



# Payne Avenue Resurfacing and Bike Lanes

February 28, 2019

Welcome and Overview

Project Context

Proposed Project Elements

- Pedestrian improvements, bike lanes,  
parking removal

Existing Parking Data

Questions

Visit with staff and review layout

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## What is being done?

- Grind off the top 2 inches of pavement
  - Repave
  - New pavement markings (lane lines, bike lanes)
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## What is being done? (continued)

- Replace pedestrian curb ramps
  - Add median – ped refuge Kenny to Hopkins
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## **When will the work be done?**

Summer of 2019.

Date has not been set yet.

Info posted on website

Signs will be posted on site

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## How long will it take?

Ped ramps – 2 to 4 weeks  
(minimal traffic disruption)

Paving work – 2 to 3 weeks  
(road open to local traffic, service  
and emergency vehicles)

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## How is the project paid for?

Gas tax and wheelage tax

No assessments to property owners

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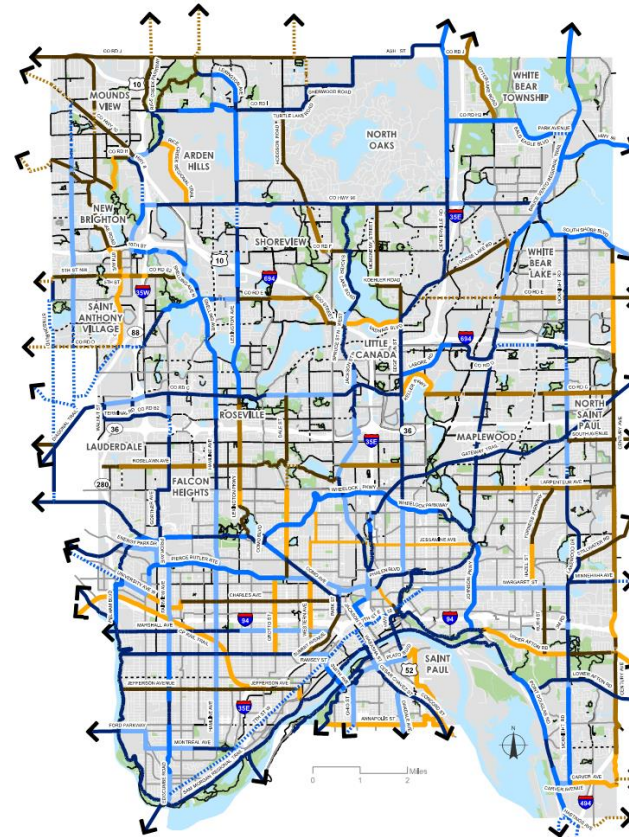






*Marshall Avenue, 2014 project*

Map 4-1: The Connected Ramsey Communities Network



Connected Ramsey Communities Network

Major County-wide Corridor

- Existing
- Planned Upgrade
- Planned
- Identified Need
- Intercounty Connection

County-wide Connector Corridor

- Existing
- Planned Upgrade
- Planned
- Identified Need
- Intercounty Connection

Local Corridor

- Existing
- Planned Upgrade
- Planned
- Identified Need
- Intercounty Connection

Version: 2013.03.18A

# Project Context

Policy T-3. Design rights-of-way per the following modal hierarchy:

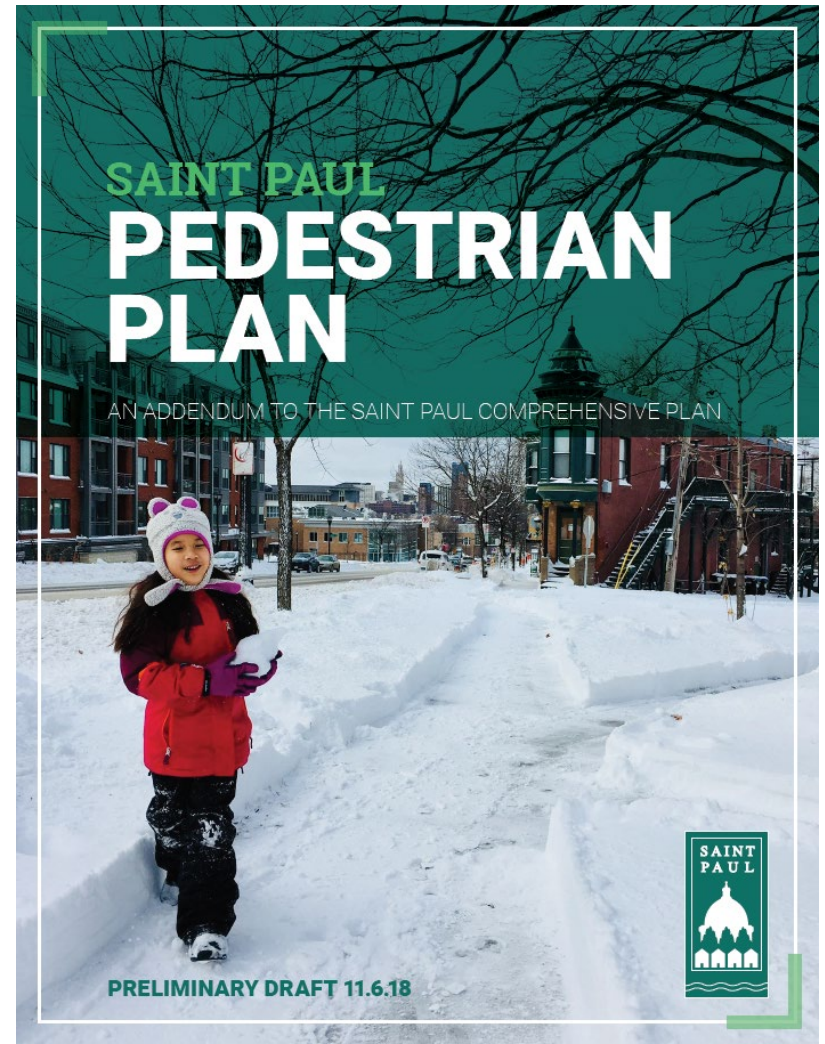
- 1. Pedestrians, with a focus on safety*
- 2. Bicyclists, with a focus on safety*
- 3. Transit*
- 4. Other vehicles*

Policy T-7. Implement intersection safety improvements such as traffic signal confirmation lights, pedestrian countdown timers, and leading pedestrian signal intervals. Reduce pedestrian roadway exposure via median refuge islands, curb extensions, narrowed travel lanes and other elements designed to lower motor vehicle speeds.



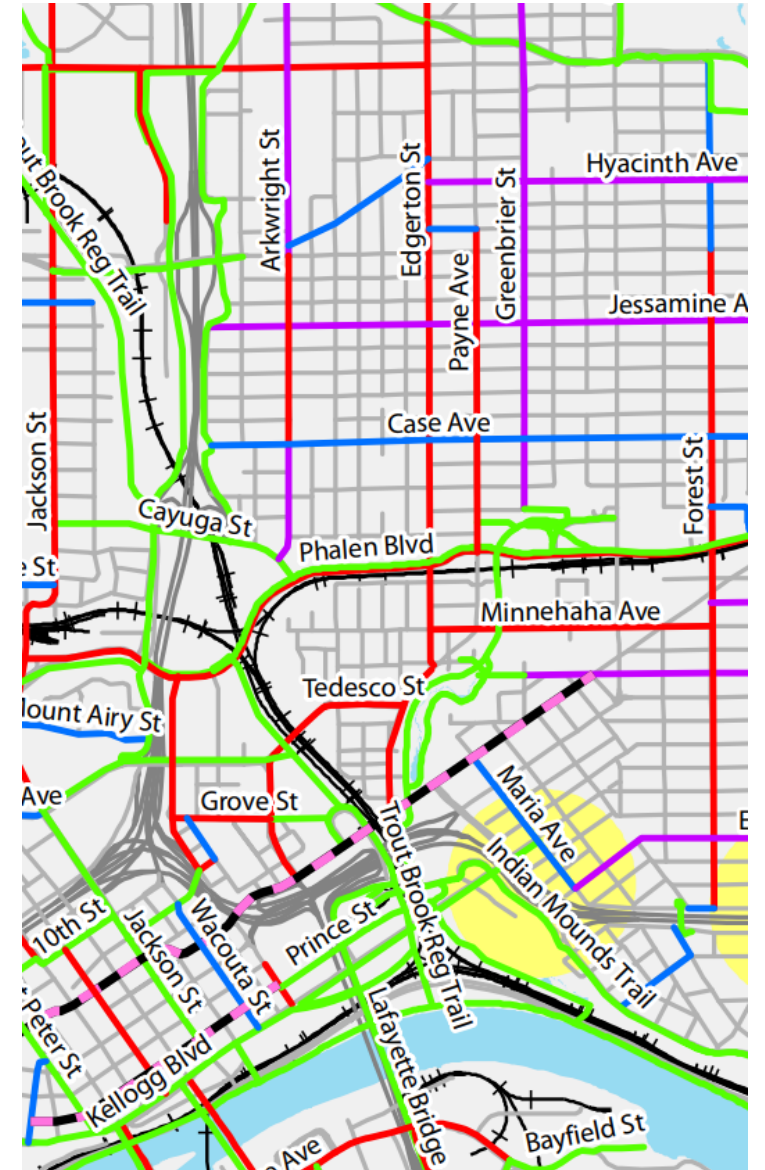
# Project Context

- The Draft Saint Paul Pedestrian Plan identifies this corridor as within a High Priority Area for Walking Investment.
- 1.6 Reduce pedestrians' exposure to motor vehicles and lower street design speeds. Pursue changes in street designs that lower design speeds and reduce roadway crossing widths.
- 1.10 Provide regular crossings opportunities on collector and arterial streets, prioritizing streets in High Priority Areas for Walking Investment



# Project Context

The Saint Paul Bicycle Plan identifies this corridor as a bike route marked by an In-Street Separated Lane connecting to existing bike lanes on Edgerton.



