

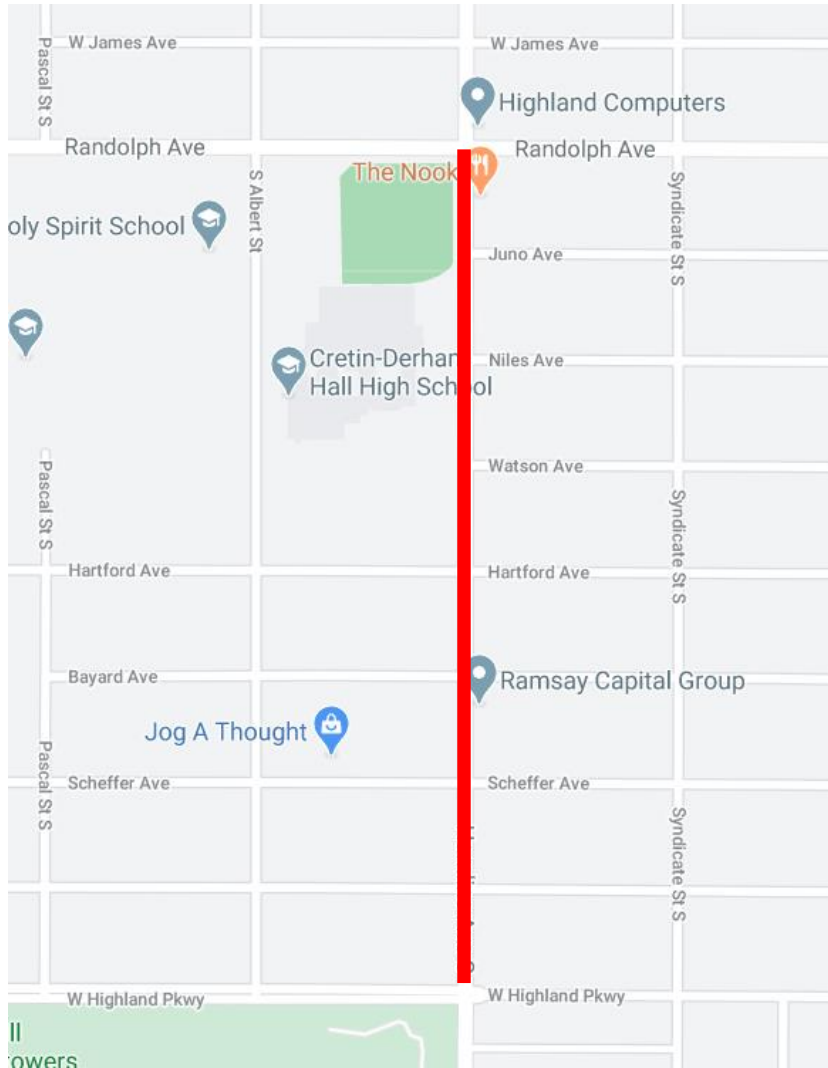
2021 Hamline Avenue Resurfacing Project

10/19/2020



PROJECT LOCATION

- Hamline Avenue will be resurfaced from Randolph Avenue to Highland Parkway in the fall of 2021.



PAVEMENT CONDITION INDEX

- This project was identified and the project limits were determined based on the condition of the street surface
- Pavement Condition Index is a score from 0 to 100 indicating the condition of the street surface. 0 is the worst, 100 is the best
- PCI within the project area ranges from 17 to 46



ROADWAY CONTEXT

- Street is generally 42' wide, except for the 100' of Hamline just south of Randolph, which is 46' wide
- 4,325 motor vehicle trips per day (counted in 2017)
- Speed Study (conducted in 2007) north of Bayard Ave indicated average speeds of 29 mph. The speed limit was recently set to 25 mph.
- No Transit Service (connects to Route 74 on Randolph)
- Hamline Avenue is both a Collector roadway and carries Municipal State-Aid designation

MILL AND OVERLAY

The street will be resurfaced through a method called “mill and overlay”

- Grind off (“mill”) the top 2” of the street surface
- Replace with new asphalt surface (“overlay”)

This is not a full street reconstruction.



