

Cleveland Avenue: University Ave to Summit Ave



Cleveland Avenue - University to St. Anthony

(NOTE: Not recommend for implementation in 2016)

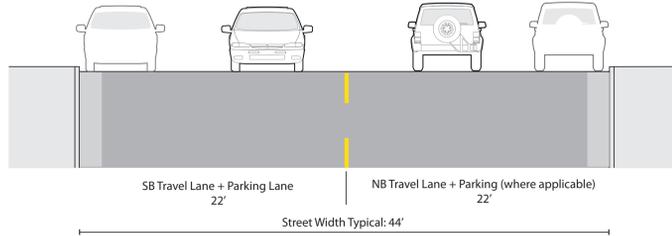
Jurisdiction: City of Saint Paul

Street Width Typical: 44'

AADT: 6,400 – 7,475

85th Speeds: NB: 35 MPH, SB: 34 MPH

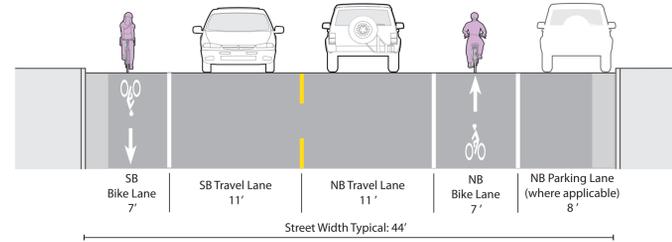
Existing:



Existing Configuration:

- 1 travel lane in each direction
- No existing bicycle facilities
- Parking on both sides (where allowed)

Proposed:



Proposed Configuration:

- 1 travel lane in each direction
- 1 bicycle lane in each direction
- Parking on one side - (west side between University and Myrtle, east side between Myrtle and St. Anthony, where allowed)

Cleveland Avenue - St. Anthony to Summit

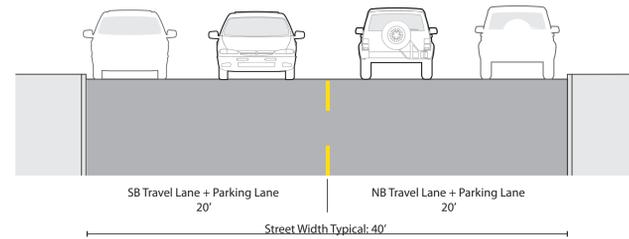
Jurisdiction: Ramsey County (CSAH-46)

Street Width Typical: 40'

AADT: 4,150 – 10,500

85th Speeds: NB: 32 - 35 MPH, SB: 30 - 34 MPH

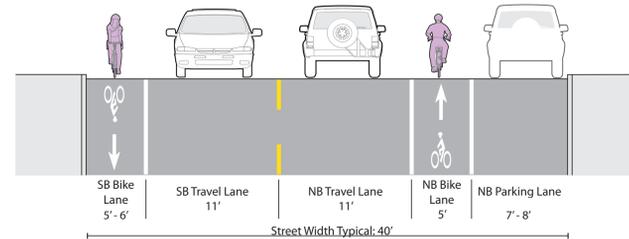
Existing:



Existing Configuration:

- 1 travel lane in each direction
- No existing bicycle facilities
- Parking on both sides

Proposed:



Proposed Configuration:

- 1 travel lane in each direction
- 1 bicycle lane in each direction
- Parking on one side (east)

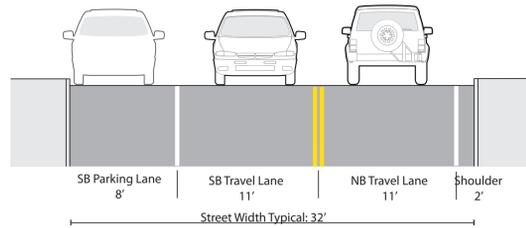
Cleveland Avenue: Summit Ave to Highland Pkwy



Cleveland Avenue - Summit to Randolph

Jurisdiction: Ramsey County (CSAH-46)
 Street Width Typical: 32'
 AADT: 8,800 – 9,900
 85th Speeds: NB: 30 - 32 MPH, SB: 29 - 33 MPH

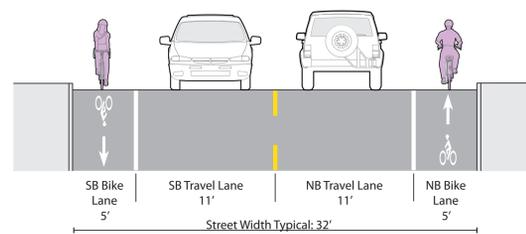
Existing:



Existing Configuration:

- 1 travel lane in each direction
- No existing bicycle facilities
- Parking on one side

Proposed:



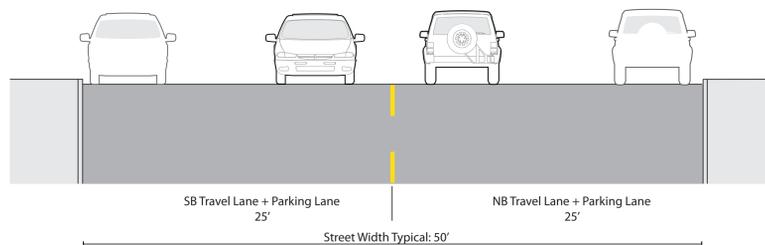
Proposed Configuration:

