

# SUMMARY OF ENGINEERING RECOMMENDATIONS

## Pelham Bikeway Project

Report Prepared – 5/2/2017

Public Hearing – 6/7/2017

### PROJECT

The project will implement a two-way protected bicycle lane along Pelham Boulevard and Myrtle Avenue and bicycle facilities along Raymond Avenue. The project limits are from Mississippi River Boulevard to University Avenue.



Figure 1. Project Location

### EXISTING CONDITIONS

The project alignment is part of the Saint Paul Grand Round. The alignment is identified with SHARE THE ROAD signage to encourage bicyclists and motorists to share space on the existing roadway. Feedback from the community has suggested that this type of bicycle facility is insufficient to ensure safety and comfort of bicyclists along the route. The project alignment is a gap in the existing bicycle network between the paths along Mississippi River Boulevard and the existing bicycle lanes on Raymond north of University Avenue.

Neighborhood residents south of I-94 have been particularly engaged for the past several years advocating for traffic calming. Speed studies completed by Public Works measured 85<sup>th</sup> percentile speeds ranging from 34 to 39 miles per hour while the posted speed limit is 30 miles per hour.

## **PROPOSED IMPROVEMENTS**

### **Bikeways**

The recommended improvements include establishing a two-way protected bicycle facility in the street using flexible delineators to separate motorized traffic from bicycle traffic. The proposed two-way protected bicycle facility will be on the east side of Pelham Boulevard and the north side of Myrtle Avenue. A southbound bicycle lane and northbound shared lane (with shared lane markings) will be implemented on Raymond Avenue between Myrtle Avenue and University Avenue.

The bikeway will be implemented using flexible delineators within the buffer between the bikeway and the travel lanes. The project will use several different types of delineators and several different methods of attaching the delineators to the roadway surface. This will allow street maintenance staff the opportunity to test and observe several configurations to understand the implications regarding ongoing costs and maintenance.

Signage and green colored conflict markings will be used at intersections to reduce conflict between people using the bikeway and motorists turning across the bikeway.

### **Circulation**

The recommended improvements include restricting motorized travel on Myrtle Avenue between Pelham Boulevard and Raymond Avenue to one-way westbound only traffic. Bicycle traffic on Myrtle will be accommodated in the eastbound and westbound directions within the protected bicycle lanes. All other streets in the area will remain their current two-way configuration. Motorists currently traveling eastbound on Myrtle Avenue will make a similar eastbound movement in the future on Wabash Avenue or a combination of Franklin Avenue and University Avenue.

### **Parking Impacts**

The recommended improvements include the removal of on-street parking from the following locations:

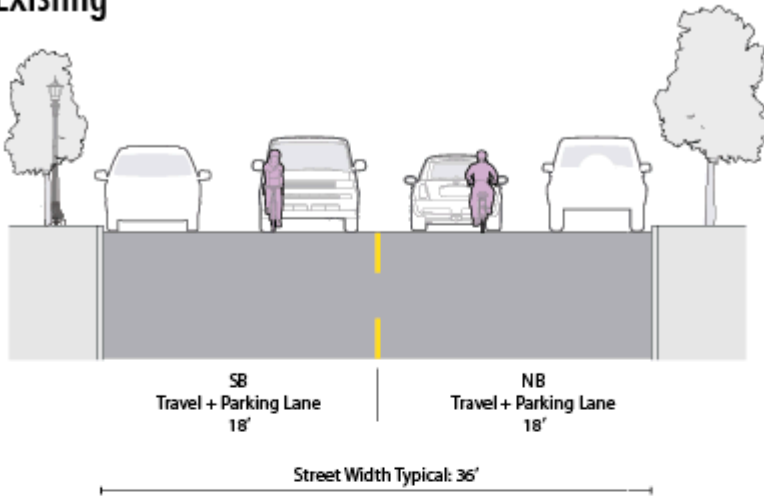
- East side of Pelham Boulevard from Mississippi River Boulevard to Otis Avenue
- East side of Pelham Boulevard from Beverly Road to Saint Anthony Avenue
- East side of Pelham Boulevard from Wabash Avenue to Myrtle Avenue
- West side of Pelham Boulevard from Mississippi River Boulevard to Doane Avenue
- South side of Myrtle Avenue from Pelham Boulevard to Glendale Street
- East side of Raymond Avenue from Myrtle Avenue (south leg) to Myrtle Avenue (north leg)