ADA COMPLIANCE

- Pedestrian ramps will be replaced at each corner to ensure compliance with the Americans with Disabilities Act (ADA)
- Sidewalks will be replaced where needed



PEDESTRIAN SAFETY IMPROVEMENTS

Each corner will be evaluated to determine whether a curb bumpout is a wise investment at this time.

Bumpouts provide the following benefits:

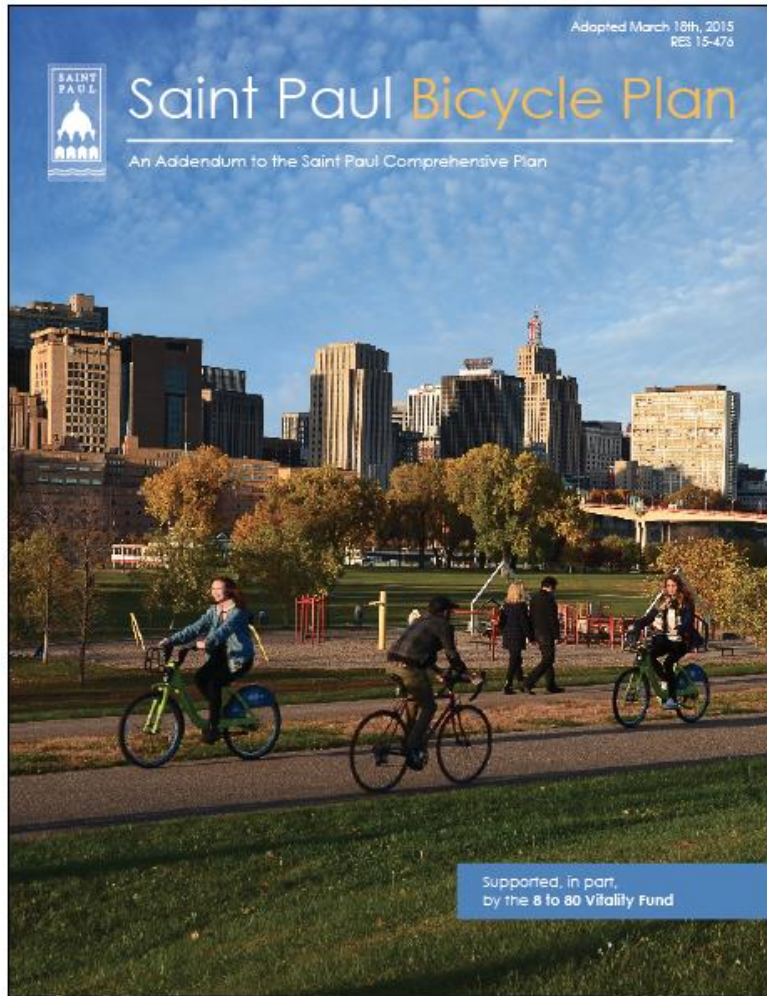
- Improve pedestrian visibility at intersections
- Reduce pedestrian crossing distance
- Prevent cars from being illegally parked within 20' of a crosswalk
- Encourage slower driving speeds – both for drivers going straight as well as turning.



PEDESTRIAN SAFETY IMPROVEMENTS

- Locations of proposed bumpouts along Hamline Avenue have not yet been determined.
- Funding for bumpouts is limited, so only the highest priority locations citywide will be feasible at this time
- Construction of a bumpout is dependent on further engineering evaluation of factors such as drainage, impacts to subsurface utilities, cost, etc.
- Due to proposed roadway striping layout, bumpouts are only being considered on the west side of Hamline Avenue.
- Upon further evaluation, staff may recommend against construction of bumpouts at this time if other locations citywide are determined to be a higher priority.

BICYCLE SAFETY IMPROVEMENTS



- Hamline Avenue is identified in the Saint Paul Bicycle Plan (2015)
- There are not currently any bicycle facilities on Hamline Avenue
- In-street bike lanes are proposed to be installed within the project limits
- Installation of bike lanes will require removal of on-street parking in some areas

BICYCLE SAFETY IMPROVEMENTS

Bicycle lanes provide the following benefits:

- Create safer places for people to bike
- Improve predictability of people using bicycles, improving comfort for all users
- Allows people using bicycles to safely visit local destinations and businesses
- Discourages people using bicycles from riding on sidewalks
- Encourages the use of bicycles as an environmentally sustainable form of transportation.