- 1 travel lane in each direction
- 1 bicycle lane in each direction
- No parking except for existing and proposed parking bays

Cleveland Avenue - Randolph to Highland Pkwy

Jurisdiction: Ramsey County (CSAH-46)
 Street Width Typical: 50'
 AADT: 12,200
 85th Speeds: NB: 34 - 35 MPH, SB: 34 - 36 MPH

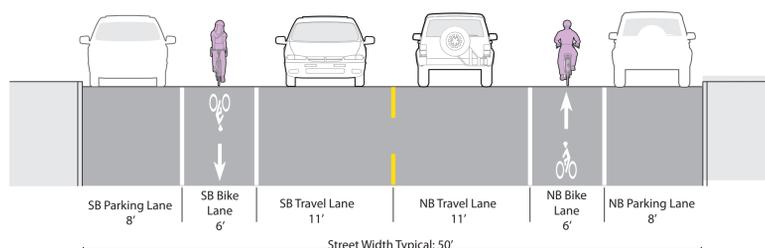
Existing:



Existing Configuration:

- 1 travel lane in each direction
- No existing bicycle facilities
- Parking on both sides

Proposed:

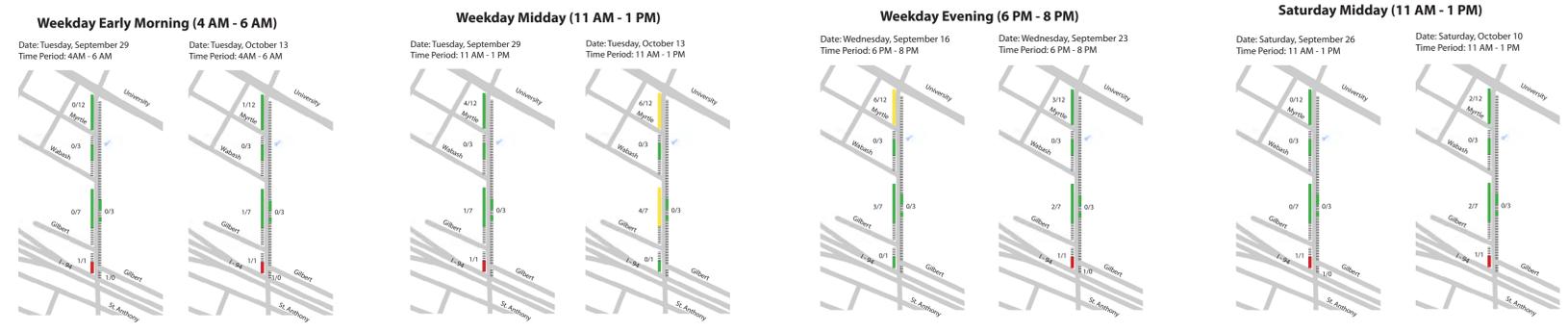
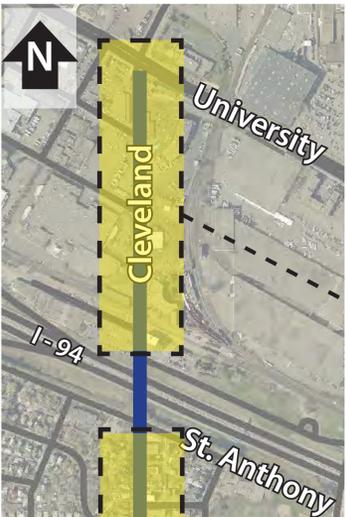


Proposed Configuration:

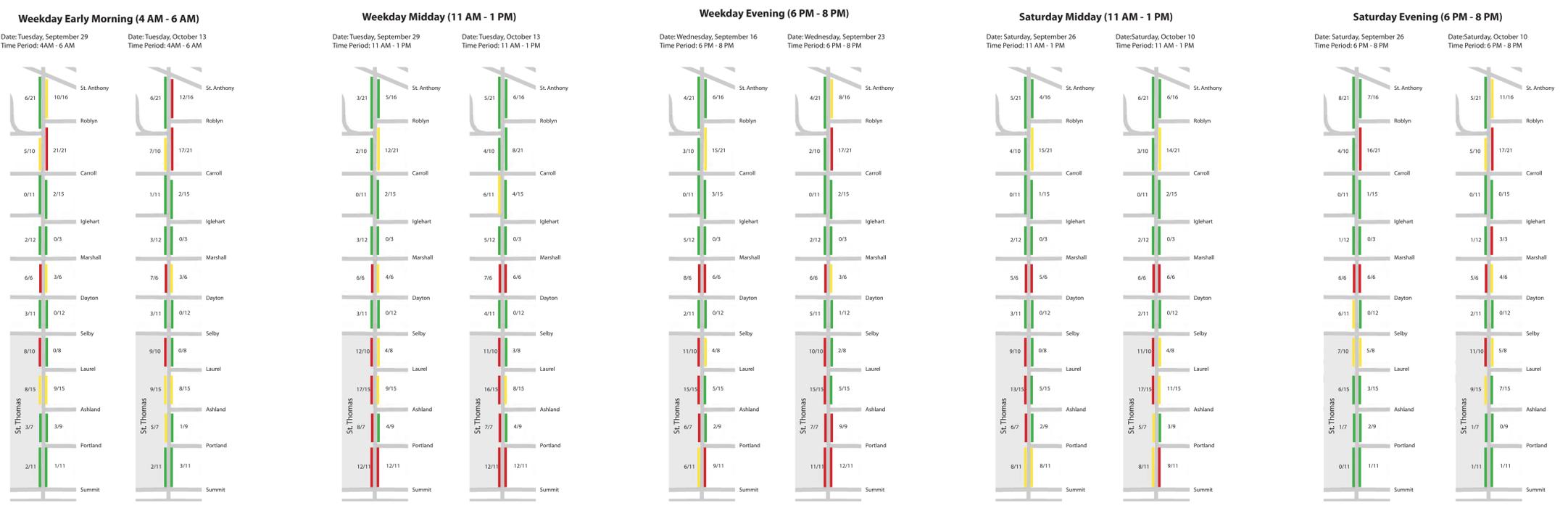
- 1 travel lane in each direction
- 1 bicycle lane in each direction
- Parking on both sides

