

2023 Front Avenue Mill and Overlay

Open House
Western Avenue to Rice Street



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Front Ave Mill and Overlay

Mill and Overlay Project Extent:
From Western Ave to Rice Street

Mill and Overlay – process which removes the surface of the roadway
("mill") and replaces it with a new layer of pavement ("overlay")





Project Purpose and Need

- Need:
 - Pavement quality is very poor throughout the project extent
 - Front Avenue identified for bike facilities in Bike Plan – current facilities do not go east of Dale St
- History:
 - Last work done on Front Ave – 1990 reconstruction
- Adjacent projects:
 - 2025 Safe Routes to School sidewalk infill at Crossroads Elementary
 - Multi-year Rice Street reconstruction (Ramsey County)
- Project Data:
 - Project year: 2023
 - Roadway surface mill and overlay
 - Length: ~2,600 feet (~0.5 miles)

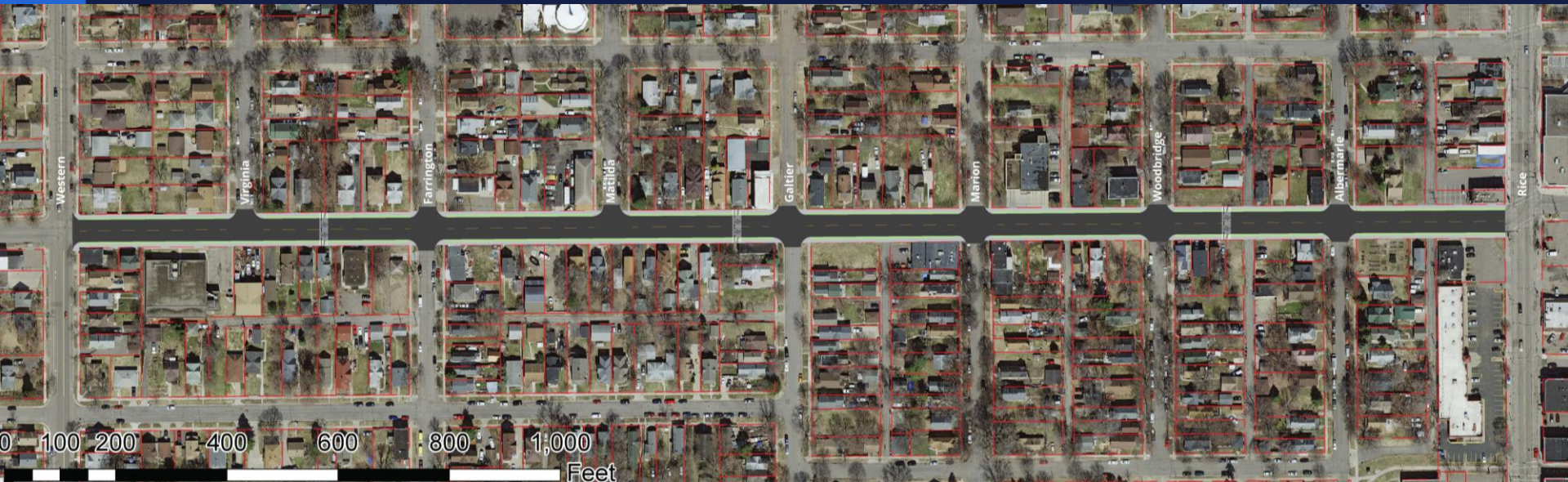


Project Goals

- Resurface degrading roadway surface
- Ensure ADA compliance along Front Avenue
- Implement City Bike Plan
- Improve pedestrian safety along the corridor at targeted intersections
- Support goals from Comprehensive Plan to balance mode share by encouraging non-automotive trips along the corridor



