

Saint Anthony Avenue Traffic Calming Study

Alternatives Summary and Comparison

Introduction

The City of Saint Paul is evaluating several Alternatives for Saint Anthony Avenue between Prior Avenue and Fry Avenue. This document outlines four Alternatives and highlights key features.

Purpose

The purpose of the planning effort is to identify a set of low-cost improvements that will accomplish the following 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 and the planned [Snelling-Midway redevelopment site](#).

Project Alternatives

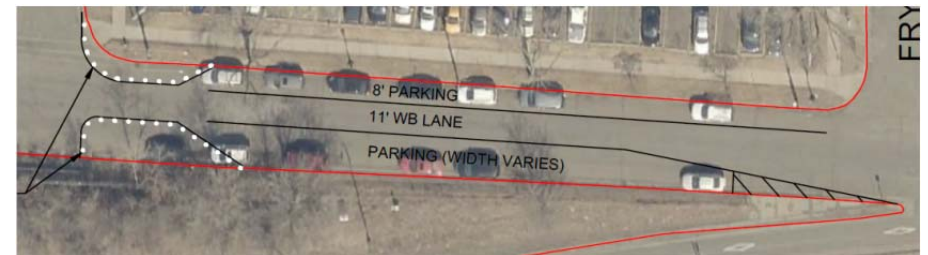
The width and traffic characteristics of Saint Anthony Avenue vary greatly along the corridor. The four Alternatives will be described in three corridor segments:

- Fry Street to Pierce Street
- Pierce Street to Dewey Street
- Dewey Street to Prior Avenue

Fry Street to Pierce Street

On this block, all four of the Alternatives present a similar strategy to install a “Traffic Calming Gateway” consisting of bumpouts that reduce Saint Anthony Avenue to the width of a single westbound lane. This strategy will:

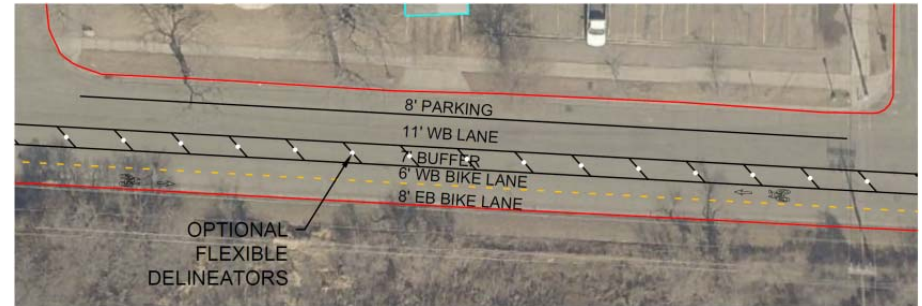
- Clarify that Saint Anthony Avenue has a single westbound travel lane
- Require motorists to reduce speed to pass through the narrowed opening between the bumpouts
- Preserve heavily used on-street parking on both sides of Saint Anthony Avenue



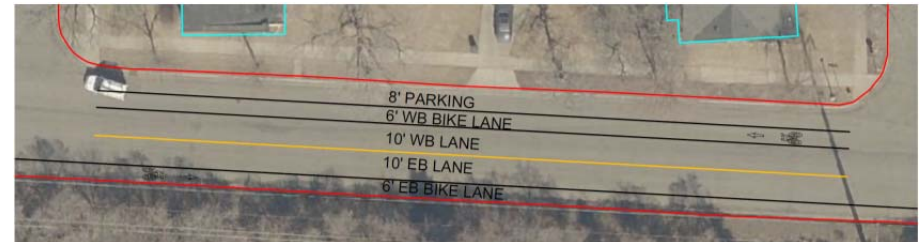
Pierce Street to Dewey Street

The roadway is 30-40' wide in this segment.

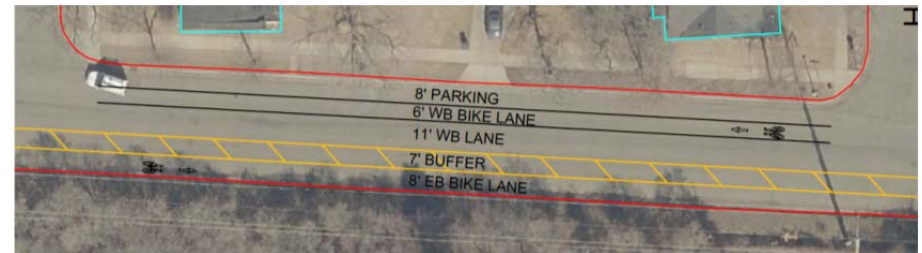
- **Westbound Travel Lane** - All Alternatives feature a single westbound travel lane for motorists. Striping the lane will visually narrow the lane and will promote traffic calming and clarify how the street should be used.
- **Eastbound Travel Lane** – Saint Anthony Avenue is currently one-way westbound. Alternative 2 introduces an eastbound travel lane for motorists in this segment only. While this may be a useful feature for enhancing neighborhood circulation, it may induce new traffic into the neighborhood.
- **Buffers** – Alternatives 1, 3, and 4 use an engineering strategy called a “buffer” which uses paint to identify areas of the roadway where there is excess width. The buffers can promote safety by introducing additional space between people biking and driving.
- **Bikeways** – All Alternatives feature a westbound bike lane in one of three formats. Alternatives 1, 2, and 3 feature an eastbound bicycle lane in one of three formats. Alternative 4 does not permit eastbound bicycle traffic. Alternative 1 includes a two-way bikeway along the south side of the street, which is well-suited for this context since there are no intersections on the south side of the street. Alternative 1 also includes the optional use of flexible delineators within the buffer space to separate motorists from bicyclists.
- **Parking** - Alternatives 1, 2, and 3 preserve on-street parking on the north side of the street only. Alternative 4 preserves parking along both sides of the roadway, though parking data suggests parking on the south side of the street is seldom used.