Cleveland Avenue Parking Surveys

(Cleveland: University to St. Anthony)



(Cleveland: St. Anthony to Summit)



(Cleveland: Summit to Randolph)



Legend

Observed Parking Utilization

- █ Signed "No Parking"
- █ 0 - 49%
- █ 50 - 74%
- █ 75 - 100%+

Example: 8/11 = Observed Parked Cars / Estimated Legal Parking Capacity

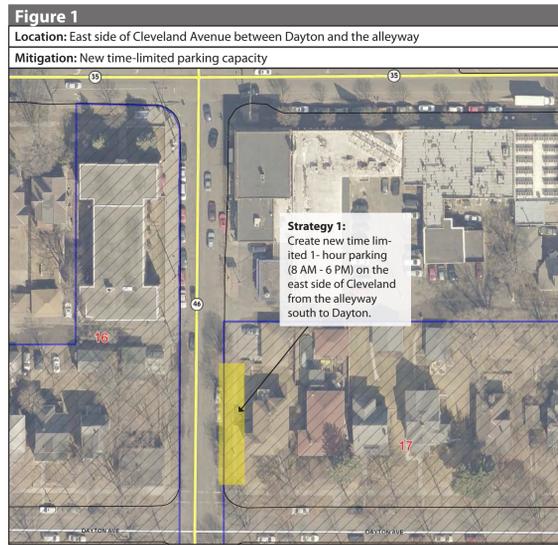
(Observed parking utilization may exceed estimated legal capacity)

Cleveland Avenue: Proposed Parking Mitigation Strategies

The plan as proposed for bicycle facilities on Cleveland Avenue will impact parking availability between University Avenue and Randolph Avenue. The following parking strategies are proposed to help mitigate the impact of on-street parking removal on Cleveland Avenue:

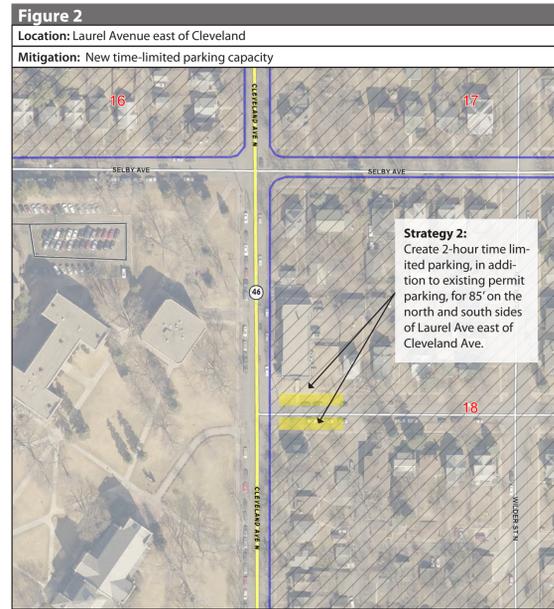
Strategy 1: Implement time-limited parking on the east side of Cleveland between Dayton and the alleyway.

- Creating time-limited parking (1-hour, 8 AM – 6 PM) for the half-block on the east side of Cleveland between Dayton and the alleyway will replace some of the time-limited parking lost on the west side of the roadway to accommodate bicycle lanes. To accommodate the nearby businesses on Cleveland and Marshall Avenues, this parking is not proposed to be amended into permit parking area 17.



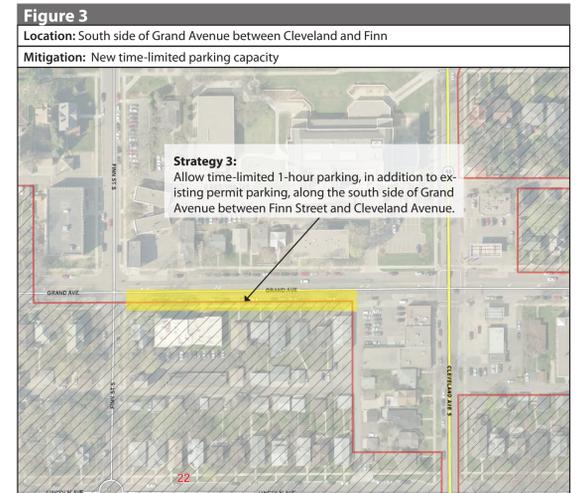
Strategy 2: Allow time-limited parking (2-hour, 8 AM – 8 PM), in addition to existing permit parking, on the north and south sides of Laurel Avenue extending for 85' east of Cleveland Avenue.