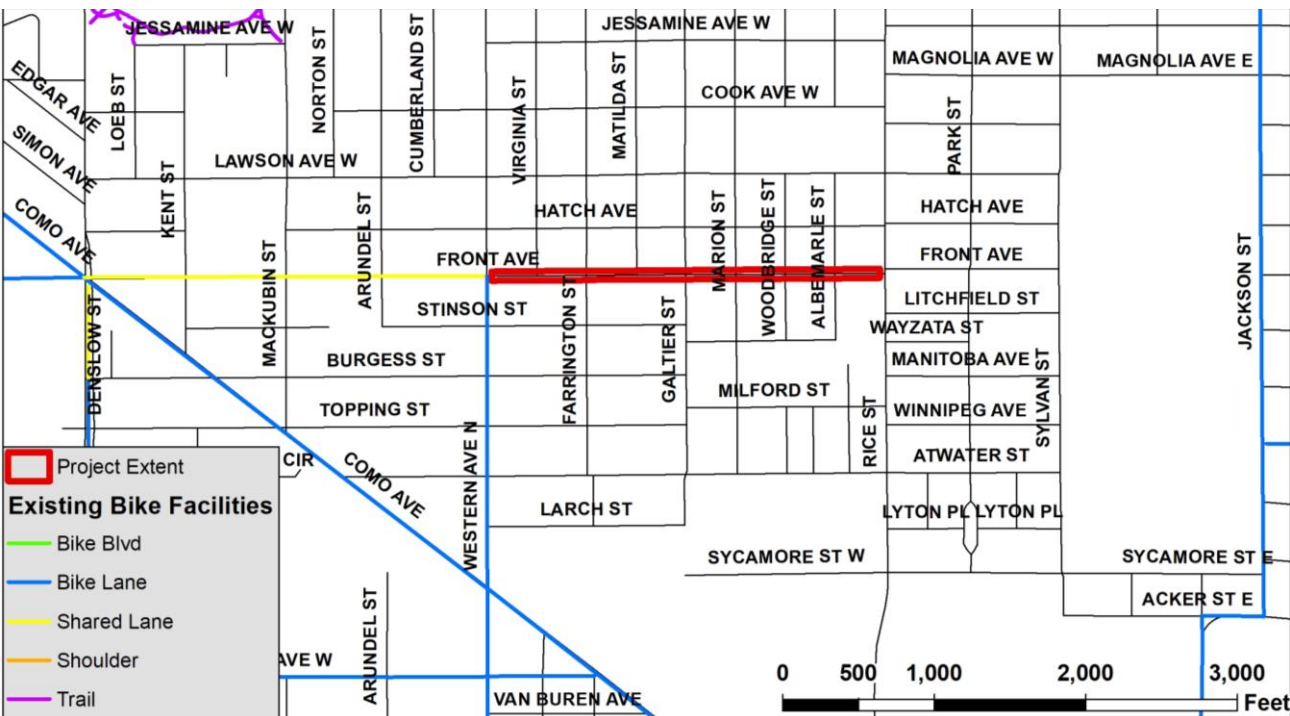
Existing Conditions Overview



- Functional Classification: Major Collector (Municipal State Aid Route)
- Average Daily Traffic (AADT): 2,920 (2022)
- Pavement Condition (PCI): poor throughout the project extent - ranges from 20 to 33 (out of 100).
- Speed limit: 25 MPH



