

2023 Fairview Avenue Resurfacing Project

Jimmy Shoemaker, Department of Public Works



SAINT PAUL
MINNESOTA

STPAUL.GOV



Agenda

- FAQs
- Project overview
- Existing conditions
- Planned changes
 - Road resurfacing
 - Pedestrian crossing improvements
 - Vehicle access changes
- Related projects
- Next steps





Meeting logistics and next steps

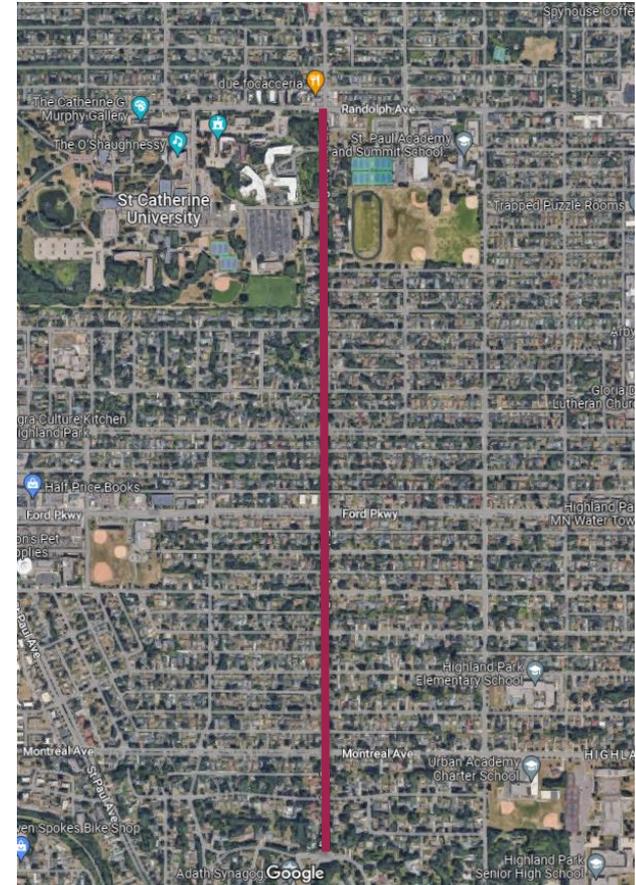
- Other opportunities to engage
 - Please fill out a comment card (available at the front sign in table)
 - Jimmy.shoemaker@ci.stpaul.mn.us
 - 651-266-6204
 - stpaul.gov/FairviewResurfacing Feedback Form – 48 responses as of Wednesday May 17 morning. Thank you! Form closes Friday May 26 at 11:59pm
- City staff will discuss comments received and post responses to project page



Project overview

- Randolph to Edgcumbe
- What will change?
 - Smoother road for driving and biking
 - Improved pedestrian crossings at several intersections, plus upgraded curb ramps
 - Changes to turns onto and off of Fairview at three residential streets (Eleanor, Bohland, Saunders)
- When will it happen?
 - Late summer 2023