# What is proposed?

## **Pedestrian medians (three)**

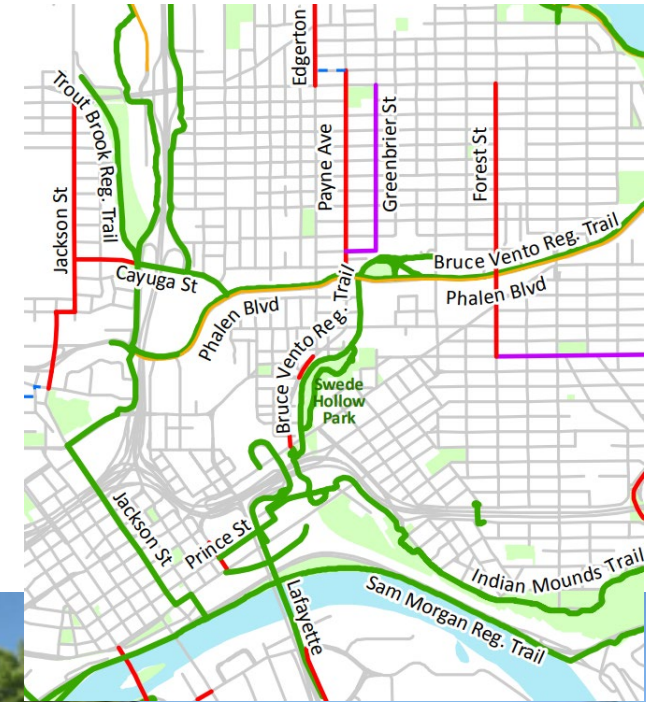
- Reduced exposure to motor vehicles improves safety for people walking
- Left turn lanes will be removed. Cars can still turn left.
- Curb ramp upgrades for ADA compliance



# What is proposed?

## Bike lanes

- Providing a dedicated place to ride improves road safety for people bicycling
- Narrow travel lanes improves safety for bicyclists and walkers
- Connect existing bike lanes on Payne to each other and the Bruce Vento Trail



# What is proposed?

## **On-Street Parking Removal**

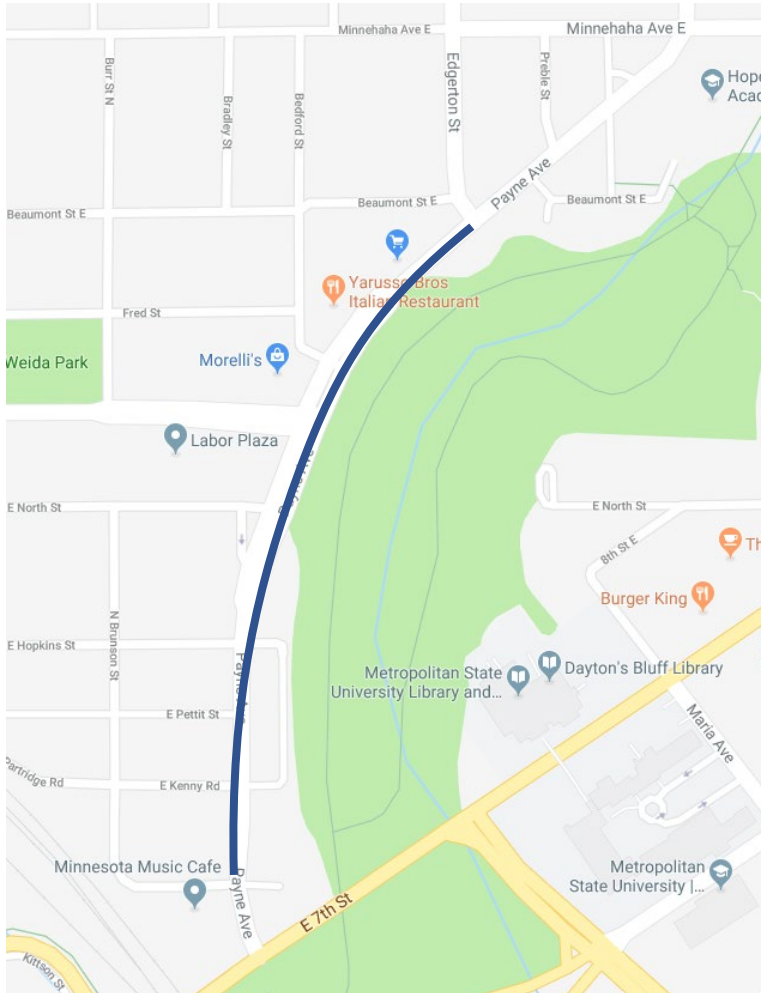
- Removal of on-street parking is proposed from Woodward Avenue to Hopkins Street on the west side of the street
- East side parking will not change