Existing Bike Facilities

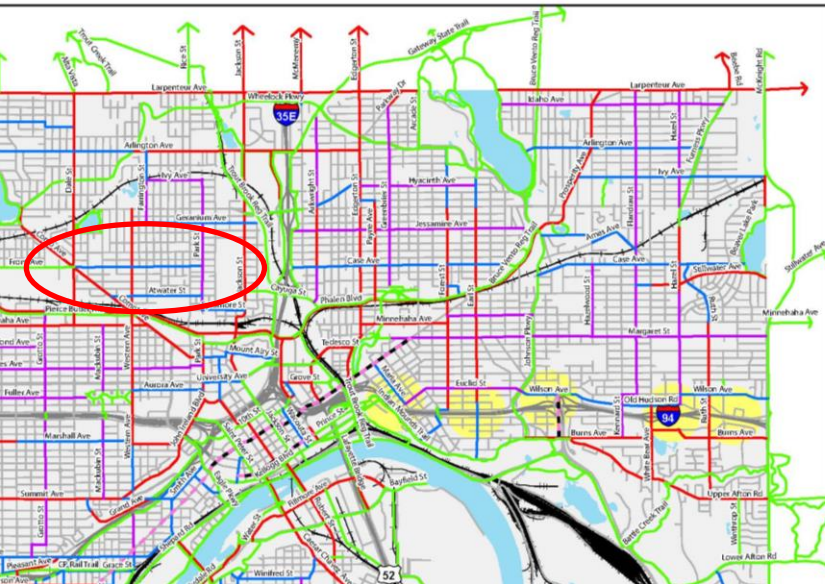


Existing:

- Incomplete network
- Front Ave bike lane currently ends at Dale St
 - Shared lane markings continue to Western Ave
- Key gap east of Western Ave
 - Western Ave lanes end at Front Ave



Planned Bike Facilities



Legend

Facility Type

- Off-Street Path
- In-Street Separated Lane
- Bicycle Boulevard
- Enhanced Shared Lane



Planned:

- Bike Plan: Front Ave identified for bike facilities to Park St
- Rice St planned to have shared use path
 - Front Ave to connect Rice St to fill in local network

Recommended Design: Shared Use Path





Corridor Parking Data

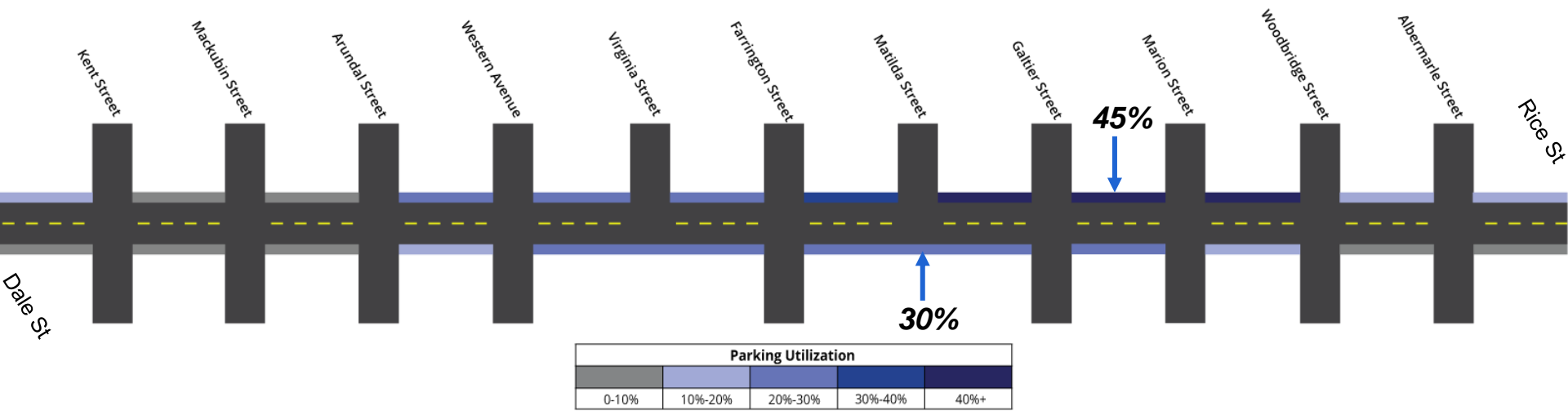
Conducted parking counts along Front Ave during August and September.

- 2 counts taken overnight
- 3 taken weekday midday
- 3 taken weekday evening
- 2 taken weekend midday
- 2 taken weekend evening

- North side of corridor saw twice as much use on average than the south side (23% north, 10% south)
- Parking use highest from Farrington St to Woodbridge St

No block saw an average above 50% use.