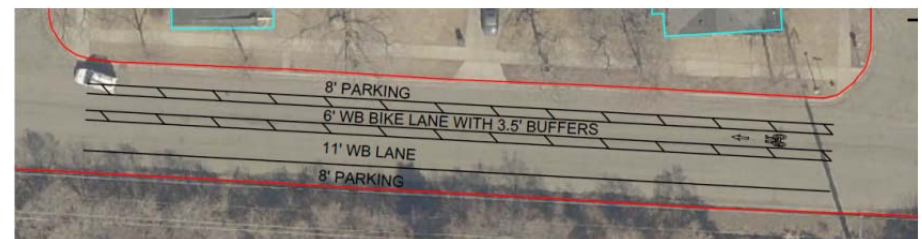
Alternative 1



Alternative 2



Alternative 3

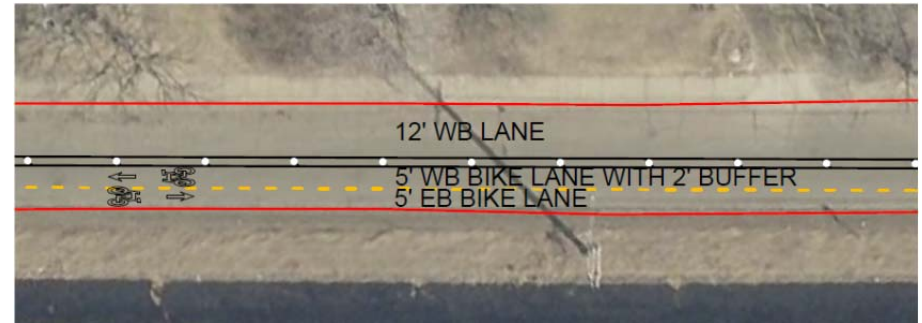


Alternative 4

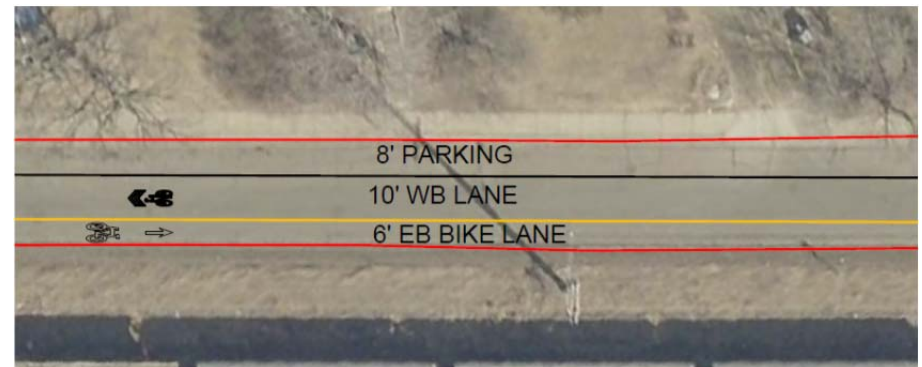
Dewey Street to Prior Avenue

The roadway is 24' wide in this segment. Alternatives 2 & 3 are identical in this segment.

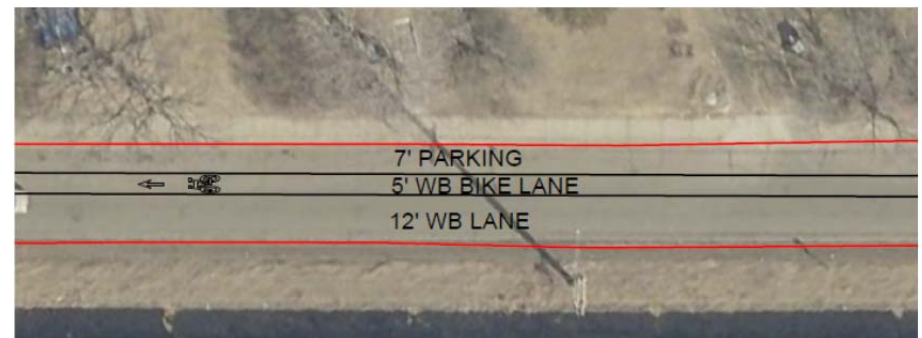
- **Westbound Travel Lane** - All Alternatives feature a single westbound travel lane for motorists narrowed from the current dimensions to promote traffic calming.
- **Eastbound Travel Lane** – None of the Alternatives permit eastbound travel by motorists in this segment.
- **Buffers** – Alternative 1 features a buffer space between the two-way bikeway and the westbound travel lane with the optional use of flexible delineators within this space. Alternatives 2, 3, & 4 do not feature buffers.
- **Bikeways** - Alternative 1 features a two-way bikeway on the south side of the street with optional flexible delineators within the buffer space. This is the only Alternative that provides dedicated space for both eastbound and westbound cyclists. Alternatives 2 and 3 feature an eastbound bike lane, though westbound bicyclists must share the westbound travel lane with motorists. Alternative 4 features a westbound bike lane, but does not permit eastbound bicycle traffic.
- **Parking** – On-street parking is currently permitted only on the north side of the street. Alternatives 2, 3, & 4 preserve the on-street parking on the north side of the street. Alternative 1 removes on-street parking from this segment.



Alternative 1



Alternatives 2 & 3



Alternative 4

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. Alternative 4 does not permit eastbound bicycle traffic for most of the corridor.
	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	
	Dewey St to Aldine St	High	Moderate	Moderate	High	
	Aldine St to Pierce St	High	Moderate	Moderate	High	