

# Different types of street projects in Saint Paul

## **Resurfacing a street (example: George St, 2025)**

Also known as a “mill and overlay”, a resurfacing grinds off the top few inches of old pavement and replaces it with new smooth asphalt. After the surface is freshly paved, new pavement markings (striping) are installed.

Because crews are impacting the street, it is an opportunity to make other improvements like pedestrian crossing improvements (bumpouts, medians). The city is required by federal law to upgrade curb ramps to be compliant with the Americans with Disabilities Act (ADA). New curb ramps make the street easier to use for people walking, pushing a stroller, or using a mobility device.

Generally, a resurfacing project makes fewer changes and is much less expensive than a reconstruction.

## **Reconstructing a street (example: Robert St, 2026-2029)**

A street reconstruction usually involves complete removal and replacement of all street elements between the property lines (front yards) on either side of the street. The underground utilities and infrastructure (sewers, water service) are also removed and replaced. A reconstruction is an opportunity to re-think how the street space is divided up. Boulevards and bike, walk, driving, and parking space can all be considered.



# Information about bumpouts and medians



## OFFICE OF SAFETY Proven Safety Countermeasures



### Safety Benefits:

Median with  
Marked Crosswalk

**46%**

reduction in  
pedestrian crashes.<sup>2</sup>

Pedestrian Refuge  
Island

**56%**

reduction in  
pedestrian crashes.<sup>2</sup>

## Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

A **median** is the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users.

A **pedestrian refuge island** (or crossing area) is a median with a refuge area that is intended to help protect pedestrians who are crossing a road.

Pedestrian crashes account for approximately 17 percent of all traffic fatalities annually, and 74 percent of these occur at non-intersection locations.<sup>1</sup> For pedestrians to safely cross a roadway, they must estimate vehicle speeds, determine acceptable gaps in traffic based on their walking speed, and predict vehicle paths. Installing a median or pedestrian refuge island can help improve safety by allowing pedestrians to cross one direction of traffic at a time.

Transportation agencies should consider medians or pedestrian refuge islands in curbed sections of urban and suburban multilane

roadways, particularly in areas with a significant mix of pedestrian and vehicle traffic, traffic volumes over 9,000 vehicles per day, and travel speeds 35 mph or greater. Medians/refuge islands should be at least 4-ft wide, but preferably 8 ft for pedestrian comfort. Some example locations that may benefit from medians or pedestrian refuge islands include:

- Mid-block crossings.
- Approaches to multilane intersections.
- Areas near transit stops or other pedestrian-focused sites.



Example of a road with a median and pedestrian refuge islands.  
Source: City of Charlotte, NC

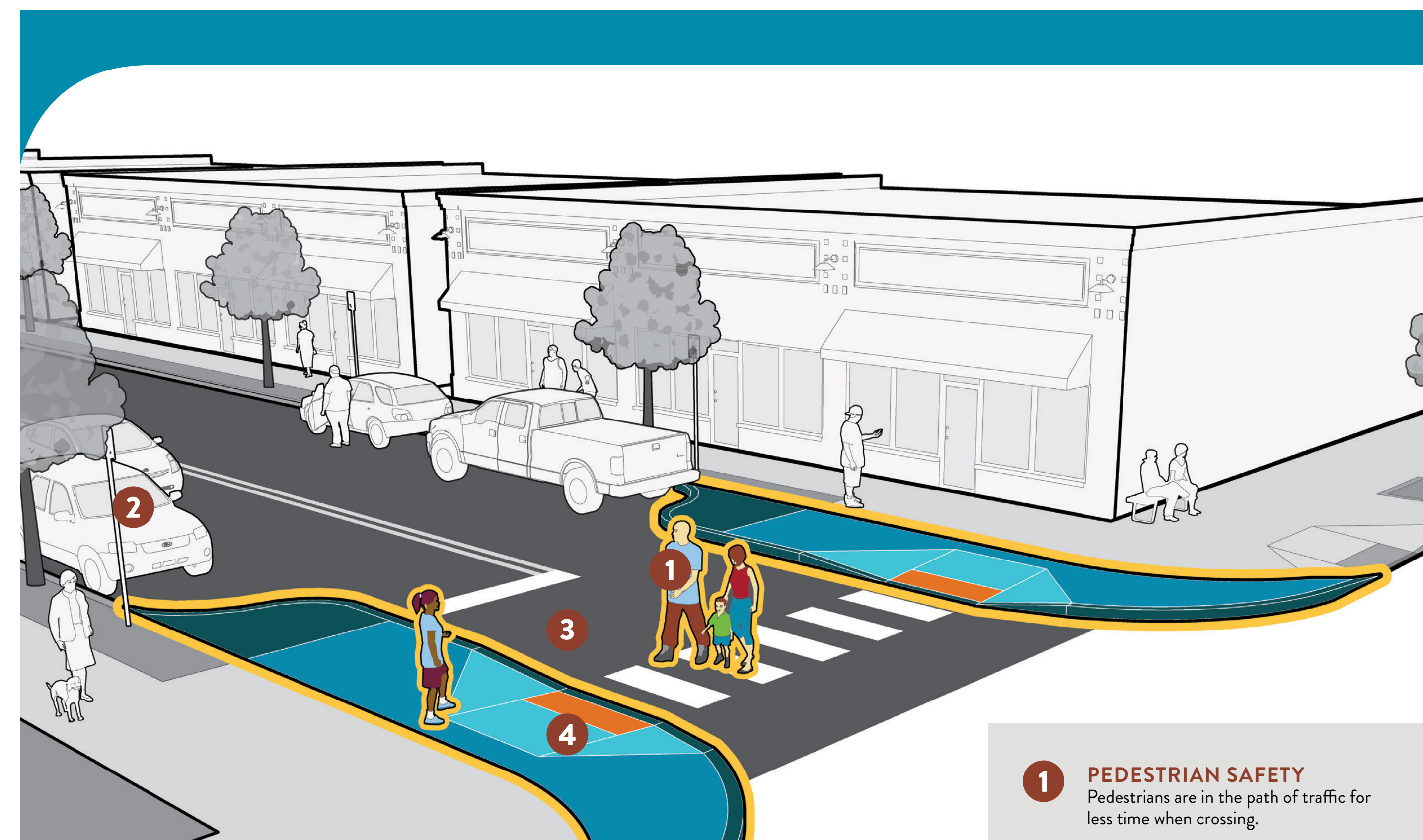


Median and pedestrian refuge island near a roundabout. Source: [www.pedbikemaps.org](http://www.pedbikemaps.org) / Dan Burden