### **Traffic Calming and Pedestrian Improvements**

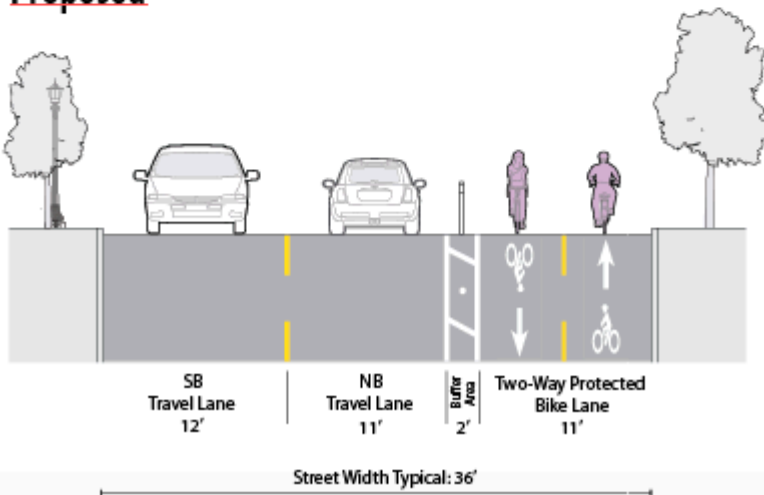
The proposed improvements will encourage traffic calming along the route by narrowing travel lanes and requiring slower speeds from motorists making turning movements. The pedestrian exposure to motorized traffic will be minimized by reducing the effective roadway width.

New pedestrian ramps will be installed at the intersection of Myrtle Avenue and Raymond Avenue and a new crosswalk will be marked. This improvement will be of particular value to students at Avalon School walking to and from the Green Line.

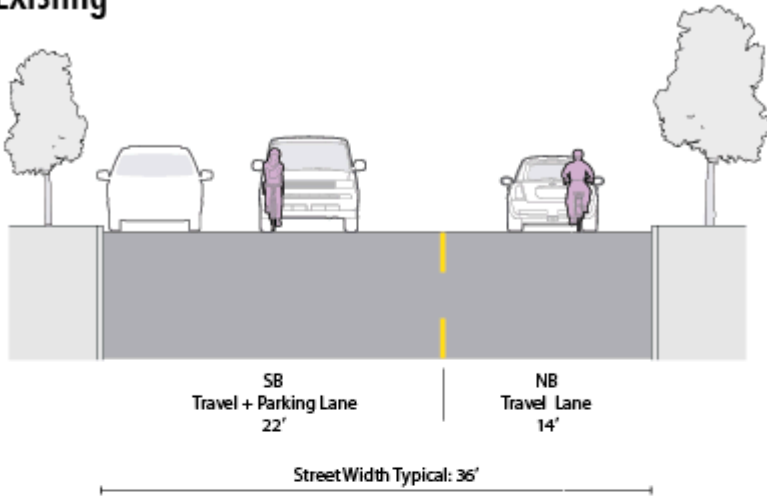
## Pelham Blvd: Mississippi River Blvd to Otis Existing



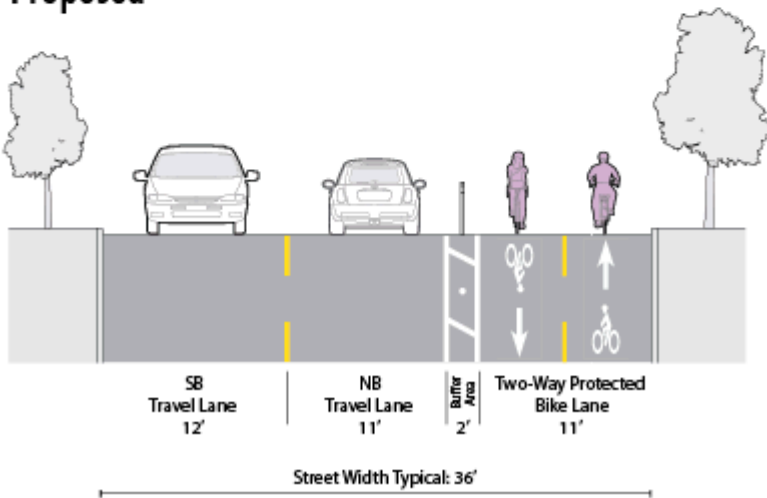
## Pelham Blvd: Mississippi River Blvd to Otis Proposed



