 74%
- 75 - 100%+

Example: 8/21 =  
Observed parked cars/  
Estimated legal parking capacity  
(Observed parking utilization may exceed estimated legal capacity)



Arkwright St Parking Counts  
Maximum demand during all counts



This page shows the highest number of cars parked during any of the 13 counts.

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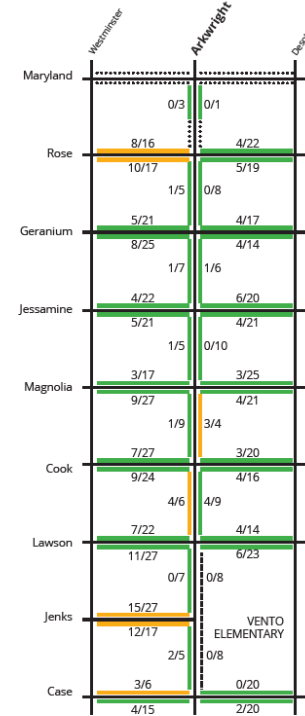
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Arkwright St Parking Counts  
Average demand during all counts



This page shows the average number of cars parked during all 13 counts.

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Minimum demand

Maximum demand

Average demand



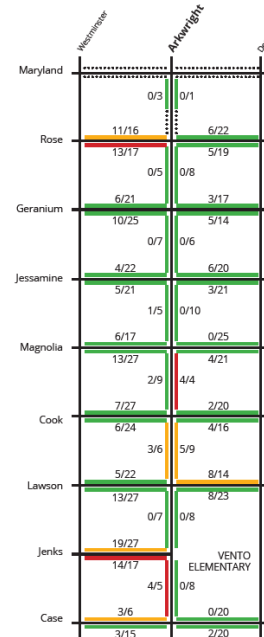
## Results

- On street parking is used in the area around Bruce Vento Elementary
- There is more supply of on street parking spaces than there is demand
- On street parking can be eliminated on the west side of Arkwright St between Maryland and Case without overwhelming the remaining parking supply on the east side of Arkwright and on cross streets