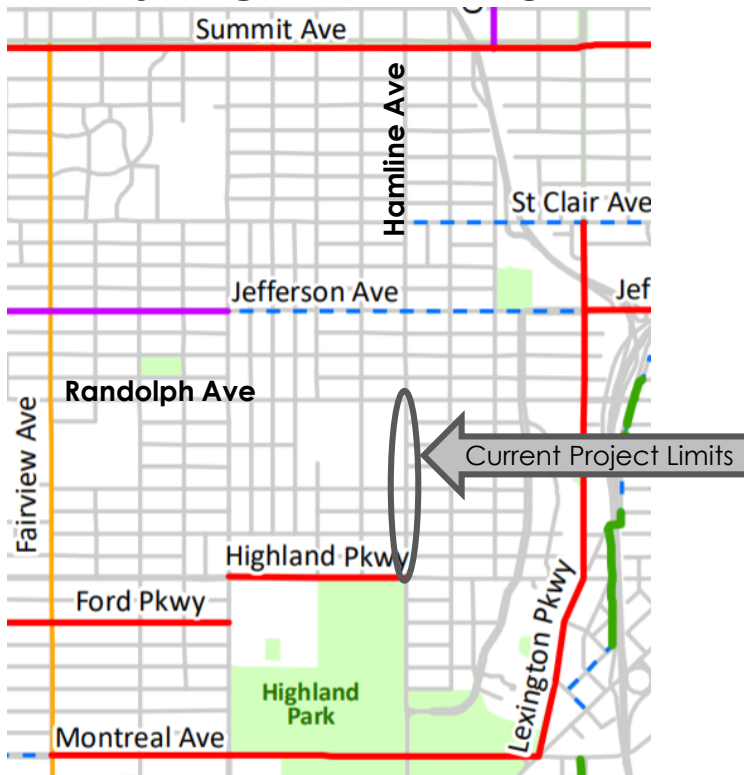


BICYCLE PLAN CONTEXT

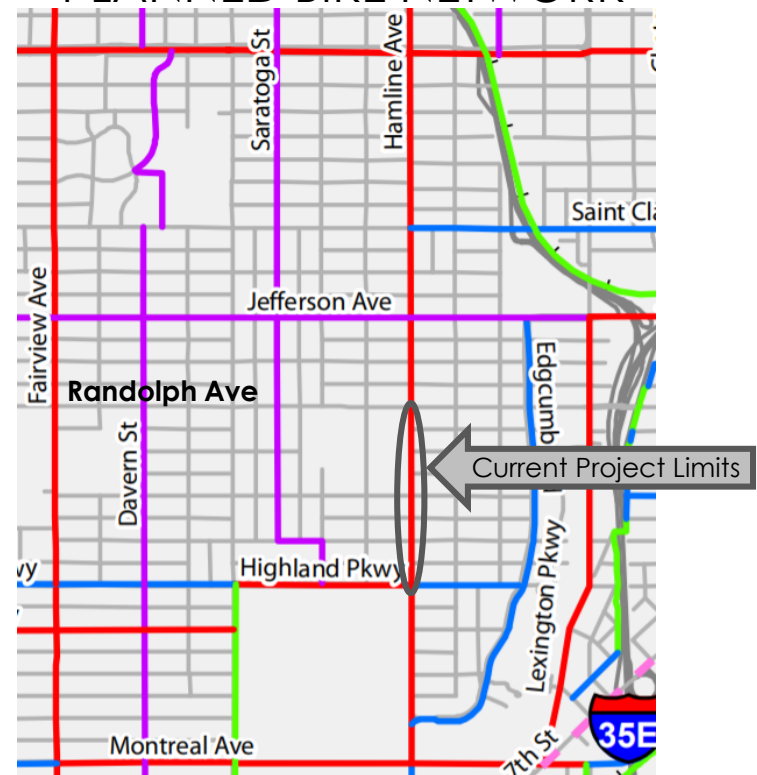
The existing bike network lacks continuous north/south routes.