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-08/techSheetPedRefugeIsland2018.pdf>.

FHWA-SA-21-044

<sup>1</sup> National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts, Report No. DOT HS 812 850). National Highway Traffic Safety Administration.  
<sup>2</sup> (CMF ID: 175) Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, September 2008, Table 11.



- 1 PEDESTRIAN SAFETY**  
Pedestrians are in the path of traffic for less time when crossing.
- 2 VISIBILITY**  
Parked vehicles are farther away from the intersection, and both the crosswalk and pedestrians are more noticeable to drivers.
- 3 SLOWER VEHICLES**  
Curb extensions make the road look narrower and tighten turns.
- 4 SPACE FOR ADA CURB RAMPS**  
Additional space allows for better ADA curb ramps to be installed.

## Curb Extensions

### Increasing roadway safety and user comfort

Curb extensions—also called bulb outs or bump outs—extend a small section of sidewalk into the roadway at intersections or at midblock crossings.

Curb extensions increase road safety and pedestrian comfort by shortening the distance pedestrians have to cross and increasing visibility between drivers and people walking.

By visually narrowing the roadway, curb extensions encourage drivers to slow down when approaching the intersection. They also create tighter corner radii, which slow down turning motorists.

Curb extensions provide additional space to install directional curb ramps. They also provide space for amenities like plantings, bike racks, or public art, and they improve sight lines for all users by keeping parked vehicles away from the intersection.

Curb extensions have been shown to improve driver yielding, slow vehicles, and reduce conflicts.<sup>1,2,3</sup>

<sup>1</sup> Kang, B. (2019). Identifying street design elements associated with vehicle-to-pedestrian collision reduction at intersections in New York City. *Accident Analysis & Prevention*, 122, 308–317.  
<sup>2</sup> Zegeer, C., Srinivasan, R., et al. Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. NCHRP Report 841. The National Academies Press, 2017. DOI: 10.1101.17226/24627  
<sup>3</sup> Sanders, R.L., Judelman, B., and Schooley, S. Pedestrian Safety Relative to Traffic-Speed Management. NCHRP Synthesis 535. The National Academies Press, 2019. DOI: 10.17226/25618





## Community engagement and previous planning


## Winter 2024-2025 survey with 20 responses

The survey asked where intersection improvements are needed (asked to choose up to three). Results are below.

Intersection	# community requests for improvement
Robert	10
Ohio	9
Humboldt	8
Stryker	7
Smith	5
Bidwell	4
Bellows	3
Charlton	2

Intersection	# community requests for improvement
Cherokee/Ot-tawa	2
Livingtson	1
Gorman	1
Hall	1
Winslow	1
Waseca	0
Orleans	0
Manomin	0

## Letter sent to 400+ properties along George in March 2025



**SAINT PAUL**  
PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS  
SEAN KERSHAW, DIRECTOR

25 West 4<sup>th</sup> Street, 1500 City Hall Annex  
Saint Paul, MN 55102  
651-266-6100

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## 2025 George Street Resurfacing & Crossing Improvements Project

### Community Meeting on April 9, 2025

March 7, 2025

Dear Saint Paul Resident/Property Owner,

The City of Saint Paul is working to improve the streets in your neighborhood. The city will mill and overlay (resurface) George Street from Cherokee Avenue to State Street/Cesar Chavez Street in fall 2025. The city will also make crossing improvements at a number of intersections along George Street. Saint Paul Regional Water Services will be replacing lead water service lines and private utilities may also complete work in the street.

**Location of project work**

- George Street will be resurfaced from Cherokee Avenue to State Street/Cesar Chavez Street. New striping will be installed after the new pavement.
- New pedestrian curb ramps will be constructed at intersections where needed. These will make walking or rolling along and across George Street easier.
- Bumpouts (or curb extensions) and pedestrian refuge islands will be constructed to improve safety for people walking and biking. *See more information on back and included map for locations.*
- The traffic signal at George Street and Stryker Avenue will be removed and replaced by a new four-way stop.

**Learn more: Community meeting on Wednesday, April 9**

Join us to learn more about the project. Stop in any time to talk one-on-one with project staff and ask your questions.

Wednesday, April 9, 2025 | 6:00 p.m. – 7:30 p.m.  
Riverview Library (meeting room in basement)  
1 George Street E, Saint Paul, MN 55107


**About the mill and overlay process**

Crews will “mill,” or remove approximately two inches of the roadway and then “overlay,” or repave the street with new asphalt. The repaving portion is weather dependent, but the entire process typically takes two to four days per street segment. New road striping will be added following the repaving of the street. Drivers will have access to their properties throughout the process, though short-duration closures will be likely as crews work along George Street.