- Allowing time-limited parking (2-hour, 8 AM – 8 PM) on the north and south sides of Laurel Avenue from Cleveland Avenue to 85' east will allow for increased parking options for patrons of the 128 Café on Cleveland. As the time-limited parking is located in a parking permit area, however, enforcement will likely be challenging in the absence of metered parking.



Strategy 3: Allow time-limited parking (1-hour, 8 AM – 6 PM), in addition to existing permit parking, along the south side of Grand Avenue between Finn Street and Cleveland Avenue.

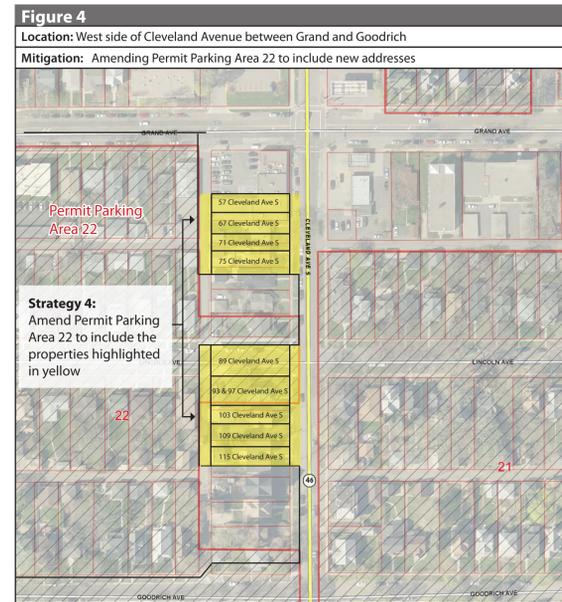
- Allowing time-limited parking (1-hour, 8 AM – 6 PM) on the south side of Grand Avenue between Finn and Cleveland will allow for increased parking options for patrons of businesses near Cleveland and Grand Avenues. As the time-limited parking is located in a parking permit area, however, enforcement will likely be challenging in the absence of metered parking.



Strategy 4: Amend Permit Parking Area 22 to include the following Cleveland Avenue addresses:

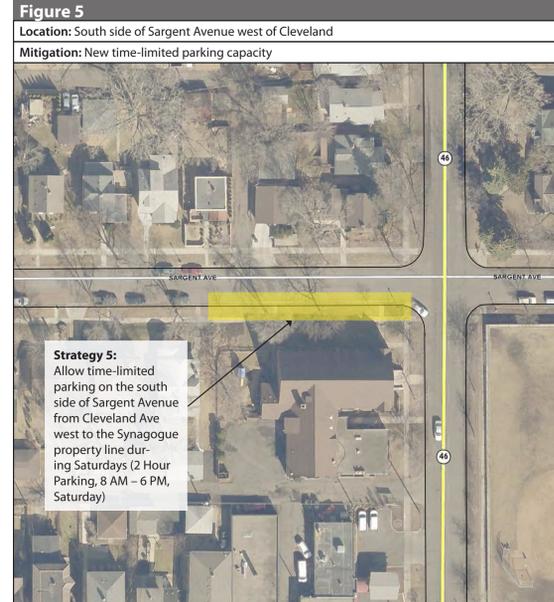
- 57 Cleveland Avenue S
- 67 Cleveland Avenue S
- 71 Cleveland Avenue S
- 75 Cleveland Avenue S
- 89 Cleveland Avenue S
- 93 Cleveland Avenue S
- 97 Cleveland Avenue S
- 103 Cleveland Avenue S
- 109 Cleveland Avenue S
- 115 Cleveland Avenue S

- The addresses listed above front Cleveland Avenue but are not included in the neighboring permit parking areas. To facilitate improved on-street parking accessibility for these addresses, amending Permit Parking Area 22 to include these addresses is proposed.



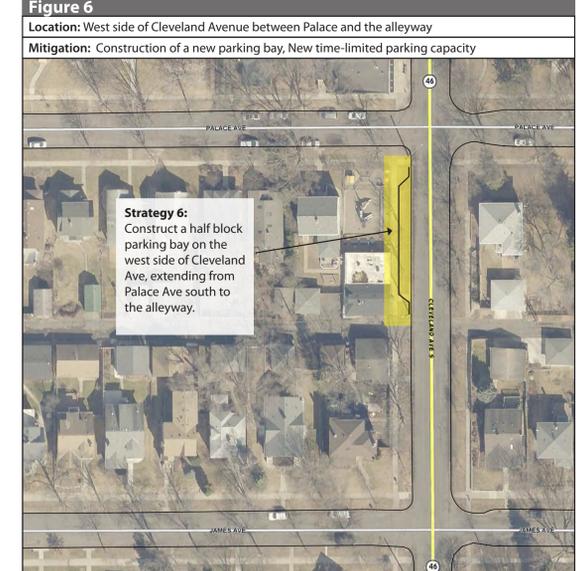
Strategy 5: Allow time-limited parking on the south side of Sargent Avenue from Cleveland Ave west to the Synagogue property line during Saturdays (2 Hour Parking, 8 AM – 6 PM, Saturday).

- Posting time-limited parking signs along the south side of Sargent Avenue should improve proximate parking opportunity near the Synagogue during Saturday services.