stpaul.gov/FairviewResurfacing



Existing Conditions



SAINT PAUL
MINNESOTA

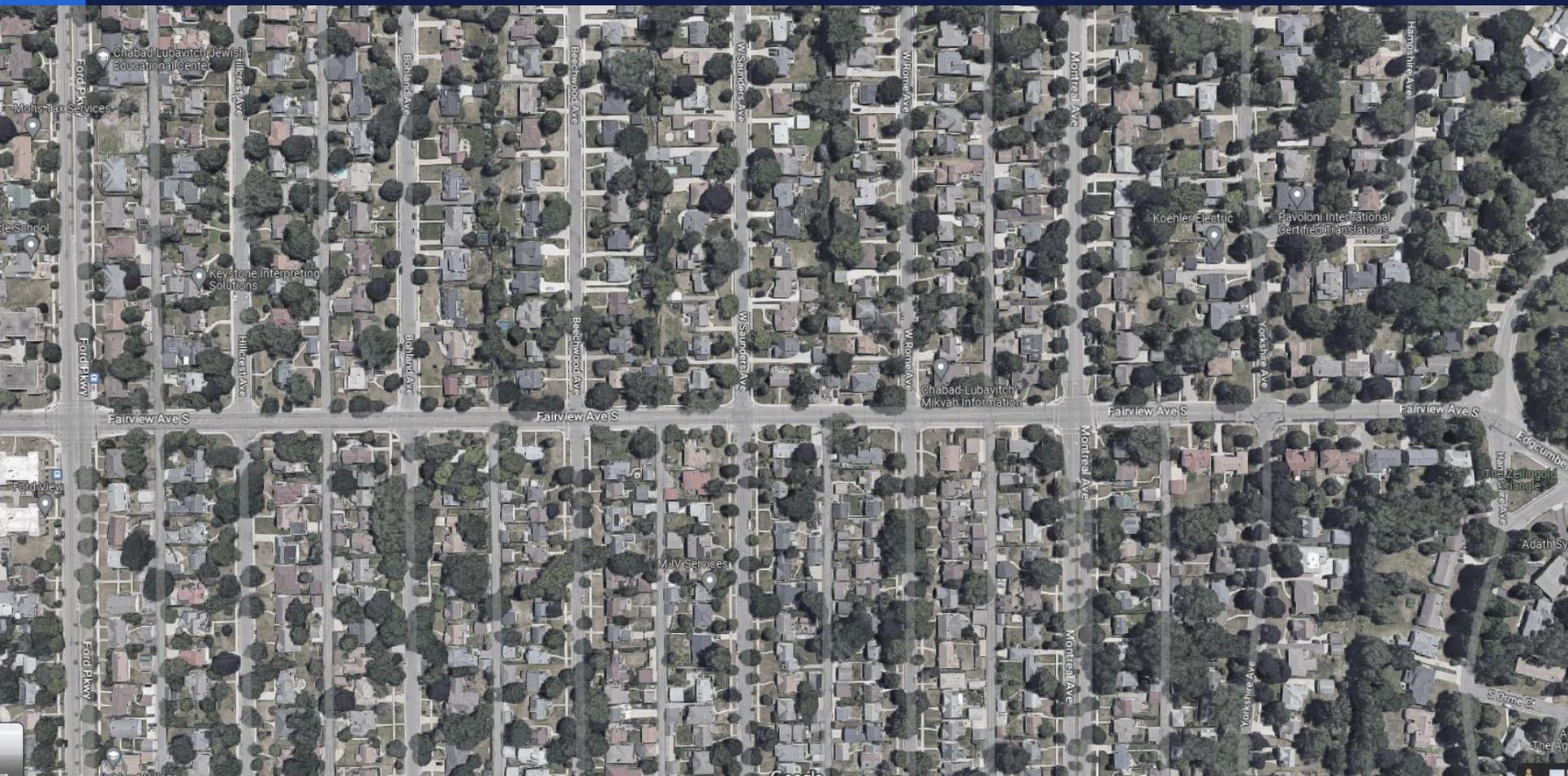
STPAUL.GOV



Existing Conditions

- Varying street width
 - Wider north of Highland Pkwy
 - Less wide south of Highland Pkwy
- Shoulders and bike lanes
- Sidewalk on both sides for some portions, missing on one side in others
- No transit service
- 25 mph posted speed limit
- 8,800 vehicles per day
 - 14,000 on Snelling
 - 2,800 to 9,500 on Cleveland
- Largely institutional and single family residential land uses