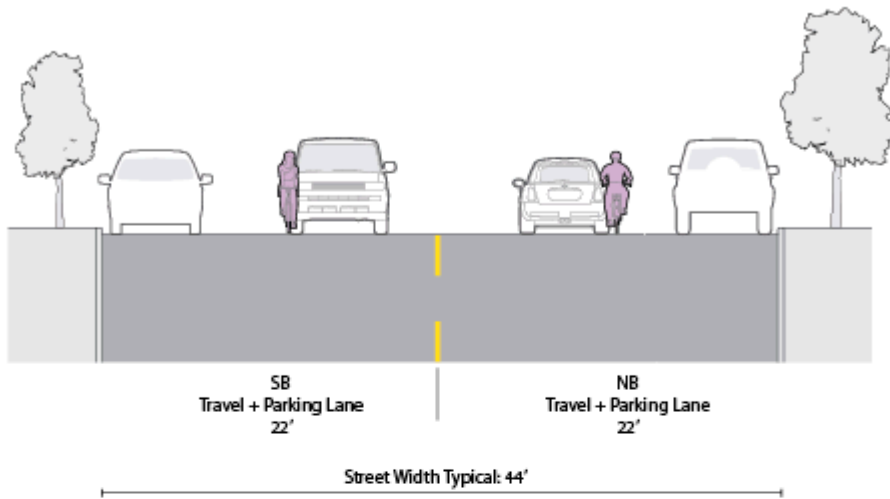
## Pelham Blvd: Otis to Beverly Existing



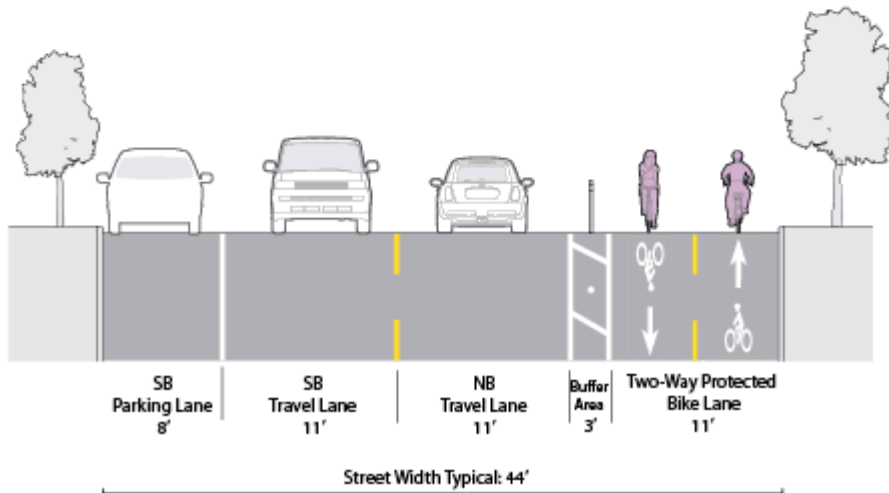
## Pelham Blvd: Otis to Beverly Proposed