- Bicycle Facility Types**
- Off-Street Path
 - Bike Lane
 - Bike Boulevard*
 - Striped Shoulder**
 - Enhanced Shared Lane***

EXISTING BIKE NETWORK

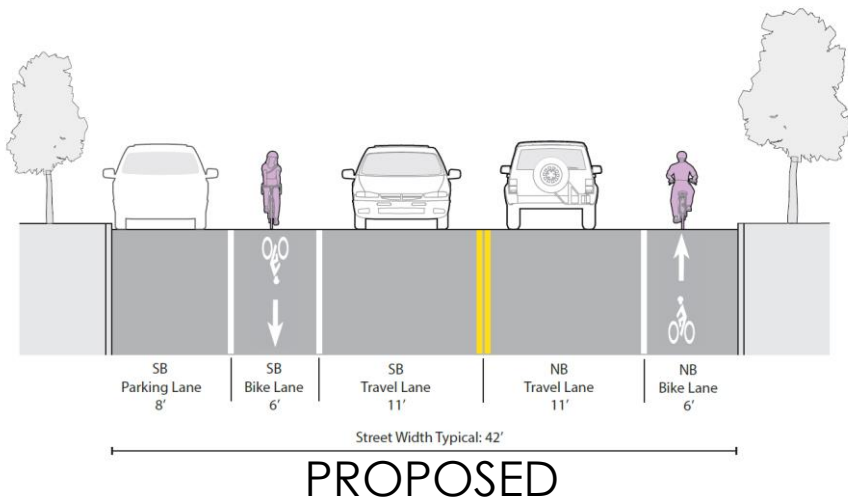
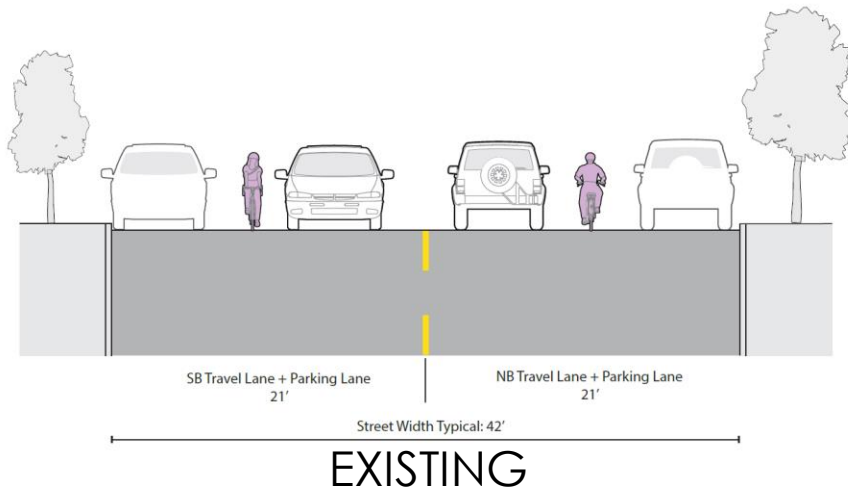


PLANNED BIKE NETWORK



PROPOSED CROSS SECTIONS

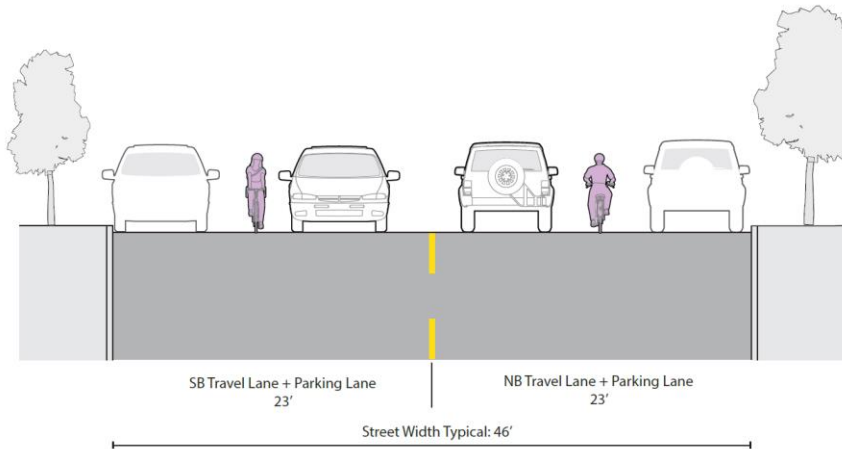
From Highland Parkway to the alley south of Randolph Ave