Fairview Blvd

COVER
LANE
ONLY



Fairview Ave S

AHEAD
SCHOOL

WALKING
STROLLER

NO PARKING

Planned changes



SAINT PAUL
MINNESOTA

STPAUL.GOV



Resurfacing of pavement

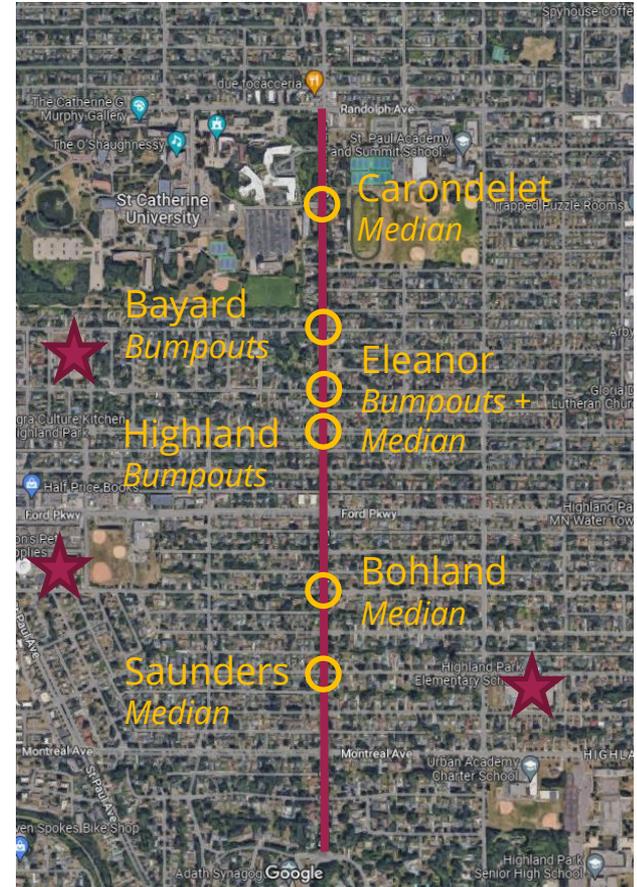
- Often called “mill & overlay”
 - Grind off top two inches of pavement
 - Repave with bituminous asphalt
- Improves ride quality for people driving and biking
- Extends the life of the road without a costly reconstruction





Pedestrian crossing improvements

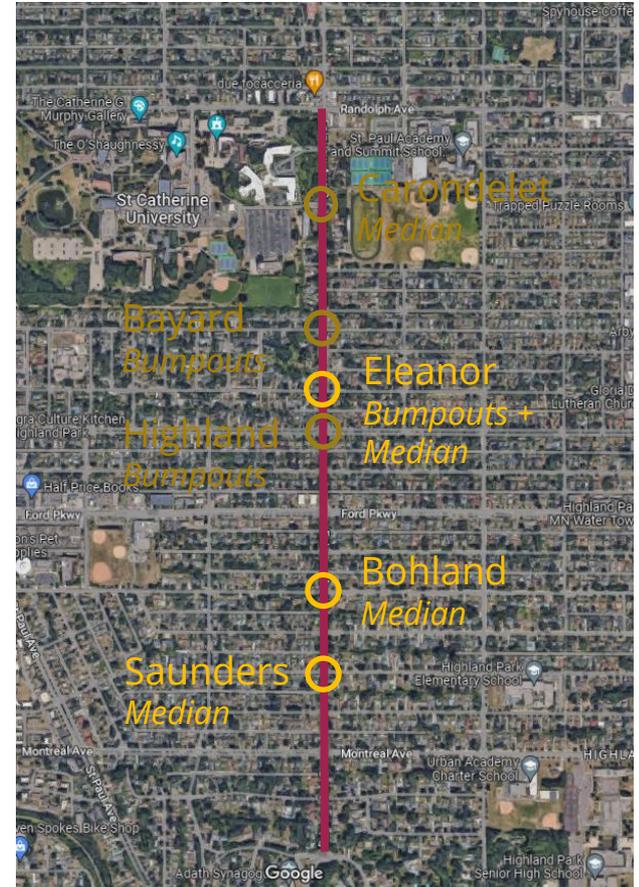
- Medians & bumpouts
- Narrow the crossings of Fairview
 - Easier to cross
 - Traffic calming
 - Improves visibility
- Why these locations?
 - Spacing along the corridor
 - Where there was extra turn lane space
 - Sidewalk connections
 - Horace Mann, Highland Catholic, Hillcrest, Highland Park Elementary





Eleanor, Bohland, Saunders

- Planned for full median closures
 - Provide a better pedestrian experience
 - Eliminate through traffic from one side of Fairview to the other
 - Will create a right-in-right-out turn restrictions
 - Coordinated planned medians with proposed medians on Snelling (2024 MnDOT project)





- Urban
- Street
- Design
- Guide

Urban Street Design Guide

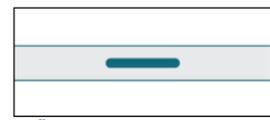
PURCHASE GUIDE

GUIDE NAVIGATION

Speed Reduction Mechanisms

Cities can achieve a reduction in traffic speeds using a variety of traffic calming techniques. While certain speed controls alter the configuration of a roadway, others change how people psychologically perceive and respond to a street.

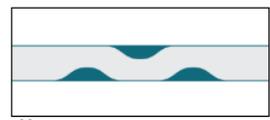
Consider the following tools to encourage motorists to drive at target speeds.