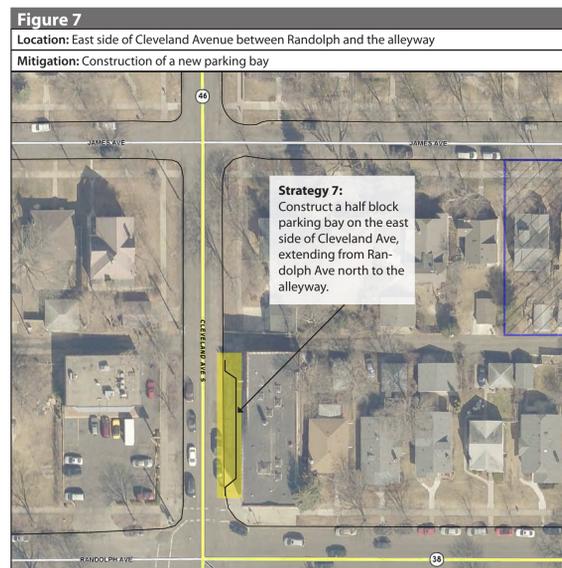
Strategy 6: Construct a half-block parking bay on the west side of Cleveland Ave, extending from Palace Ave south to the alleyway.

- Construction of a parking bay will allow for improved proximate parking capacity near the businesses fronting Cleveland Avenue near Palace and James Avenues. All parking capacity within the parking bay should be time-limited to accommodate the nearby businesses (1 Hour Parking, 8 AM – 6 PM). Per City code, the City traffic engineer may revise the posted time-limited parking, allowing for future modifications if necessary. Construction of the parking bay will necessitate the removal of most of the boulevard and trees between Palace and the alleyway on the west side of Cleveland Ave. Impacted trees include two Norway Maples and one Honeylocust.



Strategy 7: Construct a half-block parking bay on the east side of Cleveland between Randolph and James.

- Construction of a parking bay will allow for improved proximate parking capacity near the businesses located at 474 Cleveland Avenue S, and maintain the existing time-limited parking capacity on the east side of Cleveland between Randolph Avenue and the alleyway (1 Hour, 8 AM – 6 PM). Per City code, the City traffic engineer may revise the posted time-limited parking, allowing for future modifications if necessary. Construction of the parking bay will not impact existing trees, but will narrow the existing sidewalk width between Randolph Avenue and the alley.



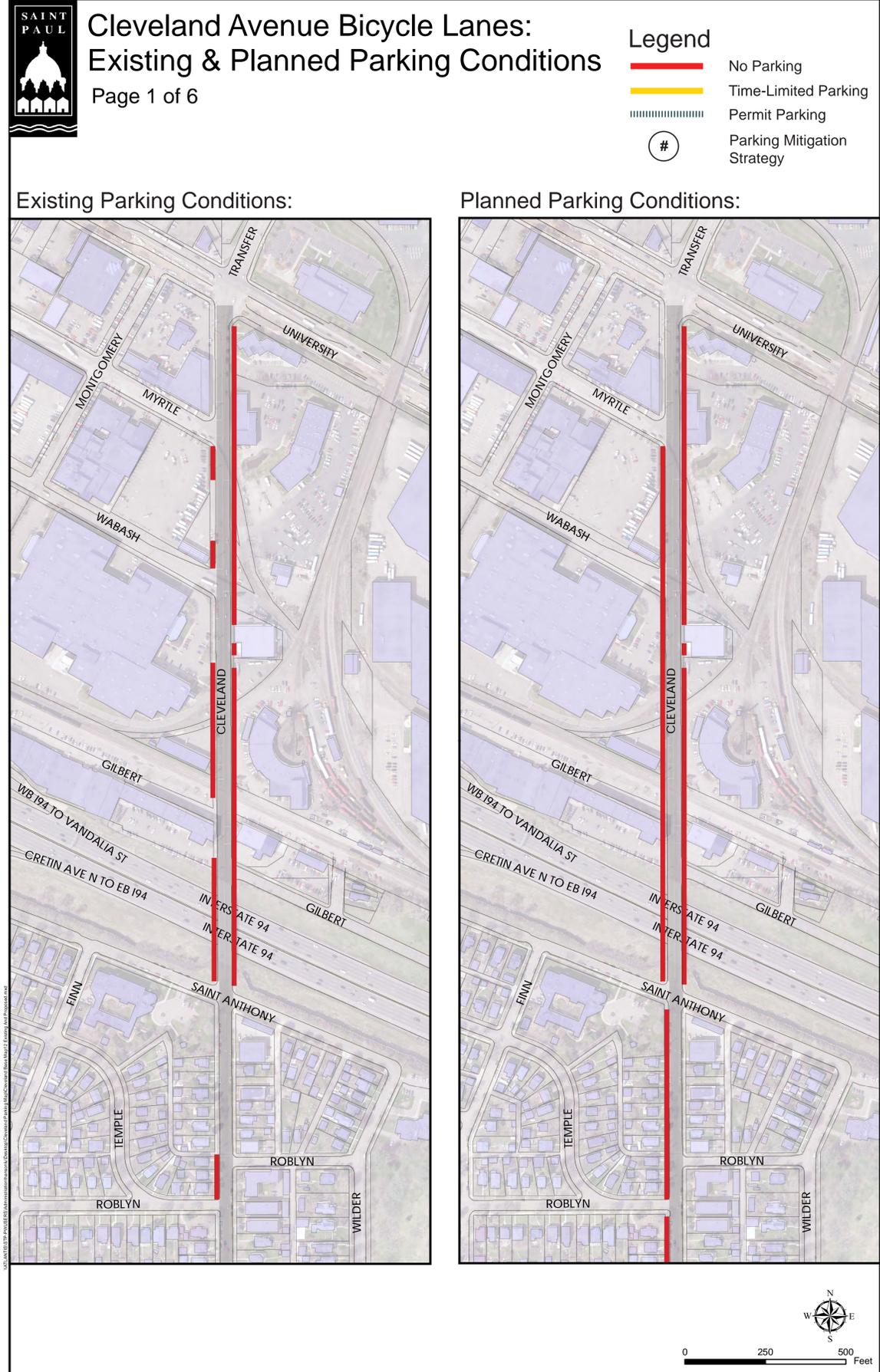
Strategy 8: Create new time-limited parking capacity on the south side of Randolph Avenue east of Cleveland Avenue.

