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City in America

# Saint Anthony Traffic Calming

Reuben Collins

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# Background

- 1/11/2016
  - Union Park District Council Land Use Committee
- Primary Concerns
  - Speeding
  - Wrong-way traffic
  - Failure to stop at stop sign at Aldine



UNION PARK DISTRICT COUNCIL  
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651.645.6887 | info@unionparkdc.org | www.unionparkdc.org  
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January 13, 2016

Paul St. Martin, Department of Public Works  
25 4th Street West, 800 City Hall Annex  
Saint Paul, MN 55102

Dear Paul:

Thank you for attending our January 11 Land Use Committee meeting to address neighbors' concerns about St. Anthony Avenue from Snelling to Prior Avenues. The primary concerns raised were speeding, wrong-way traffic, and failure to stop at the stop sign at Aldine. I'm writing to document our next steps on this issue.

First, you've indicated that you will initiate a speed study along this stretch in the spring. We look forward to your report on that study. You've also agreed to review the one-way related signage currently in place in the area for appropriateness and adequacy. Please let us know what you determine as a result of that review.

As you requested, we will assemble a smaller group of residents to work with city staff on a Saint Anthony Task Force to address traffic calming measures along St. Anthony. We will be in contact with you when the group is assembled and ready to meet. The options the group wishes to explore include:

- Striping the travel and parking lanes to visually narrow the roadway
- Adding on-street bike lanes
- Changing the direction flow to two-ways
- Incorporating more marked on-street parking
- Adding city-sponsored landscaping along the city right-of-way

The Committee also requested increased speed and stop sign enforcement. I understand that Brian Vitek has recently contacted SPPD to request that enforcement.

Thank you. If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Julie Reiter".

Julie Reiter, Executive Director  
Union Park District Council

cc: Ward 4 City Council Office  
Katie Jarvi, UPDC Land Use Chair

# Options to Explore

- Based on 1/11/16 UPDC Land Use Committee Meeting
  - Striping the travel and parking lanes to visually narrow the roadway
  - Adding on-street bike lanes
  - Changing the direction flow to two-ways
  - Incorporating more marked on-street parking

# Working Group of Residents

- Working Group was created
  - About 8 residents volunteered
  - Residents who lived near or on St. Anthony
- Met twice
  - 5/5/2016 – Confirmed objectives
  - 7/28/2016 – Provided initial feedback on alternatives
- Role was limited – no official positions taken

# Today

- 11/28/16 – Open House
  - Tonight's objective is:
    - present the four alternatives
    - Answer questions
    - Get feedback (in writing)

# Study Objectives

- Implement traffic calming to slow vehicle speeds and improve safety
- Improve east/west bicycle movement, including connectivity with the Aldine pedestrian bridge over I-94

PRIOR AVE

FAIRVIEW AVE

UNIVERSITY AVE

MN  
Occupational  
Health  
FRY ST

SNELLING AVE

MARSHALL AVE

St. Paul Midway YMCA

Episcopal Homes of Minnesota

Carroll Court Apartments

Aldine Park

Healtheast

Ax-Man Surplus Stores

Turf Club

Total Tool Supply

Merriam Park Library



# Saint Anthony Avenue

- Jurisdiction: City (west of Fry)
- Functional Class: Local
- Not State-Aid
- One-Way Westbound
- Pavement Condition Index: 50-77 (out of 100)
- Traffic Volumes: 2,200 vehicles per day
- Speed Limit: 30 mph
- No Transit on St. Anthony, but connects to A-Line



# 10 Year Crash History

SOURCE: MnDOT Crash Mapping Analysis Tool

- 10 total crashes
- Severity
  - 8 Property Damage Only
  - 1 Possible Injury
  - 1 Non-incapacitating Injury
  - 0 Fatal
- Crash Diagram
  - 3 Right-Angle
  - 4 Rear End
  - 2 sideswipe
  - 1 Unknown
- Crash Type
  - 7 vehicles in transport
  - 3 collision with parked cars
  - 0 bike/pedestrian