- Northside block average peak = 45% (Galtier to Marion)
- Southside block average peak = 30% (Farrington to Galtier)





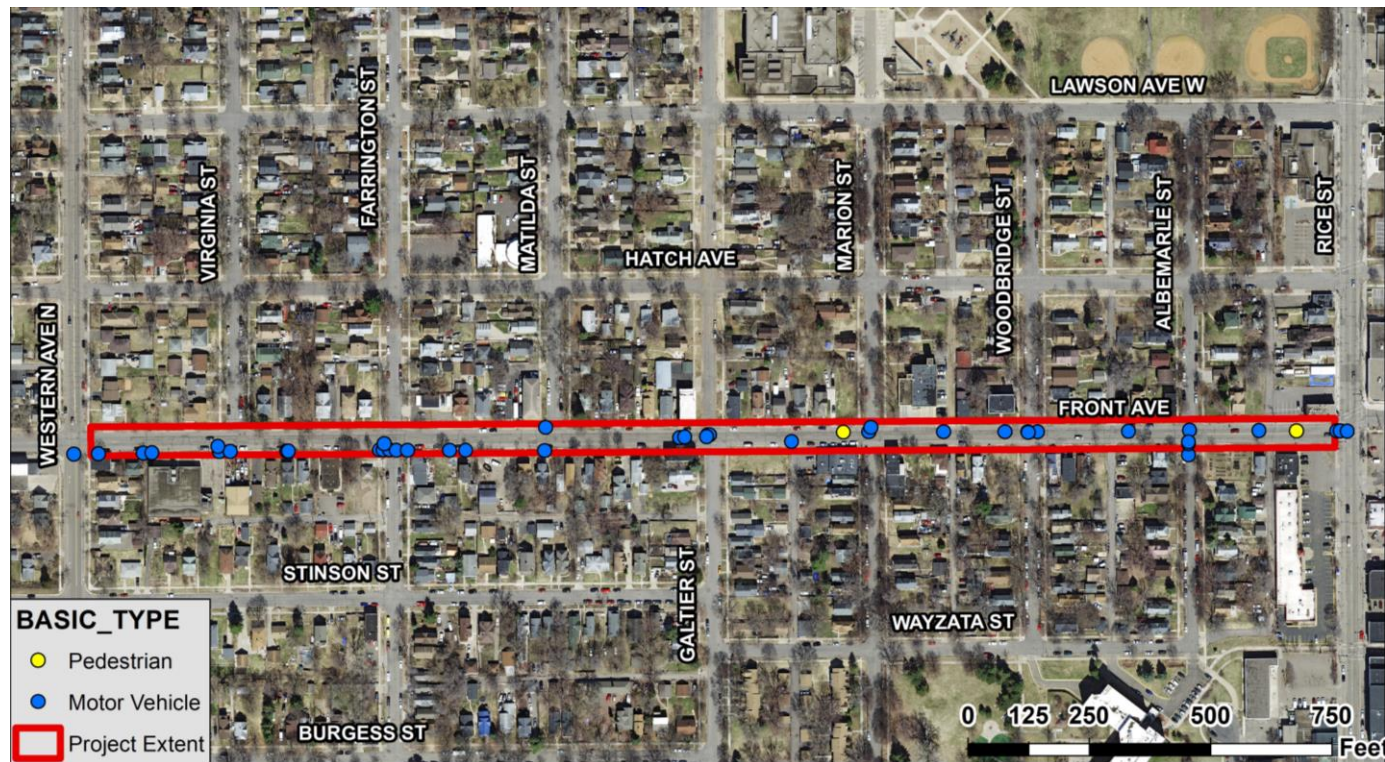
Safety Data

Previous decade of data:
2012-2022

- Police incident reports
- 46 total crashes
 - 44 motor vehicle
 - 2 pedestrian
- 4 injury crashes
 - 1 serious