- Expanding time-limited parking capacity (1-hour 8 AM – 6 PM) on the south side of Randolph Avenue for 85' east of Cleveland Avenue will provide additional proximate parking opportunity for patrons of businesses near the intersection. Time-limited parking could be expanded further east of the area identified in Figure 8 should parking demand warrant additional time-limited capacity.

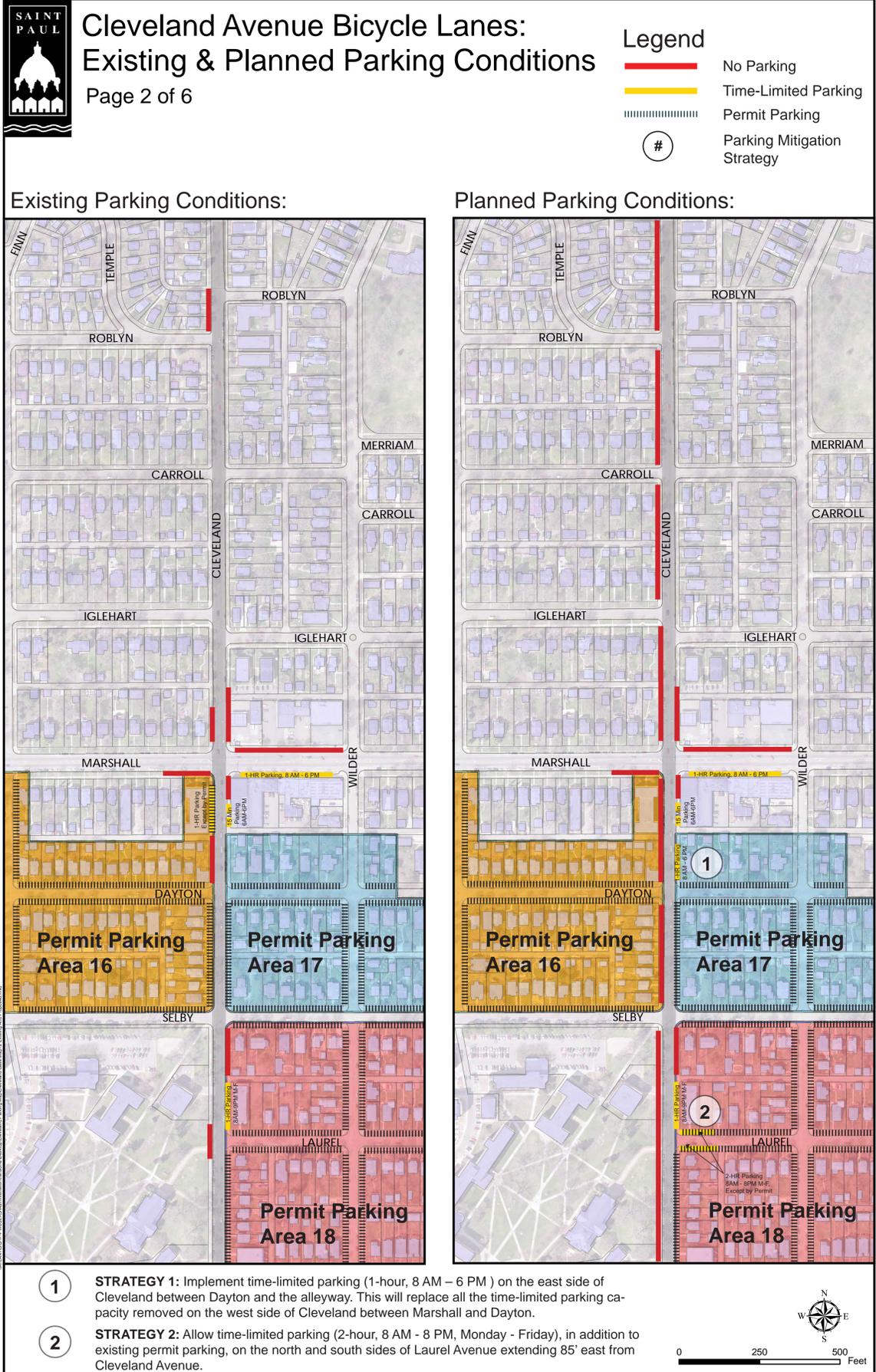


Cleveland Avenue Bicycle Lanes: Existing & Planned Parking Conditions

Cleveland Avenue: University Avenue to Roblyn Ave