**CITY OF SAINT PAUL**  
MELVIN CARTER, MAYOR

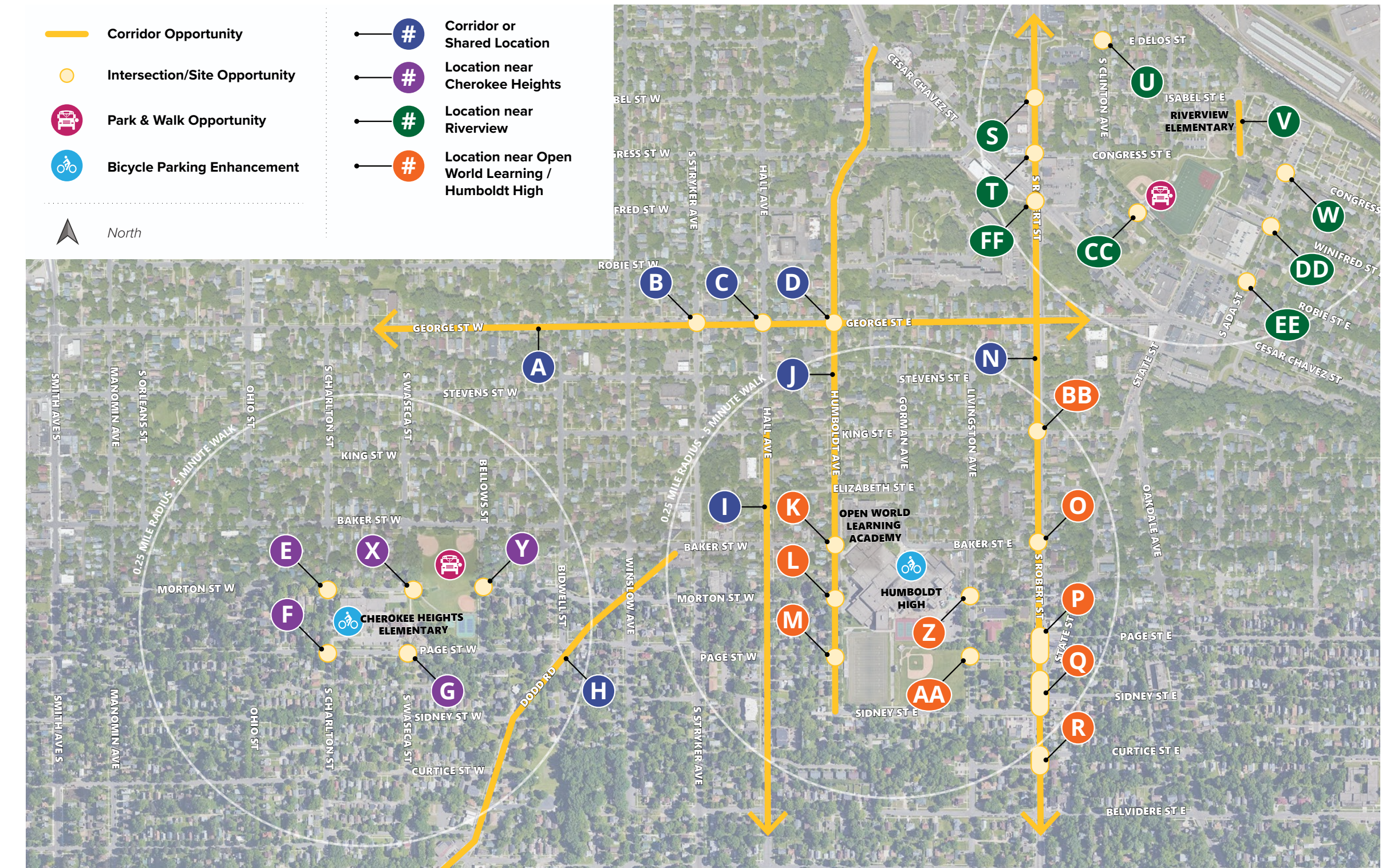
**STPAUL.GOV**

Need this translated? Call us at 651-266-6100.  
¿Necesita esta traducción? Comuníquese con nosotros al 651-266-6100.  
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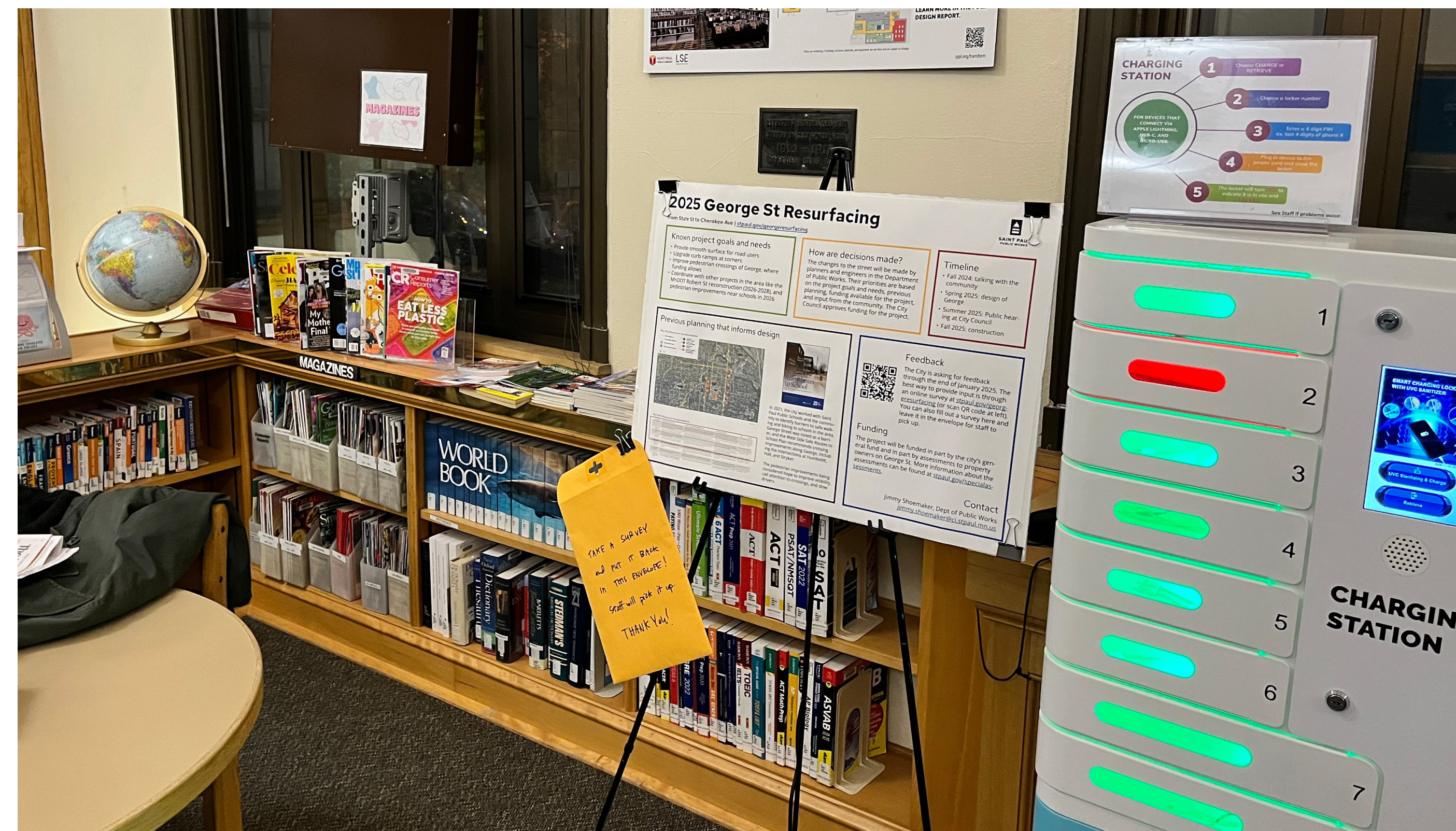