# Speed Data

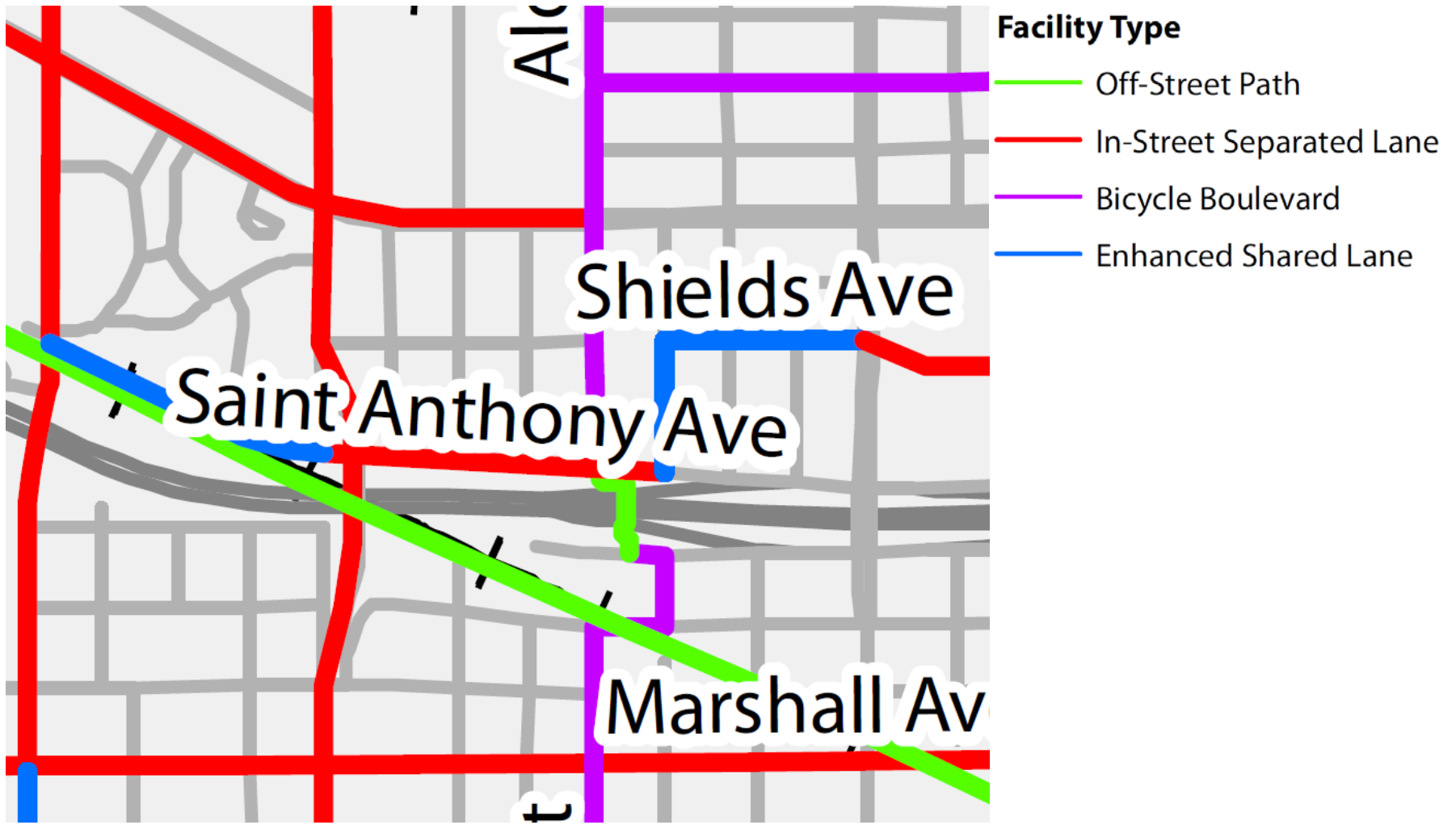
## 5/2006 Speed Data

- West of Roy (WB)
  - Average: 30 mph
  - 85%: 37 mph
- West of Aldine (WB)
  - Average: 28 mph
  - 85%: 32 mph
- West of Herschel (WB)
  - Average: 31 mph
  - 85%: 35 mph