Arkwright St Parking Counts

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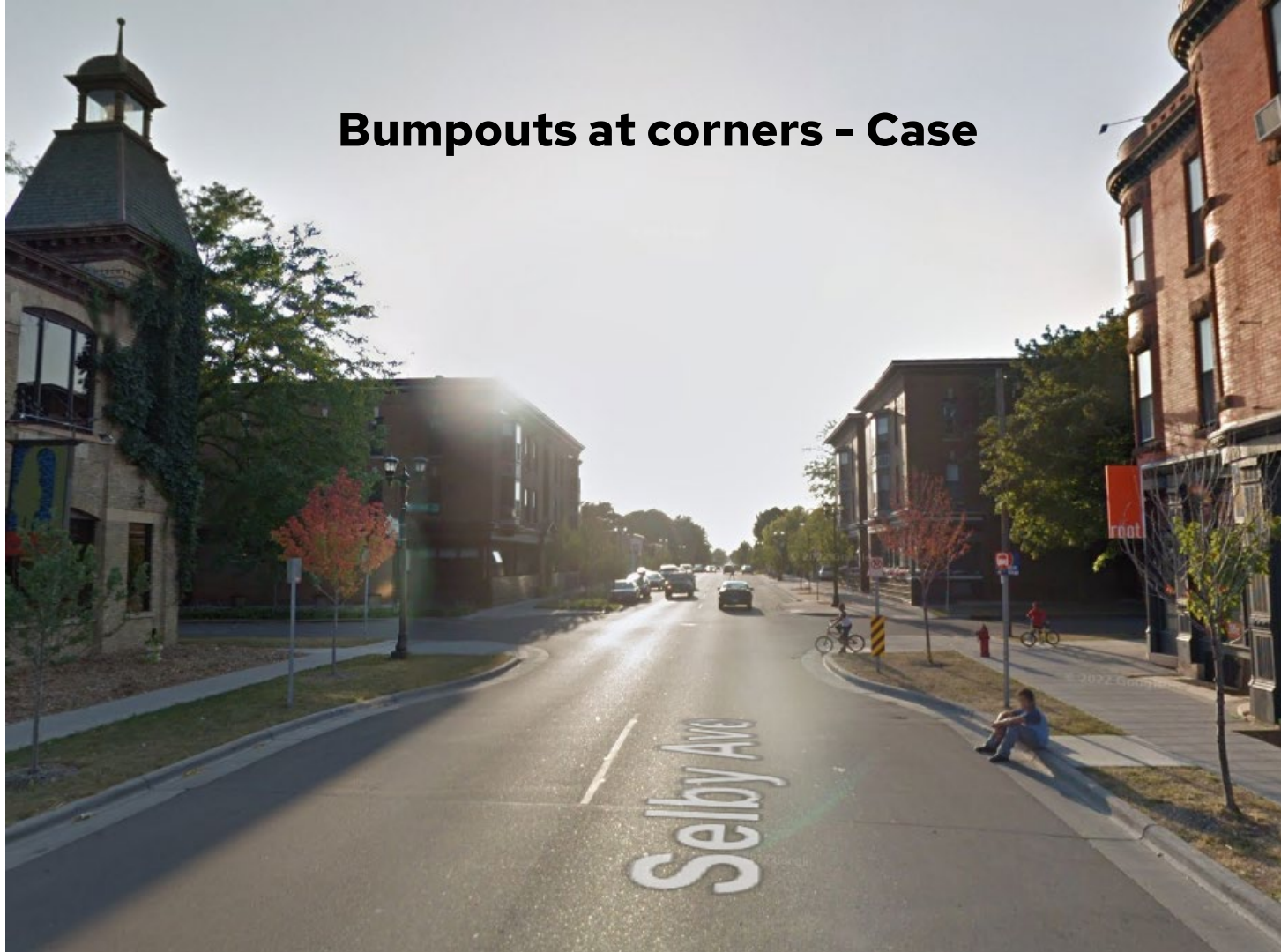


## Planned changes

- Bumpouts along Arkwright and Case
  - Geranium, Jessamine, Magnolia, Lawson, Case
  - Arkwright, Burr, Jessie
  - Corners with transit stops, destinations
- Sidewalk infill
  - Gaps that connect to Arkwright and Case
- Bike improvements
  - Striped bike lane both sides of Arkwright between Case and Maryland
  - Shared lane Cayuga to Case; Maryland to Gateway Trail
- Parking removal west side of Arkwright between Case and Maryland