## 2021 West Side Safe Routes to School Plan

## West Side Infrastructure Recommendations

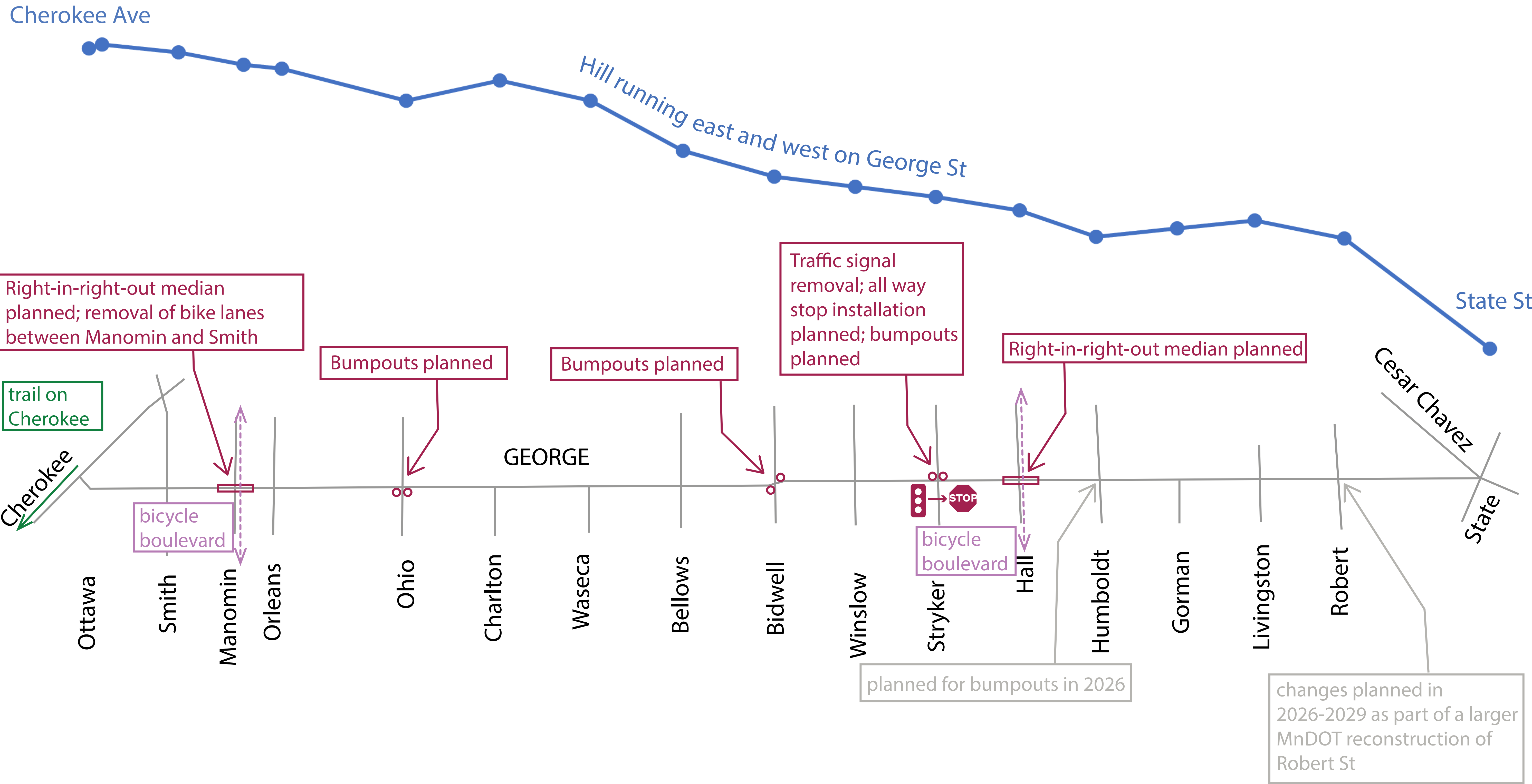


### Information at the Riverview Library, November 2024 to January 2025





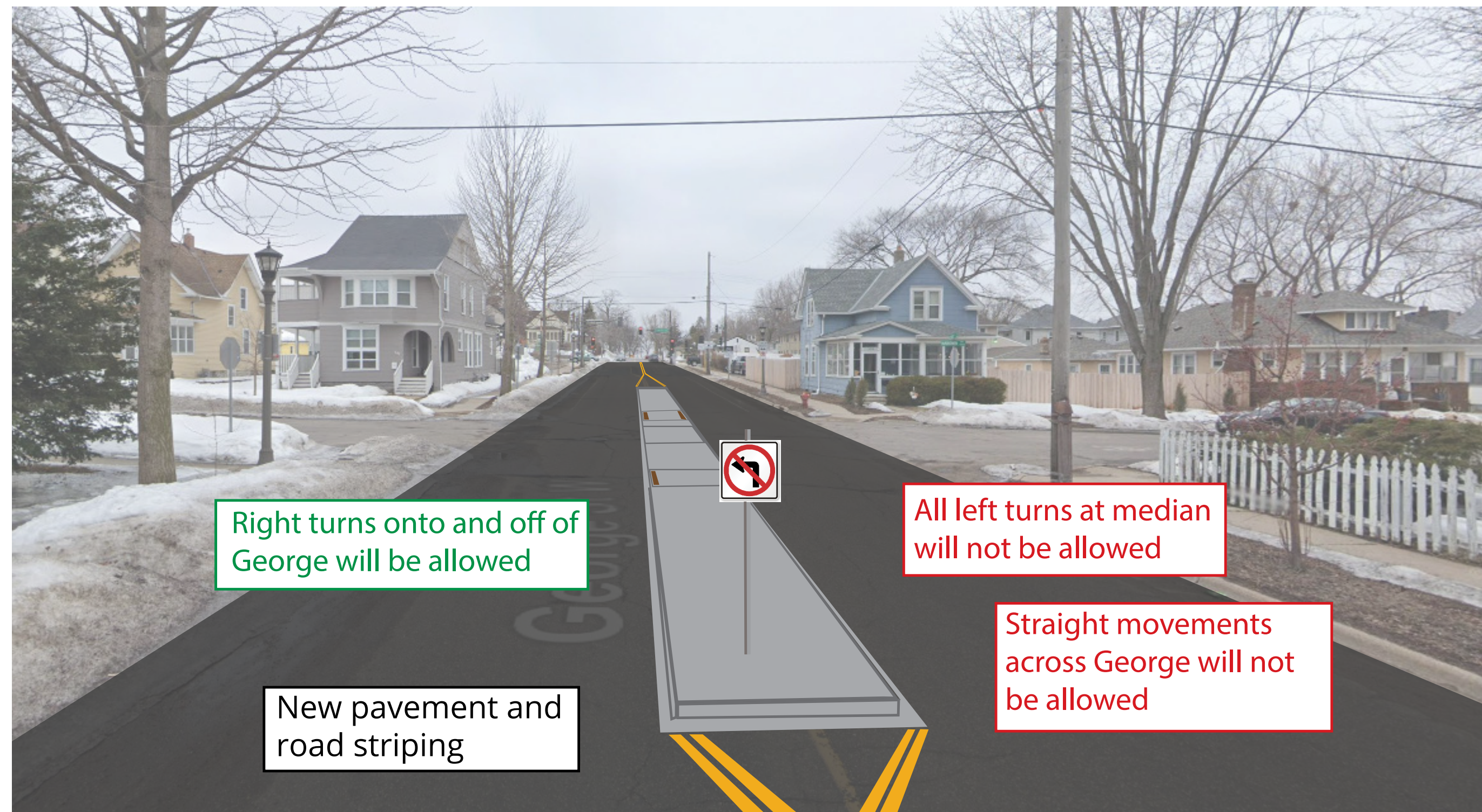
# Staff recommendations for George St





# Proposed intersection improvements on George

## Median proposed at Manomin and Hall - bicycle boulevards



### Benefits of medians

- physically narrow the roadway and provide a shorter distance to cross for people walking and biking
- provide a space in the middle of the road to pause, allowing people walking and biking to cross one direction of travel at a time
- draw attention to an intersection where drivers should expect people crossing
- encourage slower driving speeds as the road narrows
- reduce the amount of car traffic on the cross street

### Drawbacks of medians

- eliminate the ability for left turns from George onto cross street
- eliminate the ability to drive across George at the cross street
- require additional snow clearing by city staff