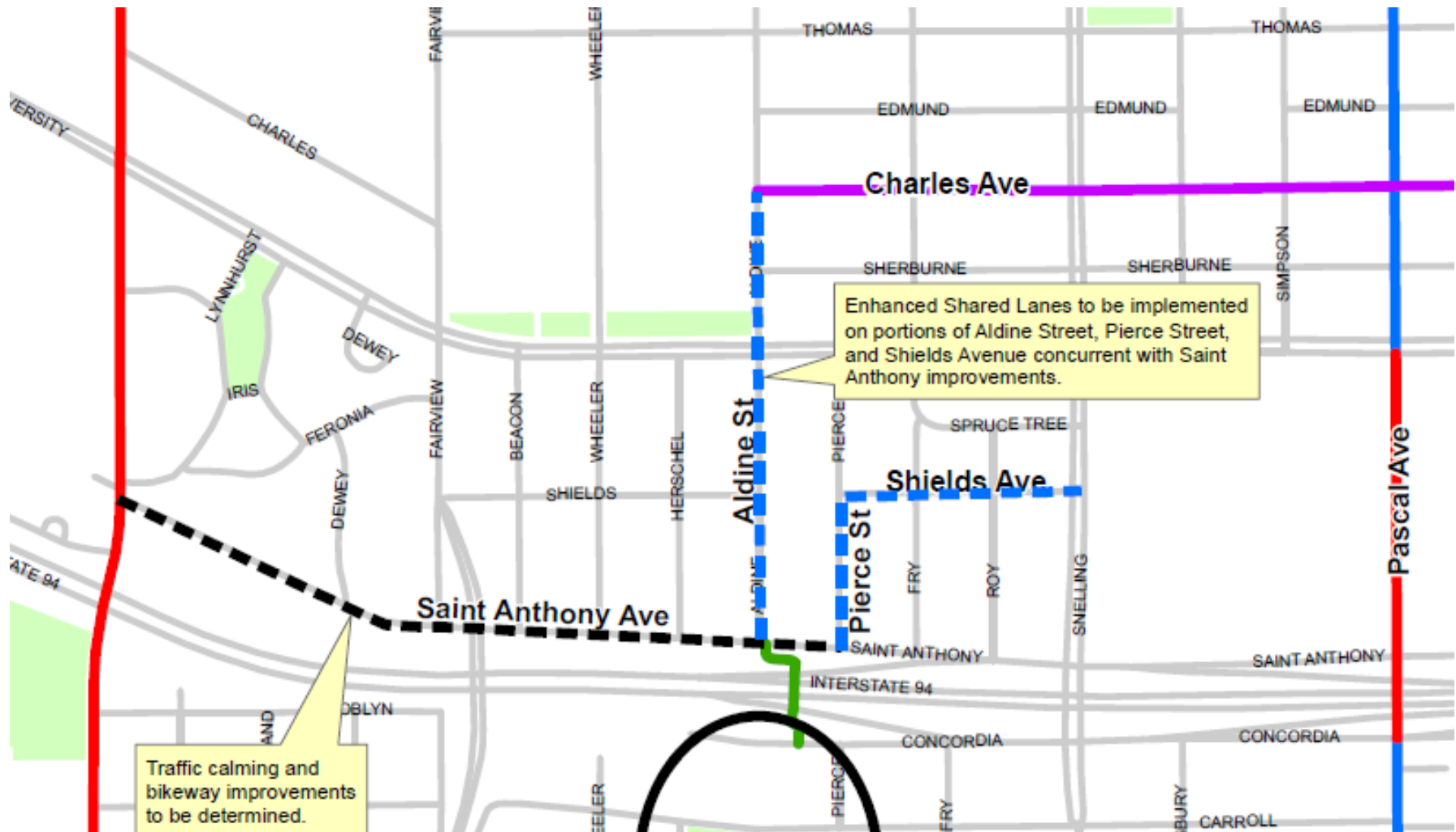
## 11/2016 Speed Data

- West of Herschel (WB)
  - Average: 32 mph
  - 85% 36 mph

# Saint Paul Bicycle Plan

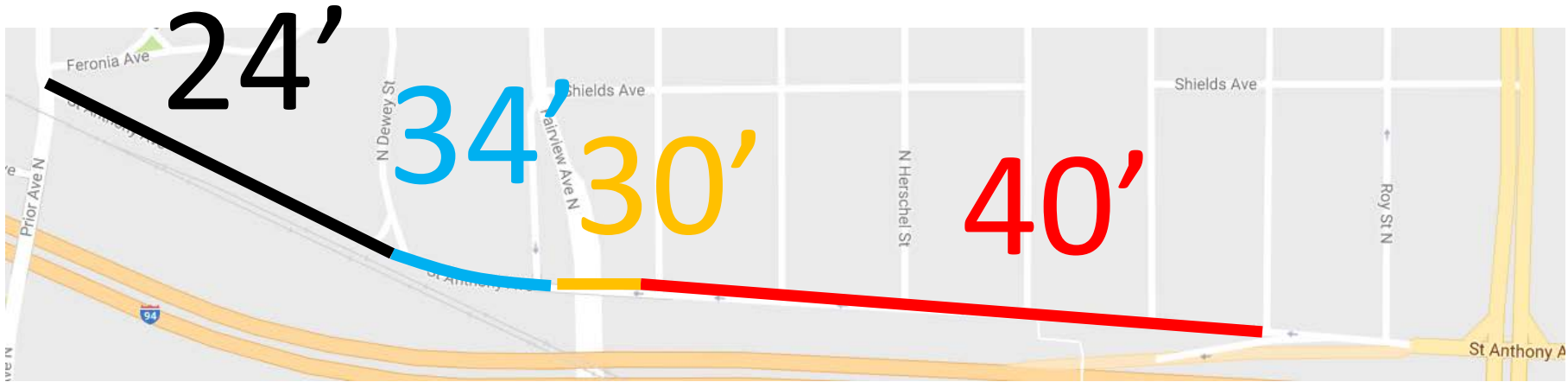


# The East/West Challenge for Bikes



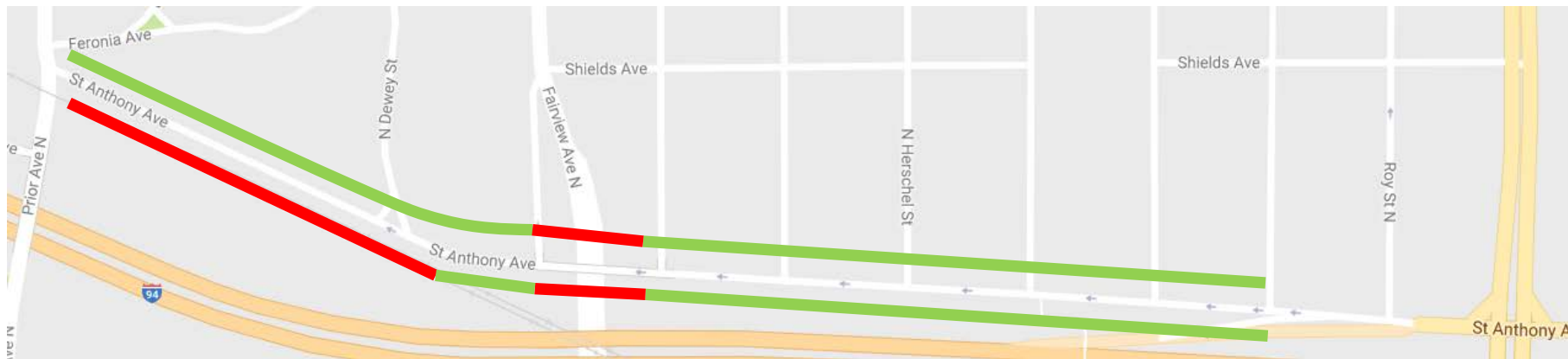
# Roadway Width

- Roadway width changes along corridor



# Existing On-Street Parking

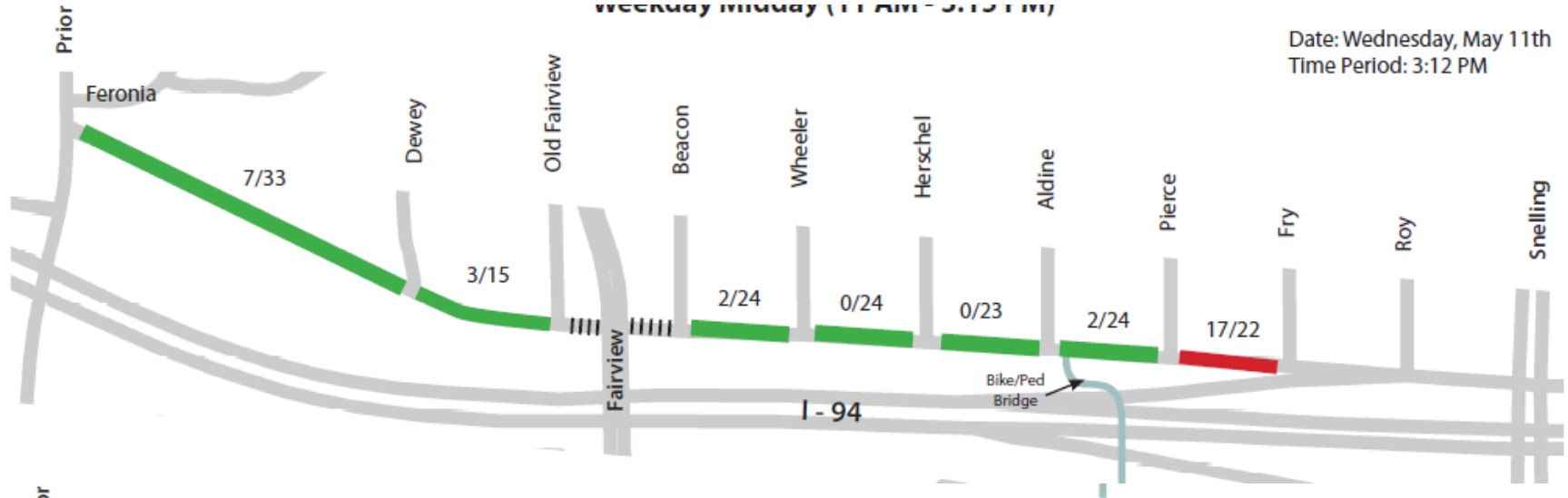
- Parking Permitted
- Parking Prohibited