## Bumpouts at corners - Case



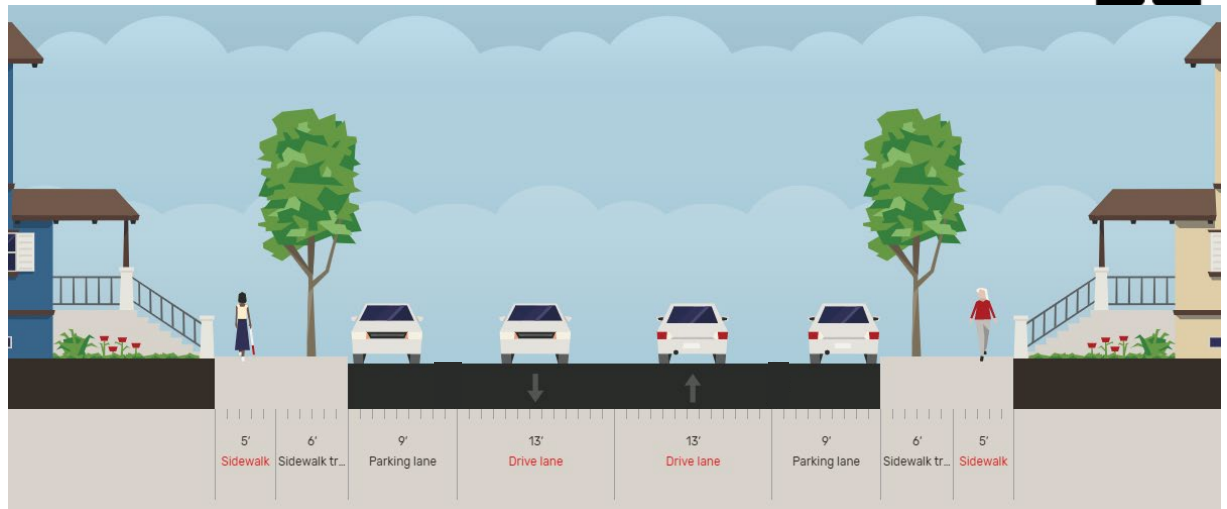




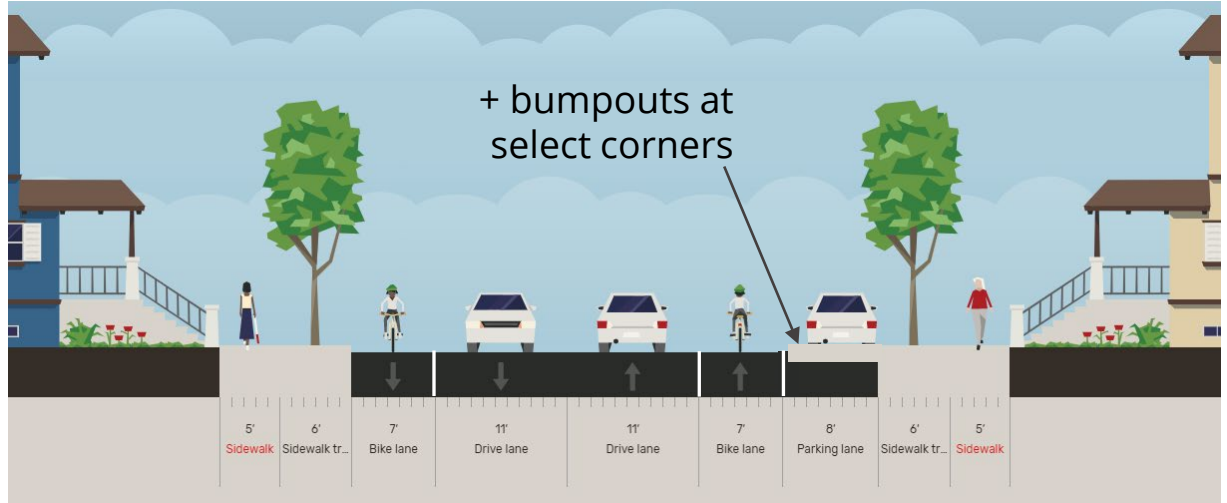
**Bumpouts at corners,  
bike lanes - Arkwright**