Speed study done in 2016
at Front & Grotto

- Average speed: 35 MPH
- 85th percentile speed:
40 MPH

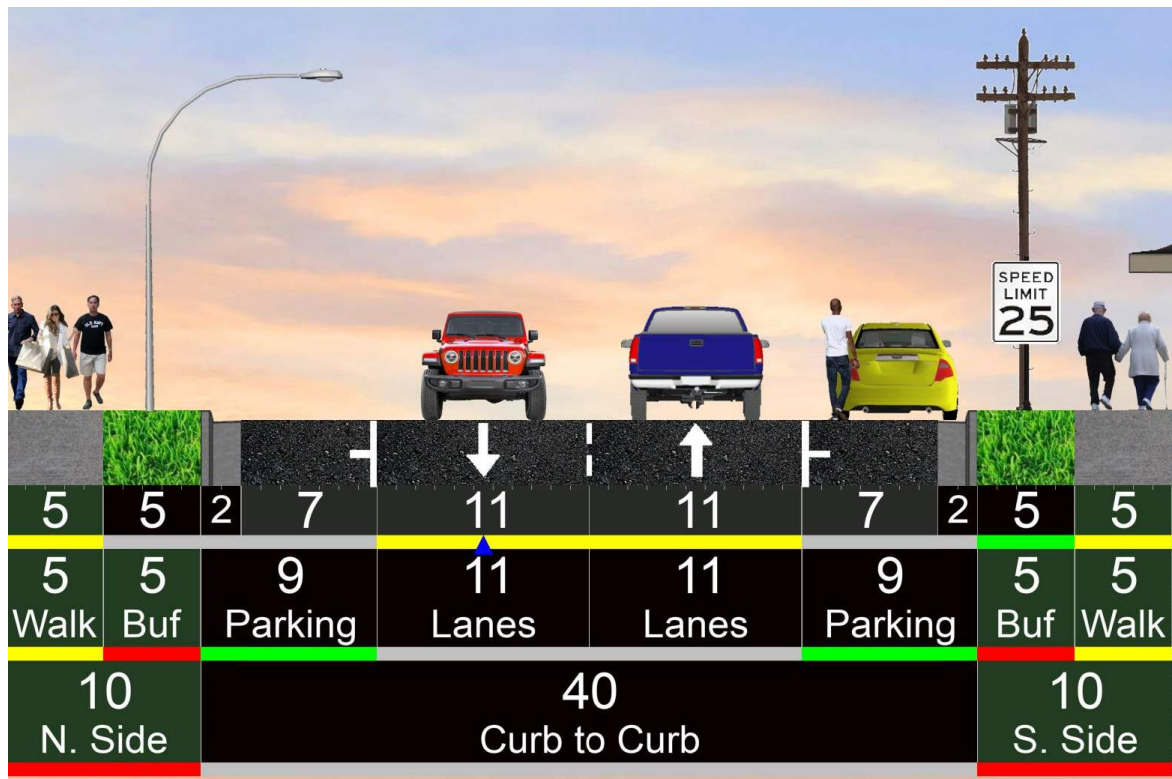




Existing Cross Section

From Western Ave to Rice St: 2-lane street with parking on both sides

- Total ROW 60-feet
- 40-feet from curb-to-curb
- 20-feet from centerline to curb in either direction
 - Includes both traffic lane and parking lane
- 5-foot sidewalks
- 5-foot boulevard
- Multiple driveways on both north and south side of street
- Primarily residential uses along corridor, corner commercial and retail at locations