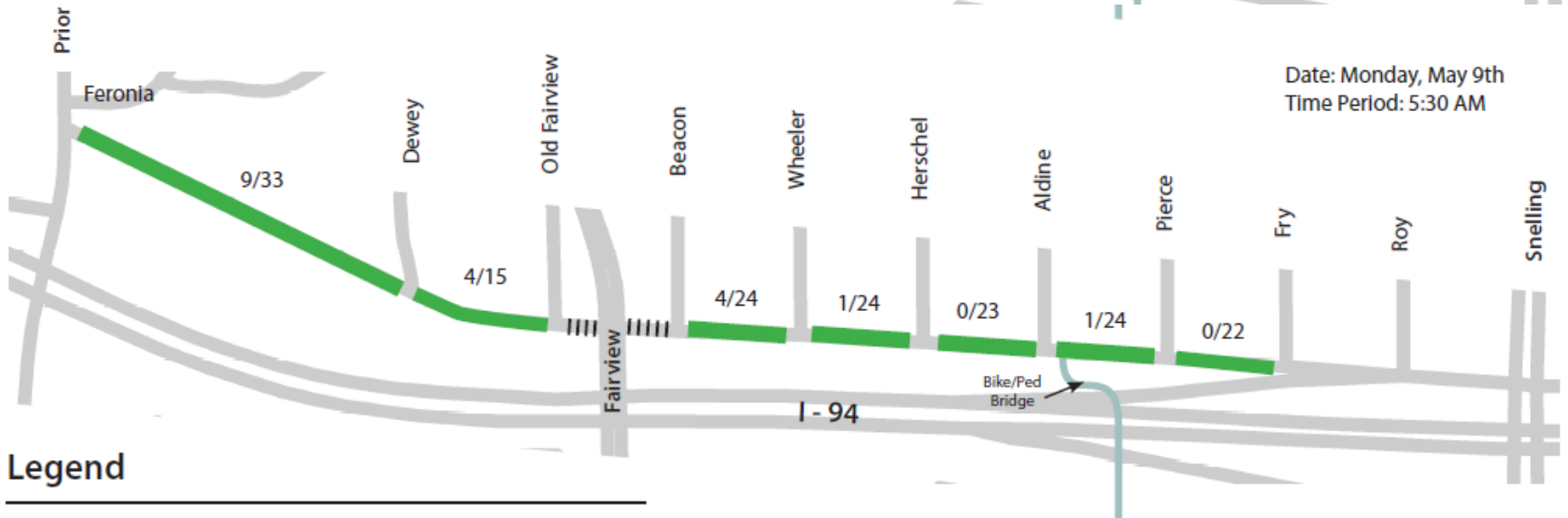
# Parking Occupancy Data

Weekday Midday (11 AM - 3:15 PM)

Date: Wednesday, May 11th  
Time Period: 3:12 PM



Date: Monday, May 9th  
Time Period: 5:30 AM



Legend

# Four Alternatives

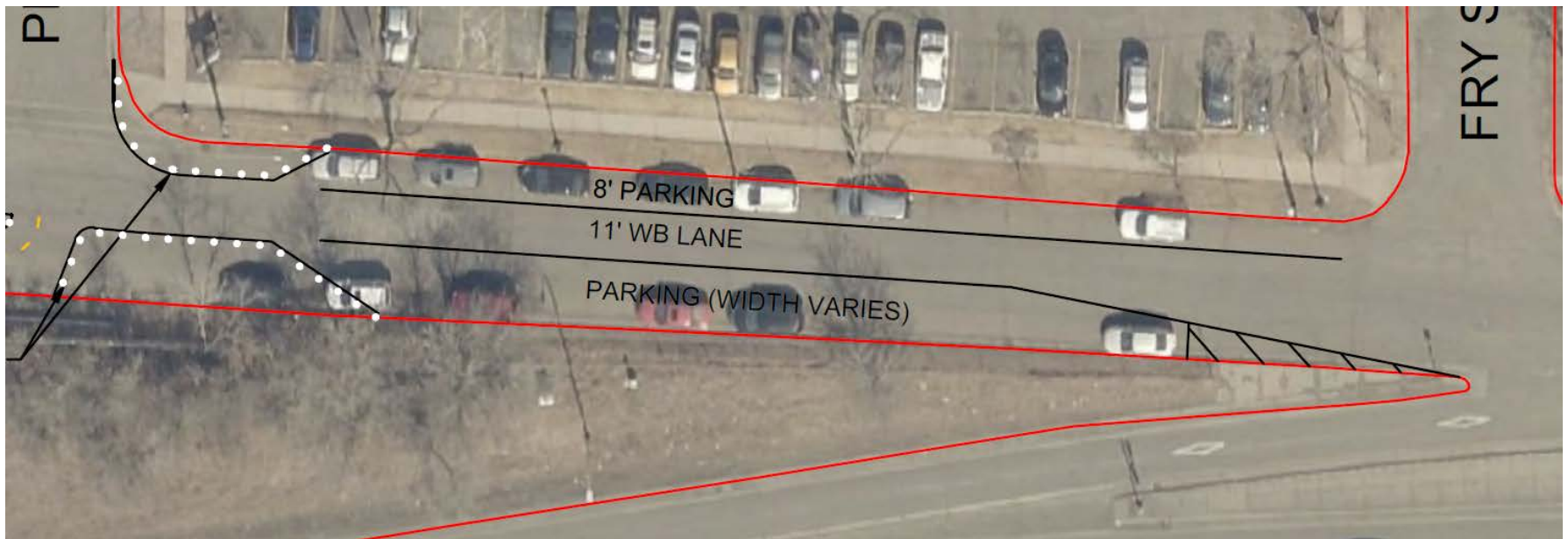
- Common themes
  - One WB travel lane
  - Buffers (How do we use up all of this roadway space?)
  - EB travel lane
  - EB bike lanes