## Bumpouts proposed at Ohio, Stryker, Bidwell



### Benefits of bumpouts

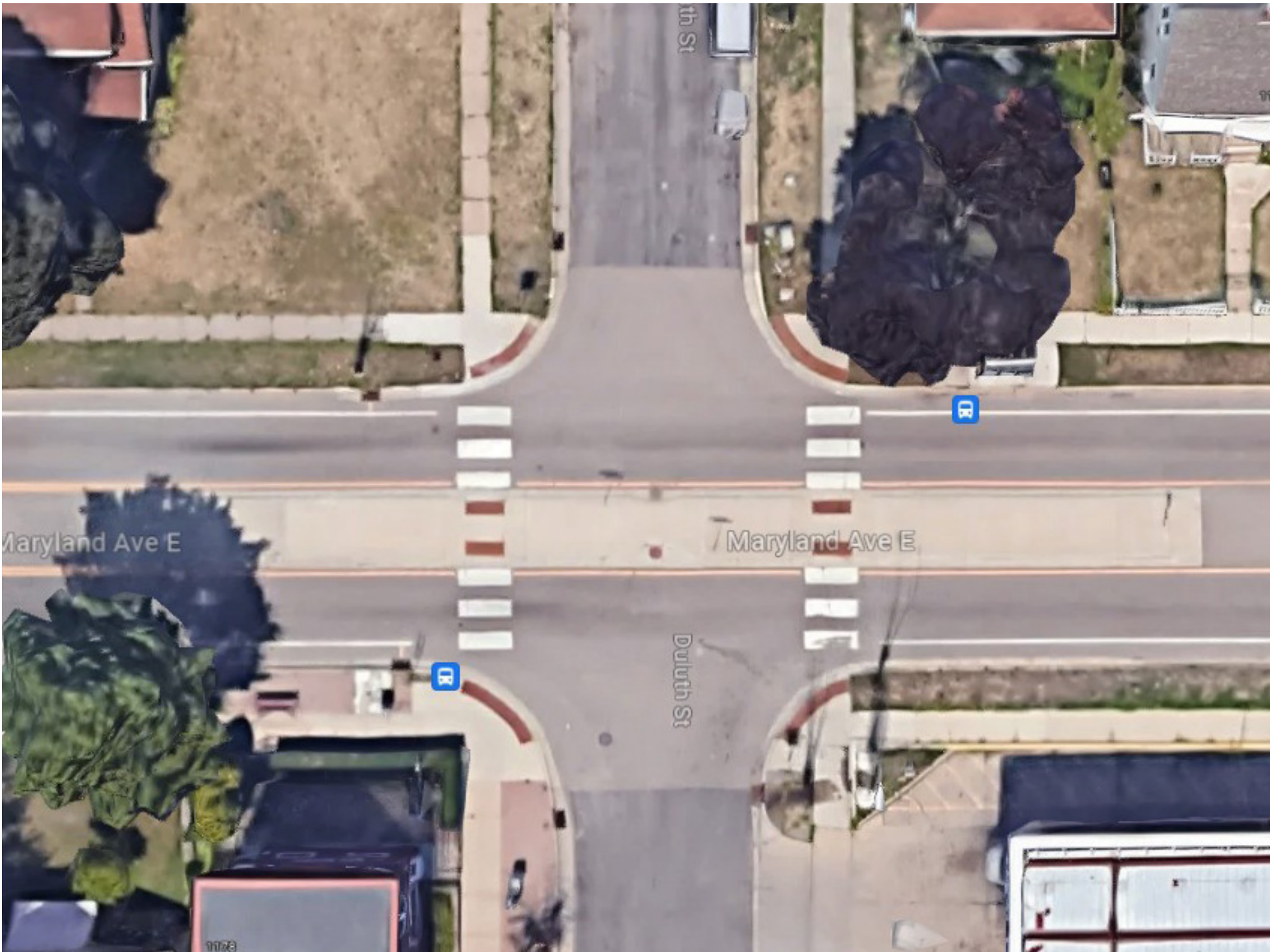
- physically narrow the roadway and provide a shorter distance to cross for people walking and biking
- eliminate the ability to illegally park near the corner, which can make it hard for drivers to see people waiting at the corner to cross
- draw attention to an intersection where drivers should expect people crossing
- encourage slower driving speeds as the road narrows

### Drawbacks of bumpouts

- require additional snow clearing at the corners by property owners



# Other median examples in Saint Paul



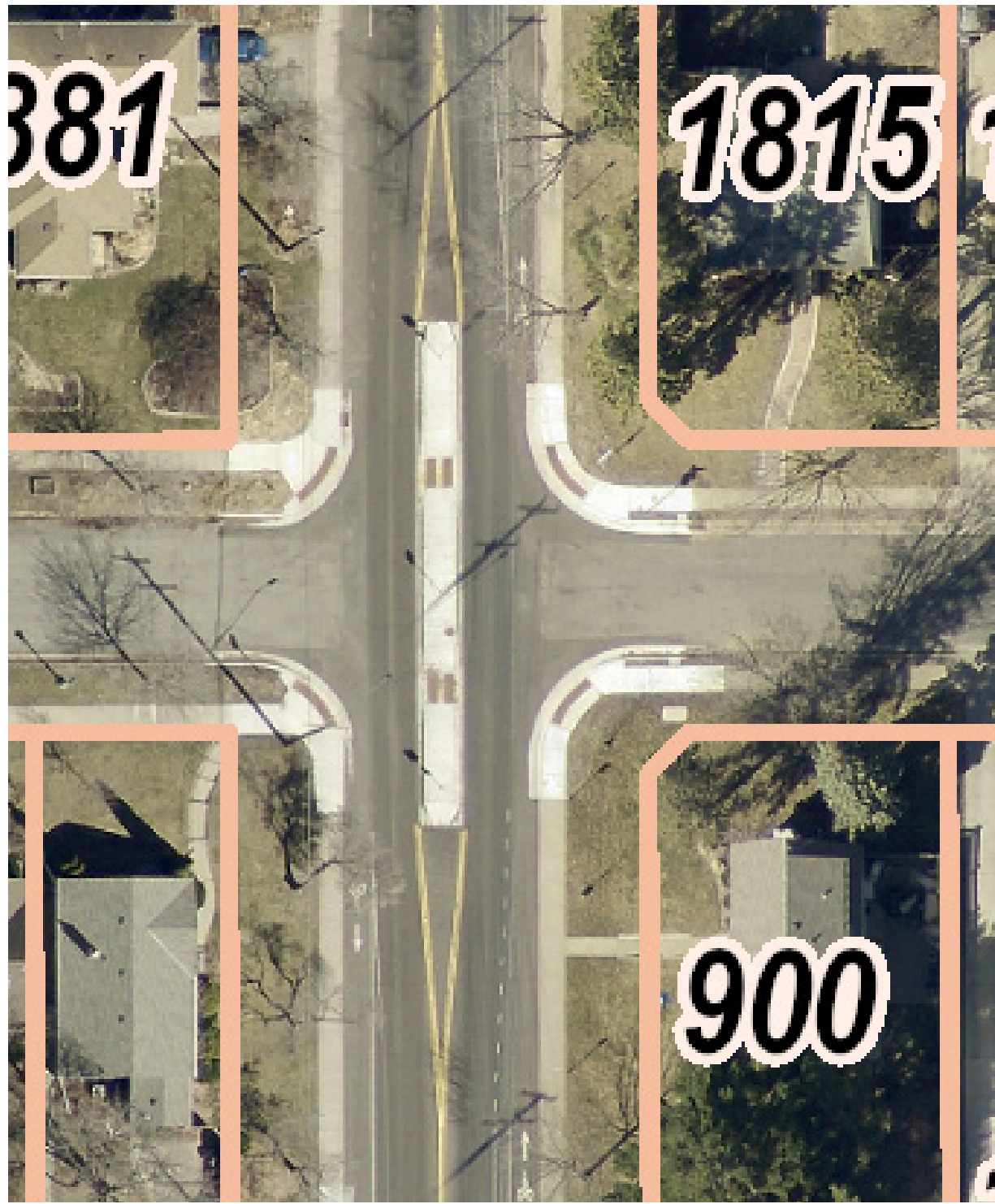
Maryland Ave at Desoto, Greenbrier, Duluth St