- Street is 42' wide
- Bicycle lanes will be added
- On-street parking will be removed on the east side of the street to provide space for bicycle lanes
- Existing on-street parking will remain on the west side of Hamline Ave
- All proposed lane widths meet minimum design standards

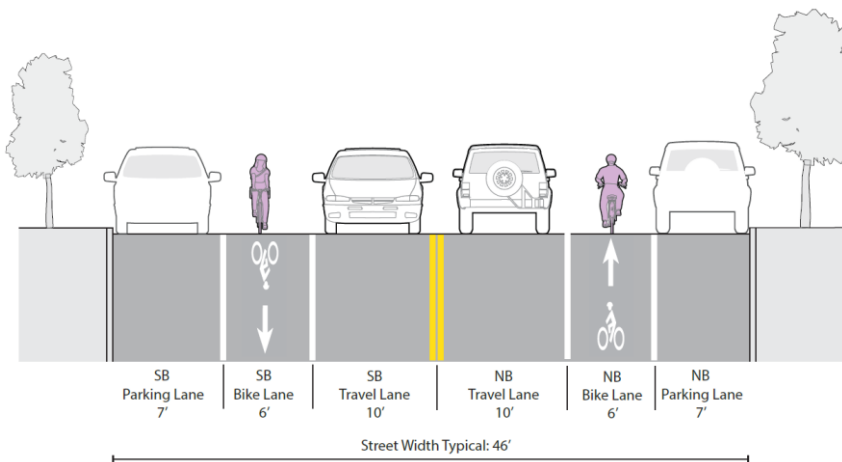
PROPOSED CROSS SECTIONS

Randolph Ave to the alley south of Randolph Ave



EXISTING

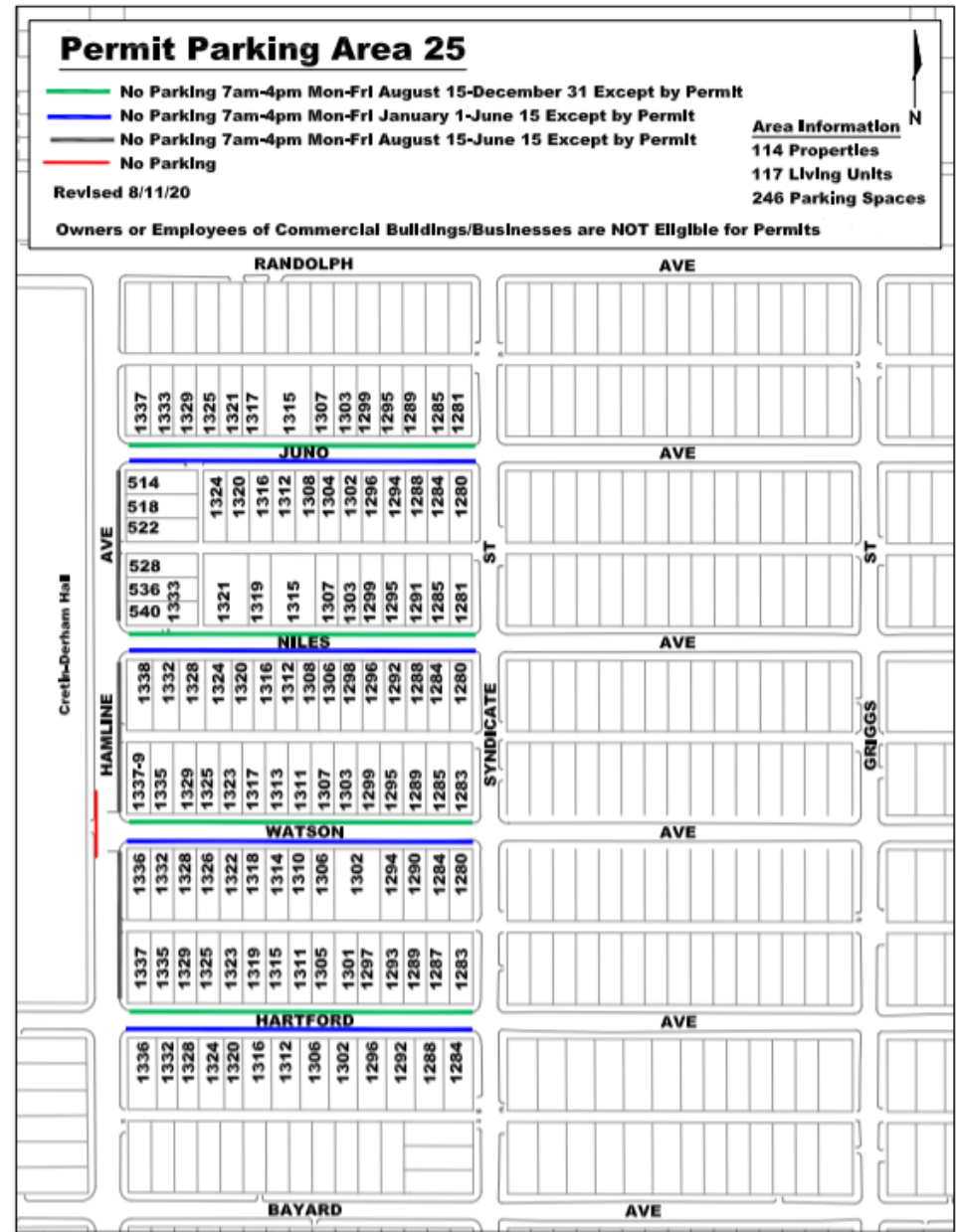
- Street is 46' wide
- Bicycle lanes will be added
- Existing on-street parking will remain on both sides of Hamline Ave
- All proposed lane widths meet minimum design standards



PROPOSED

PERMIT PARKING AREA 25

- Permit Parking Area 25 has a unique system of alternating the side of the street where parking restrictions apply based on the time of the year.
- No residential permits are required between June 15 and August 15
- Year round, people without permits are allowed to park on at least one side of Juno, Niles, Watson, and Hartford.
- Following this project, owners and residents of 514-540 Hamline Ave will still be able to purchase residential parking permits for Area 25.



EXISTING PARKING

- There are a total of 150 parking spaces on Hamline Avenue between Highland Parkway and Randolph Avenue with a variety of parking restrictions in place.