# All Alternatives – Pierce to Fry

- Single WB travel lane
- Parking both sides
- Traffic Calming “Gateway” bumpouts

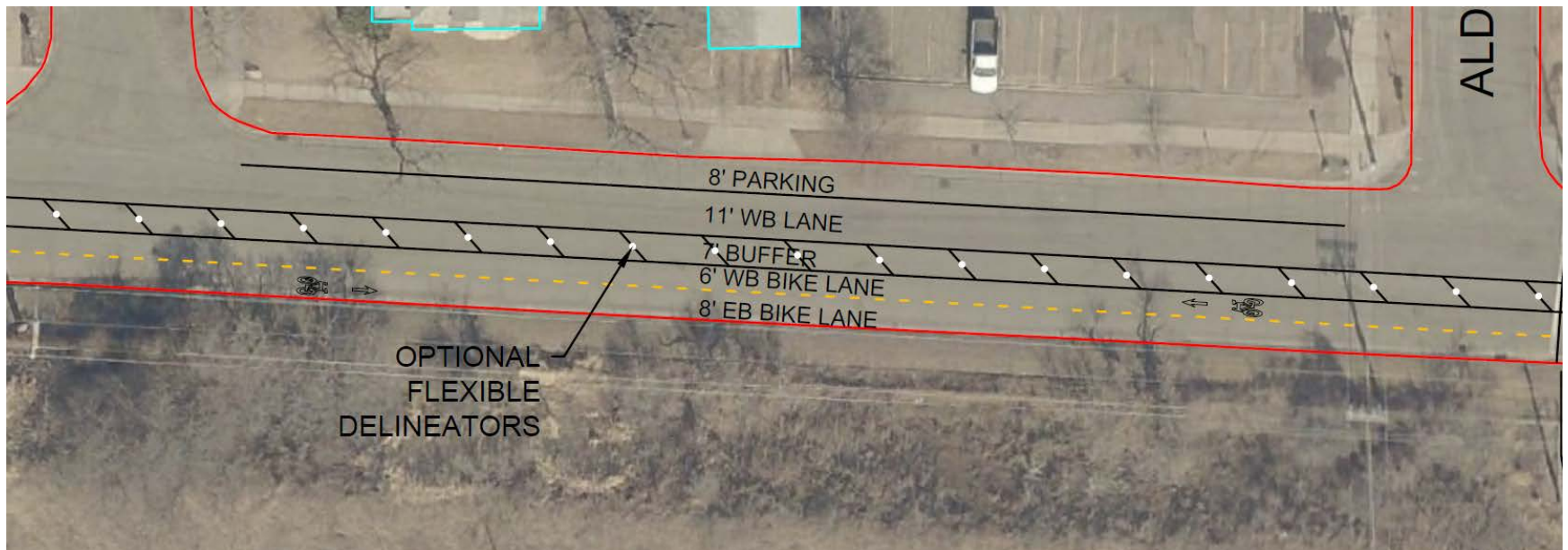






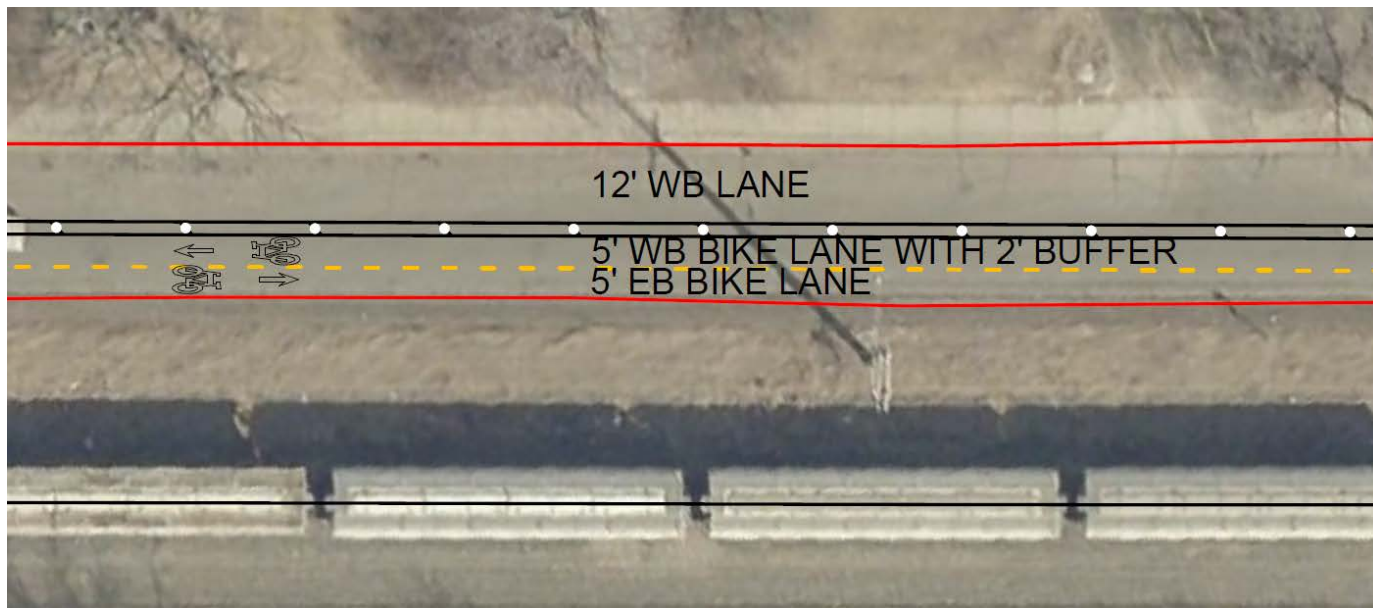
# Alternative 1 – 40'