## Pelham Blvd: Doane to St. Anthony & Wabash to Myrtle Existing

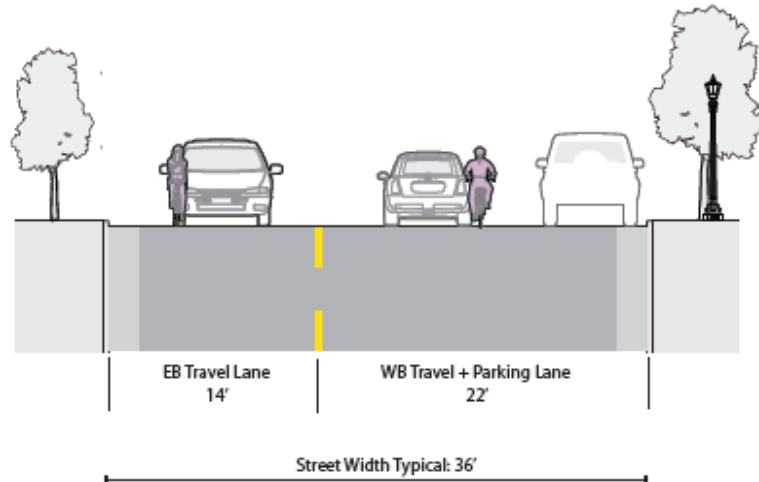


## Pelham Blvd: Doane to St. Anthony & Wabash to Myrtle Proposed

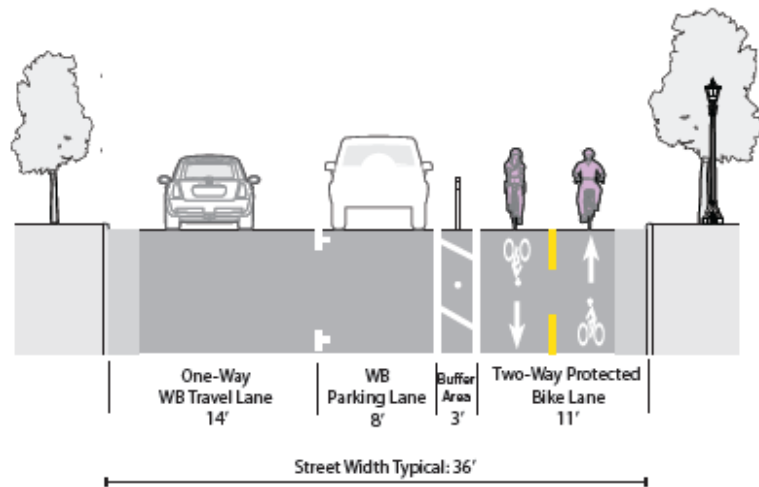


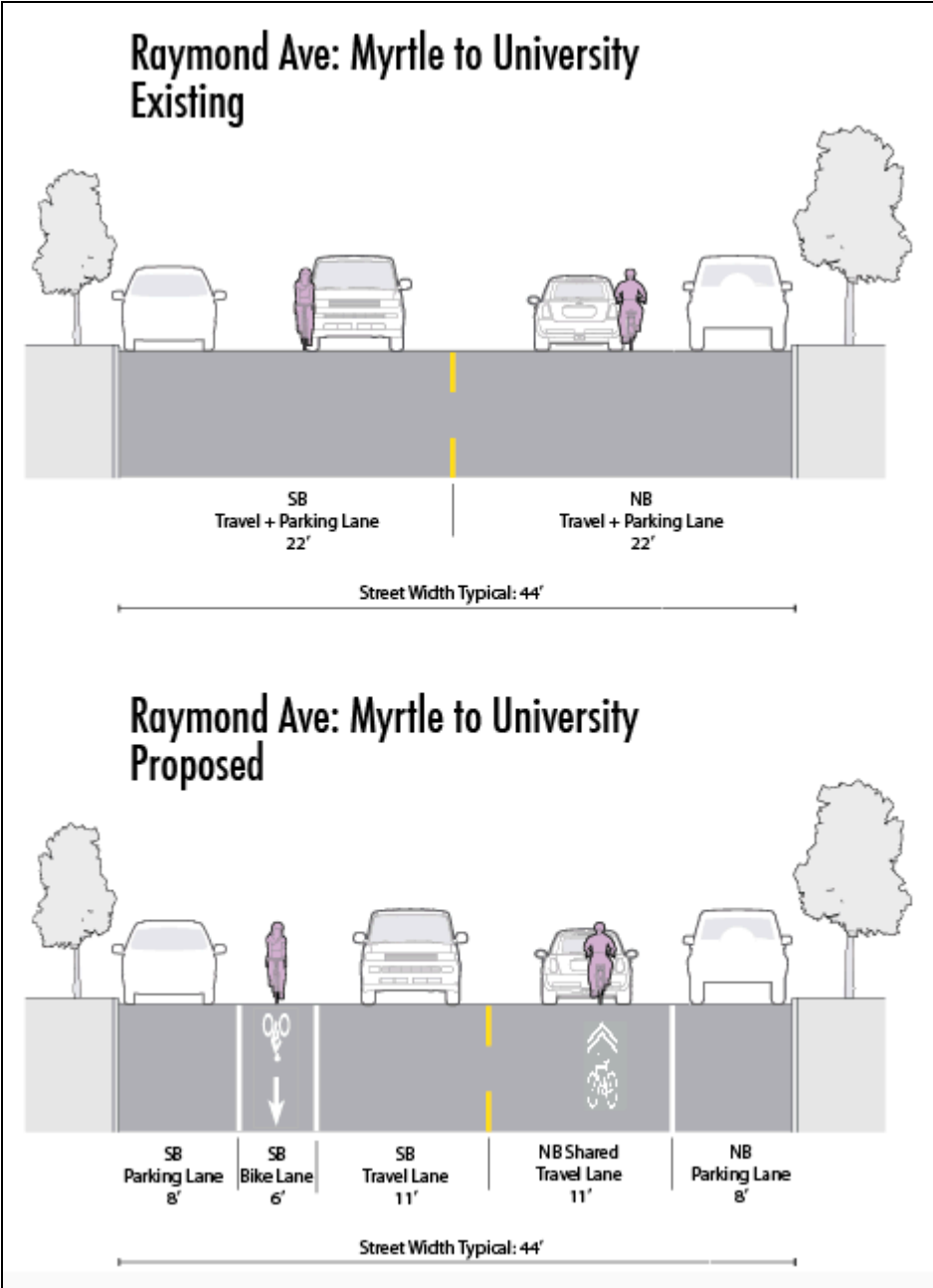
# MYRTLE AVENUE EXISTING & PROPOSED TYPICAL SECTIONS

## EXISTING



## PROPOSED





**ALTERNATIVES**

To do nothing would not address neighborhood concerns about excessive traffic speeds or unsafe cycling conditions.

There has been a substantial amount of discussion about the possibility of the bikeway being implemented along Wabash Avenue rather than Myrtle Avenue. In current condition, Wabash Avenue is unsafe for cyclists due to the condition and orientation of the railroad tracks along the street. A bikeway can not be implemented along Wabash Avenue until the tracks are removed. Public Works recommends implementing the bikeway along Myrtle Avenue now, with the

opportunity to revisit the bikeway alignment if and when the railroad tracks are removed from the Wabash right-of-way.

**POSITIVE BENEFITS**

Implementing the bikeway will have positive benefits for pedestrians and cyclists along the route. The narrowed roadway will calm traffic and result in a more livable neighborhood for residents.

**ADVERSE EFFECTS**

Normal problems associated with construction such as noise, dust, and general disruption will be present. The loss of on-street parking along some areas of the route will inconvenience some residents.

**EFFECTS ON TREES**

No trees will be impacted.

**TIME SCHEDULE**

The project will begin in the summer of 2017 and will be completed by the fall of 2017.

**COST ESTIMATE**

TBD

**ESTIMATED FINANCING**

8-80 Vitality Fund	\$	TBD
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<b>PROJECT TOTAL</b>	<b>\$</b>	<b>TBD</b>
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There are no assessments associated with this project.

**SOURCE OF ADDITIONAL INFORMATION**

For additional information, contact the Project Engineer, Reuben Collins, at 651-266-6059.

**SUMMARY AND RECOMMENDATION**

The Department of Public Works has ranked this as a high priority reconstruction project, and the Engineering Recommendation is for approval of the project and financing.

Respectfully submitted,  
Reuben Collins, P.E.