# Parking Impacts

## **Proposed On-Street Parking Removal**

- Removal of on-street parking is proposed from Woodward Avenue to Hopkins Street on the west side of the street
- East side parking will not change.
- East side parking will be more accessible to west side buildings with pedestrian improvements
- Why west side not east side? Existing bumpouts on east side mean the lane cannot be used for travel
- Existing parking on both sides of the street will be maintained north of Hopkins Street
- Emergency vehicles and delivery services can stop in the bike lane

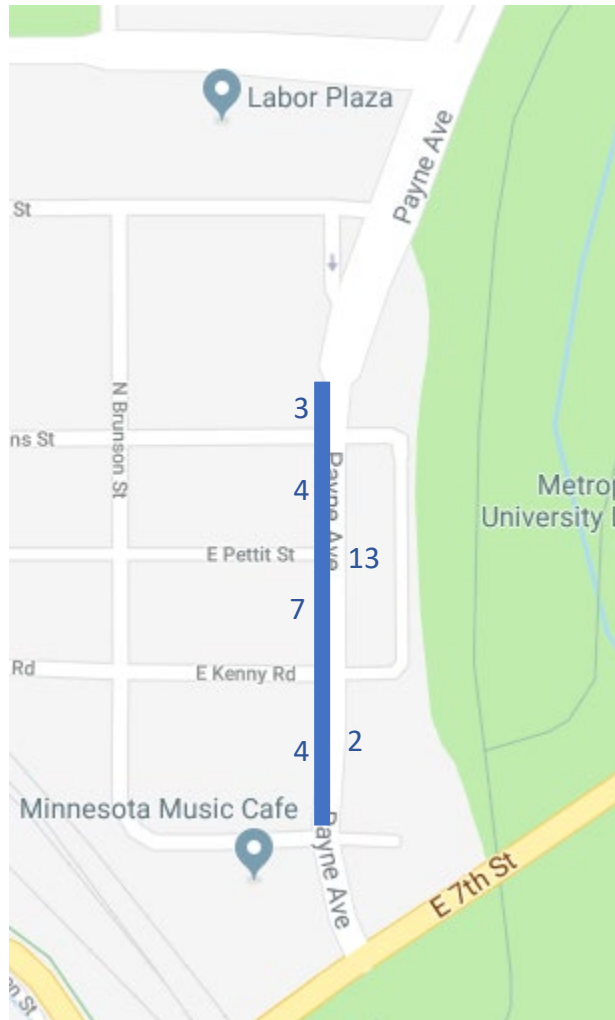
# Parking Data



## Existing On-Street Parking Summary

- Woodward Street to Edgerton Street
- Total legal capacity: 108 Spaces
- Average parking utilization per side:
  - West side: 12 spaces
  - East side: 12 spaces
- Busiest times: Weekdays & Saturdays 11 am - 1pm
  - Max use: 43 spaces
  - Bedford to Edgerton busiest location

# Existing Parking: Woodward to Hopkins



## Existing Parking Use Where Parking Removal is Proposed

- Woodward Street to North of Hopkins St.
- Total legal capacity: 33 Spaces
  - West side: 18 (proposed for removal)
  - East side: 15 (proposed to remain)
- Average parking utilization per side:
  - West side: 1 space (7%)
  - East side: 3 spaces (21%)
- Busiest times: Weekdays & Saturdays 11 am -1pm
  - Max west side use: 3 spaces (16%)
  - Max east side use: 6 spaces (40%)

# Related Projects

## **Past Projects**

- Tedesco/Payne intersection: no work is planned here
- E. 7<sup>th</sup>/Payne intersection: no work is planned here; project starts at Woodward

## **Future Projects**

- 2020 project is planned to reconstruct Tedesco Street







## Next Steps

- Leave written comments and discuss with project staff
- Project staff will review your feedback
- Staff may update the proposal based on feedback
- Staff will schedule a public hearing at Saint Paul City Council to approve proposal
- Letters will be mailed with public hearing date



# Contact

Fay.simer@stpaul.gov  
Stpaul.gov/bikeprojects