- One WB travel lane
- Parking removed from south side
- Two-way bikes on south side



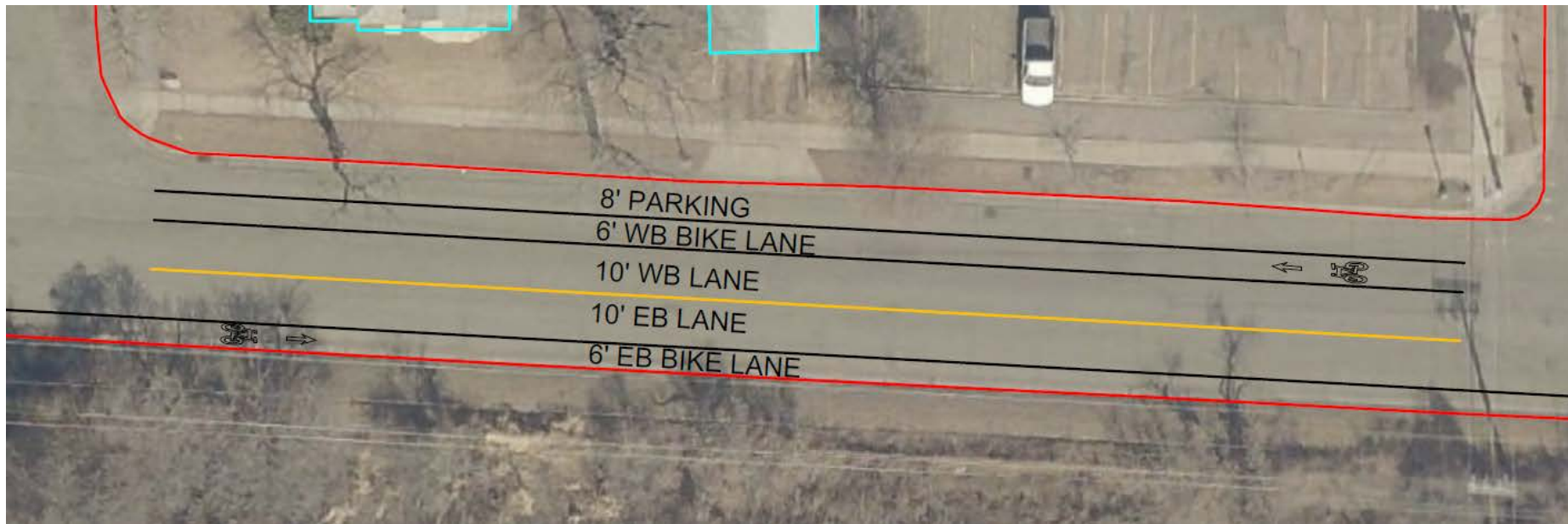
# Alternative 1 – 24'

- One WB travel lane
- Parking removed from north side
- Two-way bikes on south side



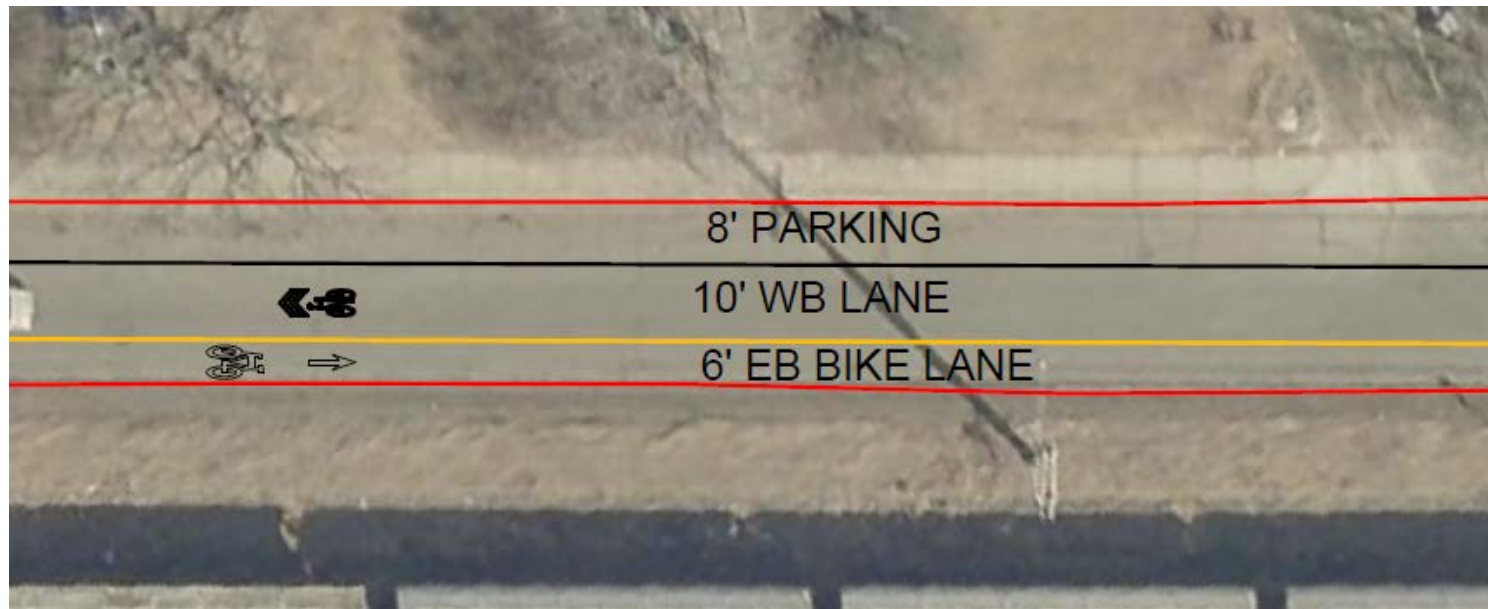
# Alternative 2 – 40'