- 80 parking spaces are on the west side of Hamline Avenue
 - 10 spaces are signed “2 hour parking M-F 8 AM – 4 PM” (Juno to Randolph)
- 70 parking spaces are on the east side of Hamline Avenue
 - 4 spaces are signed “1 hour parking 8 AM – 4 PM” (Randolph to the alley)
 - 28 spaces are signed “No Parking 7 AM – 4 PM M-F Aug 15-Jun 15 Except by permit area 25” (Juno to Hartford)
 - 1 space is signed “2 hour parking M-F 8 AM – 6 PM (just south of Bayard)



PARKING COUNTS

- City staff conducted 15 parking occupancy counts to measure usage of existing on-street parking spaces
- The counts are intended to estimate average parking utilization under normal circumstances.
- The image to the right is an example of one count. All 15 of the counts conducted are available on the project website.
- Counts were conducted between 5/21/2019 and 8/24/2019
- Count dates include days when school was in session at Cretin-Derham Hall
- The counts were conducted within several specific time windows to understand usage at different times of the day and week
 - 4 counts conducted between 11:00 AM and 1:00 PM on weekdays
 - 4 counts conducted between 6:00 PM and 8:00 PM on weekdays
 - 3 counts conducted between 4:00 AM and 6:00 AM on weekdays
 - 2 counts conducted between 11:00 AM and 1:00 PM on Saturdays
 - 2 counts conducted between 6:00 PM and 8:00 PM on Saturdays