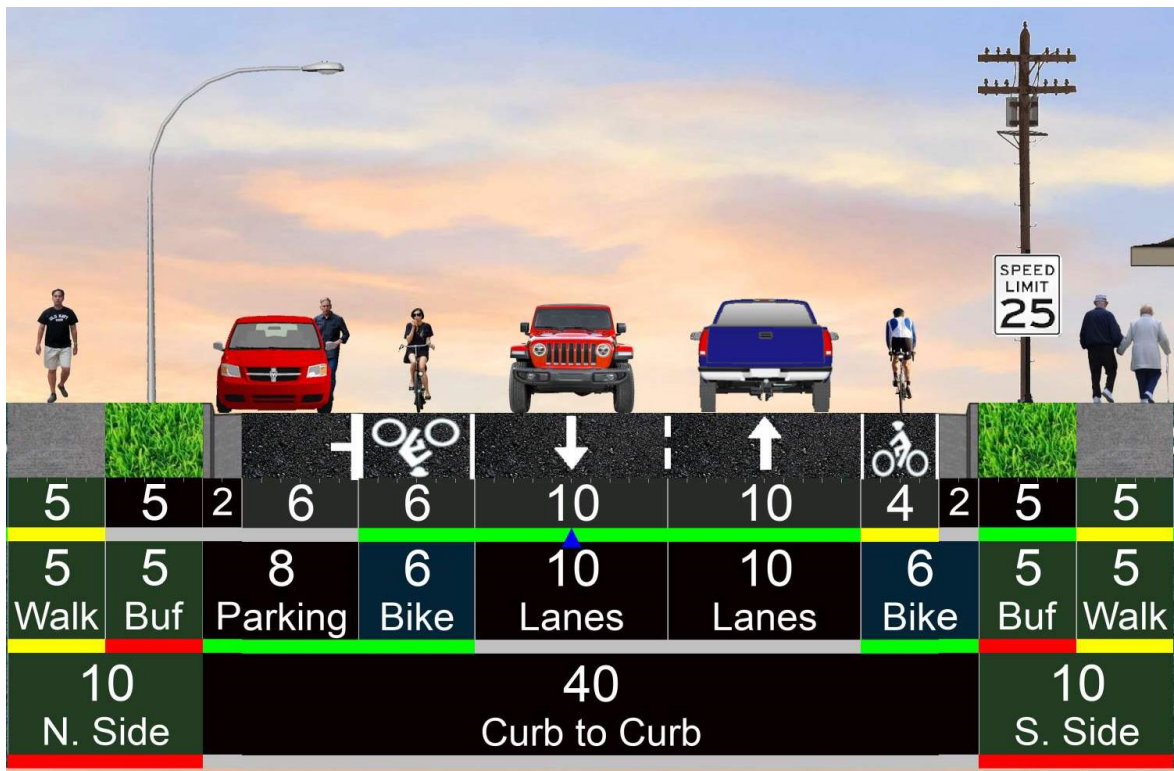




Proposed Cross Section

From Western Ave to Rice St:
2-lane street with bike lanes
and parking on north side

- 40-feet from curb-to-curb
- 10-foot travel lanes
- 6-foot bike lanes
- One 8-foot parking lane on the northern side of street





Proposed Layout

From Western Ave to Rice St: 2-lane street with bike lanes and parking on north side

- 40-feet from curb-to-curb
- 10-foot traffic lanes
- 6-foot bike lanes
- One 8-foot parking lane on the northern side of street

- Targeted sidewalk extensions (bumpouts) at certain intersections (final location and extent will be dependent on cost estimates) to slow vehicles and provide safer crossings