- One WB travel lane
- One EB travel lane
- EB and WB bike lanes
- Parking removed from south side



# Alternative 2 – 24'

- One WB travel lane (shared cars & bikes)
- EB contraflow bike lane

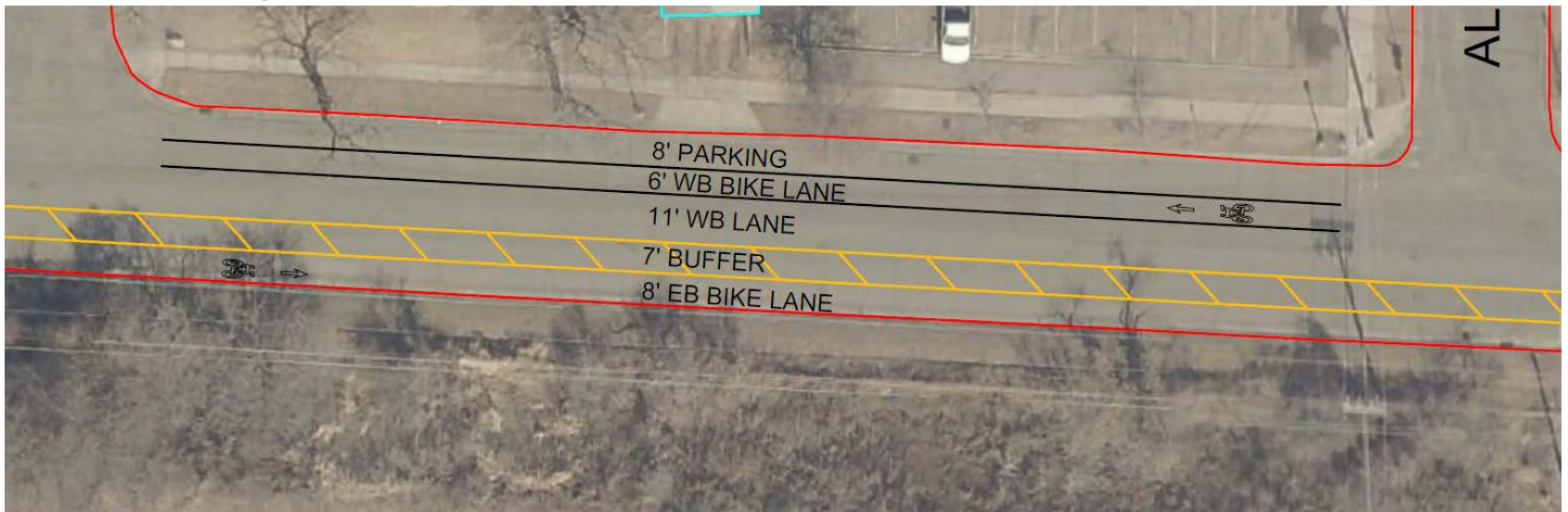


(same as Alternative 3)



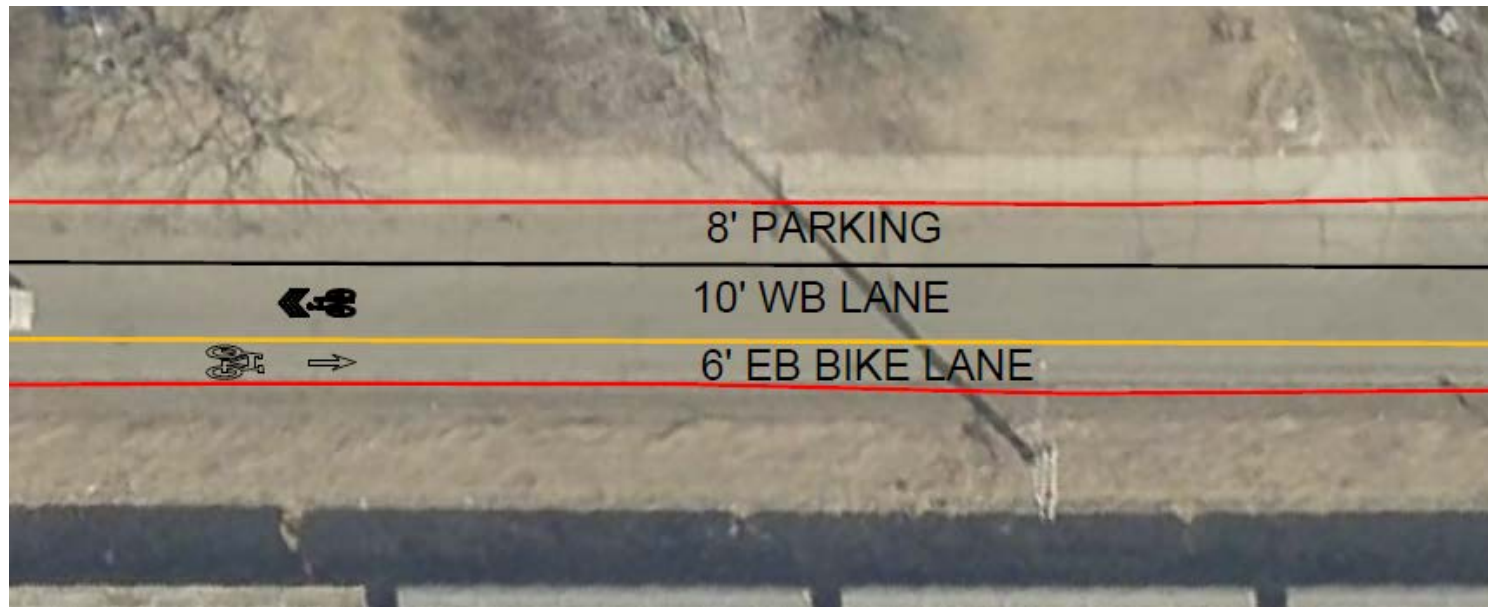
# Alternative 3 – 40'