Snelling Ave, north of University



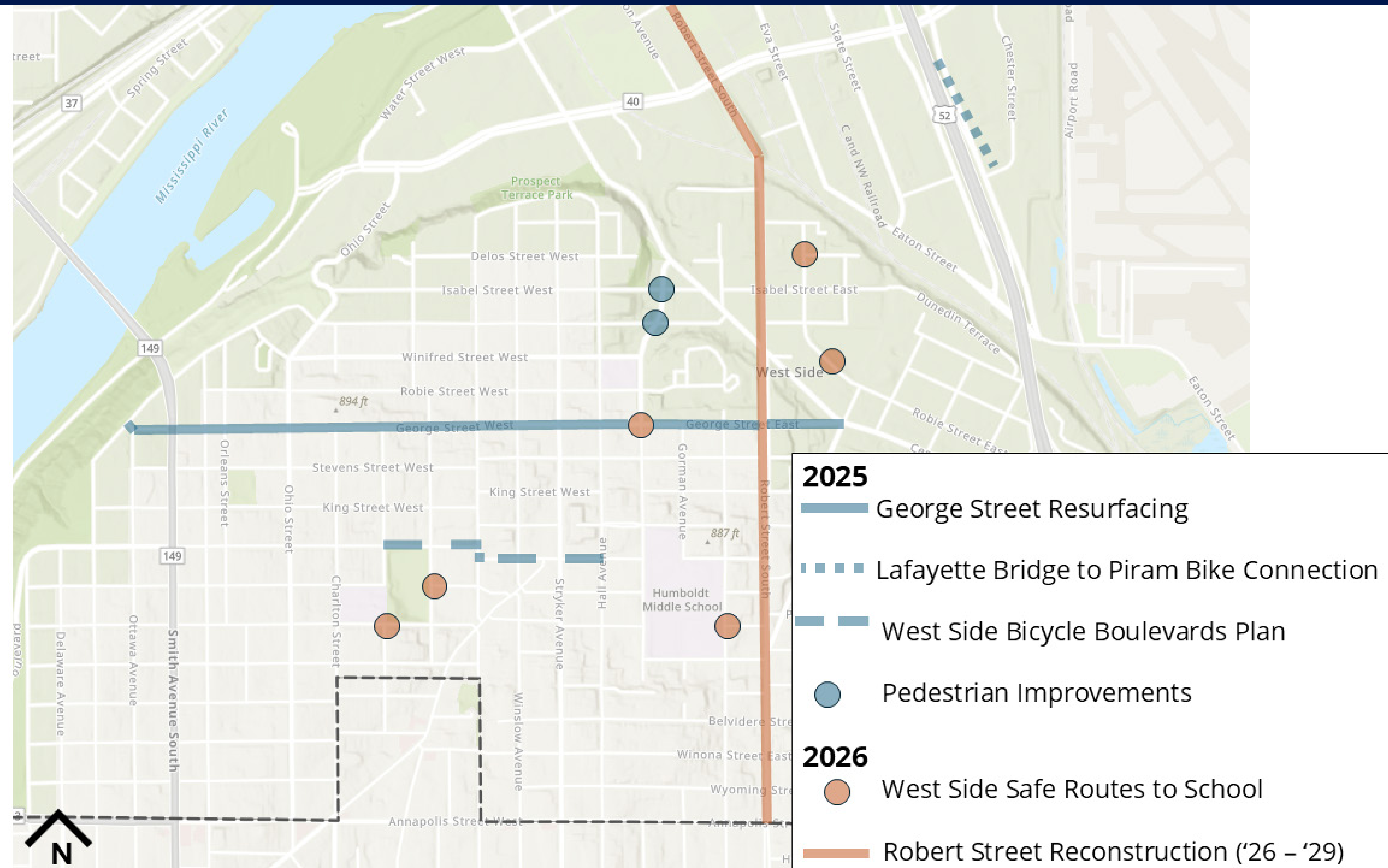
Fairview and Saunders



Fairview and Saunders



## Upcoming projects in the area (2025 - 2026)





# Paying for the project

**This project is funded by two primary sources.**

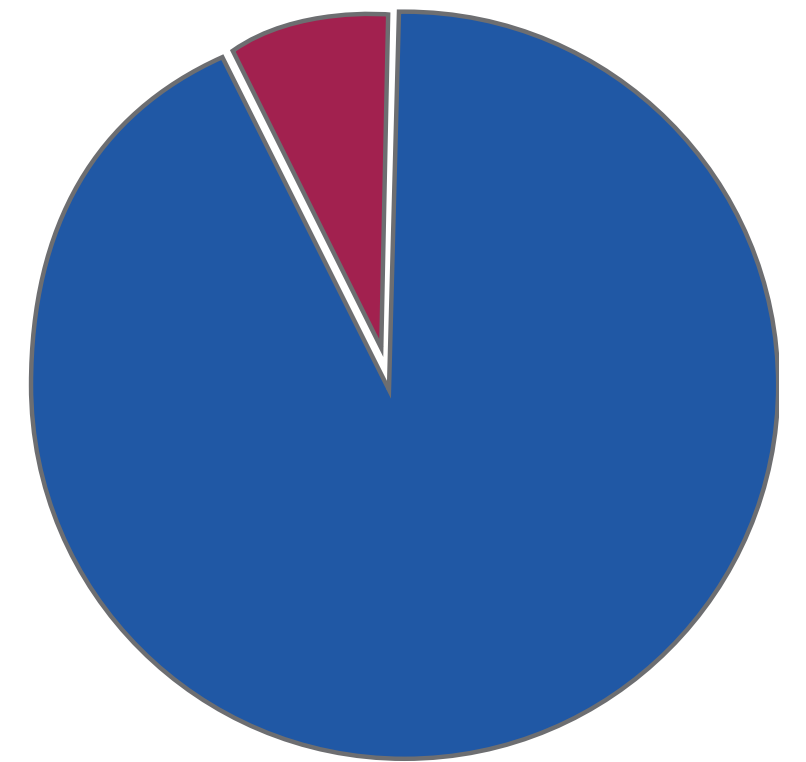
## *General Fund*

The city's General Fund is used to pay for roughly 90 percent of the project. The General Fund includes money from property taxes collected from properties across the city.

## *Assessments to property owners*

Property owners along George Street pay for roughly 10 percent of the project. If your property is not on George, you will not be required to pay for any portion of the project through assessments.

Assessments to  
property owners



General fund  
(property taxes)

**The assessment amount property owners pay is based on a formal process described below.**

## *Step 1:*

The City's Department of Public Works calculates the total Project Cost and then determines an Assessable Cost, usually 25 percent of Project Cost for street reconstruction and resurfacing (mill and overlay) projects.

Assessable Cost is divided by the project's total street frontage to derive a per-foot assessment rate. That rate is multiplied by each property's assessable frontage to determine a **preliminary assessment** amount for the property.

## *Step 2:*

The maximum special benefit of the project is then calculated for all properties. Special benefit is the increase in market value of a property resulting from the public improvement project. Special benefit is calculated as follows:

1. Establish the estimated market value of each property based on Ramsey County assessed valuations.
2. Assign a special benefit percentage to each property based on analysis from an independent appraisal consultant.

Multiply the estimated market value by the special benefit percentage to derive a maximum special benefit assessment amount. This is the **secondary assessment** amount.

## *Step 3:*

The preliminary and secondary assessment amounts are compared and the Final Assessment is **lesser** of the two amounts.

**When will I receive more information about my assessment cost?**

*April 10, 2025:* notice of May 7 public hearing mailed to property owners. The letter includes estimated assessment.

*May 7, 2025:* Public hearing at City Council to approve George Street construction. You are invited to testify in front of Councilmembers, or can submit testimony in writing anytime before May 7 to [Contact-Council@ci.stpaul.mn.us](mailto:Contact-Council@ci.stpaul.mn.us), or by voicemail at 651-266-6805.