- Western Ave
- Farrington St
- Marion St
- Albemarle St





Proposed Layout – striping expansion

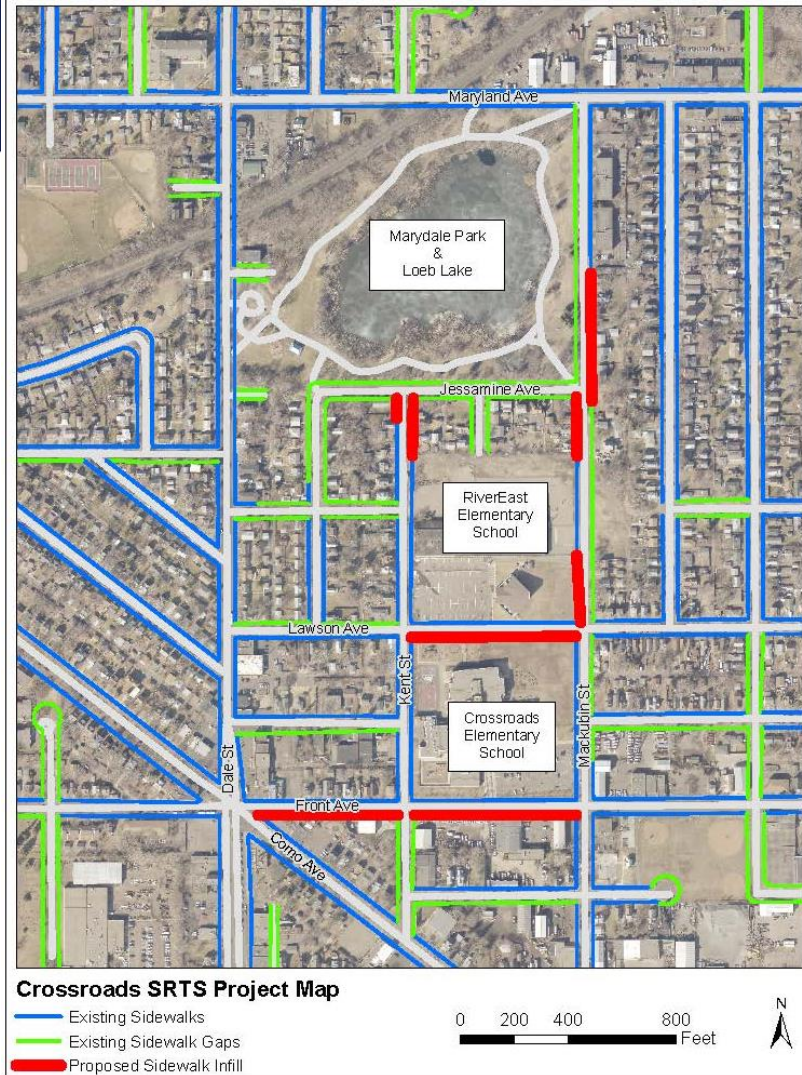
- Striping changes to implement last Front Ave bike lane gap being considered
- From Kent St to Western Ave: 2-lane street with bike lanes and parking on north side
- Sidewalk infill as part of 2025 Crossroads SRTS project
 - Final alignment for Como Ave to Kent St block will require additional analysis due to Crossroads SRTS project
- 40-feet from curb-to-curb
- 10-foot travel lanes
- 6-foot bike lanes
- One 8-foot parking lane on the northern side of street





Adjacent Projects

- City successfully applied for federal funding for Crossroads Elementary to build sidewalks where gaps exist
 - Includes Front Ave + Lawson Ave, Kent St, Mackubin St to Marydale Park
- 2025 project
- Could also include bike lanes on Front Ave from Dale St to Kent St
 - Currently shared lane markings on street
 - Draft layout for street segment will need to be analyzed with sidewalk installation due to geographic constraints
 - Dale St to Western Ave would be last bike gap along Front Ave





Project Timeline

- Mill and Overlay is planned for 2023
- Project Open House – November 2022
- Stakeholder conversations throughout
 - North End Neighborhood District Council (discussed project on Oct. 25th)
 - Corridor businesses
 - Crossroads Montessori School
- City's Transportation Committee
- City Council Public Hearing in early 2023
 - Public will receive another letter when hearing date is finalized
- Construction late summer/early fall
 - Concrete work – summer '23
 - Mill and Overlay – September/October '23



Discussion

- Any questions, comments or concerns about upcoming mill and overlay project?
- Any questions, comments or concerns about other aspects of project?



Contact Information

Project webpage: stpaul.gov/projects/public-works/pw2023frontaveresurfacing

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