Example Parking Count

PARKING COUNT METHODOLOGY

- The counts are conducted by traversing the project area and recording the number of cars parked at that time.
- The number of observed cars is presented as a ratio with the estimated legal parking capacity on each block.
- The estimated legal capacity is determined by measuring the length of each block face where parking is permitted (accounting for driveways, alleys, or other areas where parking is prohibited), and dividing that number by 20' - the estimated average length of a parking space.
- Observed parking demand may exceed estimated legal capacity if cars are parked close together, or if cars are parked where it is legally prohibited (such as within 30' of a stop sign, or across the top of a T-intersection)



PARKING COUNT SUMMARY

- Parking demand on Hamline Avenue is driven by Cretin-Derham Hall, and by businesses near Randolph. Residential parking demand is low.
- There is low demand for overnight parking on Hamline
- On weekdays during the school year, parking on the west side of Hamline Avenue between Hartford Avenue and Randolph Avenue is at full capacity. Several residential side streets approach capacity as well, particularly:
 - Niles Avenue east of Hamline Avenue
 - Watson Avenue east of Hamline Avenue
 - Hartford Avenue west of Hamline Avenue
- The Permit Parking Area 25 rules are effective at allowing those without permits to use the parking capacity on neighborhood streets while also ensuring that capacity is reserved for residents with permits.

PARKING RECOMMENDATIONS

- Existing parking will remain in place on both sides of Hamline Avenue between Randolph Avenue and the alley just south of Randolph Avenue
- Parking will be removed from the east side of Hamline Avenue between the alley just south of Randolph Avenue and Highland Parkway for the following reasons:
 - Removing parking from one side of the street is necessary to install bicycle lanes.
 - The parking counts demonstrated higher parking demand on the west side of Hamline rather than the east side of Hamline, primarily related to student parking.
 - There are more existing parking spaces on the west side of Hamline than on the east. Preserving parking on the west side of Hamline eliminates fewer spaces overall.
 - 20 residential homes on the west side face Hamline Avenue, while only 6 residential homes on the east side face Hamline Avenue.

PARKING IMPACTS

- City staff anticipates elimination of parking on the east side of Hamline Avenue to have the following impacts:
 - Highland Parkway to Hartford Avenue - there is capacity on the west side of Hamline Avenue to accommodate any displaced parked cars from the east side of Hamline Avenue. People currently parking on the east side will find available parking spaces on the same block on the west side of Hamline.
 - Hartford Avenue to Niles Avenue - no cars were observed parked on the east side of Hamline Avenue during all 15 parking counts. Elimination of these spaces should have minimal impacts.
 - Niles Avenue to Randolph Avenue – Some displacement of existing parking demand is anticipated here, and there are several alternative locations where people will find available parking. When school is not in session (including evenings and weekends), there should be ample capacity on the west side of Hamline Avenue. On weekdays when school is in session, the parking counts indicated unused capacity along Juno Avenue, as well as along the south side of Randolph Avenue between Albert Street and Syndicate Street.

ENGAGEMENT OPPORTUNITIES

- Due to social distancing rules, no in-person meetings are planned, but there are several opportunities to stay engaged
- View the project website stpaul.gov/hamlineave and do the following:
 - Provide questions or comments about the project by November 6, 2020. City Staff will review and sort the comments, and provide a response by November 20, 2020.
 - Provide your email address to receive email notifications of project updates
- Contact the community engagement manager (contact info at the end of this presentation) for one-on-one or small group conversations.

TIMELINE AND NEXT STEPS

- This project will be presented to the Transportation Committee of the Planning Commission on 10/19/2020.
- There will be a public hearing at City Council to approve the recommended layout. This date has not been set, but is anticipated in early 2021. Property owners and tenants along Hamline Avenue will be notified by mail when that date is set.
- Implementation is anticipated in the fall of 2021.

CONTACT INFORMATION

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