Cleveland Avenue: Roblyn Ave To Laurel Avenue



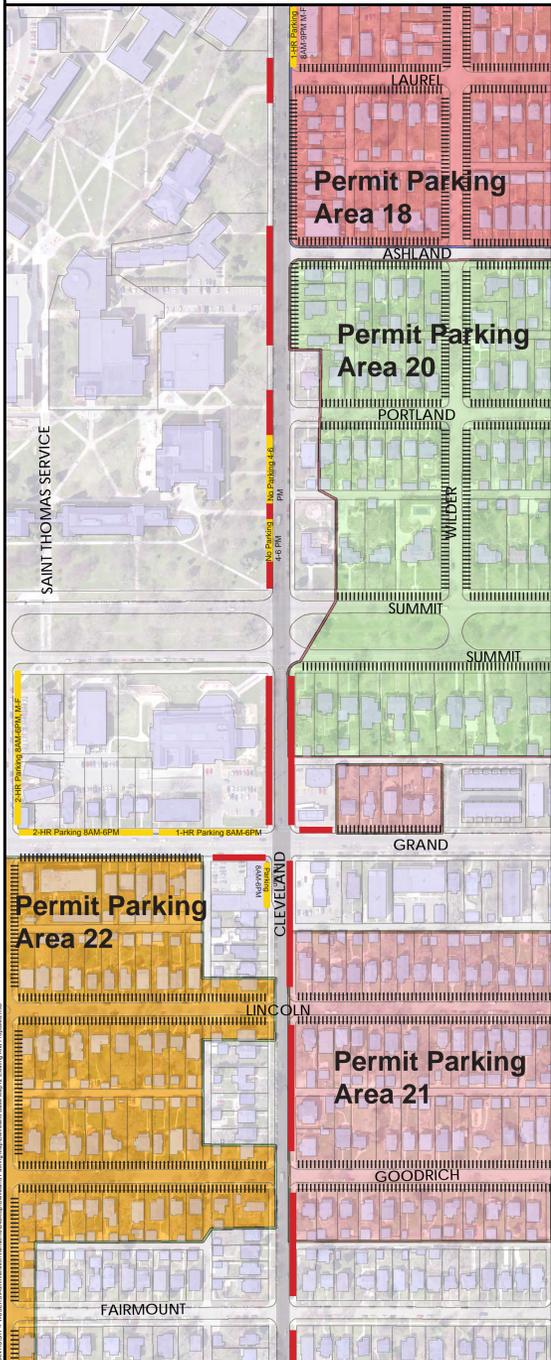
Cleveland Avenue Bicycle Lanes: Existing & Planned Parking Conditions

Cleveland Avenue: Laurel Ave to Fairmount Ave

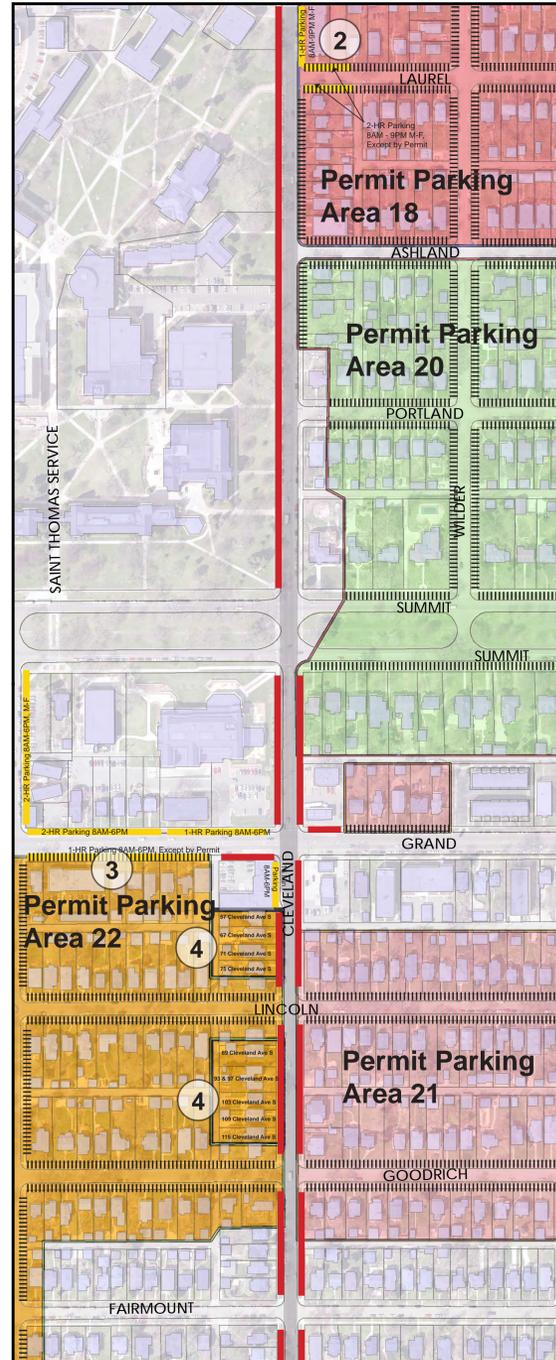
SAINT PAUL Cleveland Avenue Bicycle Lanes:
Existing & Planned Parking Conditions
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- Legend**
- No Parking
 - Time-Limited Parking
 - Permit Parking
 - # Parking Mitigation Strategy

Existing Parking Conditions:



Planned Parking Conditions:



- 2** STRATEGY 2: Allow time-limited parking (2-hour, 8 AM - 8 PM, Monday - Friday), in addition to existing permit parking, on the north and south sides of Laurel Avenue extending 85' east from Cleveland Avenue.
- 3** STRATEGY 3: Allow time-limited parking (1-hour, 8 AM - 6 PM), in addition to existing permit parking, along the south side of Grand Avenue between Finn Street and Cleveland Avenue.
- 4** STRATEGY 4: Amend Permit Parking Area 22 to include the following Cleveland Avenue addresses: 57, 67, 71, 75, 89, 93, 97, 103, 109, & 115 Cleveland Avenue S



0 250 500 Feet

Cleveland Avenue: Fairmount Ave to Juliet Ave

SAINT PAUL Cleveland Avenue Bicycle Lanes:
Existing & Planned Parking Conditions
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- Legend**
- No Parking
 - Time-Limited Parking
 - Permit Parking
 - # Parking Mitigation Strategy

Existing Parking Conditions:



Planned Parking Conditions:



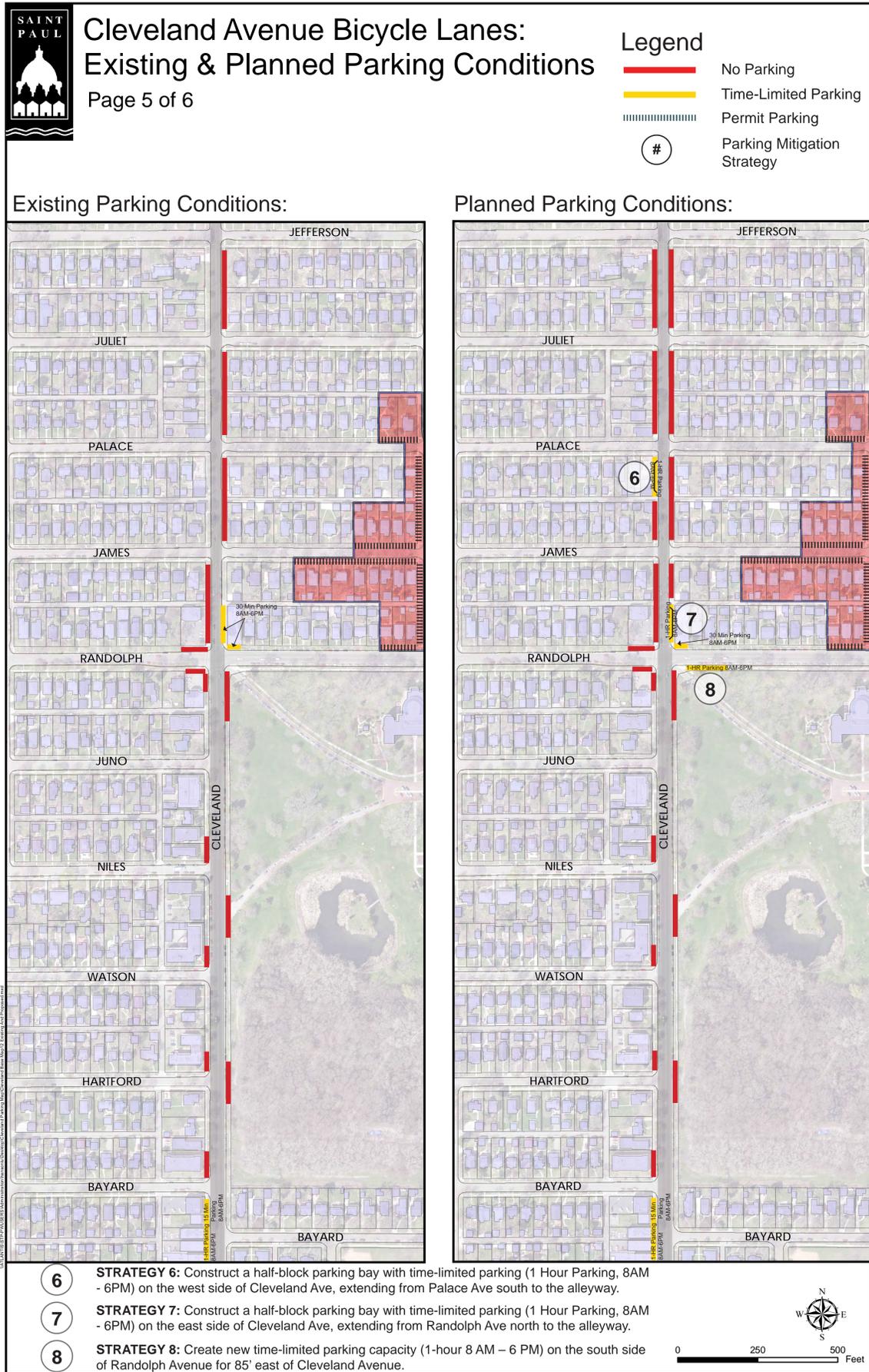
- 5** STRATEGY 5: Allow time-limited parking signs (2 Hour Parking, 8AM - 6PM, Saturdays) along the south side of Sargent Avenue from Cleveland west to the Synagogue property line during Saturdays.



0 250 500 Feet

Cleveland Avenue Bicycle Lanes: Existing & Planned Parking Conditions

Cleveland Avenue: Juliet Ave to Bayard Ave



Cleveland Avenue: Bayard Ave to Highland Pkwy