Median
Medians create a pinchpoint for traffic in the center of the roadway and can reduce pedestrian crossing distances.



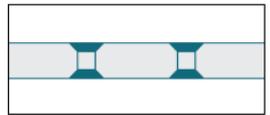
Pinchpoint
Chokers or pinchpoints restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.



Chicane
Chicanes slow drivers by alternating parking or curb extensions along the corridor.



Lane Shift
A lane shift horizontally deflects a vehicle and may be designed with stripes, curb extensions, or parking.



Speed Hump
Speed humps vertically deflect vehicles and may be combined with a midblock crossing.



2-Way Street
2-way streets, especially those with narrower profiles, encourage motorists to be more cautious and wary of



Median Crossing Islands

Improving pedestrian and bicyclist safety at intersections and mid-block crossings

Median crossing islands visually narrow the roadway, which helps slow motorists. They also turn one longer crossing into two shorter ones, giving pedestrians and bicyclists refuge while they wait for an opportunity to complete the crossing. This makes crossing the street much easier, safer, and less stressful, especially for children, seniors, and people with mobility challenges.

Crossing islands and raised medians are an FHWA-proven safety countermeasure that can reduce all crashes by 46% and all vehicle-pedestrian crashes by 56%.^{1,2,3}

- REDUCE EXPOSURE**
As crossing distances decrease, pedestrians are less exposed to traffic and feel safer crossing the street.
- PROVIDE A SAFE PLACE TO WAIT**
At locations with higher traffic volumes, some pedestrians may not be able to find a large enough gap to cross both directions at once.
- SLOW TRAFFIC & ENCOURAGE YIELDING**
When motorists approach more slowly and there is good visibility, they are more likely to yield.
On single lane approaches, median crossing islands limit a motorist's ability to pass a vehicle that has stopped to yield to a pedestrian.
- PROVIDE SPACE FOR AMENITIES**
Crossing islands and raised medians provide space for landscaping and additional roadway signage and lighting.

¹ Bahar, G., Masilo, M., Wolff, R., and P. Park. Desktop Reference for Crash Reduction Factors. FHWA-SA-08-011. U.S. Department of Transportation, 2008. Table 11.
² Bahar, G., M., Parkhill, E., Hauser, F., Council, B., Pansard, and C. Zagon. 2007. Parts I and II of a Highway Safety Manual: Knowledge Base for Part II. (Unpublished material from NCHRP Project 17-27).
³ Federal Highway Administration. Proven Safety Countermeasures: Medians and Pedestrian Crossing Islands in Urban and Suburban Areas. FHWA-SA-17-064. https://safety.fhwa.dot.gov/provencountermeasures/ped_medians/