*Fall 2025:* after construction is complete, a second public hearing notice is mailed with an adjusted assessment based on actual construction costs. This will not be higher than the estimate sent in April 10 letter, but it could be lower.

*October 2025:* second public hearing at City Council to approve final assessment, invoices mailed to properties

**What are the options for paying my assessment?**

## *Pay upfront*

You can pay your assessments in full, interest free, for up to 30 after the City Council levies the assessment. After that time, interest will be computed on the outstanding balance. You can also make payments to the City's assessment office at any time to reduce or eliminate your outstanding balance.

## *Pay over time*

Most people pay their assessment with property taxes, over 10 years. Interest is added to the unpaid assessment balance. Assessments can be paid by e-check or credit card online at [www.stpaul.gov/assessments](http://www.stpaul.gov/assessments), or by check via U.S. Mail.



# Improvements at Stryker and George



The signal at Stryker and George is 31 years old. It has reached the end of its service life and needs to be replaced or removed.

The George Street Resurfacing Project gives the city the opportunity to consider options other than replacement of the signal. The project also allows the city to consider improvements to the intersection if removal is the preferred option.

**The staff recommendation is to remove the signal and install an all-way stop.**

- The intersection does not meet standards for signal control. Traffic volumes are similar to George/Humboldt and George/Ohio, which are both all-way stop controlled.
- No changes to safety are expected as a result of signal removal.
- Existing signal is at the end of its expected service life and does not meet current standards for safety and accessibility. Keeping the signal requires significant updates and increasing maintenance costs.



# What is a bicycle boulevard?



## Primary characteristics

- Low vehicle traffic
- Low vehicle speeds - goal is for 20 mph
- Direct and logical route with few turns/jogs to other streets
- Access to destinations and connections to other bikeways
- Priority given to people walking and biking
- Safe and comfortable crossings of intersections, especially major/busy streets