- One WB travel lane
- WB bike lane
- EB buffered bike lane
- Parking is removed on south side



# Alternative 3 – 24'

- One WB travel lane (shared cars & bikes)
- EB contraflow bike lane

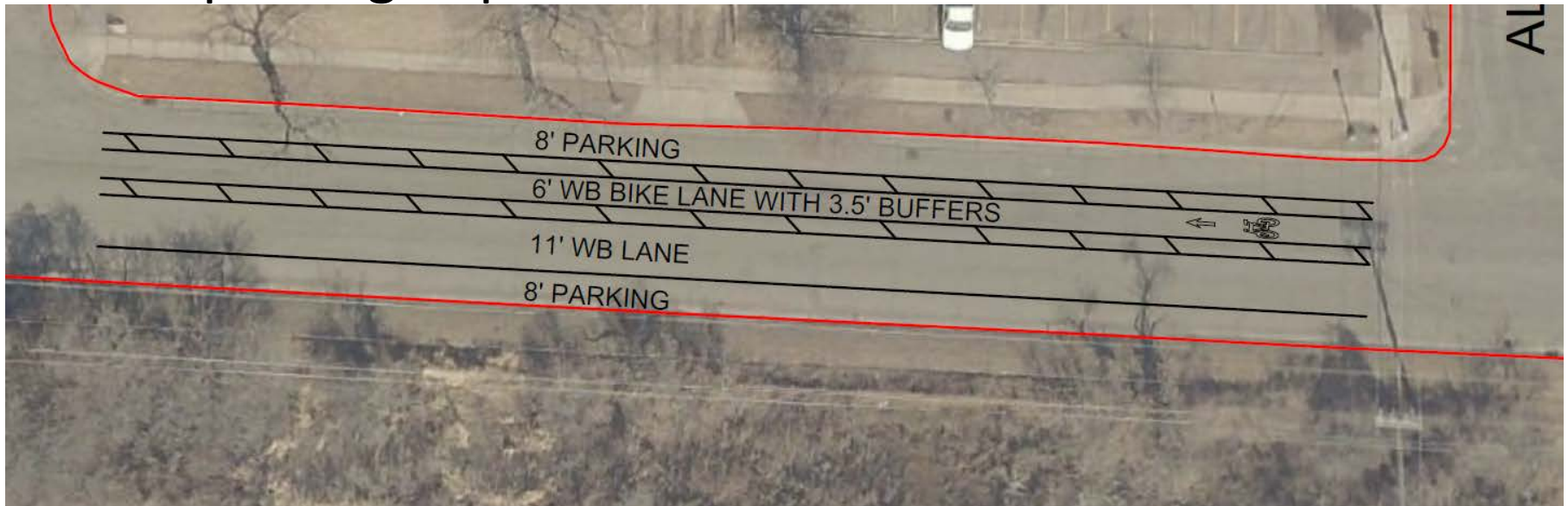


(same as Alternative 2)



# Alternative 4 – 40'

- One WB travel lane
- WB buffered bike lane
- No EB bikes
- No parking impacts



# Alternative 4 – 24'

- One WB travel lane
- WB bike lane
- No EB bikes
- No Parking impacts



# Alternatives Matrix

## Alternatives Matrix

Metric	Corridor Segment	Alternative				Notes
		1	2	3	4	
Traffic Calming Effectiveness		High	Moderate	Moderate	Poor	By consolidating all bike facilities on the south half of the roadway, Alternative 1 effectively narrows the space allocated to motorists on the north half, promoting traffic calming to a greater extent than the other alternatives. Alternatives 2, 3, & 4 place a westbound bike lane between the westbound travel and parking lanes, effectively widening the portion of the street available to motorists and limiting the desired traffic calming.
Allows two-way motorized traffic - Old Fairview Ave to Pierce St		No	Yes	No	No	
Potential to induce new motorized traffic		No	Yes	No	No	By providing a new eastbound lane for motorists, there is a potential for traffic volumes on Saint Anthony Avenue to increase.
Removes on-street parking on the south side - Dewey St to Aldine St		Yes	Yes	Yes	No	Since the parking is rarely used, preserving an empty parking lane in Alternative 4 makes the roadway seem wider and encourages faster driving.
Removes on-street parking on the north side - Prior Ave to Dewey St		Yes	No	No	No	While most properties have driveways and other alley parking alternatives, the parking data indicates the on-street parking is moderately used.
Comfort of eastbound bicycle traffic	Prior Ave to Dewey St	High	Low	Low	Not Permitted	Alternative 1 provides the most space for bicyclists and most effectively and safely accommodates the "contraflow" eastbound bicycle movement.  While Alternatives 2 and 3 both permit eastbound bicycle traffic, the narrow roadway width doesn't make these the most comfortable or safest alternatives for people biking or driving.
	Dewey St to Aldine St	High	Moderate	High	Not Permitted	
	Aldine St to Pierce St	High	Moderate	High	High	
Comfort of westbound bicycle traffic	Prior Ave to Dewey St	High	Low	Low	Moderate	Alternative 4 does not permit eastbound bicycle traffic for most of the corridor.
	Dewey St to Aldine St	High	Moderate	Moderate	High	
	Aldine St to Pierce St	High	Moderate	Moderate	High	

# Tonight

- Review info on boards
- Ask one-on-one questions with staff
- Leave WRITTEN comments
- Sign-in at entry table

# Next Steps

- Review and consideration of input gathered at this meeting
- Review by UPDC Transportation Committee
- Identify a preferred alternative
- Postcards and emails will be sent if additional input opportunities are scheduled
- Identify funding & timeline



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# Thank You for Coming!

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