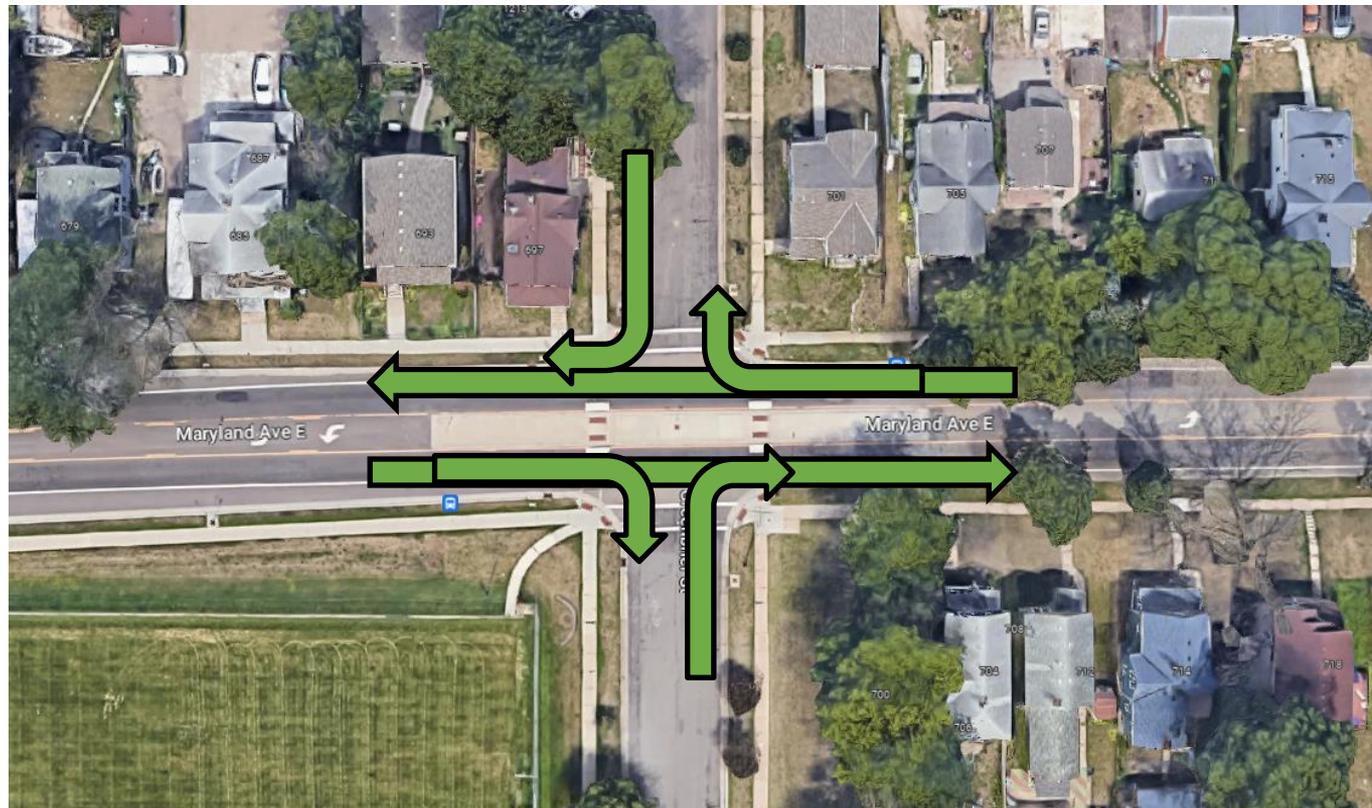


Eleanor, Bohland, Saunders



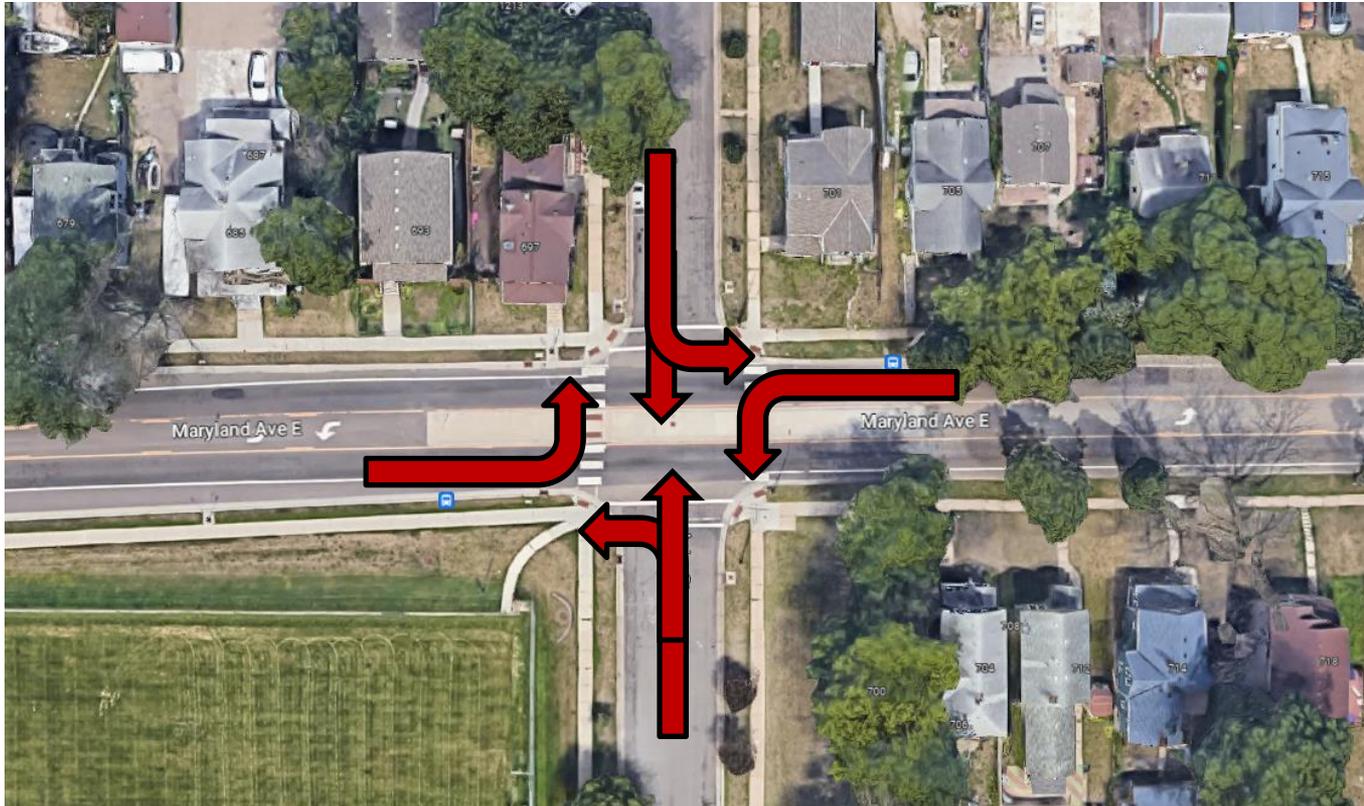