## Existing Arkwright, Case to Maryland



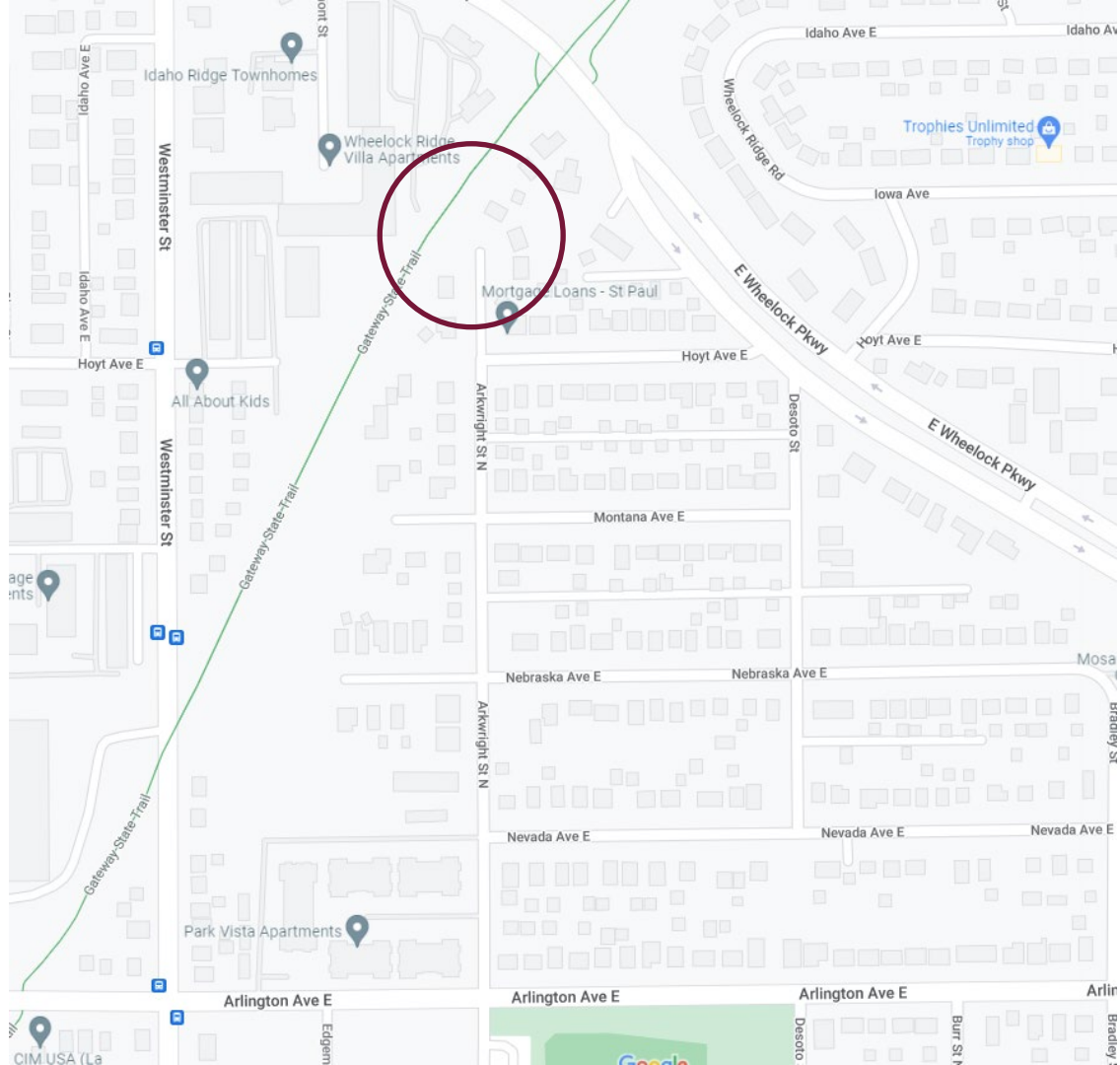
## Proposed Arkwright, Case to Maryland





## Shared lanes – Arkwright, south of Case, north of Maryland









**Connection to Gateway State Trail**



# Project outcomes

- Pros
  - A narrower Case and Arkwright
    - Shorter crossings at corners
    - Slower driver speeds
    - More visibility for people waiting at corners
  - A bike connection between Phalen Blvd and Gateway Trail
  - Sidewalk where there wasn't any before
- Cons
  - Loss of parking on west side of Arkwright between Case and Maryland







## Funding

- No assessments to property owners
- Paid for by a federal Safe Routes to School award, plus local funds

## Timeline

- Design this summer and fall
- Construction in 2023 – exact timeline TBD







# Spring 2022 Demonstration Project

- Use low cost and temporary materials to demonstrate permanent improvements
- MnDOT grant, SPPS led
- Install bumpouts using paint and flexible posts in Spring 2022
- School and SPPS has been involved
- PPCC has been involved



# Questions?

[Stpaul.gov/BruceVentoSRTS](http://Stpaul.gov/BruceVentoSRTS)

Jimmy Shoemaker  
Jimmy.shoemaker@ci.stpaul.mn.us  
(651) 266-6204



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