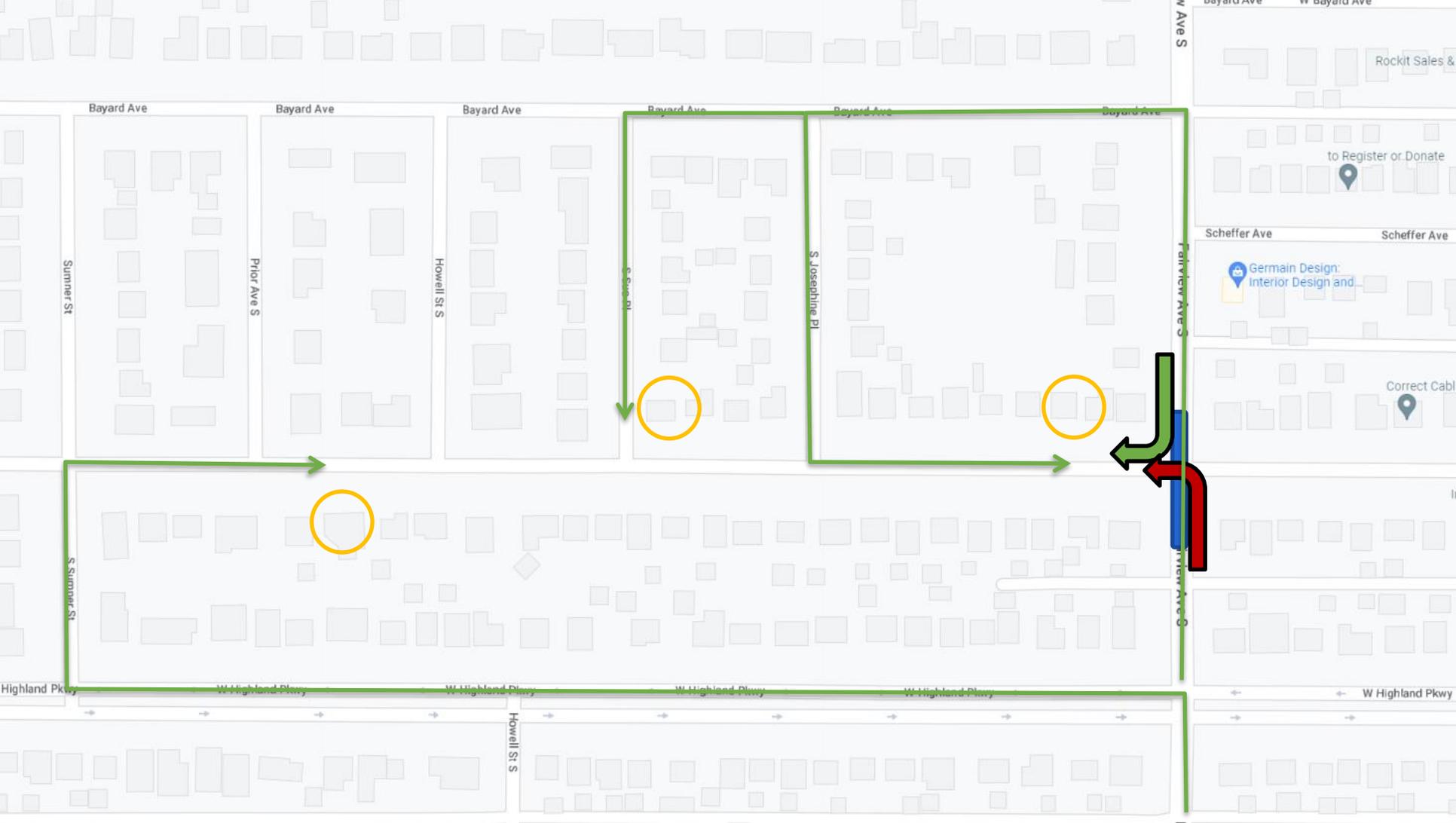
Eleanor, Bohland, Saunders (right-in-right-out)





Eleanor, Bohland, Saunders (left turns not allowed)







Other changes

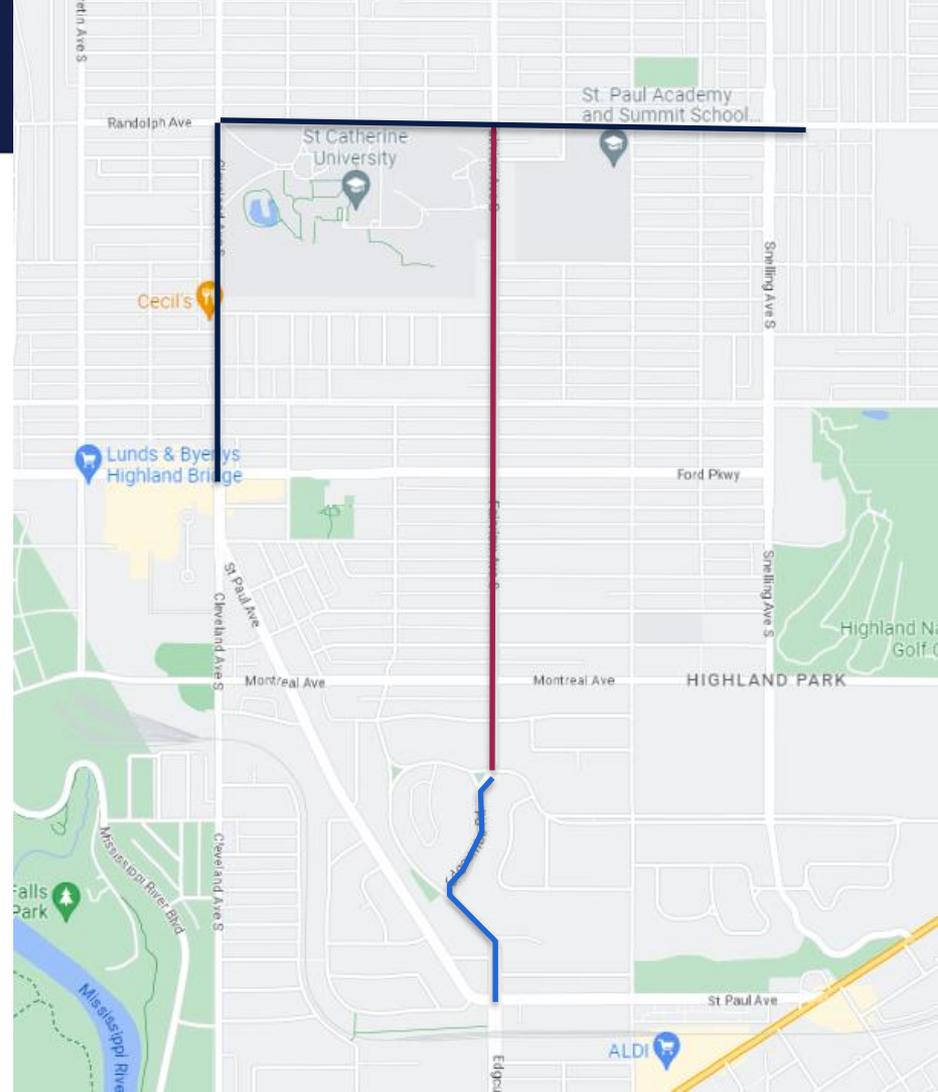
- Highland Pkwy
 - Bumpouts
 - No changes to vehicle access
- Bayard (south leg)
 - Bumpouts
 - No changes to access
- Carondelet
 - Median at entrance to help crossing of Fairview from sidewalk on the east side of the street
 - Engagement with affected property owners, St Kates
- On street parking
 - No changes





Nearby 2023 projects

- Edgcombe, Hampshire/Fairview to St Paul Ave
 - City reconstruction
- Cleveland, Ford to Randolph
 - County resurfacing
- Randolph, Cleveland to Brimhall
 - County resurfacing

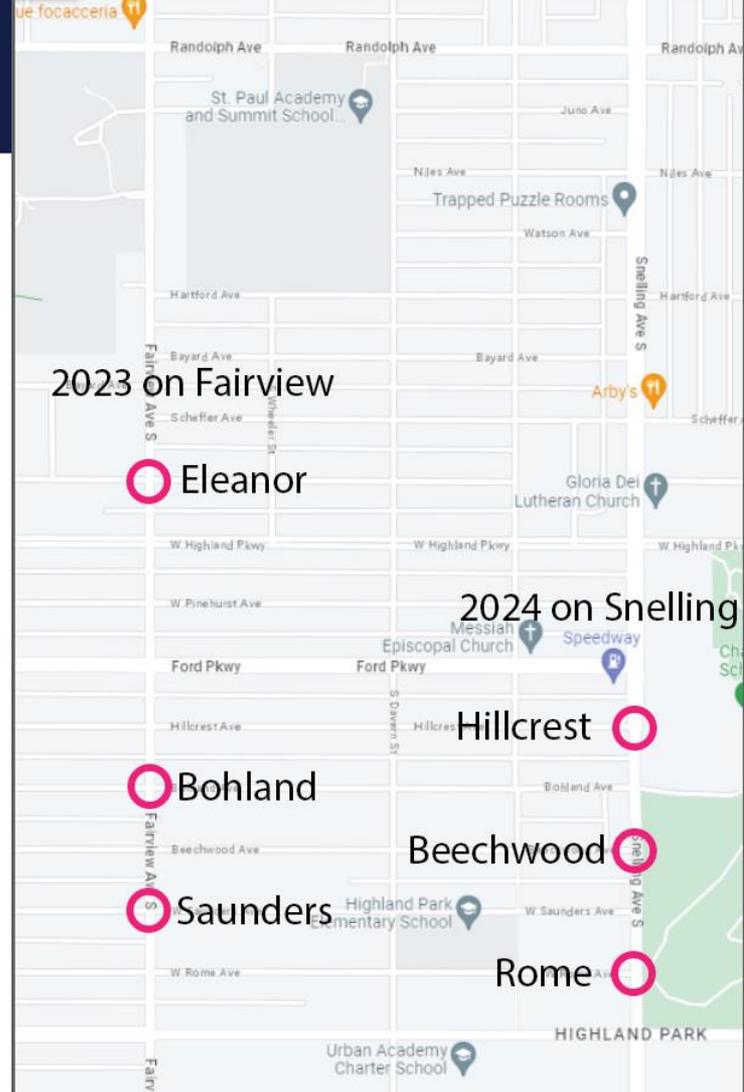




2024 Snelling project

- Montreal to Ford Pkwy
- Led by MnDOT
- Planned changes:
 - Adding medians
 - Adding path on east side
 - Widening sidewalk on west side
 - New traffic signal at Montreal

<https://www.dot.state.mn.us/metro/projects/snellingave-stpaul/index.html>



Next steps



SAINT PAUL
MINNESOTA

STPAUL.GOV



How you can provide feedback

- Fill out the Feedback Form on the project webpage
 - Form closes Friday May 26 at 11:59pm
- Contact project staff – Jimmy Shoemaker (see last slide for email)
- Project staff will be discussing feedback in late May and early June

stpaul.gov/FairviewResurfacing

Thank you

stpaul.gov/FairviewResurfacing

Jimmy Shoemaker, Department of Public Works
Jimmy.shoemaker@ci.stpaul.mn.us
(651) 266-6204



SAINT PAUL
MINNESOTA

STPAUL.GOV